



# cross talk

NEWS BULLETIN OF TRW AMATEUR RADIO CLUB



Sponsored by Systems Employee Association



WAC  
WAS  
DXCC  
FD'71  
FD'73

JUNE 1979

MEETING REMINDER Room S-540  
SPEAKER and SUBJECT unknown  
at this time.

JERRY TELL, WB2QHE, of R3-2120 sailed his 30 foot Pearson yacht, the "DX'er", to Bermuda. Jerry was accompanied by his XYL Joan, and their friends Paul, WA2OOM, and his XYL, Diana. Three days of storms were encountered on the return trip, and about 60 miles off Montauk, out of gas and with a damaged main sail, the following events took place. This story is taken from the log kept by Joan Tell.

## FROM THE LOG OF THE DX'ER

All along Paul and Diana had felt uneasy about not having a working ship-to-shore radio on board. We had the ham radio, an RDF, and an emergency radio beacon.

Paul got on the radio and he heard England talking, and then we heard loud and clear WB4QWM in South Carolina. Paul broke in with, "Maritime mobile break, WA2OOM." WB4QWM returned the call immediately. Paul identified us and then explained to Jim (WB4QWM) the situation, also explaining that it was not a Mayday but that we felt that some assistance was necessary.

It turned out that Jim was a retired Navy man, so he understood our situation and he concurred, saying that if he were in a similar situation he would do exactly what we were doing.

We told him how near we were to Montauk and that we wished to talk to the Coast Guard there. He immediately got on the telephone and called the South Carolina Coast Guard. While he had them on the phone he relayed their questions to us and advised us that the Coast Guard in South Carolina was now going to contact the Coast Guard in New York.

What we did not know but later found out was that in order to contact the Coast Guard in New York, the South Carolina Coast Guard has to contact the Coast Guard in Miami first. The chain of events becomes unbelievable.

All this time, Jim remains on the air with us and (this is what is so wonderful about hams) asks on the air that the frequency remain open because, "WB4QWM" is in contact with WA2OOM in a maritime emergency. No one interfered. The respect that hams have for the proper use of their radios is great and we knew that hundreds of hams were monitoring the conversations.

The Coast Guard called Jim back and wanted our exact location. This is what the difficulty was. Due to the bad weather it was impossible to take a fix, and it is a big ocean. A LOP (line of position) is not sufficient.

Just as this was going on, a huge freighter, the Tanasford, passed us. We passed that information on to Jim who passed it on to the Coast Guard, for if the Tanasford was monitoring Channel 16 as they are supposed to do, and had they seen us, they could give an exact fix.

New York Coast Guard called Jim back (collect, which surprised us) to tell him they could not make contact with the Tanasford. We then had to hold on while the New York Coast Guard gave Jim a set of instructions to relay to us. They were the following: We were to try to rig up Paul's VHF Marine radio (he had brought it, but we had not been able to put up the antenna for it, as we were lacking some parts) and turn to Channel 16. The Coast Guard Cutter Point Wells was going to send to us at 0900 instructions lasting five minutes and continuing every half hour. Meanwhile

FROM THE LOG OF THE DX'ER CONT'D

we said that we could use our RDF to pinpoint the signal, thereby enabling them to ascertain our exact position. We were to remain in contact with Jim who would call us every half hour and report to the Coast Guard if we are having any success with the signal from the Point Wells, for we would not be able to transmit back to them.

The boys rigged up a makeshift antenna with a coat hanger while we girls monitored the radio. The aforementioned procedure continued for about an hour. However, it was unsuccessful. This, of course, was relayed to Jim who called the Coast Guard.

Now when you stop to think about it, we realized that every time Jim called the Coast Guard, he was calling New York at his expense, and every time they called him, it was collect. Of course we immediately decided that we would reimburse him for this.

Since we were unsuccessful with the VHF radio, the Coast Guard informed Jim that they were sending a plane out to pinpoint us, since we had an approximate location. The plane was due to arrive within an hour and a half. Jim remained in contact with us on the hour and the half hour, as previously set up.

After a while we could hear Jim talking to the pilot, Lt. Chris Burns (we did not know his name until later). Coast Guard Rescue Plane 1347. He wanted to know what band we were on so he could talk to us. Soon we were talking to him directly. I reminded Paul to tell him about the emergency radio beacon. Lt. Burns was delighted, and told us to activate it. He soon was able to home in on it, but just prior to reaching us his equipment failed. But he knew he was right near us. He then instructed us to shoot a flare as soon as we spotted him. He said it was a white plane with red stripes and the only one like it in the area, and that his ETA was six minutes. He said also that he would drop down to an altitude of 2,000 feet.

