

Brunch Bunch

by Bruce Vanselow, N8BV

The next Brunch Bunch will be held Saturday, April 9th, at 1pm. The location for April is WestShine Family Restaurant in Bridgetown. WestShine Family Restaurant is located at 3245 Westbourne Drive, 45248. Coming from Glenway Avenue at Western Bowl the restaurant is on the right. If you get to the Sunoco gas station you went just a little bit too far.

The Brunch Bunch was originally scheduled to go to WestShine in December but when we got there they were experiencing electrical problems.

“Our family is excited to serve fresh awesome food to the West Side!!! Our menu represents recipes handed down for generations and some new ones from our culinary team! Our restaurant has become our second home and we hope it becomes your second home as well.”

For a look at the menu as well as a map, go to: www.westshinerestaurant.com

Remember that the Brunch Bunch always meets the second Saturday of every month at 1pm at a location to be announced each month. If you can't join us this month, maybe you'll be available to join us in the months ahead. As always I'm looking for suggestions on what restaurant you think might be a good place for the Brunch Bunch to visit in the future.

73, Bruce N8BV

Red White & Blue Ash

by Bruce Vanselow, N8BV

After two years off due to the pandemic, the Red White & Blue Ash event is staged to go this year.

Red White & Blue Ash is always held on the 4th of July. The OH-KY-IN Amateur Radio Society works one of the beer booths at the event every year. The application for the event has been filed and I am ready to take sign ups.

If you are available to work the booth, please contact me by email at N8BVbruce@gmail.com or by telephone at (513)-251-1555.

More information will become available as the event date gets closer.

73, Bruce N8BV

Meeting Information

Our monthly club meeting will be held at Lockland Church of the Nazarene (335 W. Wyoming Ave.). We will continue to offer Zoom video conferencing as an option. Please join us at 7:30 PM Eastern time each first Tuesday of the month. The Zoom call will open at about 7:20 PM for you to join. The passcode is 146670

<https://zoom.us/j/996062859>

If you are unable to join online, you may join by telephone at (301) 715-8592 with a meeting code of 996 062 859 and passcode of 146670. Long distance rates will apply.

March, 2022 Meeting Minutes

OH-KY-IN Amateur Radio Society

Minutes of March 1, 2022, Member Meeting

The meeting was called to order at 7:33 PM by Ryan AC8UJ with the Pledge of Allegiance. The club held a hybrid meeting at the Lockland Church of the Nazarene and via Zoom.

Guests: None

New Licenses or Upgrades: None

Attendance: 31

14 in person

14 via zoom

Health and Welfare: None

Brag Sessions:

George NEBQW Made some contacts in other countries on FT8 while working on his presentation.

Steve AA8SW Got 80 Meter 100 counties award.

Prior Meeting Minutes: Dennis KD8ILY moved, and George NEBQW seconded accepting the last meeting minutes as published in the Q-Fiver. Motion passed.

Membership: Not present. 103 have renewed for the year out of 166 from last year. Please renew at <http://renew.ohkyin.org/>.

Treasurer: Brian K4BRI

Treasures report read

\$38.00 in revenue

Normal expenses

Silent Key: None reported.

Tech Committee: Ted NC8V asked about east side coverage on the repeater. Could be a different pattern with the new installation of the antenna.

Classes and Exams: Classes will not be able to go forward at this point due to health issues. Looking at starting back up in September with Tech and General. QCEN is interested in doing another virtual class. Tom W8WTD spoke about how the classes would run. Participants would study on their own and have mentors during the online sessions.

Fox Hunts and ARDF: Bob WA6EZV reports nothing now, waiting until the weather improves. The Nationals will be the 1st weekend in April in Quantico, VA

Library: Contact Justin KE8COY if you would like to check out items from the library.

Nets:

Bruce N8BV reports the Tech Talk net has been fine with 15 to 22 check-ins per week, could use some more questions. 9:00 PM Wednesday evenings on the 67 repeater.

Ed K8EAF reports the WinLink net is up and running with a lot of check-ins. Send Ed K8EAF a message and he will get you on the roster.

The SSTV net is still on Monday at 9:00 PM on the 67 repeater. There is also a Slack channel for the net and other items at OH-KY-IN.

Website: Rocky KE8DZS reports that the website needs to be refreshed or just started over.

