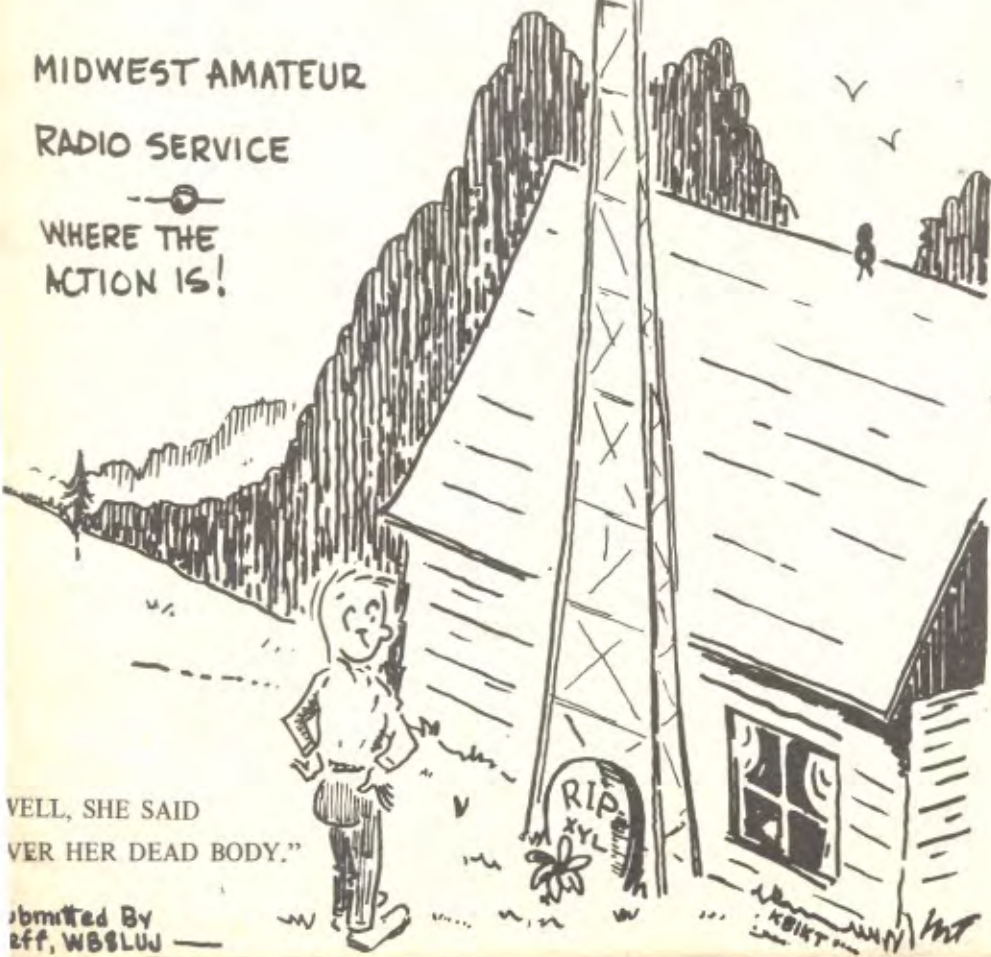


February 1973

Radios WATCH

MIDWEST AMATEUR
RADIO SERVICE

—●—
WHERE THE
ACTION IS!



WELL, SHE SAID
OVER HER DEAD BODY."

Submitted By
Jeff, WB8LUJ

KB1K

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Betty Cook, WB9GJJ, Terre Haute, Ind.
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Willard Hubbell, WB0BIW, St. Louis, Mo.
John Johnston, WB4VIK, Guston, Ky.
Henry Mills, WB4QNK, Memphis, Tenn.
Phil Temples, WB9EAY, Bloomington, Ind.
James West, WB8GEG, Charlotte, Mich.



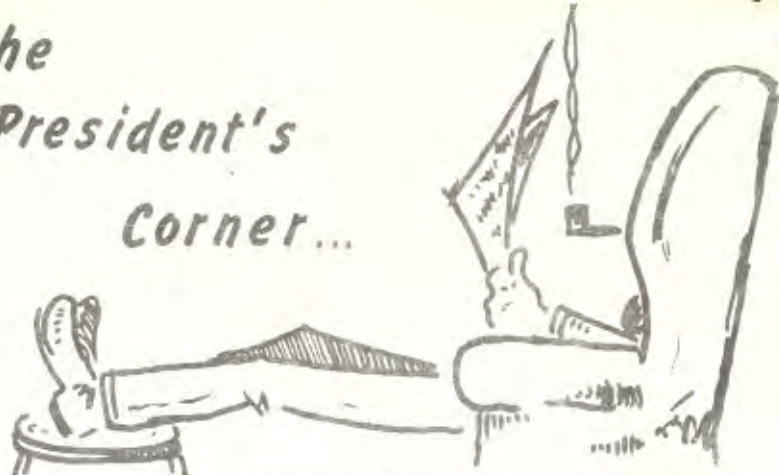
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Copy deadline is the 15th of the month preceding publication. The WATCH goes to press approximately the 5th of the month of publication.