This was the longest and most exciting six minutes. Suddenly I spotted him. "There he is!" I yelled. He was coming in on our starboard side. Jeremiah released the flare and within a minute he flew right over us. While circling back to us he told us he was going to drop the emergency beacon. On his next pass he dropped it just off our starboard side. We were instructed to take it aboard, tie it down, and touch nothing. We retrieved it with the boat hook and followed his instructions. Next he said he was dropping down the little emergency radio so we could be in contact with the Captain of the Coast Guard vessel when he arrived. On his next pass it seemed like he was heading right for our mast, but it turned out that he knew his business, for just as he passed over us he made his drop. An orange parachute came down right off our stern. He had allowed for wind and waves for it drifted right off our stern. He had allowed for wind and waves for it drifted right to us and we retrieved it from the water. It was a great big cannister with a long line and sea anchor. We opened the huge cannister, removed the protective material and pulled out the radio. We took one look at it and laughed, for it looked like one of those Mattel toy gadgets we used to see advertised on television for children. We called Lt. Burns and told him we had the radio.

"I hate to sound cheap," he said, "but you must return the radio when you get to Montauk." We all laughed. He gave us instructions on how to use it. However, they were very confusing and it took about ten minutes for us to finally get it straight. He then told us that the Coast Guard Cutter Point Heron was on its way; ETA 1630 hours; and asked if there was anything else he could do. We said "no" and thanked him. He then cleared the frequency for the hams who all this time had stayed off the air, except for Jim who maintained the schedule with us.

It was now about 1400 hours. The plane left and we spoke to Jim for the last time, thanking him profusely, and getting his address. He asked us to give him a landline call when we were safe in port. Then he thanked all the hams on the frequency for standing by. We thanked all of them too, for their cooperation was vital.

## FROM THE LOG OF THE DX'ER CONT'D

Tha hams on that frequency are to be commended. They stood by in case we lost Jim or vice versa so they could be an additional relay if necessary. I must also add that Jim's daily contact in England who we had originally heard, broke in during one of the half hour contacts with Jim to ask if there was anything he could do to help. We thought that was fantastic. We joked among ourselves that he should send the Royal Navy. If anyone ever says one even slightly derogatory work about hams and hamsets, I will personally verbally, and if necessary, physically abuse them for they know not of what they speak.

Jim signed out and we shut off the radio. Suddenly there was dead silence. Since 0630 we had been a beehive of activity with the radio on in the background forever crackling or humming and now we were on a 30 foot boat, alone, with nothing on the horizon. We sat, each just trying to comprehend in his own way what had transpired.

*(To be continued next issue, will they drown at sea?)*

*(Or will they make it!)*

### SWAPMEET

The May 25, swapmeet went very smoothly with another nice crowd in attendance. Bill Ivey, W 6QET, saved the day by having his Coleman camp stove and a bottle of sparkletts water on hand to provide hot water for making coffee. The new 5 gallon beverage container ordered from Saga Foods didn't arrive in time for the Swapmeet and my coleman thermos didn't keep the water hot enough. Thanks Bill.

Dave Gilmore, WB6IDJ, stopped by to visit and stayed with us the entire Swapmeet dispensing donuts, coffee and soft drinks. We were very busy and appreciated his help. Thanks Dave.

A roster has been made up for upcoming monthly Swapmeets and two club members volunteering will have Swapmeet duty only once every six to eight months. See you all at the next Swapmeet on June 30.

TNX, Bill S. (WA6EVS)

### NEW TRW/ARC MEMBERS

Barry L. Fox      WB9UCE

Kent S. Vandenburg      W8AOP

Frank J. Bayuk      WA6RZL

Yas Komorita      WN6SWU

### LICENSE EXPIRATION NOTICE

Our New Service (License expiration notice) got off to a fair start with the receipt of these licenses; WA6EVS, W6IVW, N6NW, WA6RAY, W6VBB and WB6IDJ.

This is a reminder to send in a copy of your license to Mel Erb, S-389 or 12824 Dewey St, Los Angeles, 90066.

Thanks to Neal Hudson for additional information on Gunnplexers and 10 GHz Band equipment.

SOUTHWESTERN DIVISION 1979 CONVENTION will be held on October 19, 20, and 21, 1979 at the Anaheim Sheraton Hotel in Anaheim. Start making your plans now to attend. Lets try to get a large group of TRW/ARC Members and wives attending.