QCEN: Pat KD8PAT reports the next meeting will be March 8th on Friday, the meeting will begin at 12:30 at the Red Cross on Dana Avenue in Cincinnati. QCEN will be doing the ARRL Dx contest on March 12th.

ARES: Not present. Net next Monday at 7 on the 67 repeater.

Brunch Bunch: Bruce N8BV reported Brunch Bunch will be 2nd Saturday of the month, at the Sunny Side Grill in Delhi. At 1:00PM.

Events:

Ohio NVIS Day April 30th

June 12th-17th YOTA Camp

Last weekend in June, ARRL Field Day

Parks on the air, can really be done anytime. KY event is 8/13.

Old Business

By-laws Updates: Still on hold

Repeater Internet Connectivity Grant: Still waiting on the access to the Delhi site.

Portable Satellite Ground Station Grant: Cesi KD8OOB reported no updates.

Online Split the pot: The board discussed this in length and will need more time to figure out a good way to do it.

Voice of America operated three stations a week ago for its 80th anniversary of its first broadcast.

New Business:

We will need some help to operate the meeting on Zoom next month. Brad KE8JTM will help.

Program: George N3VQW Digital HF

Split the Pot: George N3VQW \$15.00

Ryan AC8UJ entertained a motion to adjourn, which was made by Cesi KD8OOB and seconded by Dennis KE8ILY, and the meeting was adjourned at 9:14PM ET.

Respectfully submitted, Steve Crase N8PUP, Secretary

First Day of Spring!

by Nathan Ciuffo, KA3MTT

Happy First Day of Spring! I'm certainly happy about the thoughts of nicer weather coming our way.

I have some personal Ham Radio-related goals for 2022:

First...Hamvention! It's been two years since we have been able to enjoy Hamvention, and I'm sure looking forward to it this year. Almost every year, my partner in crime, Mike, AC4XS, and I first put a hurting on a big breakfast, then head to the convention, and put a hurting on lunch and a couple 807's. I can't wait.

Second... OH-KY-IN ARS Field Day! Eric, N8YC, always launches a full scale effort and we have a phenomenal time — all while scoring some serious points! If you haven't been to OH-KY-IN's Field Day at Mitchell Memorial Forest, please think about coming out — even just to visit!

Third... Mike, AC4XS, (anyone notice a trend, hi hi).. and I are planning to activate a POTA during a weekend. The park is to be determined, but we will definitely send info out so everyone can listen for us and hopefully we can get you in our logs.

While there are numerous other activities I could highlight, there is one VERY IMPORTANT note that I hope everyone pays attention to — April 1st will arrive quickly. April 1st is the date that OH-KY-IN ARS has always extended the deadline for renewing your membership. We do this as a courtesy — life happens, \$4/gallon gasoline happens, market uncertainty happens. With all of the uncertainty in the world, one thing that is CERTAIN, is OH-KY-IN ARS has always enabled me to enjoy this great hobby that much more. That being said, after April 1st, those who have not renewed will not have access to the Groups.io site, as well as access to club rosters, announcements on the site, club photos, etc.

If you haven't renewed your membership yet, now is the time. Take a moment to think about all the club offers. Also, if you are LOOKING for something else from the organization, PLEASE let us know. I would almost bet there is at least one other individual interested in learning about the same subject you are!

It is very simple to join or renew a membership with OH-KY-IN ARS.

If you would like to join or renew using a secure electronic payment using ANY credit/debit card, PayPal account, etc., (with NO fees), simply click on the following link and follow the prompts:

<http://renew.ohkyin.org/>

If you would like to join or renew by printing an application and mailing your payment, simply click on this link: http://www.ohkyin.org/docs/Applications/Membership_App_2022.pdf

Lastly, if there is anything I can help you with in regard to your membership, please reach out to me. I'm always available to help.

Enjoy this 1st Day of Spring! Get on the air, and use the frequencies we are lucky to have.

Best of 73,

Nathan KA3MTT

RMS Titanic Sinking, the Use of Morse Code Telegraphy and S.O.S. in the Large Rescue Mission

Dr. Horacio Sergio Falciglia, KA8TVY

Ham radio, our hobby emphasizes the art of communication. Our art is unselfish and compassionate to others, it is never used to promote ourselves, to benefit us economically or to discuss politics and religion. Yet we mobilize quickly in cases of emergencies such as tornados, hurricanes, floods, and earthquakes to help others. Our roots of service go back 110 years ago when Titanic radio operators helped to save 705 lives.