Hi, Gang! January has come and gone and in the hustle and bustle of starting a new year, we forgot to light the five candles on Midcars' birthday cake. It was on January 23, 1968 that the Service was born. It must have been a healthy infant, indeed, because its growth has been phenomenal, thanks to the wonderful support of a great many fine people.

It will be noted on the Masthead page of this issue that the President has appointed a group of eight Coordinators. These individuals were appointed because of their consistent involvement with the Service, their familiarity with Midcars procedures, and their geographic locations.

Their responsibilities have been assigned as follows: To answer questions regarding the Service, its correct operating procedures and, in general, to help keep it running smoothly and efficiently. As the Service grows, more and more inexperienced Service Controllers will be running it. This is good and Midcars welcomes them. Our Coordinators will be standing by to lend a friendly helping hand whenever it is needed.

The Dayton Hamvention, with the attendant Midcars meeting, is just around the corner. Reservations should be made early. The Midcars hospitality room will again be at Imperial House North and all are invited. Early room reservations will assure assignment in the same section of the building. When making reservations, be sure to mention that you are with the Midcars group. More about this elsewhere.

Our numbers are steadily expanding, the Radio Watch has an enthusiastic new editor, it is being printed commercially and plans call for the Watch to be in the hands of the members at about the same time each and every month. We all owe a great vote of thanks to Ronn Mann, our former editor, who labored so diligently for so long. Thanks, Ronn!

73, Bill, K4DLA



DUES ARE DUE

Take a look at your address label on this issue of the WATCH. Your expiration date appears there. The dues are still \$3.00/year for all the fun, activities and a year's subscription to RADIO WATCH. Not bad! Please renew when your month appears, as there will be no other reminder.

MEET YOUR NEW DIRECTOR

Bud, W9CCB is a new director of MWARS. He received two licenses in 1935 - amateur and one from the Prudential Insurance Co. Bud retired from Prudential five years ago, at age 59, to have more time for the former.

After an active hamming career, he now devotes most of his radio activities to MWARS. His previous interests included rag-chewing and building and maintaining a gallyon. He has since gone one-half commercial, but still builds his own linears and power supplies.

Bud helped incorporate the National Amateur Radio Council (NARC) after WWII, serving in several capacities with them. One job was "editor, writer, mimeograph operator, folder and mailer of the NARC rag." He says it was fun, but at this stage of life he's looking forward to the "quiet life" as director of MWARS.

Bud feels the Service has attracted a lot of hams, albeit for various reasons, and that we are fortunate to man the "battlement of Service Control" with able talent.

MWARS is fortunate to have Bud's experience and knowledge as its new director for the next two years.

TAPE PLANT DONATES CASSETTES

The Midwest Amateur Radio Service, known as Midcars, is 50 cassettes richer, since the Tape Plant made its donation. The request came from Glen, K9MKM, an Electronic Maintenance Technician in the plant, who is a member of Midcars.

"We are a public service amateur radio group, federally recognized by the American Radio Relay League," explains Glen. "Our purpose is to provide emergency communications through our mobile ham radio units and through our fixed stations, to the proper authorities, when no telephone communications exist."

When a ham radio operator is on the road and sees an automobile accident, he can report it to a central Midcars station through his mobile unit. Some of the volunteers who monitor central stations are blind; the cassettes will be used to provide them with an aural copy of the organization's monthly publication, **THE WATCH**.

Glen and his wife both monitor the Midcars emergency band for three to four hours each day, as do hundreds of others across the midwest. The organization is tied in with Eastcars and Westcars so that all across the nation ham radio operators are doing their part to insure safety on our highways.

From Terre Haute Record

ON TOP OF OL' SMOKEY

A recent ice storm in the Goodman, Mo., area caused a break in the telephone and power services. Several of the farmers in the area were running out of fuel oil when Smokey, W0BAN, operating on emergency power, called in on Midcars to get a message to a fuel oil dealer in Springfield. Ed, W0WYJ handled the message and the oil was delivered. Congratulations to Smokey and Ed for a job well done.

5

*See You At The
World's Largest
Hamvention!*

28 APRIL 1973

22nd Annual

DAYTON HAMVENTION

WAMPLER'S HARA ARENA

Dept. RW - Box 44

Dayton, Ohio 45401

TECHNICAL SESSIONS • EXHIBITS
LADIES PROGRAM • AWARDS
FLEA MARKET • TRANSMITTER HUNT
BANQUETS

6 MIDCARS COMES THROUGH AGAIN!

On Thursday, January 11, 1973 at 1315 GMT, WB2LVW in Horseheads, N.Y. checked in with Midcars' Service Control, Paul, W9JLL. Moments later, WØRUK/8 near Lansing, Michigan issued a CQ-Emergency call concerning an automobile accident one mile east of Potterville, Michigan. Due to skip conditions, W9JLL was unable to copy WØRUK/8.

