



Volume 16 Issue 2

June, 2015

UPDATES FROM DAYTON

de Larry AH6AX

Wednesday 5/13: My trusty cohorts, Jim WA3MEJ), Linda (N3KSM aka: XYL, aka: DA Boss) and I visited HARA Arena (home of the Dayton HamVention 2015) this morning to deliver supplies and materials for the crew working the booth. After getting a hard day of work in (okay, maybe about a hard hour of work in), we hopped back into the car and drove over to the Air Force Museum at Wright Patterson AFB to take in the fantastic display of aircraft available. There we ran into Urb (W1UL) and his friend John (also a Ham but not [yet] a member of SKCC. (we will work on that) Urb will be joining us at the booth for a few stints during the show (thanks, Urb). After the museum tour, we returned to the Hamvention to check up on the table. There we met with Ted (K8AQM), our intrepid Editor-in-Chief of the RagChew. Ed hung the SKCC Banners and delivered the information cards and keys for the visitors to try when visiting the booth. Now, we are back at our humble hotel and taking a break. But visions of a Steak and Shake dinner are dancing in our heads.

Friday: Our booth opened promptly at 0900 and we stood ready to meet our fellow SKC-Cer's from all points of the USA/World. Curt (WA2JSG), Larry (AH6AX, aka Scoops), Jim (WA3MEJ), Tom (K9DAC), and Linda (N3KSM - aka, Larry's YL) opened the booth this morning. Ted (K8AQM) dropped by to cheer us up before heading out to his tailgate spot. Ed (WH7TT) is, thus far, the winner for most distance traveled - he comes to us from the island of Oahu, Hawaii. Ed has been helping man the booth and he brought his friend "Hutch" (not YET a member, but we're working on that) to help out too! Along the way, Ken (AB8KT) and John (K4BAI) stopped by for a visit. At the end of today, we had 115 members log in at the booth. We will take a group photo tomorrow at 1300L. LNR Precision, Inc. loaned us a SKCC key for folks to try as they came by. At closing, I spoke with a rep from LNR who said they had sold two of the 10 SKCC keys today (we have the 3rd)... so if you're coming to the show - better stop by and get that key before it goes bye-bye. Well, old Scoops is tired from all the fun today - so I will sign off for now - see you again tomorrow. 73

Saturday: We had a great day today. We logged 172 SKCC members, thus and got the gang together for a group picture. Among the visitors to the booth were Karen (W4KRN) and her husband, Jim (K4JTR) AND we had the pleasure of meeting young miss Faith Hannah (AE4FH), AGE 10 and her dad, James (WX4TV). Faith just passed and received her EXTRA Class ticket. She sent some fine cw on the code keys that were on display at our booth. We have encouraged her (and her dad) to join SKCC, so we hope to hear them both on SKCC

bands soon.

Along the way over this weekend, we had lots of visitors, and some were just a bit eccentric - Tom (K9DAC) and Scott (N3JJT) ran into 'KRISTEN' - aka Antenna Lady. Woody (N3WB) and his YL, Sandra stopped by to see how we were doing. At 1300, we took a couple of group pictures of those who met with us.



Faith AE4FH es "Dad" WX4TV
Faith is a 10 yr old EXTRA!

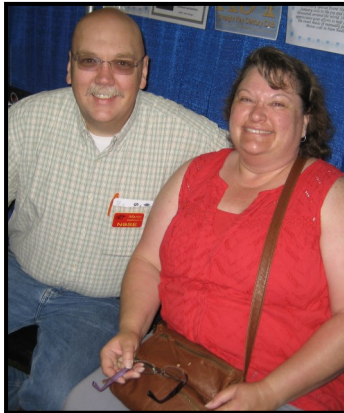
Tomorrow we will wrap up a fine 3-day event and head for home with our new goodies from the show. Thanks to LNR Precision for the loan of the 2015 SKCC Key. It's been a great show, but we're ready to get back to hamming and chasing DX!

Sunday: We wrapped up a great show with 184 members dropping by to sign in with us. I've been told that's a new record! LNR Precision folks told us to keep the SKCC Key for our use in a future raffle/give away - Please keep them in mind if you're looking for a solid performing key. I have one and use it as well as my Czech key as one of my two primary keys for SKCC. This is your intrepid reporter, Scoops, signing off from SKCC, Hamvention 2015, Dayton, Ohio!



Ed....What a group! Unfortunately there were several members who showed up for the picture a bit late...sri.

More Pictures From Dayton



Marty N9SE and XYL



Russ K0LOW



Tom K9DAC, Scott N3JJT & Kristen
The antenna head lady!



Woody N3WB and XYL Sandra



Rich W4RQ & XYL



Boozing it up! Curt WA2JSG, Karen
W4KRN & Larry AH6AX (the big kahuna!)

Not ready for prime time?



And where the action really was!





K4BAI John 13280 from Georgia came by and said “hello.”



AB8KT Ken 4500T from Ohio spent lots of time at the SKCC booth.

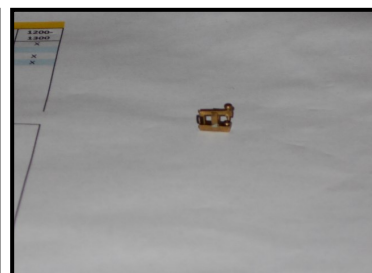


WH7TT Ed 11384C came all the way from HI and it was a real pleasure to spend time with him at the booth.

That’s a real key sitting on a piece of 8 x 11 paper on the right and a “close-up” of the key on the left. It works too!



David and Anat from the Netherlands, check out the mini straight key they make!





Scott N3JJT discovers a great cigar!



Many helped out at the booth



Bill KD8TTM and Jeremy KD8VSQ
SKCC 11614 SKCC 13072



Luring them in..Urb W1UL, Tom K9DAC
and Jim WA3MEJ

Ed....The booth was great, Curt WA2JSG brought along a slew of certificates to show the many SKCC awards, Larry AH6AX brought water and munchies for all those who were manning the post, Larry's wife Linda N3SKM provided the "eye candy" (and the only intelligent conversation), many, many members stopped by (184 I think signed in) and many sat-in providing support and encouragement to those who asked questions about SKCC membership. Never was the booth unmanned and often with six chairs filled there was standing room only.

For those of you who couldn't attend Dayton this year, better plan on next year, what a great time and it was so nice to begin to put faces to names and call signs. Thanks to "Prince Larry" and all his efforts to put this together and a special thanks to Linda N3SKM for keeping Larry on track !

Field Day Lessons Learned By K8TEZ

Larry K8TEZ # 8426T

1. NEVER ASSUME OTHERS WILL COME EARLY TO HELP YOU PUT UP YOUR TRI BANDER.
2. NEVER ASSUME THE OWNER WILL LET YOU HOOK **ANYTHING** TO HIS **BIG** TOWER
3. NEVER ASSUME THE SUN WILL SHINE ALL DAY TO POWER YOUR SOLAR PANELS
4. NEVER, NEVER RUN ANYTHING OFF YOUR CAR BATTERY (UNLESS CAR IS RUNNING) NO EXCEPTIONS HERE
5. ALWAYS ASSUME OLD PEOPLE, BABIES & KIDS WILL BE AT YOUR 5:00 FEEDING....
6. ALWAYS ALLOW FOR EXTRA EATERS
7. ALWAYS MAKE SURE SOMEONE SENDS THE SCORES IN.....
8. BEWARE OF OPERATORS WHO CONFISCATE THE KIDS TOYS..THEY MAY NOT HAVE A SENSE OF HUMOR.
9. ALWAYS TRY TO AVOID POWER LINE NOISE.
10. IF YOU SHOW UP LATE YOU MAY EXPECT TO SIT ON THE GROUND.
11. DO NOT EXPECT EVERYTHING YOU PUT UP TO GENERATE POWER WILL WORK.
12. SOME THINGS THAT GENERATE POWER DID WORK AND WORKED WELL.
13. IT HAS BEEN OUR EXPERIENCE THAT PEOPLE WHO HANG AROUND THE GRILL INTEND ON EATING FIRST .