A recent article by Erin Blakemore in National Geographic¹ have corrected some misconceptions I had on that tragic event I would like to share it with my fellow hams. I am also motivated by a recent court ruling² by U.S. District Judge Rebecca Beach Smith in favor of RMS Titanic, Inc. (May 18, 2020) that paved the way to the future recovery of the Marconi telegraph from the wreck of the Titanic. The recovery was postponed for a few months to this year, 2022, due to financial, legal and the Covid pandemic factors. Yet numerous organizations — including the National Oceanic and Atmospheric Administration (NOAA) are strongly opposed to the salvage plan. NOAA argues that the planned expedition violates an agreement between the United States and the United Kingdom that bans commercial exploitation of the ship's remains. "The wreck is a recognized memorial to the 1522 passengers who went down with the ship. Just like a lion is much better appreciated in the wilds of the African savannahs than it is stuffed in a museum, so too does the Marconi apparatus best tell its story and share its value where it is," wrote David Conlin, chief of the U.S. National Park Service's Submerged Resources Center, in a court filing quoted by National Geographic's Kristin Romey. Even though Conlin's court filing is supported by many investigators, in my opinion years of rust, corrosion and a continuous 6,000 pounds of pressure per square inch over time will destroy the Marconi telegraph, and I am in favor of its recovery. Among other values it has a great historical significance. The telegraph is located in the "Silent" radio room within the bow section of the wreck. As I wait for the recovery of the Marconi invention that lies at a depth of two and a half miles on the Atlantic Ocean floor I reflect on the communications between Titanic and surrounding ships on that frigid night of April 15, 1912.

The White Star Liner RMS Titanic, 882 feet 9 inches, the largest steamship in the world on his maiden voyage sailed out from Southampton, England to New York on April 10th, 1912 and it was outfitted with a powerful Marconi telegraph in its radio room. The "MGY," radio call sign of Titanic, had an emitting power of 5 kW and worked in the frequency of 500 kHz (600 meters). The transmitter had the most advanced synchronous rotary spark discharger. Unfortunately Titanic and other ships used the same frequency leading to frequent interference. The Marconi radio Room consisted of three different rooms: the operator's room, a bedroom and the "silent" room that contained the transmitting equipment. It was built with "state of the art" wireless in use at the time; it had guaranteed a working range of up to two hundred and fifty miles but it could maintain communications up to two thousand at night. It had a four wire antenna suspended between the ship's two masts, 250 feet above the sea. The telegraph then was not intended to be used as an emergency device. Two radio operators were employed by the Marconi Company, Chief Telegraphist Jack Phillips and his assistant Harold Bride were on the night of April 14 very busy sending "Marconi-grams" from passengers to both shores. The day of the collision, Phillips and Bride had spent 7 hours repairing a burned out and grounded secondary transformer in the Marconi wireless set. The backlog of outgoing messages was overwhelming as the two operators tried to send them to the Marconi station at Cape Race, Newfoundland. In addition to the telegrams, there was also a famous poker game going on that required a torrent of personal messages from well to do passengers. At around 11 PM, Phillips received a morse message from Cyril F. Evans, also a 20 year old Marconi operator, on a nearby British ship, the SS California. Evans warned Phillips, "we have seen three large icebergs 5 miles to the south."³ The California was closer to Titanic than any other ship, only 6 miles apart and it could have reached Titanic before it sank. Jack Phillips was unfortunately overwhelmed with traffic between the ship and the east coast and he rudely

answered Evans saying “Shut up! I am busy! I am working Cape Race!” (Newfoundland). Obviously Phillips ignored the warning.

Captain Edward J Smith was a veteran sailor of 43 years. He was also planning to retire after this maiden voyage of Titanic. Smith was sailing the massive ship at the top speed of 22 knots in iceberg-heavy waters of the North Atlantic.

There was a very cold arctic front, a moonless night with the air very clear; The lookouts noticed a haze on the horizon ahead of them and they could not see the iceberg until too late; then Titanic, 370 miles off the coast of Cape Race (Newfoundland), struck the iceberg at 23:40. Once sea water begun flooding Titanic compartments, Smith asked Phillips to transmit for help. Phillips shifted from telegram sending to the Marconi distress message, “CQD.” This code was sent by merchant ships since 1899. It meant CQ “seek you”, plus “D” for distress signal or danger.¹ To add to the confusion of that moment, there was another competing distress signal “S.O.S.” which is short for “save our ships” or “save our souls.” As we know: three dots . . . , three dashes — — — and another three dots . . . S.O.S is very simple to send it in an emergency. Some modern cars today have it as an easy way to ask for help in case of an accident. The article by Erin Blakemore¹ mentioned that the assistant telegrapher, “Harold Bride was more relaxed, enough to joke that perhaps Phillips should try and send S.O.S. as well.” He said to Phillips, “it’s the new call and it may be your last chance to send it.”