WB2LVW received details of the accident and issued a call for help to the Michigan area. W8PNW in Cincinnati, Ohio and W8IIA in Detroit responded and called their respective State Police departments.

Help, in the form of an ambulance, was promised within seven minutes of notification.

This public service incident was broadcast on radio station WWJ in Detroit later that day. The story was authorized by VP and General Manager, WA8CLM and handled by Chief Engineer, K8OXQ, written by newsman, WØLGV/8 and recorded and taped by engineer, W8IIA.

Our thanks to all on the frequency for their co-operation.

73, Bryant, WB2LVW



Editor, Radio Watch:

I would like to thank all the members of Midcars for their letters this last month and kind words. I certainly did enjoy doing the editor's job of the Watch.

However, I do feel it is time for someone else to bring new ideas and a fresh outlook to the printed page.

I will be more than happy to help the new editor get things rolling to keep the continuity running smooth.

I still plan on doing a monthly book review on books that are of interest to those of us in all phases and walks of life.

The pressures of my present job take me away from home a good deal of the time, giving me much less time to devote to the Watch than I have before.

The new editor, Bob, K8IKT needs the support you have given me.

It certainly does help to have a large supply of articles and letters on hand. Many times I've had to scrape the bottom of the barrel as we say. I will see all of you at Dayton in April of '73 and those who come to Muskegon in March for the conventions.

Thanks and good luck to the new officers for 1973.

73, Ronn, W8NXD



WANTED!

Malfunctioning or el-cheapo linear amplifier. Than maybe I can be Service Control and somebody will hear me! (Not to mention getting Ed mad, Hi!). Contact Jeff, WB8LUJ, 4445 Hawkins Rd., Richfield, Ohio 44286.

I'm writing to inform all members of MWARS, and any non-members, that when deliberate QRM is heard, please do not mention that you can hear that station, neither should you talk to him.

I just had a lengthy landline QSO with the Grand Island, Nebraska monitor station engineer, and he said the best thing to do is call your nearest monitor station. DO NOT mention on the air that you are going to call, nor that you have called. Keep running the Service and let the QRMer stay on as long as possible. I also reported our good friend, W5ZX, who the station will be monitoring and the W8's in OHIO who are on AM on the weekends.

I was told I wasn't the only one who had called. A station had called before me. Anyway from the FCC; DO NOT engage in conversation, nor make any remarks to the interfering station. Call the nearest monitor station immediately. Try as best you can to keep running normally. If you live close to anyone who the interfering station might be using his call such as W9AR, call him and have him call the station on the landline to confirm he is not the malicious interference station. And from me — grit your teeth, try to grin and bear it. The following is a list of numbers of monitoring stations that MWARS would most probably be effected by.

ALLEGAN (616) 673-2063
GRAND ISL. (308) 382-4296

DAYTON (513) 461-4830
HOUSTON (713) 462-4587

Dwaine, WB8HVE/Ø

COMING ATTRACTIONS FOR NEXT MONTH:

The saga of "George The Lyle Tamer" or "Florists Aren't The Only Ones Who Raise Bloomin' Idiots". Followed by featurette: "In the School Spelling Bee, Lyle Mis-spells Ethics".

PRINTED CIRCUITS

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...The Picture Gallery...