Hopefully these tips will help us all with our 2015 field day planning.....



#1



#2



#3



#4



#5



#6



#8



#9



#10



#11



#12



#13

A Little Ham Radio Nostalgia

By Curt Gidding KC9UNL SKCC#8667

Fifty years ago, the ARRL celebrated their 50th Anniversary. During the same year the United States Post Office issued a postage stamp to commemorate and honor Amateur Radio



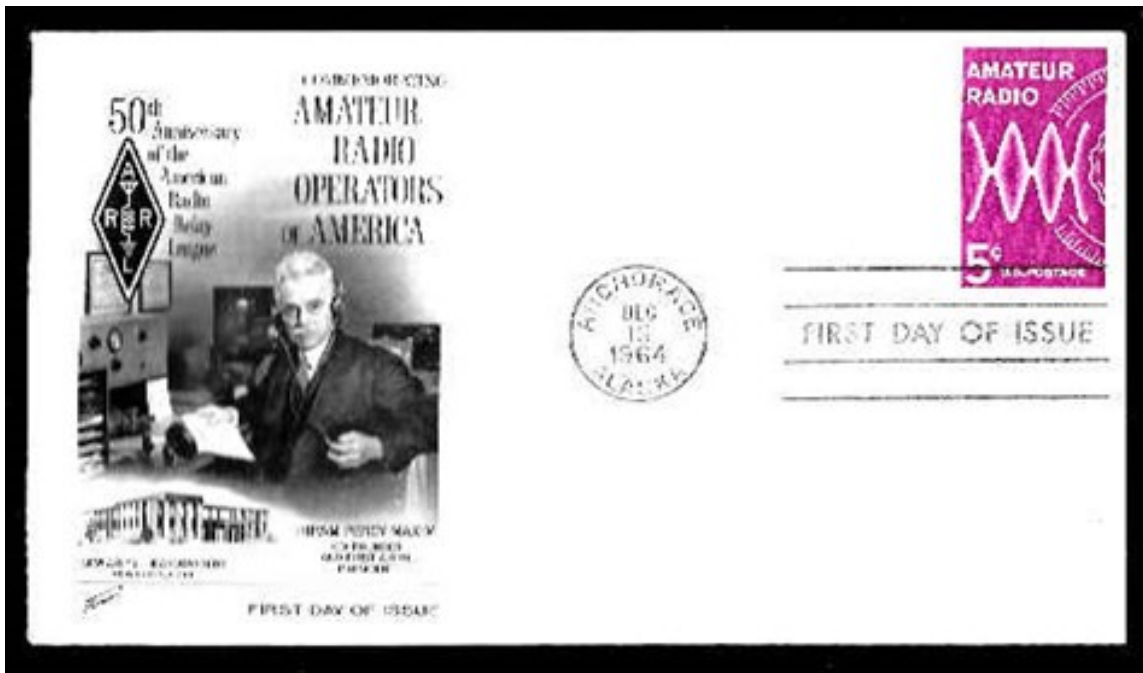
Operators for their public service and advancement in radio communications. The stamp was issued on December 15, 1964. There were 122,230,000 stamps issued. On this date there was a First Day of Issue ceremony conducted in Fairbanks, Alaska. This site was chosen because of the tremendous service of amateurs during the Alaskan Earthquake.

The ARRL arranged to have a special commemorative envelope produced. This envelope would be used to produce a First Day Cover for the issue. The artwork for the envelope was a reproduction of the May, 1964 cover of *QST*. It was produced by Artcraft, a company who produces this type of artwork for First Day Covers. Artcraft also produced a separate cover for this issue.

An article announcing the ARRL Special envelopes appeared in the October 1964 issue of *QST*. The covers were available with the artwork in Black, Blue, and Green. There will also be a card enclosed in the envelope which described amateur radio and its accomplishments. Orders for the covers were to be sent to the ARRL headquarters in Newington, CT. The envelopes were addressed by typewriter at the ARRL and carried to Anchorage Alaska for the cancellation to be performed. The artwork on this type of cover is referred to by the collectors of them as a "cachet".

The stamp issue was popular and there were 452,255 covers addressed in Anchorage, Alaska on the First Day of Issue. There were many individuals and companies that were producing these covers beside the ARRL. The artwork on the covers was varied and it is reported that at least 31 different types of artwork have been recorded.

The Fleetwood company produced this attractive cachet which features the ARRL and Hiram Percy Maxim.



A collection of these covers can make an interesting activity for any radio amateur. These covers can be found for sale on eBay and many are offered every week. My current collection consists of 13 covers. I have found that many of the various cachets are very hard to find.

Hope that you have enjoyed learning about these covers.



My Journey to QRP and Beyond – Warren Pugh - KC9IL



My journey into the world of QRP started back in 2001. The Yaesu FT-817 had been recently introduced and several of us bought them at the Dayton Hamvention that year. It was a during sunspot peak, and gosh what a fun radio it was! 160 meters through 70 cm, all mode with self contained batteries. It started to travel with me on vacations and business trips. One time in my motel room in Lamar, Missouri, I used it to work PSK31 with a wire antenna hanging on the curtain rod by the windows. Was the guy at the other end ever surprised! My favorite expedition was on a family vacation to Aruba in June of 2003. I got a local call sign (P40WP) and operated from the beach just outside our hotel room. With a 33 foot wire antenna up in a palm tree and a counterpoise in the sand, I worked a great pileup on SSB one evening until nearly midnight.

I'm an avid bicycle rider, and I took the rig with me on many bike rides, setting up on picnic tables and using a wire antenna and an MFJ tuner to work 20 or 17 meter SSB.

I also used it one year at Field Day, and running QRP CW, I was able to outscore the rest of my club.

Unfortunately, around 2009 my trusty '817 got hit by a surge that smoked the motherboard. Yaesu informed me that it would cost nearly as much to repair as to replace, so I sadly sold it off for parts.

I was looking for another portable rig, but really took a liking to the Icom 7000. I figured it was small enough to carry in a backpack with a small gel cell battery. What I didn't count on was how much of a power hog it was. After a while I realized I needed to find a truly portable, self

contained rig. Enter the Elecraft KX-3.

Now for the back story. My local radio club in Chicago has hosted an annual QRP night contest, where the goal is to set up a station at a local park and work as many “miles per watt” as possible. The perennial winners of this event tended to be the high speed CW guys, running their K3’s. So I decided to give it a go with my Yaesu ‘817 running PSK31. Well as it turned out, I won! The CW guys sat up and took notice. As the nuclear arms race progressed, I moved to JT-65 and JT-9, but the digital modes were taking over. The final straw was a couple years ago when my digital station lost out to an SSB operator. I needed to do something different, something simpler. Dragging a computer, sound card interface and other gear was a hassle as well. I decided to go back to CW.

Now, while I passed my 20 wpm exam back in 1987, I had gotten rusty over the years. With the help of the K7QO course and numerous lunch hours at the local Subway, I increased my CW proficiency. I was starting to have fun with CW. Then, I discovered the SKCC. It was during the SKS in January 2014. The other station asked for my number. My number??? Well, a quick Google search gave me my answer. I joined up and got my number. My new KX-3 now had a mission!