One of the first ships to receive the Titanic CQD was the German ship SS Frankfurt.⁴ The Frankfurt was 150 miles from Titanic. He did have a Telefunken wireless operator, W. Zippel who had not heard the first distress call. He answered a second call from Phillips who was sending Titanic coordinates. Zippel transmitted “What’s up old man?” Phillips was tense enough to answer “you fool, you stand by and keep out!” It was later revealed that Phillips had miscalculated Titanic coordinates and the Frankfurt then was only 20 miles away. Bride was also upset with Zippel because of longstanding competition between Marconi and Telefunken operators. Marconi policies (he regretted them later) had forbidden to trade contacts with competitors. In the meantime Cyril Evans, the SS Californian operator, after what he considered an insulting answer by Phillips, consulted his captain who said “It is not safe to keep going, because of the icebergs we have seen let’s stop sailing for the night” and he allowed Evans to go to sleep at 11:30 PM. There is also another version and it’s that Evans was following the law that said: “Wireless operators from American and British vessels must shut off their receivers at midnight.” Again this was another tragic twist of the events that prevented the California ship from helping to save more lives.

According to Blakemore¹ “these messages were downplayed by other operators and sloppily related to others, Phillips and Bride could send or receive one message at a time and their frequencies were ‘jammed’ by other radio operators with irrelevant questions.”

On the night of 14 April 1912, Harold Thomas Cottam was the Marconi operator of the SS Carpathia British Royal Mail liner.⁵ The Carpathia was about 58 miles from Titanic. Cottam received a message from Cape Cod Massachusetts, stating they had private traffic for Titanic. So Cottam, knowing Phillips was overwhelmed, decided to give him a hand. Roughly ten minutes after Titanic begun transmitting CQD, Cottam relayed Cape Cod message to Titanic. In reply Jack Phillips answered “Come at once. We have struck a berg. It is CQD old man. Here is the position, report it, and get here as soon as you can”⁵ ⁶. Phillips continued to plea for help now switching between CQD and SOS following Bride’s advice.

At the Senate inquiry, Carpathia’s captain Arthur Rostron stated, “The whole thing was absolutely providential. I will tell you this that the wireless operator was in his cabin, at the time, not on official business at all, but just listening as he was undressing. He was unlacing his boots at the time. He had this apparatus on his ear. And then the message came in. In 10 minutes, maybe he would have been in bed, and we would not have heard the message.”⁷

Titanic carried life boats for only 1,178 passengers of a total of 2,227. One hour after the ship struck the iceberg,

the first lifeboat was lowered to the sea at 12:45 am on April 15.⁸ The construction defects in Titanic produced a 300 foot long gash that flooded six or more of the 16 compartments. Four were the critical number of flooded compartments that the ship could tolerate without sinking and this was Titanic's undoing. At 01:40, Jack Phillips sent to the Russian American Line ship, the SS Birma, the message "we are sinking fleet passengers being put into boats."

Around 1:45 am, Cottam received from Titanic the final message "Come as quickly as possible, old man, the engine room is filled up to the boilers. Carpathia's operator Cottam replied that "All our boats were ready and we are coming as hard as we could come."⁶ Carpathia arrived to the distress position after 4:00 AM, one and a half hours after Titanic went down and five hours before any other ship.