MIDWEST AMATEUR RADIO SERVICE

NASH, W8SEL

NORM, WAØWZS

MYRLE,
ED'S XYL

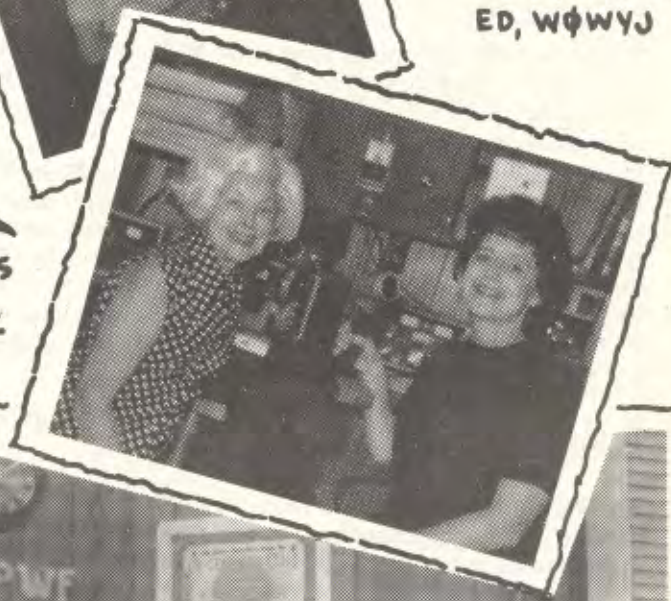
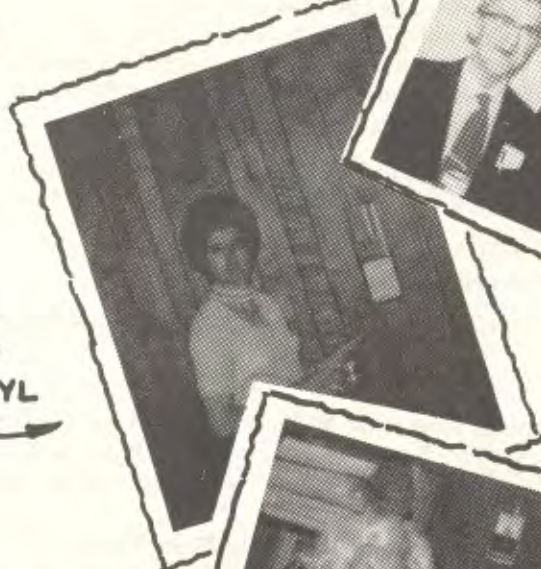
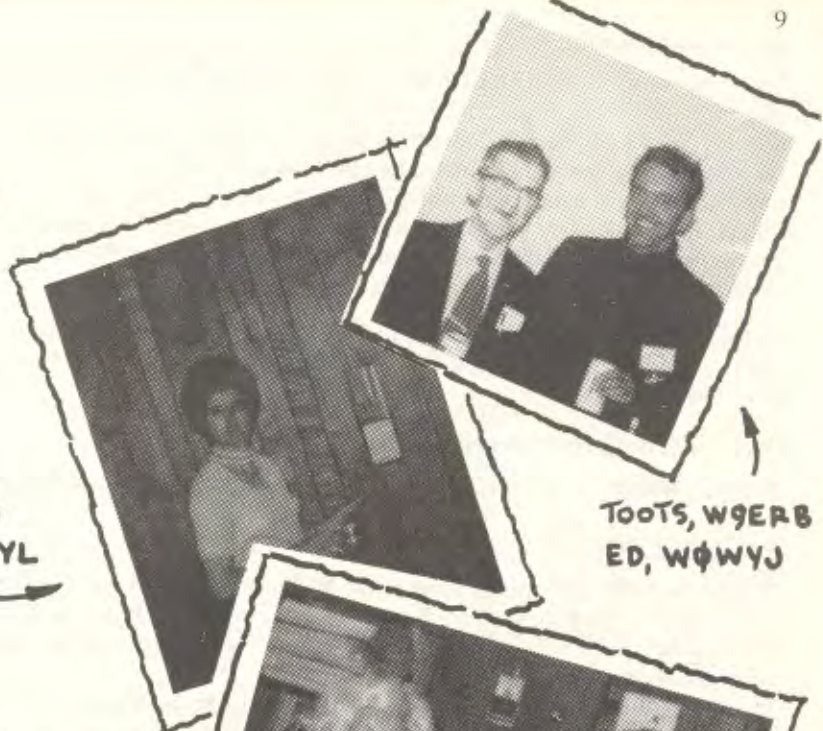
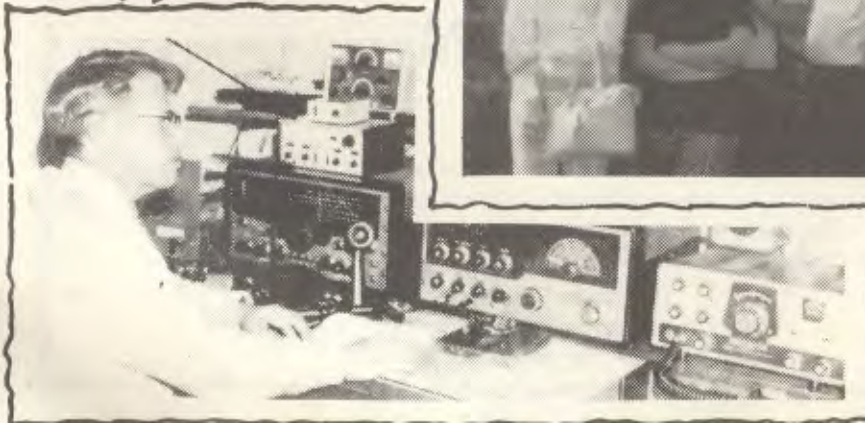
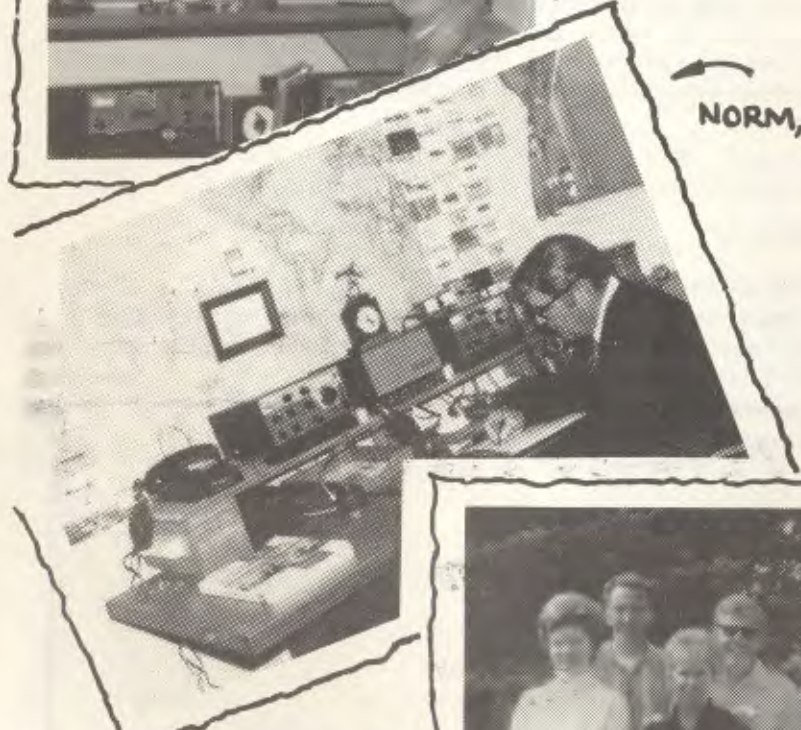
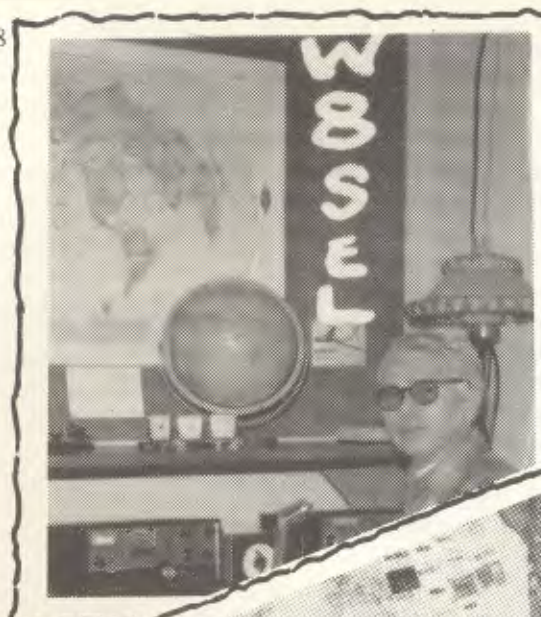
TOOTS, W9ERB
ED, WØWYJ