I started on my journey, getting to Centurion and then Tribune in a few months. I started taking the KX-3 on my business and personal travels, collecting SKCC contacts from Texas, Arizona, Colorado, Wisconsin, Indiana and Michigan. But all along, I was formulating a strategy. If the high speed CW or digital guys could get Russia on 5 watts (~ 1,000 MPW), maybe I could shoot for Ohio on 100 milliwatts (3,000 MPW). Follow my logic? My test run was during the ARRL DX CW contest in 2014, when I worked Spain on 100 milliwatts. That proved the concept. So at the next QRP night, I worked a station in New Hampshire on 100 milliwatts with a ladder line dipole, for something like 8,000 miles per watt. Winner, winner, chicken dinner!

Along the way, the SKCC had started its own “miles per watt” activity. After a couple successes with 50 mW and 10 mW working around the Midwest, I was able to get up to 15,400 and 25,500 miles per watt. But Bobby, AK4JA, was the leader at 98,500, so how do I get there? Time for some more math. If I could work over 500 miles on 5 mw (a 200x multiplier), that would get me to 100,000 MPW. That became the goal.

In order to operate at power levels below 100 mW, which is as low as the KX-3 can go, I needed to use my commercial foxhunting attenuator. It has steps at 3, 6, 10 and 20 dB, so I can tailor my power level. One problem is that the attenuator works both ways, so the receive signal is reduced as well. But this works to my advantage. If I can still hear a good signal with 10 to 13 dB of attenuation in line, I might just have a chance. Sorry, more math again. 10 mW is 40 dB down from 100 watts, or about 7 S-units. So, if I can work a station S-9 with 100 watts, my 10 mW signal would be S-2. Not great but possible. 100 watts at 10 dB over S-9 becomes S-4. 5 mW would put me in the S-2 to S-3 range. Still workable, but I’ll need a good path.

So I tried and tried. I called CQ with 10 mW, looking for more distance. No luck. I tried during SKCC events, figuring more activity would yield better chances. No luck again, too many pileups to break with a QRPP signal. I even tried to schedule contacts but still no joy. Then, out of the blue the evening of January 12th, when I had just failed on a pre-arranged QSO with NN0SS in Minnesota, I heard Dave, KD2E calling CQ on 7.055 MHz. out of the blue the evening of January 12th, when I had just failed on a pre-arranged QSO with NN0SS in Minnesota, I heard Dave, KD2E

pileups to break with a QRPp signal. I even tried to schedule contacts but still no joy. Then, out of the blue the evening of January 12th, when I had just failed on a pre-arranged QSO with NN0SS in Minnesota, I heard Dave, KD2E calling CQ on 7.055 MHz. He was STRONG, really strong (S-9 plus with 10 dB attenuation in-line). I quickly looked him up on QRZ and found he was 733 miles away. At 10 mW, that would be 73,300 MPW, certainly a great score, but not enough. I wondered “how about another 3 dB, for 5 mw. Why not?” So I called him back and HE ANSWERED. Jackpot! My hands had not been that sweaty since my first Novice CW QSO back in 1976. OK, Warren, you can’t screw this up now. Get the number, the signal report, make sure he gets mine. It worked. He gave me a 339, which made sense given my earlier calculations. I sat there in awe as I contemplated the number: 146,691 MPW. I made notes and double checked the math. I double checked the attenuator to be sure there was no mistake. Then I filled out the QSO card. Dave said I was fading (no big surprise) but made the trip. I had to give him credit for great ears. This was just one more example of the great camaraderie of the SKCC community.

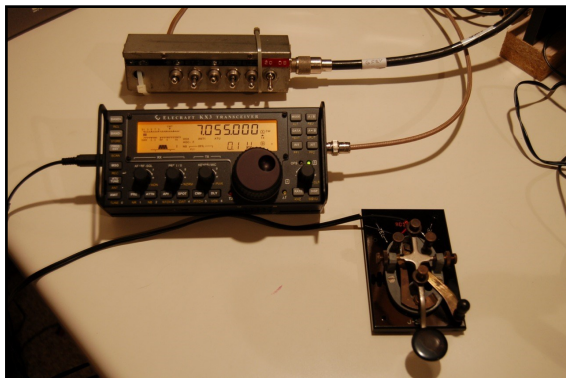
My station setup was the KX-3, running 100 mW through 13 dB of attenuation for a total of 5 mW directly to my G5RV at 45 feet, oriented East-West. All extraneous connectors and cables were taken out of line. I let the KX-3 tuner tune up at 5 watts before turning the power down. I’m not sure what the attenuator did to the load the rig was seeing, but there was not much more I could do about that.

I think I’ve read someplace that the verified world record is in excess 1.6 BILLION miles per watt. But given that the SKCC competition is casual and on the honor system, I’m still pretty excited about what I was able to accomplish with my often ridiculed antenna.

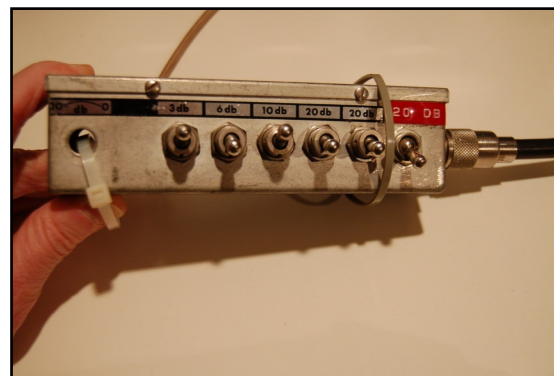
So there you have the formula. Trying for more and more miles on 5 watts or 1 watt may or may not get you there. But an approach of seeing how far you can get with the absolute minimum just might be successful. Good luck and happy QRPp (less than 1 watt) and QRPpp (less than 100 mW) to everyone.

Warren Pugh
KC9IL
SKCC #11766T

Here is a picture of the QRP setup.
See my old J-38 key?



Here is a close up of the attenuator used to reduce 100 mW to 5 mW:





W8SR/4

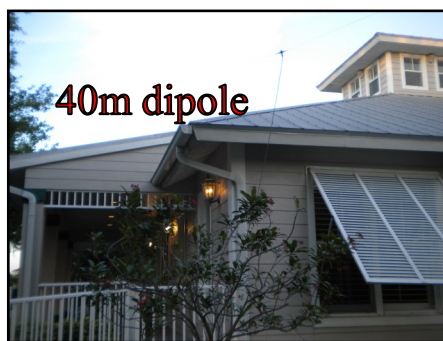
Winter in Michigan and Ottawa this year was incredibly cold! Dave W8SR #12520(AKA VE3AAQ) and Ted K8AQM #1629S plus XYLs, decided to spend a week in Naples, FL at "Green Links Golf Resort" (none of us play golf!). It just so happened that during our stay the March SKS was going to take place, gee imagine that! The wives gave the "ok" for a two hour operation and with the permission of the Green Links folks we used the recreation building for our modest station set-up.

Two K2/100s and a 20m and 40m dipole later we were ready to roll! Although the dipoles were only 15 feet high at the highest, the swr checked out "ok." I had brought a band-pass filter for 20 and 40m so with one antenna on one side of the building and one on the other there was no intermod between our stations. As a fan of multi-multi operation there was no doubt we would have two stations on. Dave operated 40m and I (K8AQM) handled the 20m operation. Since Dave is relatively new to SKCC we decided to use his call and info so if



you worked "Dave" on 40m you also worked "Dave"(Ted) on 20m.

The bands were pretty good and we found lots of activity. 62 QSOs were made and we took first place in the multi-multi category (we were the only ones entered in that category!). Several DX stations were worked and many of the "regulars" along with lots of "newbies" got into the log.



It took us two hours to get set up and only an hours to tear down. Dave and I are convinced we were the first amateur radio station to operate from this building but we may not be the last...next year?