The musicians and the orchestra trying to maintain the spirits up and distract the passengers from panicking kept playing on the deck until the end. Jack Phillips had been relieved from his post and he could have survived, he instead heroically kept transmitting until 2:17, when he lost power, just three minutes before sinking. Captain Smith was last seen going to the bridge and before he went down with the ship said "Well boys you have done your duty and done it well. I ask no more of you. I release you." At the time of sinking radio operator Phillips was seen swimming toward an upturned boat, but he perished most likely from hypothermia; his body was never recovered. It took the Titanic after hitting the iceberg 2 hours and 40 minutes to sink. Harold Bride survived in an upturned boat and was rescued by Carpathia with only a frostbite foot injury. At the time of Carpathia's arrival to the place of sinking, Cottam⁶ recalled seeing floating wood and debris at the scene but no bodies. For the next four and a half hours, the ship took 705 survivors from Titanic's 20 lifeboats before setting course for New York. Titanic was lost with 1,522 souls. Cottam and Bride knew each other and were personal friends. The irony was that in the closing months of WW1 in 1918, off the southern coast of Ireland, the Cunard steamer Carpathia was struck by three torpedoes from a German U Boat and sank very quickly. However only 5 sailors lost their lives. Carpathia joined the Titanic at the bottom of the ocean. As a ham radio operator I meant to write this article to pay homage to the three radio operators: Jack Phillips, Harold Bride and Harold Thomas Cottam who were instrumental, in addition to the Marconi telegraph, in saving 705 lives that night. I revere them as true heroes and I am honored and proud to do so.

The inquiry after the sinking investigating possible causes found that **1) High speeds of 22 knots** were a contributing factor. Captain Edward J. Smith was trying perhaps to better the crossing time of Titanic's White Star sister ship the RMS Olympic. **2) Wireless radio operator Phillips dismissed a key iceberg warning by the RMS Mesaba**, at 9:40 p.m. warning of heavy pack ice and three large icebergs directly in front of the steamer ship. Unfortunately the warning did not begin with the prefix "MSG," Master's Service Gram, which would have required the acknowledgment of Captain Smith for him to sign and read. He would have deduced there was a big ice field in his path ahead which stretched 68 miles north and south and 58 miles east and west and he, most likely, would have changed course to avoid the icebergs. Titanic received a total of 21 warnings on icebergs that were seen from different ships, yet the entire crew always thought the ship was unsinkable. Prior to 1912, there were different maritime communications procedures that governed the ships. Smaller vessels like Californian and Carpathia had only a single wireless operator while the big ocean liners like Titanic would have two, in order to handle the large number of private messages. While they handled official messages addressed to the ship or captain, as required by the contract between the shipping company and Marconi Company, the main source of income were the charges to passengers who wished to send telegrams. Thus private messages took precedence over messages to the ship unless they had an MSG header. Without an MSG warning, the message was set aside and the operator would have taken it to the bridge when he had a spare moment or when he went off duty. So the Marconi wireless was originally installed not as an emergency set up but as a commercial one. **3) A wrong turn by Titanic.** Charles Lightoller, the senior officer⁸ panicked after he heard "Iceberg! Hard-a-starboard!" he became confused, first stopping the ship, placing her in reverse, then he turned it in the wrong way, directly toward the iceberg with collision on the starboard side. **4) The Titanic builders tried to cut cost,**⁹ the rivets in the hull contained a high concentration of "slag," a smelting residue that make the metal brittle and

easy to split apart; also the bulkheads separating the 16 watertight compartments were not built high enough to prevent overflow between compartments. The ship on the surface broke into two parts, the bow and the stern that sank independently of each other. **5) Lack of binoculars.** Second officer David Blair, who held the keys to the Titanic's store of binoculars in his pocket, was transferred off the ship prior to departure from Southampton and forgot to give the keys to the officer who replaced him. **6) There were not enough lifeboats,** only for 1,178 passengers. In addition, the chaos that ensued upon sinking caused the 20 boats to depart with 400 empty seats. **7) Frigid waters of 28 degrees Fahrenheit,** most of the passengers in the water died of hypothermia, cardiac arrest and drowning; you can only survive 15 minutes in 28 degrees frigid waters and indeed most of the cries for help stopped 20 minutes after Titanic's sinking. Only Charles Joughin, the head baker, proceeded to tread water for two hours before being rescued by Carpathia's boat. It was unusual, and at the inquiry he testified "I did not feel the cold water because of the amount of brandy I have drank prior to the sinking"; this actually contradicted medical science that said "in hypothermia a drunk swimmer will die faster than a sober one."