MYRLE, ED'S XYL
ED, WØWYJ
ANN, BILL'S XYL
BILL, W9YGF
IVAN, W8BBRE

MARY, KØWKS
KIT, W5APC

SMITTY
WAØJOC

ART, WA8PWF



Editor, Radio Watch:

I have been a member of MIDCARS for about three years or so, and have never made a contribution to the RADIO WATCH. As an old time ham and QCWA member, I have copied thru more than my share of QRM, but when MIDCARS gets continually smeared by deliberate QRM-mers day after day, it gets to me. I was going to write a nasty letter about it, but to whom? Certainly the QRM-mers wouldn't see it, so I am submitting this anonymous prayer.* I wanted it to be a prayer that Catholic, Jew, Mohamman, East Indian or West Indian could understand and pray, so long as he was a ham or interested in ham radio.

Praying might not get the QRM-mers off our backs, but it might stir up the righteous indignation of a good MIDCARS member enough to go out and bring one to justice.

Once again, congratulations on the good work.

73, Paul, W9IDP

*Prayer will appear March issue

Editor, Radio Watch:

Today I received my January issue of the Radio Watch, and I must say I enjoyed it very much. I was sorry to see Ronn Mann's name not on it, but we all know that at times, we all have to make decisions to let some things drop and take on new endeavors.

Last January, after Ronn changed the format of the Radio Watch, I wrote a letter to Ronn telling of my desire to donate an award to the most outstanding item sent to the Radio Watch. After lengthy discussions on the air with several Midcar personnel, I agreed to allow the award to be known as the "Warnock Award." This award is made in memory of my father, the late N. Guinn Warnock (WSAHN), who was always interested in amateur radio and in all possible ways to promote it. Were he still living, he would be a strong supporter of Midcars. In the near future I will send a picture of my father.

Ronn Mann was the first to receive the Warnock Award at the Third Annual Meeting of Midcars at the 1972 Hamvention.

The Warnock Award is to be a yearly award and kept by the winner. It is being given to promote contributions to our monthly paper and I think that a small article should be printed about it to remind people of it being given. In fact, a photograph of it can be run for people to see what is being given.

I have been named as Chairman of arrangements and prizes for the Fourth Annual Meeting this year at the 1973 Dayton Hamvention. The prize list is growing and I think a fine program is being arranged. Those wishing to have us make reservations at the Imperial House North should contact me on the air before noon any day of the week or Art Boltz, W8FPZ, as we will be working together.