Sending “Correct” Spacing of CW

Another humorous incident I remember. (Only people who know CW can appreciate this.) There was a guy named Jack, W7DZX, who was also NCS on PAN. Hellava good CW man, but he had a certain "swing" to his sending. For instance, as NCS to PAN you kept the frequency busy even while everyone else was off frequency passing traffic. You'd transmit "PAN, PAN de W7VSE, QNI, QTC? every few minutes so no one would try to call CQ or try to get the net frequency. W7DZX with his "swing" way of sending would send PP PP de W7DZX. If you look at the dots and dashes of PP, the 2nd P is AN ran together. Do it out loud, and you'll see what I mean: Dit Dah Dah Dit Dit Dah Dah Dit spells PAN, but Jack W7DZX sent it Dit Dah Dah Dit Dit Dah Dah Dit, which spells PP. Even after I told him about it, he laughed (Hee) and then went right on sending PP for PAN.

Oh well, as they say: "Every dog has his day" and I think we are approaching the end of the day for CW traffic. Oh there are many of us that will go down with the ship still pounding brass, but it probably won't last forever.

73,
W7VSE

Another gem from W7VSE.....

One of the oldest telegraph jokes I know: A guy was sending CW to another guy and the other guy broke in and said, "There's something wrong with your sending.. I don't get any dots, just dashes" So the sending operator said, "OK, just write them dashes down, I'll send the dots later."

de W7VSE via W7IZ

“Wood” You Use This Key? I Doubt You “Wood!”

I think this key is made for a “Kenwood” and probably “woodn’t” work with Icom nor Yaseu rigs, “wood” it?.....ugh!

Got these photos from W7IZ and looks like the key was made by AD7VL .



**An Amateur Radio Operator Saves Four Aircraft
and Likely 25--30 Lives**
de Gary W5GW SKCC 3742T

The following is a recollection of what my friend Bruce (W5ALI – SK) told me one day. I’ve written this in first person, just as if Bruce were here telling the story. While some literary license was taken, I’ve tried to keep the story true to how Bruce told it to me. Any errors in the story are mine. For an audio version of this story as told by Mr. Bruce Batchelor please go to this web site: <http://www.glo.texas.gov/voices-of-veterans/interviews/batchelor.html>

“Lieutenant Batchelor – do you have the ADF (automatic direction finding) for Kunming yet?”

It was late 1945. Our C-47 aircraft commander, Captain Armstrong was worried about navigating the treacherous Chinese Mountains on our return from a routine mission that evening. He had every right to be. Some of the mountain peaks were higher than the 7,000 feet we were flying that night. My responsibility as copilot, 1st Lieutenant, USAAF was to operate the ADF and verify the course back to our home airfield at Kunming.

The ADF signal from Kunming on 700 kHz was intermittent and swinging between 245 to 200 degrees. “Set our course to 222 degrees – we can refine it after it stabilizes,” I said.

I was 24 years old and nervous about the terrain as well. Awhile later the communications radio came alive, two of our other squadron planes were about a hundred miles behind us and also headed to Kunming. “Hey Bruce, ya got a fix on Kunming yet?” Chuck said.

Chuck was the co-pilot on one of the C-47s and my best friend. We also had two C-109 tankers (converted B-24s used to support B-29 operations as refueling tankers) back there somewhere depending on us to give them navigation vectors.

I repeated the bearing to Chuck and the other C-47 and then returned my attention to the ADF set. The bearing needle was rock steady on a relative bearing of zero – not good, at this distance I’d expect some movement as the low frequency signals were impacted by terrain, weather and distance. Some fast recheck – damn – the ADF signal is off the air.



Figure 1. - Typical Terrain Near Kunming, China

“Captain, hold this course, but it looks like Kunming ADF went off the air – I’ll try to get it back on,” I said.

What followed was a short and unsatisfying discussion with the control tower at Kunming. Evidently the ADF set had been powered off just prior to the technician catching a flight to go to a training course on a new system called LORAN at a distant airbase. Reasons – unknown – potential impact – huge, as five aircraft were trying to navigate back to Kunming in the blind.

Our weather was good, we had scattered clouds at about 6,000 feet, but there were clouds being reported thicker and lower to the west and east. Usually we would get a broken or overcast layer settle into the Kunming valley. I felt we could easily reach the airbase visually but was concerned about the weather as it was rapidly closing in on the four aircraft behind us. I’d been an amateur radio operator before joining the USAAF and decided to suggest something.

“Captain – we need to tune our BC-191 transmitter up and simulate an ADF signal. We should be seeing the lights of Kunming soon. That way they can home in on us.”



Figure 2. – BC-191 Transmitter (Perhaps a BC-375 – Cousin to the 191)

The only problem was we needed fuel. After we radioed our intentions to the other flights, we waited for the lights of Kunming to appear. That wait seemed to take forever. Finally, the glow of Kunming appeared in and out of the scattered cloud deck in front and below us. But the clouds were getting thicker and lowering. We had a scattered deck at about 3,000 feet and it looked like it was going to be broken or overcast in an hour or so. We needed to get these airplanes over Kunming so they could let down as soon as possible before the weather prevented them from landing.

We had requested a fast turnaround on the ground to refuel; and as soon as we landed, refueled, and took off again I made my way out the right seat and to the radio bay behind me. We deployed our HF antenna as far as we dared and I began to tune up the BC-191. With about 10 controls between the transmitter and the tuning unit it seemed to take forever to get the antenna to take a load.

Finally it seemed to be loaded properly and I pushed the power up to 100 Watts input which would give us about 50 Watts of AM output on 700 kHz. We then waited and hoped the power buss stayed on as we circled the airport. We heard four aircraft land, two of them our C-47s and two C-109s so we reeled in the antenna and landed ourselves.

Another routine mission completed.

Epilog:

Lieutenant Bruce Batchelor was never awarded any medal or given any recognition for this flight despite his fellow crewmembers suggesting he should have received the Silver Star for his quick thinking and actions. His Squadron Commander was in one of the other C-47s. Perhaps he didn't want to submit him for an award for concern that poor planning on the part of his ground crew resulted in a potentially catastrophic situation.

However, Bruce was awarded the Distinguished Flying Cross and Air Medal for his service in flying the China 'Hump'.

Bruce came home from WW-II; married; and raised a family. He was an active amateur radio operator until his death in 2013.

At one of his 'China Hands' reunions one of the C-109 pilots sought Bruce out and thanked him. He said if it hadn't been for his actions they would likely have had to bail out.



The Ticket

My family lived in Olathe, Kansas. My great-great-grandfather came there from New York after working on the Mississippi river steamboats and prospecting for gold in California in the 1850s. While today Olathe is a large city with a population nearing 160,000, in 1953 its population was only 5,500 and everyone knew everyone. We rarely locked our doors. Many of the town's inhabitants walked to work, and the town square, around the county courthouse, was the locus of any social activity. From the time of my earliest memory, it seemed I had the freedom to roam the town, unsupervised, usually leaving in the morning with a sandwich and a canteen of water in my WW II surplus knapsack. I say unsupervised, but if I were to join in any mischief, word would have soon reached my parents ears.