8) The Board of Inquiry also failed to investigate the meaning of the rockets fired by the Titanic during sinking.⁴ Commencing at 12:45 a.m. Fourth Officer Boxhall had one rocket fired followed by an additional seven rockets. The average time between rockets were seven to eight minutes. This clearly indicates that the Titanic officer did not know how to fire the rockets properly. According to International rules in order to be a distress signal rockets must be fired every minute otherwise rockets fired at random meant "This is my position — I am having a navigational problem — please stand clear." When the British Inquiry took place, Lord Stanley, the captain of the California, testified he never interpreted the Titanic's rockets (and witnessed by California officers) as a distress signal. Even though he escaped criminal charges and he was exonerated, his reputation was destroyed, lost command of the ship and he had to live and die as a pariah.

When Robert D Ballard⁸ found the Titanic in December 1985 at the bottom of the ocean, he saw that "there were no tears in the plates. There was only a small 12 square feet hole, that by itself should not have caused the ship to sink. The plates bent inward and great number of the rivets holding the steel plates together in the collision area had sprung open allowing sea water to enter." Ballard released the precise Coordinates of the Titanic wreck: Latitude 41.726931° N., Longitude -49.948253° W.

Even though Morse transmissions occurred since 1844, Germany¹⁰ was the first country to adopt the S.O.S. distress signal which is called the Notzeichen signal in April 1, 1905. The first recorded use of the S.O.S. as a distress signal was June the 10th, 1909 by the Cunard liner Slovenia¹⁰ when she was wrecked off the Azores. Two steamer liners received the S.O.S. and went to the rescue. Two months later in August 1909 the wireless operators of the Arapahoe also sent the S.O.S signal when the ship was disabled by a broken propeller off the coast of Cape Hatteras, North Carolina.

In 1908, an international group including the United Kingdom had ratified S.O.S. as the official distress signal,¹ but British and Marconi telegraph operators took their time adopting the new signal. The United States, did not initially sign on the S.O.S. agreement. In 1912, after a Congressional inquiry into the Titanic sinking,¹ the senate concluded that wireless communications at sea should be 24 hours a day, and called for regulation of the American radio industry that resulted in the Radio Act of 1912. Also S.O.S. became the official distress call. The law restricted amateur use of long frequencies. Today, large ships have stopped using Morse code in favor of the satellite Global Maritime distress and safety system.¹ In 1995, the Coast Guard abandoned Morse code, the casualty of newer technologies and today Morse code is used primarily by us, ham radio operators. Samuel F. B. Morse and Guglielmo Marconi were our pioneers who made long lasting contributions to ham radio. In 1909, Marconi was awarded the Nobel Prize for Physics. Commander Richard Paton in 2012 described very eloquently in the QST article¹¹ the controversy that exists to this day on whether the Titanic disaster could have been avoided, he stated the operators and the Marconi wireless radio still saved hundreds of lives. He wondered what would have happened if the wireless had not been repaired before the sinking. There is no question on this author's mind that the Titanic and Carpathia's operators were the true heroes, but arrogance and lack of

preparation doomed the Titanic from the beginning.

References

- ¹ Why Titanic's first call for help wasn't an SOS signal. By Erin Blakemore, National Geographic ,May 28, 2020
- ² Judge Rules Salvage Firm Can Recover the Titanic's Marconi Telegraph, May 18, 2020. Theresa Machemer. Correspondent Smithsonian magazine, May 22,2020. www.smithsonian.com
- ³ Encyclopedia Titanica.org 2017 ref # 2463 ,Cyril Furmstone Evans
- ⁴ SS Frankfurt-Wikipedia. When a Rocket is called a Distress Signal or Just a Flash in the Sky? The Titanic Historical Society.
- ⁵ Harold T. Cottam, www.wikipedia.org, Unsung Hero, 1891-1984.
- ⁶ "The reluctant hero who took the Titanic distress call," www.bbc.com/news/uk.england, 20 October 2013.
- ⁷ United States Senate Inquiry Day 1, Testimony of Arthur H. Rostron. Titanic Inquiry Project, 19 April 1912.
- ⁸ "A long last look at Titanic" by Robert D Ballard, Woods Hole Oceanographic Institution. National Geographic Vol 170, Number 6, December 1986.
- ⁹ Sarah Pruitt. History, April 20, 2021. Original April 12, 2018.
- ¹⁰ S.O.S. Wikipedia, en Wikipedia.org
- ¹¹ Commander Richard Paton. Radio's Role in the Titanic Disaster, QST, ARRL, 30-31, April 2012.

