



# Squelch Tales



## Newsletter from the Merrymeeting Amateur Radio Association for November 2016



### Allan Corderman, W3DZ is on his final DXpedition

Allan "Al" Corderman, W3DZ became a Silent key on September 20<sup>th</sup> at the age of 87. Al grew up in the Washington, D.C. area. Al graduated from the US Naval Academy in 1951 and became a naval aviator. He later went back to school and received his MBA from Harvard Business school in 1961.

Al held marketing and management jobs in the electronics and publishing industries for 40 years. During the Vietnam War, he served on Robert McNamara's staff at the Department of Defense as one of his "whiz kids." He went on to held management positions at RCA and was the Founder, President and CEO of Media Systems Corporation and Wintergreen Orchard House publishers.



Like his father Roy, the original W3DZ and older brother Sid, K2CML, Al was an active Ham Radio operator and loved the world of DXing and was part of several DXpeditons. He was an active member of the MARA and local QCWA chapter here in Maine. Through his life Al was involved in many civic activities such as a member of the School Board and a Boy Scout Master in Moorestown, New Jersey. While living in Concord, MA,

he was Chairman of the Planning Board, President of the Rotary Club, and President of the Chamber of Commerce. He was a Lay Eucharistic Minister of the Episcopal Church and served on the Vestry at several churches. He was on the Board of Directors of Hood College. While living in Maine, Al also volunteer at the Maine Maritime Museum in Bath.

Al's funeral was held on October first at Brackett's Funeral Home in Brunswick attended by his MARA friends and many friends and family.

Our friend Allan will be greatly missed.



### K1TOL addresses a full house at September MARA meeting



**Topsham, ME:** At the September 29<sup>th</sup> MARA meeting Paul 'Lefty' Clement, K1TOL presented his Magic Band (6 meters) presentation to a full house. Lefty, a college instructor at CMCC, knew how to keep everyone's interest with his projected

computer graphics, sound recordings and slide show photos. It appears that he may have heightened the interest of some folks on the fun and challenge that can be had on the 50 MHz band.



## W1ZE/M heading west, again

By Bruce Randall, Newsletter Editor



It is that time of the year when yours truly and the XYL start our yearly westward snowbird migration. This is the year we will spend the Holidays with family in San Diego. Come the first week in November we will hitch truck to the fifth-wheel and head down Route One and I-95.



We will not be in a hurry and plan to do some sightseeing along the way, weather permitting. Our first planned stop will be in an RV Park in Jersey City, NJ so we can go across the river and take in the 9-11 Memorial. From there we head west to Dayton, Ohio to visit the USAF aircraft museum. We also plan to go to the Lincoln Library in Springfield, IL. Then it's off to Taos and Santa Fe, New Mexico for a few days and hope to sample some good New Mexican cuisine. We also want to do a few days of dry camping in Monument valley,

AZ/UT before heading southwest through Phoenix and on to our winter QTH in Poway, CA.

While in the various campsites and along the way I hope to get in some HF hamming and if possible a QSO or two back to the Great State of Maine. My old F-150 has the Yaesu FT-857 and a screw-driver antenna plus I may take along the trusty FT-897D and end fed wire antenna with portable tuner and maybe make a QSO or two during the wine & cheese hour. ☺

With my modest W1ZE/6 station at the Poway QTH I plan to be HF active again this winter. I will email my operating time/frequency schedules to you all during our absence.

This Squelch Tales newsletter will continue through the winter as while we basking in the California sunshine. I would appreciate your help in that endeavor. The newsletter needs "content" and if you have a report, a ham related article or announcement, please send it to me at [w1ze@arrl](mailto:w1ze@arrl) so I can include it in an upcoming issue.  
**73, Bruce W1ZE**



## W1RXH a Silent key

On another sad note, long time mid coast ham Ernie Parsons W1RXH of Bowdoin became a Silent Key within a few days of W3ZD's passing. Ernie was a very active ham and for several years was the Net Control station for the East Coast Amateur Radio Service (ECARS) on 7255 KHz, and a few years back he was its President. Even though Ernie was not an MARA member,



he was a frequent visitor at Association meetings over the years. Ernie and Bruce, W1ZE were good friends with both working for the Navy Department at the Supervisor of Shipbuilding office in Bath.

Ernie's pleasant and gentil manner will be missed on the ham bands. Rest in piece Ernie.



## HISTORY OF THE CAR RADIO

Provided by M. R. Stever, W6JBO, Roseburg, OR



One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset.

It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they

were taking apart a home radio and trying to get it to work in a car.

But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago.

There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current.

But as more homes were wired for electricity, more radio manufacturers made AC-powered radios.

Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker.

Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard.

Good idea, but it didn't work – Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention.

Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea

worked -- He got enough orders to put the radio into production.

### WHAT'S IN A NAME

That first production model was called the 5T71.

Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names -*Radiola*, *Columbiola*, and *Victrola* were three of the biggest.

Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the **MOTOROLA**.

But even with the name change, the radio still had problems:

When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression.



(By that measure, a radio for a new car would cost about \$3,000 today.)

In 1930, it took two men several days to put in a car radio --The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna.

These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them.

The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression --

Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933

when Ford began offering Motorola's pre-installed at the factory.

In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores.

By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts.

In 1940 he developed the first handheld two-way radio -- The Handy-Talkie --for the U. S. Army. A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II.

In 1947 they came out with the first television for under \$200.

In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon.

In 1973 it invented the world's first handheld cellular phone.

Today Motorola is one of the largest cell phone and two-way radio manufacturers in the world.

And it all started with the car radio.

Whatever happened to the two men who installed the first radio in Paul Galvin's car?

Elmer Wavering and William Lear, ended up taking very different paths in life.

Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive

alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that.

But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

*Sometimes it is fun to find out how some of the many things that we take for granted actually came into being!*

*And It all started with a woman's suggestion!!*



temperatures. All in all a perfect weather day.

Several MARA members and friends were spotted peeping in sellers boxes and twisting the knobs on radios. In addition, two MARA members are members of the Nearfest event team in the form of Jim McIrvin, N1IPA and Harry McNelley, N1TTT. Both were spotted zipping around the fairgrounds in their hotrod electric colfcarts helping folks haul their boat anchor rigs to their cars in the parking lot.

MARA member Marjorie Turner, KX1I made her first pilgrimidge to the big event and was in search of a new switching powersupply for her shack. Ant to top that Friday off it was he 30-something birthday.

Hopefully the event organizers had a very successful weekend and the ham radio community here in New England and the northeast can continue to have a great twice a year ham radio event.



## *A sunny weekend for NEARfest*



The 2016 fall edition of Nearfest coincided with the peak leaf color event in New Hampshire and to top it off the weather was 'GREAT' with sunshine and moderate