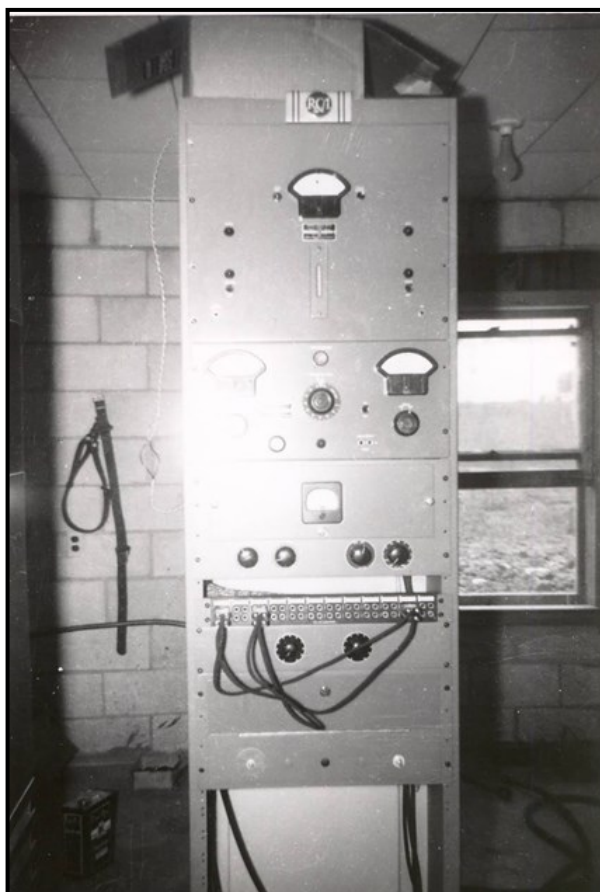
I think my first exposure to ham radio came about when, on one of my treks, I visited a friend's house. Perhaps I was 10 or 11 years old. His older brother, who was away in college, still had his amateur radio station in the bedroom that he and his younger brother shared. I was fascinated with the radio equipment and my friend cautioned me not to touch anything. He pointed out the QSL cards tacked on a bulletin board and proudly exclaimed the red and black QSL card with W1AW was an important and highly cherished card. Later that night I asked my dad, who was an electrician and radio repairman, if he knew any ham radio operators.

My father did, a young man back from the Navy who lived a few blocks away and whose father ran the restaurant next to where my dad worked. He was the radio engineer at the local radio station, KPRS. The former Kansas governor, Alf Landon who had made an unsuccessful run for president, owned the radio station at that time. Another ham my dad knew was the industrial arts teacher at the high school. Shortly after that discussion I received a copy of the Amateur's Radio Handbook for Christmas. I devoured it, cover to cover, especially the advertisements.

One day my dad suggested we take a trip to the local radio station where the radio engineer, Harry Krout, was working. Thus began a lifelong friendship that continued for sixty years. Harry's amateur call was W0YQG. A picture of the RCA radio transmitter at KPRS is to the right.

Harry was only 16 years older than I was, and he was married and already had a child. Nevertheless, I began to hang around at his house, listen to him make CW contacts, and ask numerous questions about amateur radio.

On the next page is a picture of Harry operating his Harvey Wells Bandmaster. You can see his Novice QSL card tucked into his speaker above his RME receiver.



I was active in Boy Scouts and pursuing Merit Badges so I could advance in Scouts. One of those was the Radio Merit Badge. My father had helped me build a battery-powered, one-tube, regenerative receiver, but in order to get Merit Badge credit for that project, I needed to demonstrate its use to someone and explain how it worked. Here is where I met the industrial arts teacher, Mr. Marshall Ensor – W0BSP. I timidly knocked on his office door one day after school, introduced myself, and asked him if I could demonstrate the radio.



He grilled me about the radio unmercifully. Finally, he said I didn't understand how it worked and told me to come back when I could better explain its theory of operation. Failure! And I was only 13 years old. Doomed to become a Ne'er-Do-Well.

The Radio Amateur Handbook saved my bacon. While I'm sure my second explanation of regenerative theory and feedback was less than stellar, Mr. Ensor approved my project. I also asked him if it was possible to join the high school radio club that he sponsored. He told me no, as at that time you had to be officially in high school. I was a freshman and didn't qualify; freshmen and sophomores were classified as being in junior high school. But he did encourage me to come into his office during lunch period and after school and use the Instructograph machine and learn Morse code.

A picture of Marshall and his sister, Loretta in front of his beautiful homemade KW transmitter is to the right. More on the connection between Harry and this transmitter will be discussed later on. As a side note, Loretta, W0UA, was a famous amateur radio operator, made the first YL trans-Pacific QSO on AM, and was active in the Kansas YL net until 1973.

One lunch break when I was practicing on the Instructograph, Mr. Ensor started up a surplus WW II code machine and told me to start copying the five character word groups. Every now and then he would speed up the machine. At speeds higher than I had ever copied before, he finally said, "Ok, that was 10 wpm, you copied it perfect for almost two minutes, I guess we can say you passed your Novice code exam." He knew the code requirement was 5 wpm, but Mr. Ensor was not going to let me off that easy. I don't recall him making me send any CW, but I'm sure he must have. Later that afternoon he helped me fill out an application for the written exam, which he mailed off to the FCC.



As I waited for the written exam, I studied everything I could get my hands on. Electronic and radio theory, regulations, operating procedures, you name it, if I could lay my hands on it, I read it. I must have asked Harry and Mr. Ensor hundreds of questions. Finally the day came. I remember guessing at 2 or 3 questions, but I was confident I had passed. Mr. Ensor looked it over, frowned, looked it over again, and said, "I'm not sure you have enough to pass, but we will send it in and see what happens."


'Devastation, failure, doom.' These were the thoughts that went through my head. Somewhere in my 13-year-old brain I imagined a government office where failures of my sort were archived. People would point at my failed Novice exam, shake their head, chuckle, and say, "If only he had studied a little bit more."

As time went along my feelings of the impending Novice failure notice faded. School ended and I was at Camp Nash along with Boy Scout Troop 86 for our week of summer camp. When I got home from camp I had some mail, and buried in among the latest catalogs and flyers from Allied Radio, Burstein-Applebee, WRL, EF Johnson, and several companies offering to print me QSL cards, was an envelope from the FCC. I opened the letter with shaking hands. There, in all its glory was a Novice license. It was near the end of June, and yet it had been issued on the 14th of May, so I quickly calculated I had less than 11 months to exercise the rights and privileges of a Novice.

With my license I began testing an ARC 5 transmitter I had converted to 40-meter crystal controlled operation. It would easily light up a 40-Watt light bulb, but when I loaded it into a dipole antenna it clobbered nearly every television in a two-block radius. In desperation a 6L6 transmitter was constructed. That and a borrowed TVI low-pass filter allowed me to get on the air with perhaps 10 Watts of output power. That transmitter along with a borrowed Hallicrafters S-38C receiver allowed me to make contacts that summer and fall.

As 1957 was staring me in the face I knew I needed to upgrade. But recall, this was the time period where hams were having a tempestuous love affair with 6 meters. At the beginning of sunspot cycle 19, sporadic-E openings abounded nearly every evening and, with low power, armchair copy on 6 meter AM was easy. By this time a borrowed BC-348 and WRL 6 meter converter were taking time away from honing my CW skills. I wanted in on the 6-meter action – CW operations could wait – I wanted a microphone in my hand to join in the fun.

Finally I bit the bullet and asked Mr. Ensor one day if he would administer the Technician exam. His response was something like this, "No, I don't believe the Technician class license is good for amateur radio. I can't stop you from going that way, but I won't administer the exam. Remember the Novice license is there for you to learn the skills of CW and how to operate in a professional manner."

FCC Form 650 Rev. Nov. 1950		UNITED STATES OF AMERICA		EXPIRES
STATION CALL SIGN		FEDERAL COMMUNICATIONS COMMISSION		3 a. m., e. s. t.
K N Ø G E R		WASHINGTON, D. C.		5-14-57
Fixed transmitter location: (and remote control position when authorized)		AMATEUR RADIO LICENSE		
NOT TRANSFERABLE	SAME AS BELOW			<i>Mary Jane Morris</i> Secretary
	Licensee and P. O. Address:			
	GARY A. WHITE			
	329 SOUTH WATER ST. OLATHE, KANSAS			
(This license issued subject to conditions shown on reverse side)				
Operator Privileges		Issuing Officer		Date of Issuance
Class NOVICE(C)				5-14-56
Class				
Class				

Countersigned Gary White

Not to be deterred, I asked my other mentor, Harry, W0YQG, to administer the Technician class license. As 1957 rang in I was on 6 meters AM with a WRL Globe Scout, a handful of crystals, and a 5-element beam. Fun, fun, fun – until one evening when Harry asked me why I didn't tell him Mr. Ensor wouldn't give me Technician exam.