Dr. Horacio Sergio Falciglia, KA8TVY is Professor Emeritus of Pediatrics at Cincinnati Children's Hospital. He is also affiliated with the University of Cincinnati College of Medicine. He is a member of the OH-KY-IN Amateur Radio Club and the ARRL, holding a General class license. He may be contacted at 1256 Crestwood Ave., Cincinnati, Ohio 45208 or by e-mail at Tandil at zoomtown.com or phone at (513) 702-3724.

DX/Sp.Events April 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				Autism Awareness Month Apr 1-Apr 15, 0000Z-2359Z, WA3MD, Pasadena, MD. WA3MD . 3.573 7.074 14.074 21.074	1 OH0EG - Aland Is thru 4-9 ----- TL8AA - Central African Rep thru 4-15	2 9N7MK - Nepal thru 4-23 
3	4	5 Sun-N-Fun Aerospace Expo Special Event Station Apr 5-Apr 10, 0800Z-1700Z, W4S, Lakeland, FL. Lakeland Amateur Radio Club (LARC). 2, 20, and 40 meters	6	7 XT2MAX - Burkina Faso thru 4-20 	8	9 Texas State Parks on the Air Apr 9-Apr 10, 1400Z-0200Z, K5LRK, The Colony, TX. Lake Area Amateur Radio Klub. 80M -3.825MHz, 40M-7.225MHz, 20M-14.225MHz; CW bottom of band +40 kHz; phone general segment and 28.350; VHF 50.200 and 144.200 15M-21.325MHz
10 Spaceport America Open House New Mexico Apr 10, 1700Z-2100Z, NM5HD, Rio Rancho, NM. High Desert Amateur Radio Club of New Mexico Inc. 14.235 14.265 7.185	11	12	13 FM - Martinique thru 4-19 ----- 8Q7DX - Maldives Thru 4-27	14 Loretta Lynn 90th Birthday Apr 14, 0000Z-2359Z, K4L, Paintsville, KY. Amateur Radio Community Service. 7.235	15 TX5N - Austral Is Thru 4-28 	16 160th Anniversary of the Great Locomotive Chase Apr 16, 1400Z-1800Z, W4ABZ, Ringgold, GA. Ringgold Amateur Radio Club. 7.265 14.265
17	18 80th Anniversary Doolittle Raid on Tokyo Apr 18, 1400Z-2359Z, NA1KW, Doolittle, MO. North American Kilowatt Club. 7.178 14.228	19 J79MN - Dominica Thru 4-24 ----- JW0Z - Svalbard Thru 4-26	20	21 San Jacinto Day Apr 21-Apr 24, 1200Z-2359Z, K5T, Nacogdoches, TX. Nacogdoches Amateur Radio Club. 3.75 7.230 14.275 21.240	22 OH0EG - Aland Is Thru 4-29 	23 50th Anniversary of Apollo 16 Apr 23-Apr 27, 1400Z-2359Z, W5RRR, NN4SA, +, Various. NASA On the Air (NOTA). 14.045 14.271
24 J6 - St Lucia thru 5-1 	25	26	27	28 A25VR - Botswana Thru 5-26 	29 Handiham 55th Anniversary Special Event Apr 29-May 1, 1900Z-1900Z, W0ZSW, Minneapolis, MN. Handiham Radio Club. 14,265.000 7,040.000	30 Hams for PanCAN Apr 30-May 1, 1400Z-2020Z, N3P, New Kensington, PA. WQ3Q. 3.960. 7.172

Committee Chairs & Appointments

Technical OperationsGary Coffey KB8MYC
ARPSC RepresentativeJerry Shipp W1SCR
Volunteer ExaminersBrian DeYoung K4BRI
QCEN RepresentativePat Maley KD8PAT
MembershipNathan Ciufu KA3MTT
FundraisingBruce Vanselow N8BV
EducationMichael Niehaus KD8ZLB
Repeater Control Ops Mgr. . .Bruce Vanselow N8BV
PIO & SSTV Net Mgr . . .Devin Spielman KE8PEQ
LibrarianJustin Moore KE8COY
Digital GroupJerry Shipp W1SCR
Q-Fiver EditorRyan Owens AC8UJ (interim)
Field DayEric Neiheisel N8YC
HistorianDale Vanselow KC8HQS
Fox HuntersDick Arnett WB4SUV
Equipment ManagerAndrew Cornuelle K8AKC
WebmasterGeorge Gardei N3VQW
Silent KeyBryan Hoffman KC8EGV
Tech Talk Net ManagerBruce Vanselow N8BV
K8SCH QSL ManagerBob Frey WA6EZV
TV/RFIDick Arnett WB8SUV

Support OH-KY-IN by Shopping

Of course we appreciate your membership dues and all of the ways you give time and energy to the club, but did you know you can also support OH-KY-IN just by doing things you already do?