73, Frank Warnock, K8NLM

Olivia Berg, wife of Chick, WAØAYA past away on January 22, 1973.
Midcars extends its deepest sympathy.

Larry Nall, WB4BTM, died Thursday, January 18, 1973, after a long illness. Larry was an active MWARS member assisting Paul, W9JLL in the mornings as Service Control. He will be sadly missed by the members of Midcars.

1973 DAYTON HAMVENTION
SPONSORED BY THE DAYTON AMATEUR RADIO ASSOCIATION
SATURDAY, APRIL 28, 1973
DAYTON HARA ARENA AND EXHIBITION CENTER

1200 - OPEN HOUSE FRIDAY NOON, APRIL 27, 1973
1800 - 2200 REGISTRATION, EXHIBITS AND PRIZES ON DISPLAY

PROGRAM - SATURDAY APRIL 28, 1973

0800 - 1700 Registration
Registration
0800 - 1800 Exhibits Open, Prizes on Display
9099 - 1200 Forums and Group Meetings
1200 - 1330 Lunch
1330 - 1700 Forums and Group Meetings
1900 - Hamvention Banquet

FORUMS AND GROUP MEETINGS

Schedule and Speakers will be listed in brochure to be mailed in March.

VHF FORUM			ANTENNA FORUM
DX FORUM	ARPS FORUM	MARS FORUM	AMATEUR TV FORUM
ARRL FORUM	RTTY FORUM	FM FORUM	STATE OF THE ART FORUM

HIDDEN TRANSMITTER HUNT RUDY PLAK W8ZOF
Write for 430 Mhz Transmitter Diagram. . . D.A.R.A., P.O. Box 44 Dayton Ohio 45401

PRIZES will be awarded at the end of each technical session with main prizes awarded at the banquet.

OLD TIMERS, OCWA/OOTC/SSB DINNER Friday evening 6:00 p.m. April 27, 1973.
Sheraton Dayton Hotel, for Reservations contact RUSS GARDNER, W8TPC.
The QCWA advises that Senator Barry Goldwater K7UGA, President of QCWA will preside at a National Directors Meeting and Dinner, Friday, 27 April 1973 at the Sheraton Dayton Hotel.

AN INTERESTING PROGRAM FOR THE LADIES.
All XYL's and YL's are invited to participate.

NETS

The following are some of the special groups that have expressed an interest in attending the Hamvention: Ohio Side Band Net, Old Timers, Quarter Century Wireless Association, Buckeye Belles, Country Cousins, Midcars, Poverty Net, Cracker Barrel Net, Firebird Net And The Young Ladies Radio League.

HAMVENTION AWARD

The 19th annual Hamvention "Radio Amateur of the Year" Award will be presented on a National Basis this year to a Radio Amateur who has exhibited outstanding public service to Amateur Radio and/or the Public. Be sure your club submits a written nomination by March 24, 1973 to the Awards Chairman W8TPC, Dayton Hamvention Box 44, Dayton, Ohio 45401.

FLEA MARKET

THE FLEA MARKET will open at 6 A.M. Saturday for Vendors and Traders. Vendors must furnish their own tables. A One Dollar Flea Market Permit Per Space and a registration ticket is required for each vendor, and everyone in this area must have a Registration ticket. No Parking in Flea Market before 6 A.M. Saturday.

TRANSPORTATION

Free bus service will be provided from downtown Dayton via Motels and Hotels to Hara Arena.

PARKING

Free Parking at the Arena Friday night and Saturday. Only Self-contained trailers and camper units are permitted to park overnight in the parking area.

TICKETS

Registration (in advance)	\$ 2.50
Registration (at door)	3.00
Registration and Banquet (in advance)	7.00
Registration and Banquet (at door)	7.50
Banquet only	4.50
Ladies Luncheon	2.50

Advance registration closes Thursday, April 26, 1973.

FOR ADDITIONAL INFORMATION AND MAP WRITE:

Dayton Hamvention
P. O. Box 44
Dayton, Ohio 45401

Phone - Friday and Saturday, April 27 and 28 only 277-5314

I have been bothered for some time by the talk of where a Service Control station for Midcars should be located and where exactly the MIDWEST is. The hams in Oklahoma gripe that they can't hear us in Michigan; the hams in Michigan gripe because they can't hear the guy in Kansas. Careful study of a map of the U.S. and a general knowledge of propagation on daytime 40 meters might explain these problems.

First of all, we might expect the average range of an average signal to be roughly 500 miles on an average day. That's a lot of averages, but the fact is Oklahoma is 600 miles from Michigan at the two closest points. It's likely that Service Control stations on the opposite fringes of the MIDWEST would not hear each other. This is bound to happen for one simple reason: The gap Midcars is left to close, between ECARS and WCARS is far too large. In other words, one Service Control is not enough no matter where the Control is!