Harry told this story to me several times over the years. One day Mr. Ensor stopped Harry on the street and gave him holy heck for letting me get a Technician license instead of a General. Harry recounted Mr. Ensor said something like this, "The Technician license is an abomination to amateur radio. Gary was ready to take his General license and now he is going down a path that will lead to nowhere. I'm really disappointed in both of you."

Harry respected Mr. Ensor since he had been one of his students. I could tell that now I was in the doghouse with both of my mentors. I needed to redeem myself and somehow upgrade to General.

In those days you needed to personally appear at the FCC district office and take the exam, only given on weekdays. Since the school year was in session there was no way my parents would let me cut classes for a day. Finally I decided the risk of getting caught cutting school was worth it. I knew I could pass the theory and receiving of CW, but sending was another matter. Early in my Novice CW operations I had acquired a WW-II surplus J-36 bug. My sending with a straight key was atrocious.

Nevertheless, I caught the bus to downtown Kansas City and sat in with three men who were taking the exam for general. Two of them didn't pass the receiving portion and left the room. After passing the receiving portion, with shaking hands I sent the worst CW I had ever sent. After a minute or two the examiner practically ripped the paper with the copy I was sending from my hands and gruffly said, "Okay – that's enough!"

That left the remaining man and me. He finished the written portion of the exam rather fast, but I noticed the examiner shaking his head negatively and the man left the room with a disappointed look on his face. You would get a temporary license if you already had a call and were upgrading. The examiner checked my written test and said, "Congratulations, you only missed one question." As he was writing out my temporary license he also asked me how I got out of school for the day. I remember lamely mumbling something as I took my temporary license and started the six-block walk back to the bus station.

The next morning before school I stopped by Mr. Ensor's office and showed him my temporary license. He congratulated me, but I could tell he was focused in on yesterday's date on the license and he knew I had missed attendance in his class the day before. But he didn't say anything about my missing class or ask me any incriminating questions.

Later in the day an office aide came to one of my classes and gave me a note saying I was to report to the principal after school that day. Okay, it was time to pay the piper. Two or three days of detention or likely a day of expulsion was the going rate for cutting school. I was more worried about my parents finding out, as I knew they would.

As the day progressed my nerves began to get the better of me. I was thinking about the consequences my parents might levy. Grounding, no radio operating, extra chores, not going on the next weekend Scout camping trip. I was in a cold sweat as the school day was slowly grinding to an end. In my last class another aide came and gave me a note signed by the principal. It read something like this, "Mr. Ensor explained everything, and you don't need to see me."

I've thought of this story many times over the years and told it to several people. I had redeemed myself in Mr. Ensor's eyes and he went to bat for me. I never told my parents and they never said anything, but it's likely they somehow found out. Harry thought what I did was hilarious.

Here is a newspaper clipping of me operating one of the transmitters in our radio room at the Olathe high school. I was a 16 year-old senior at the time. As I recall I was talking to Bob Henry (W0AKA) in Butler, MO on 75 meters AM when this photograph was taken. Bob and I had already met in person as the previous summer I had driven to his store and bought a used Hallicrafters S-76 from him.

After graduating from high school in 1960 I enlisted in the Air Force. Every time I came home on leave I'd make a trip to Mr. Ensor's farm and visit with him and Loretta. We never spoke of his complicity in getting me out of the consequences of cutting school. Mr. Ensor retired in 1965 and after a short illness in 1970, became a Silent Key (SK). I continued to visit Loretta until she became a SK in 1991; she had stopped operating in 1973 and was plagued by crippling arthritis in the later years of her life.

Loretta deeded the Ensor family dairy farm and farmhouse to the county as a museum and today it is a wonderful testament to the gritty, hardworking, and dedicated people who were the backbone of our greatest generation. Here is a web link to the museum: <http://www.ensorparkandmuseum.org/>

The last time I saw Mr. Ensor was after I came home from Vietnam in 1970 and was at Texas A&M working on my meteorology degree. I continued to be in touch with Harry although he was working in Pennsylvania for many of those years I was coming back to Olathe on leave. For part of this time Harry had let his amateur radio license lapse. When Harry returned to Kansas we regained personal face-to-face contact. He was a pallbearer at my father's funeral in 1978 shortly after I had earned a Master's degree in Electrical Engineering.

Harry became active in restoring many of the radios and equipment at the Ensor museum. He took on the herculean task of making the Ensor KW transmitter operational again. When he was in his 70s Harry regained his amateur license, his old call, and upgraded to Extra.

Harry also restored the 1930s 160-meter AM and CW transmitter that Mr. Ensor built that was used in the high school radio room. On its maiden restoration test we made an AM 160 meter contact on it from the Ensor museum to my home in Texas. What a thrill!! The



transmitter, shown here, is still operated today for special events at the Ensor museum.

After retirement Harry continued to be active. He kept up with technology and was the family's 'go-to' guy for computer questions. We stayed in contact; not by ham radio, although we made a few contacts, but by e-mail, telephone, and notes in the Christmas cards we exchanged each year.

In September 2014 I was inducted into Olathe High School's Wall of Honor. I'm exceptionally proud of this honor as I share a place along with Mr. Ensor who was inducted posthumously in 2008. <http://schools.olatheschools.com/buildings/wallofhonor/2014/09/29/gary-a-white/>

I had invited Harry to the banquet and award ceremony, but he regretfully declined, as his heart was failing. But thanks to the efforts of his niece, we were able to meet for lunch. Harry became a SK in December of 2014 after a long struggle with heart disease and a short stay in the hospital. I attended his memorial services along with many of the amateur radio operators in the Olathe and Kansas City area. It was especially memorable to see and hear firsthand how many lives he had touched and influenced by amateur radio.

If you've read this far you hopefully get the idea that an amateur radio license is not just a ticket to operate. Rather it is a ticket to a never-ending trip of friendship and camaraderie that spans a lifetime and perhaps many generations. The privileges that come with the ticket transcend boundaries of nationality, race, age, and gender and are truly mysterious and magical.

Even today, every contact I make restores the thrill of that first shaky CW contact I made when I was 13 years old. My amateur radio experience has been a defining element in how my life and career has progressed. I'm sure Mr. Ensor, Harry, and many of you have had similar feelings.

Today Harry's son Joe, W0PWJ, is an active amateur radio operator and received the Kansas Amateur Radio Operator of the Year award in 2013. Here you can see a picture of Joe behind Harry as they are working on the KW transmitter at the Ensor museum. Joe and I stay in touch.

I remain active on the amateur bands; operating mostly CW on the SKCC frequencies. Arthritis has limited my sending abilities with a straight key so I usually use paddles or a keyboard. I am helping my son, Al, K5ANM, restore an Apache transmitter and a Hammarlund HQ-140 receiver.



About the author: Gary White, W5GW, retired from the Air Force in 1982. He held the following jobs in the USAF: Link Trainer Instructor, Weather Radar Technician, Weather Officer, Communications Officer, Program Manager, and Spacecraft Mission Director.

After retiring from the Air Force Gary worked as a program and project manager, electrical engineer, research scientist, and system engineer and technical advisor (SETA) to numerous government projects. Today he is retired from industry and works part-time as a flight instructor. When he is not flying, pursuing astronomy, or operating amateur radio he writes short stories and novels. He recently published his first book.