Kroger Community Rewards is a great source of income for the club and requires no effort! Visit <http://www.krogercommunityrewards.com/> and set us as your charity. We are organization **QY352**. In the fourth quarter of 2021 (November 1st through January 31st), 24 OH-KY-IN households earned us a \$93.19 donation!

You can also support us through Amazon Smile.

Contact Bruce N8BV for details about either program.

OH-KY-IN Officers

PresidentRyan Owens, AC8UJ
Vice PresidentCesi DiBenedetto, KD8OOB
SecretarySteve Crase N8PUP
TreasurerBrad Hast K8JTM
DirectorDrew MacDonald KE8JTL
DirectorBruce Vanselow, N8BV
DirectorDennis McGrath, KD8ILY
TrusteeBruce Vanselow, N8BV

Newsletter Submissions

Please send any submissions you would like included in upcoming newsletters to Ryan, AC8UJ. All content is welcome! You can e-mail content to him at his callsign at arrl.net. Please send all content either as plain e-mail text (attach any photos or graphics) or as a PDF file. Depending on the spacing needs of the particular issue, Ryan may reformat your content and adjust the layout. Because of this, if you send a PDF, please also include any graphics used as attachments.

Meeting Location

The board has decided that we will continue meeting indefinitely at Lockland Church of the Nazarene, located at 335 West Wyoming Avenue in Lockland. It's right off I-75 at exit 12 (the Reading/Lockland exit southbound and the Davis St./Lockland/Reading exit northbound). Enter through the glass door by the mailbox under the awning. Be aware that there are about 5 steps down into the meeting room. Thanks to Steve N8PUP for making this facility available to the club for our meeting! We will also continue to offer Zoom for those wishing to join us online. If you have any symptoms of illness, please join us online to protect other club members.

Consider a Donation to OH-KY-IN

Did you know that OH-KY-IN ARS has been recognized by the Internal Revenue Service as a 501(c)(3) charitable organization? That means anyone who itemizes on their Federal return can take a charitable deduction for a contribution to OH-KY-IN, as long as it qualifies under the general rules applicable to all other charitable contributions (for example, the contribution must be in cash, or other property which the organization has agreed to accept; the value of volunteered services is not deductible). Membership dues, such as the cost of a life membership, may even be deductible; consult your own tax advisor for details if considering that. Posthumous donations by Will or by naming the organization as beneficiary of a financial account are also welcome.

OH-KY-IN SSTV Net Samples

Here's a sample of the images you could be receiving if you tuned into the weekly SSTV net on the 146.670 repeater, hosted by Devin KE8PEQ. The net meets every Monday night at 9:00 PM Eastern time. No special equipment is required. If you have a 2 meter receiver and a computer or smart phone, you can receive images. If you don't know how, check in to the weekly Tech Talk net Wednesdays at 9:00 PM Eastern and ask for help. Hope to hear you all on the nets!

Calendar of Upcoming Events

Monday	April 4 @ 9:00 PM	SSTV Net (146.670 Repeater)
Tuesday	April 5 @ 7:30 PM	Club Meeting (Zoom & Lockland Church of the Nazarene)
Wednesday	April 6 @ 9:00 PM	Tech Talk Net (146.670 Repeater)
Monday	April 11 @ 9:00 PM	SSTV Net (146.670 Repeater)
Tuesday	April 12 @ 7:20 PM	Board of Directors Meeting (same Zoom info as club meeting)
Wednesday	April 13 @ 9:00 PM	Tech Talk Net (146.670 Repeater)
Monday	April 18 @ 9:00 PM	SSTV Net (146.670 Repeater)
Wednesday	April 20 @ 9:00 PM	Tech Talk Net (146.670 Repeater)
Saturday	April 23 @ 10:00 AM - 4:00 PM	Ohio NVIS Day (club details TBA)
Monday	April 25 @ 9:00 PM	SSTV Net (146.670 Repeater)
Wednesday	April 27 @ 9:00 PM	Tech Talk Net (146.670 Repeater)
Friday-Sunday	April 29 - May 1	Flying Pig Marathon Weekend (contact: N8TFD@fuse.net)