Notice the names of the two other Services: EAST COAST ARS and WEST COAST ARS. If these names are at all descriptive, there is a gap of 2,000 miles all the time. That also means that no matter where a Service Control for Midcars is, there is a gap of 1,000 miles where there is no coverage.

This is the optimum, now! Maybe if we moved ECARS WEST and WCARS EAST we could do it, but we sure can't now. And, anyone who has been Service Control a reasonable amount of time would agree that although better coverage geographically is achieved with multiple Service Controls, the Service slows down, becomes less effective and less efficient and overall utility drops.

I suppose some of the states like Michigan, Ohio, Oklahoma and Colorado would suffer an identity crisis. They don't know if they are in the Midwest, East, West, South, or North. Look on the cover of the October Radio Watch. This is the area Midcars covers, and is where it gravitated, simply because this is where the need is and where the use is, (another reason why so many Service Control stations are from this area.) The population center for this area lies somewhere on the Ill.-Ind. border about 100 miles north of Kentucky, not in Arkansas, Missouri, or Kansas. Simply, the Service will automatically center itself where it is used and needed most, regardless of whether it's in the MIDWEST.

Possibly the Service is mis-named, or has shifted its sphere of influence to the East of the Midwest, maybe we should call ourselves the Mid-East ARS; but for sure: 1. The gap between the two coastal Services is too large for one Service under any name. 2. The area for our Service should not be so large as to require multiple Service Control stations. 3. Admittedly, the Midwest might be west of Ohio and Michigan and Indiana, but these states along with Wisconsin, Minnesota, Iowa, Missouri and Kentucky are the ones that use the Service, need the Service, run the Service, and benefit from it most. We don't have to "stand up to Lyle the Lion either", because he doesn't bother us.

Well in any case, Midcars is a good Service and if anyone could cover a square 2000 miles on daytime 40 meters, I would pick Midcars because of its devoted membership, apt leadership and organization. Let's all do our best to follow rules and run the best Service we know how.

1973 MWARS PRESIDENT, K4DLA

If you haven't talked to K4DLA as Service Control, you apparently haven't checked into Midcars lately. Bill's active on 7258/3903 and is the new President of MWARS.

Bill was first licensed in 1948 as W1RDR and still holds the original call. In his moves around the country, he picked up calls W8HWY and WA4GNW. Bill became a member of ARRL in 1947 and was General Chairman, ARRL New England Division Convention in 1952.

Other ARRL appointments include: Asst. Section Emergency Coordinator; Phone Activities Manager; Official Phone Station; Radio Officer, Mass. C.D. Region 5 and Emergency Coordinator, C.D. Region 5.

In addition, Bill is past president and active in several amateur radio and professional clubs, when he finds time from his principal bread-winning endeavor: Industrial-Commercial photography supervision.

Bill builds gear from kits or scratch and is active in running phone patches for overseas personnel, especially Antarctica, when he isn't chasing DX.

As President of MWARS, he said in the January issue of the WATCH, "I will, to the very best of my ability, promote the growth of the Service during the coming year and make whatever contribution I can to even further improve an already splendid organization."

Bill has that ability.

A CASE IN POINT

There have been several cases of CW check-ins with some confusion resulting. Some monitoring stations, apparently unable to copy CW, refer to them as hecklers, adding to the confusion. On a recent occasion Phil, WB9EAY determined a CW check-in was attempting to pass important traffic to WB9EBD regarding his sister's involvement in an auto accident.

Phil had to copy the CW through stations telling Service Control it was a heckler, but Phil got the message to WB9EBD. Be cautious in calling the CW stations hecklers.

On another occasion, Glen, K9MKM, was Service Control and a CW station called QRRR. Glen instructed everyone to stand by until the message was received. Several monitoring stations insisted on talking over the CW station adding to the QRM. Control was finally established and the fire department was called long distance to determine if the report was valid.

In this case it was a false report, but it is possible an invalid could be involved and have no other means of communication. According to Glen, Service Control should take all emergency calls - as exactly that, an emergency call.

Glen states he considers QRMing a CW emergency call as intentional interference and should be cited.

Moral: Listen before transmitting and let Service Control make the decisions.

...mobiles and mobiles only ...



A column for mobiles only? Sure, why not. There are many of us whose major amount of ham activity is done fighting QRM and rush-hour traffic. A number of unusual problems are encountered in mobile operation, but it also can be a lot of fun. The purpose of this column is to share our problems and experiences with each other. Photographs of our mobiles in their cars would be most interesting and enjoyable. You might even qualify for that much sought after award "Midcars Mobile of the Month"!

If anyone has any questions, ideas, or anything at all concerning mobile operation please drop myself or Bob a line. This month's technical advice notes that 40 amp and 10 amp circuit breakers are now available from Heath for all Heath mobile power supplies. Many people have complained that the original 30 and 6 amp breakers were not enough. Finally, since no one else has applied, I guess I'll declare myself "Midcars Mobile of the Month".

Thanks, guys (and gals).

73, John, WA9ELV

... WHERE ARE YOU?