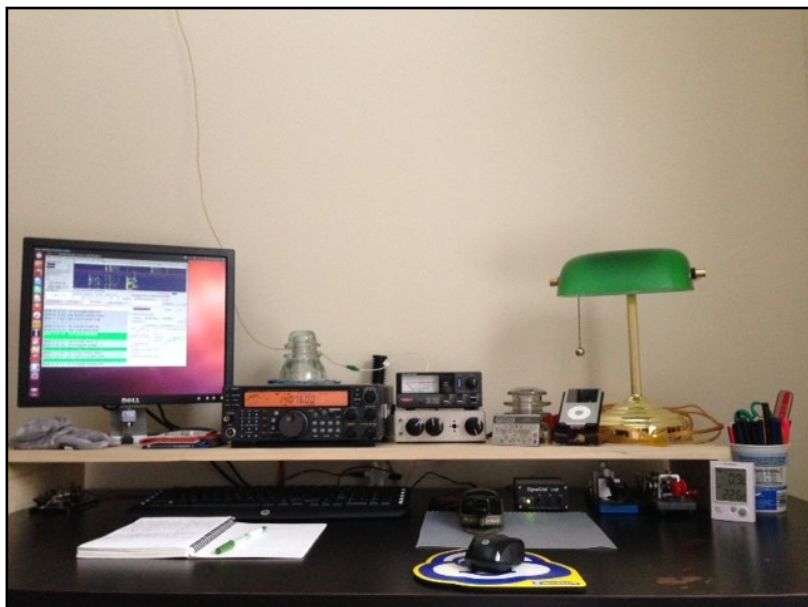
Gary holds an Extra class license, DXCC, numerous WAS awards, including the ARRL 9-Band and Triple-Play WAS awards. He is SKCC member 3742T.



Editors note..... For more information and photos on Marshall and Loretta Ensor and their great efforts in promoting cw, check out “Rag Chew “ issue March 2013 and the excellent article by Doug N3PDT

AD7TN Shack

Here is the simple and efficient shack of “Noz” SKCC 10763 (7K4VQV back in Japan). Noz runs “QRP” and lives in a condo with his XYL while working in the Detroit area. Antenna restrictions forced Noz to be “creative” with his antenna. His antenna is the wire shown running up the wall and into and around the attic space above his home. With a tuner and QRP Noz has worked all continents and has had many QSOs. Even the simplest setup can provide many enjoyable QSOs. Well done Noz!



Breaking Into Mobile CW Operation

Don KD8SKO (10953T) had to make a trip to St. Louis, MO during a WES weekend. He decided he would try a bit of mobile cw operation on the long drive from Michigan. With an Icom 706 radio, his J-38 and a mag mount hamstick for 40 and 20m Don was set to go (pictures below)! Here are Don's comments on his operation:

"Here are a couple of pics of me working mobile. I even worked a couple of stations on my way home on I-70 in Illinois as KD8SKO/9 including Bert F6HKA in France on 40m. Another first for me, my first CW QSO while actually driving and DX CW QSO in one shot! I also later worked Ed W7GVE on 40m just before crossing the border to Indiana which would have been cool to send two states in the same QSO. In total I worked 12 stations this weekend."

Operating mobile can be



tricky; you need to worry about ignition noise, placement of gear and a good mobile antenna. Sending cw while driving is difficult and of course this would all be "head copy."

Since this time Don has added a complete set of Hustler antennas to his truck mobile operation.



Toledo, OH Hamfest 2015

What a gathering this hamfest was for celebrating SKCC! The Toledo hamfest collects amateur from all over northwest Ohio and southeastern Michigan. SKCC had a great showing as the group picture indicates. In this picture are:

K8TEZ 8426T K8AQM 1629S W8BTD 8972 W8DYI 13166 W8ATE 13165
K8KIC 2938T K8UV 2250T K8CLV 7659T K9TM 12335T KD8TTM 11614
N8RVE 4811T K1ND 6099T NO8C 7239S K8WZY 6280 KD8VSQ 13072
N8KR 7559S AC8JF 10511 KB8HFN 2046T KB9IVA 1748 WS8KCC 12000T

What a great chance it was to put faces to calls and to enjoy an extended eyeball chat!

PS What is that D-104 doing in front of our sign?!? Of course, N8KR planned to get rid of it!



This has become an “annual” gathering for northwest Ohio and southeast SKCC members, we even had an Indiana member present!

Lots of “goodies” and keys were shown and purchased. The banner and fliers drew others who wanted to know about SKCC and of course we were all glad to “fill them in!” If you’re in the area next year please consider joining us!

W8BTD # 8972...Midway Island and The Kitty Hawk

First licensed in 1961 with the call W8BTD while station on Midway Islands, Eastern Island. One of the operators of KM6CE, 1961 to 1962. Here is a picture of the shack on Midway Island, check out the vintage equipment.



The antenna was a 3 element on a 50 foot utility pool. Our call was KM6CE. This was the only other Bob although he did not have a ticket he loved CW and he was very good. After all most of the 30 guys on the island were Communication Techs. Super CW boys. Midway Is. is 2 islands. Sand Island was the base and air strip. Eastern Island is where this shack was.. Like I said only 30 guys. We had some pretty hefty amplifiers that made communications very easy for phone patches and other communications.

Radio Midway
Aloha from

KM6CE

PHONE

Confirming C/W Contact on19.....at.....HST

Ur.....Me Sigs RST.....Xmtr.....

Rev.....Ant.....☐ Pse QSL ☐ Tnx

U. S. NAVAL SECURITY GROUP
Navy 3080 Box 23
F. P. O. San Francisco, California



I served on the "Kitty Hawk" and established a ham station that provided many hours of phone patches to the crew.. We managed to "acquire" some very fine Collins gear. That handsome sailor there is none other than myself, ha!

Today's station is shown below with a Mosely TA-33jr, 40m dipole and 120 ft. long wire and "Sophie" guarding all!



WARNING: QSOs ARE CLOSER THAN THEY APPEAR

Tony, KD8BBK and myself, Scott, N3JJT decided to break up the winter time blues, and ran the March WES together at the shack of KD8BBK. I headed over to Tony's around noon on Saturday, and we settled into our routine. Of course there were many many laughs present as we attempted to make contacts between jokes, and getting in the cooler (don't worry, I stayed over, and did not drive home).

Most of this story was inspired by our good friend from the north, Ted, K8AQM. You see we went to Ted's in January and operated K3Y/8 at his place in Michigan. We had a blast, and those of you that read the "Ragchew" saw that article. What was not in the article was the abundance of reading glasses that Ted actually owns. Yes, if you need to read the serial number on an ant, Ted had the specs to do it with.

Tony came up with our theme on finding some "retro reading specs," getting together for WES, and putting on the wear. Tony happened to latch on to the glasses before I did, and it was all down hill from there. You will notice in a couple of the pictures it was hard to hold back the laughs as we sported our specs. We had a great time with WES, made quite a few contacts, and of course those who know us, had more laughs than we could handle!

So, if you live close to other SKCC members, plan an event like this one. Even if you only operate for an afternoon or the entire weekend. Give it a try, and have some fun. Tony and I are doing the September WES together. This time it will be a camping trip to one of our local state parks. Should be another fun one! 73 de Scott N3JJT es Tony KD8BBK



Editor....and now as they say, "for the rest of the story..." My glasses are not "retro" and the only thing about these two "yucksters" that's retro is their cw! It was a good time operating with them and they even developed their own "nicknames" but since this is a family oriented paper, we'll leave those names out! These two guys are like "Mutt and Jeff" and managed to keep the entire K3Y/8 crew laughing at their antics! Next year will be even more fun....by the way, they were presented with "real retro glasses" at Dayton!