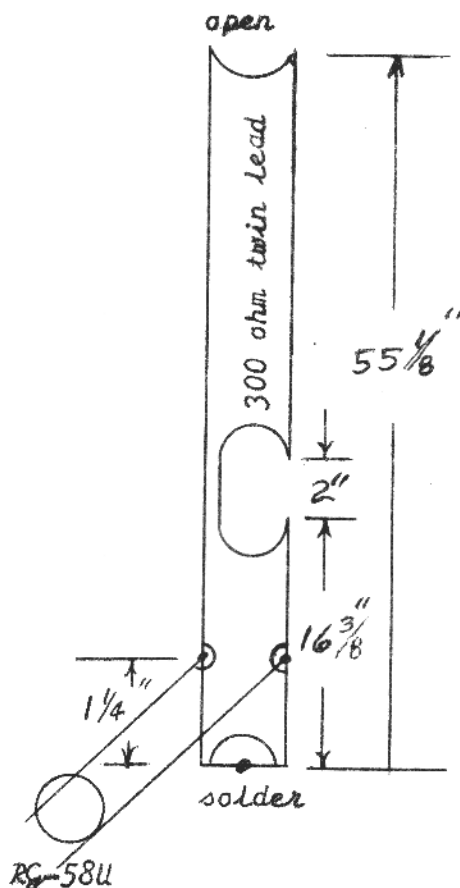
#### '79 ARRL PACIFIC CONVENTION

This years ARRL Pacific Convention will be held in Reno, Nevada at the MGM Grand Hotel. The date is August 11 and 12, 1979. Many events are planned. Get your registration in early.

INDOOR 2 METER ANTENNAE courtesy of R. Denton KC6B. He happened to stray through the Metrology Lab and information was exchanged. Sure could use more information for Crosstalk. Just send to Mel Erb S-389

USWR at 146. MHz 1.15

147 MHz 1.8



Notot Froze in my typewriter and repair shop said it would take one month to fix. Does TRW Radio Club cover cost of repair?

Jim Hill will print next issue.

Due to last minute changes in field day site we had to call W6TRW members and inform them of New Location. At LEAST HALF had moved and changed telephone numbers. When you pay next years dues Please include your new phone number. Hope you had a Happy Field Day.

# MINUTES OF THE EXECUTIVE COMMITTEE MEETING - June 15, 1979

The Executive Committee meeting of the TRW Amateur Radio Club was called to order on 6/15/79 at 1200 hours, by the club president, Bill Ivey, WA6QET. In attendance were Secretary, Woody Ornellas, AA600; Activities Manager Dave Gilmore, WB6IDJ; PR Chairman Gary Komatsu, K6HPD; and Swap Meet Chairman, Bill Schreck, WA6EVS and Field Day Chairman, Bob Hume, WB6AQF

The following subjects were discussed by the committee members.

Bill Ivey submitted the SEA report. Our Field Day chairman needs a 20 meter SSB captain, a Novice captain, & especially loggers.

Jim Hill submitted the Treasurer's report.

Bill Schreck submitted a list of needs for the swap meet which included an ice chest and cash box. Dave Gilmore and Jim Hill will be in charge of the June swap meet.

The meeting was adjourned at 1300 hours.

Respectfully submitted,

Woody Ornellas, AA600  
Secretary, TRW/ARC

## SEA REPORT

The TRW/SEA clubs will enjoy a picnic planned for the second week of September at Soledad Canyon Park. This part is about 60 miles north of Space Park and has the capacity for handling about 4500 people.

There will be some space available for those clubs that would like to exhibit P.R. devices, membership particulars, etc.

The cost to attend the picnic will be about \$2.00 because of SEA support.

All TRW/SEA clubs will be able to publish "special activities" in the Sentinel. This will be another useful vehicle to the Public Relations Officers.

The semi-annual Financial Report to SEA will be due at the next meeting in July. New forms for this report were distributed at this month's meeting.

## TREASURERS REPORT - MAY 1979

Balance on hand - April 30, 1979  
Checking Account 720.00  
Credit Union Shares 138.19

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Total 858.41

### Expenses

Door prize 31.60  
Cross Talk printing 49.61  
Swap meet 58.07  
QSL cards (credit union deposit) 14.40  
Ham Radio subscription 35.00

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Total 188.68

Balance on hand - June 4, 1979  
Checking Account 652.44  
Credit Union Shares 154.66

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Total 807.10

### Income

Door prize 24.00  
QSL cards 10.80  
Swap meet 66.10  
Membership 20.00

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Total 120.90

Jim Hill, W6IVW  
Treasurer, TRW/ARC