Larry, K8UBK, has a good suggestion for mobile operators. Keep track of your exact location and if you come across an emergency situation, you can give the Service Control accurate information when reporting the incident.

When reporting an accident on an Inter-State route, PLEASE give the directional lane and ascertain if there are any injuries. This will assist the police in knowing where to enter the highway and facilitate dispatching an ambulance.

MWARS AT ITS BEST

Jim, W9JFA/9 recently reported an accident on I-94 in the Madison, Wisc., area. The car overturned and there were injuries. Phil, WB9EAY, placed the call and the State Police arrived within four minutes. Injuries included a woman with an apparent broken leg and a small child with head lacerations. Betty, WB9GJJ was Service Control at the time.

SWAP 'N SHOP

For Sale: Gonset GSB-100, Hammarlund HQ-170C and HQ-110C. Want: Swan, 406B, FP-1, VX-2, 508 or Heath SB610. Will trade, Contact, Herb Peery, W0GQR Box 313, Trenton, Mo. 64683

SEE YOU IN DAYTON!

Frank, K8NLM, has been appointed to handle the arrangements for the Midcars meeting at the Dayton Hamvention. He will be ably assisted by Art, W8FPZ, who was unable, due to the press of other business, to assume full responsibility this year.

The Hamvention will be April 28, 1973 and the Midcars Hospitality Suite will open Friday, April 27th through Sunday, April 29th at the Imperial House North motel.

Early reservations should be made by calling toll free (800) 238-5000. The Imperial House North is located at 2401 Needmore Rd., in Dayton (Exit number 45 and I-75). Single occupancy is \$16/night and 2-4 persons \$22/night. Mention you are with Midcars, as a block of rooms are being held for members.

The Ramada Inn, 4079 Little York Rd., (Exit 46 on I-75) can be called, toll free (800) 228-2828. Single occupancy, \$14; double, \$17 and 3-4 persons, \$27.

All are welcomed at the Hospitality Suite. It will be a good chance to eye-ball other members, join, in the "social activities", shoot the bull and have fun!

Frank reports the door prizes are stacking up bigger and better than last year.



HAM OF THE YEAR AWARD

Each year an amateur is singled out for the "Ham Of The Year" award. Nomination should be sent to Russ Gardner, W8TPC, 420 Acorn Dr., Dayton, Ohio 45419.

To be eligible, the nominee must be from the Continental U.S. and will be judged on these three points. 1. Contribution to the advancement of amateur radio. 2. Performance of meritorious public service through the medium of amateur radio. 3. Assistance to fellow radio amateurs to increase their skill and technical knowledge.

Include his name, address, marital status, number of children, call letters, year first licensed, license class. In addition, his radio activities such as, club or net participation and what bands he prefers.

Nominations should be submitted to Russ by early March 1973.

THE XYL AGAIN



A very annoying problem for the Ham might be, those early morning skeds on an extremely cold morning. The problem is caused by drift since it takes the rig an abnormal time to warm up.

A ham friend of ours solved the problem simply by putting the rig under the covers of the xyl's bed. The next morning the rig was sufficiently warm from body heat to minimize drift.

He said he got the idea when he visited a farm and saw a Hen hatching eggs

Grandpaw

...from the shack



EDITORIAL

As we say in the "publishing business", we just put the February issue to bed. I think it's a good one and hope you'll agree - Remember, it's all free help. Hi. I want to thank everyone who sent material in. It has been used in this issue - or will be in the next couple of issues.

I was pleased with the response and material sent in for this issue, but I'm worried about March, April, etc. Please send in articles, drawings, ideas, letters, or what have you, so that I can stop asking for them in this space and devote it to its main purpose - editorializing about ham radio and Midcars. And just wait till you hear what I have to say about those subjects.

The cover cartoon idea was sent in by 15 year old, Jeff, WB8LUJ and the reason I single him out is because of his enthusiasm for, and interest in, Midcars. Being a slightly ol' duffer myself, I'm happy to see this interest in ham radio by the younger group.

Mac, W8URX sent me a note offering free Service Control forms to keep your log in a handy-dandy, neat manner. Anyone needing the forms can get in touch with Mac, and although he doesn't charge for them, I'm sure he would appreciate a SASE to defray the postage cost. Also, take a look at Mac's ad in this issue. Sounds like a good deal for the builders in this group.

In several of the "viewpoint letters", the theme that runs through them is don't acknowledge intentional QRM. The sick mind behind that mike is only calmed by the fuss he creates. Any acknowledgement of his tactics only gives him a frequency to come back to when he needs the "reassurance he's important." If it's not intentional - then a quick QSO with the lid will help him out.

.. ..

Hams, as a group, I think, are bashful and therefore reluctant to say anything about themselves (for fear of sounding boastful). If you monitor from time to time let me know what's going on. I'm only on about a total of 5 hours/week out of the approximately 100 or so hours Midcars operates. See my problem? Keep those letters and cards coming, as Dino once said.

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