K4IBZ, THE RIG DE JOUR, AND A BEEFEATER COOTIE

Amateur Radio, Memorable QSOs

K4IBZ, the rig de jour, and a Beefeater Cootie

October 9, 2014 wa4fat

Is there any other hobby whose enthusiasts are more passionate than those of us in Amateur Radio? I think not ... not even close.

Just yesterday, a fellow I was chewing the fat with couldn't wait to let me know that he was using a 95 year-old bug, while another proudly proclaimed he was sending with his original Novice key from back when Kennedy was president. Still another chap recently publicized the fact that he was transmitting with aluminum folding lawn chairs as his antenna. And then there's John who hasn't missed a daily QRP DX contact in several years, and Biz who programmed a robot to call CQ, and on and on it goes. And examples such as these are merely the tip of the proverbial iceberg when it comes to the depth of love and passion I hear manifest for our wonderful hobby every single day.

Heck, If I didn't know better, I'd think the conversation I hear swelling from my transceiver was made by giddy school children, rather than seasoned veterans. But then that's the nature of our hobby, isn't it? It transforms us all into wide-eyed evangelists, young at heart, filled with the wonder of radio, and compelled to share our joy.

And so it was that a goodly portion of this joy spilled out one morning on 40 CW when I met Bill, K4IBZ.

As I've written previously, I'm just naturally attracted to a good bug fist, and it was the sweet melody of K4IBZ's CQ that drew me to him. I learned that Bill was in Crestview, Florida, just about midway between Defuniak Springs and Pensacola, and that he had been originally licensed at around the same time as I in the early 60's. His station that morning was a pair of Kenwood Twins, but I soon discovered that he had over 40 working rigs in his shack. "And I use a different rig most every day", he nonchalantly remarked. I let the thought percolate for a moment as the gravity of the comment settled on my shoulders. More than 40 working rigs in his shack, all ready to use? Who does that, I wondered? We're all prone to moments of excess and exuberance, and I guess Bill just got a bit carried away with himself, I rationalized. He must be awfully gifted with old radio repair too, I imagined, able to recite the resister color code without even looking.

And before I had completely digested the fact that this fellow had 39 more rigs than I, he proceeded to tell me about his key, and it wasn't a bug after all. "I'm sending with a homebrew Cootie", Bill told me, "made from a steak knife and a fork."

And not just any knife, he continued. "I prefer the Beefeater variety with a plastic handle. Can't be too careful with the voltage of cathode keying", he cautioned. "Only plastic handles for me." And somehow I knew Bill was as serious as an exploding transformer.

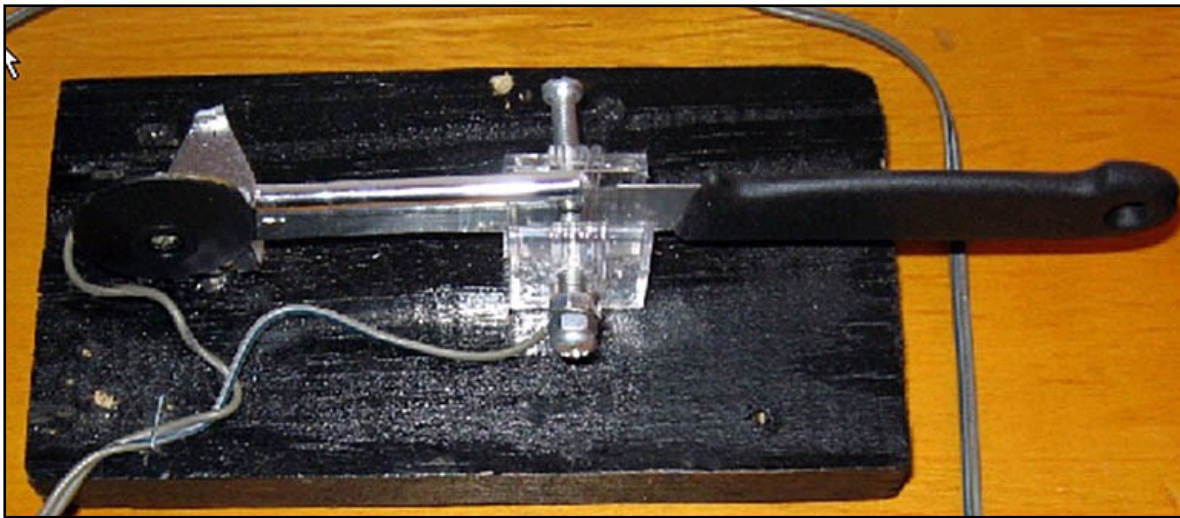
If a guy uses a different complete station every day of the week, why should I be surprised he uses a key made from cutlery? The K4IBZ Beefeater Cootie

I switched from the old Japanese bug I had been using during our QSO to my own Cootie, and proceeded to engage in a cootie-to-cootie contact with Bill, although with not quite the same finesse as Bill exhibited with his Beefeater. And like a venerable teacher patiently coaching his students, Bill suggested "you have too much stiffness with your hacksaw blade

cootie, OM, The Beefeater will help with your spacing.” And for just a moment I wondered what a non-ham might think of the language Bill and I so casually tossed about. Cooties? Wasn’t that something the unpopular kids had in grade school? And isn’t Beefeater a type of gin? A different rig every day? And homebrew too?

And as Bill and I finished what was the first of several contacts to come, he invited me to Google K4IBZ for his [YouTube video](#). And I learned that complete plans for Bill’s Beefeater are available for [download](#) too.

And so I have a Beefeater on my to-do list now, with plans to visit the local dollar store soon for supplies. Believe you me, I know better than to use one of our regular steak knives for the project though. My sweet XYL is incredibly tolerant of my Amateur Radio hobby, but I’m not about to rock the boat. You see, we have a deal. She doesn’t disturb my keys and I promise not to steal any cutlery.



73....de WA4FAT

Charlotte, NC Hamfest 2015

Randy KB4QQJ #3508T hit the Charlotte, NC hamfest and sent along these great pictures. As you can see, the hamfest was quite large and a very busy place. Randy met with several SKCC members including:

Jeff KA4WYC, #1889

Larry AE4LD, #3090T

Bob WA4A #5067

Jodie KI4CXO, #2923

Buddy WB4M #6618



It was a nasty day with torrential rain Friday and most of Saturday, but a goodly crowd gathered.

Because it was a two day event I couldn't get all the SKCC folks together at one time so photos are scattered.. It was a nice fest. It is growing bigger each year. The flea market had most anything you needed used or to repair old gear. Several WWII era operational rigs and parts to fix those that weren't. Used gear ran from mint Johnson Vikings to Elecraft KX3's. Plenty of bugs and keys and a few sideswipers.

I managed one good score with a mint Ten-Tec Century

21. Here's how it went:

Owner said "It has no output and it doesn't make any noise when you key it either. It looks good though, will you give me \$75?" Of course my answer was " Nah, how about \$25?"

Owner: "Can't do that, can you go 60?"

Me: "Nope, \$50 is the best I'll do on a non working rig."

Owner: "Wrap it up and take it home then, I don't want to load it back up."

Got the rig home and after a good cleaning and some DE-OX-IT in appropriate places, it is working perfectly. 75 watts input gives me about 33 watts out and the QSK is seamless, smooth as silk.

(Randy trying to cut the deal? - - - >)



You can see that whether you were looking for parts, commercial items, military gear or any other “fleas” they could be found at the hamfest this year.



And of course there were keys, lots and lots of keys, bugs and sounders! If you didn't have a key you could certainly find one here to your liking.

It appears the Charlotte hamfest was a great success and a good time was had by SKCCers and others. Perhaps you should plan on attending next year if in the area!

Tnx Randy for the report and photos.



**My \$50 Score (after replacemnt trimmer) and it works perfect.
One of the all time best QSK rigs made. Pin Diodes and smooth as silk!**