

DECEMBER 1968

# ZERO

HEADQUARTERS MARINE CORPS HENDERSON HALL ARLINGTON, VIRGINIA 22214

# BEEAT





**ZERO BEAT PUBLICATION.  
HEADQUARTERS MARINE CORPS  
HENDERSON HALL,  
ARLINGTON, VIRGINIA. 22214**

**EDITORIAL**

**MANAGING EDITOR: Sgt ROBERT J. MATTSON**  
**PHOTO REPRODUCTION: Mr JOHN MOLNAR HQMC**  
**ASSOCIATE EDITOR: Sgt BENNETH C SETTER**  
**ART DIRECTORS: Sgt JOSEPH A. DUGAN**  
**“ PATRICK J. NOLAN**



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STATE OF RHODE ISLAND & PROVIDENCE PLANTATIONS  
EXECUTIVE CHAMBER  
PROVIDENCE

JOHN H. CHAFEE  
GOVERNOR

PROCLAMATION

MARS WEEK

BY JOHN H. CHAFEE

GOVERNOR

The Military Affiliate Radio System which more and more people are coming to call MARS is an officially sponsored program for the participation by qualified U.S. Radio Amateurs to generate a potential for Navy, Army and Air Force communications programs. Its aims are to provide a closer working relationship between the Military Services and amateur operators to improve communications, to take advantage of the unique world-wide status of the amateur radio operator, and to provide an emergency communication system on a local, national or international basis when regular communication systems are disrupted by natural or other disasters.

MARS as an institution came into being twenty years ago although the system of communications between Military and amateur wireless operators is of long and firm standing. A fortunately close relationship has existed benefiting the safety and welfare of the entire world.

Popularly now, military personnel all over the world are able to talk to their families and loved ones at home through the good offices of MARS. Messages of morale and welfare are now relayed as telephone conversations connecting all parts of the world with military emplacements.

Commending the MARS services across the country who make this possible, NOW, THEREFORE, DO I, JOHN H. CHAFEE, GOVERNOR OF THE STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS, PROCLAIM

THE WEEK OF NOVEMBER 24 - 30, 1968, AS

MARS WEEK



IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the seal of the State to be affixed this eighth day of November, in the year of Our Lord, one thousand nine hundred and sixty-eight and of Independence the one hundred and ninety-third.

*John H. Chafee*  
GOVERNOR

By the Governor

*August M. La France*

Secretary of State

# NEWS&VIEWS



NORTW- W6ZJB  
MARINE CORPS SUPPLY CENTER, BARSTOW,  
CALIFORNIA. 92311

We lost our old CHOP this month. Jim Bogue left us for WestPac. The new-Chop is Sgt Larry Wuergler. We got our new Fredricks Model 1200 FSK Demodulator so we are back on traffic and getting back into the swing of things. We also acquired a new operator named Bill Mulholland... 73's WERG

NOFAA- W4LEV...  
MCB CAMP LEJUENE, NORTH CAROLINA.

NOFAA got its chance to show that all our hard work and planning was not in vain when we got to back-op NAV2 over the Veterans Day weekend. NORSE printed us without a hit and only required a few confirmations and as usual we printed their Collins 2374B solid. It was a thrill to work T channel again after the long layoff. Why doesn't NAV2 take more time off?

Congratulations are in order to Sgt Ray Varnet and his new bride. Ray and his "Home Town Sweetheart" took the stroll 30 Nov. and plan on making their home out on Piney Green Road while at NOFAA. We were also graced by a visit by Ray's father Al.

Terry not to be outdone will walk down the aisle on the 28th of Dec. with an old college crush of his.

Bill, Gary, and Don apparently remain as the only "Swingers" in the tower 73's Bill

NOEEM- KH6AJF  
CAMP H. M. SMITH, HAWAII

We are soon to acquire some big boots. On order is a BTI Linear Amplifier and will soon make its long awaited entrance.

NOFJM- KG4AM...  
GUANTANAMO BAY, CUBA.

Well for the first month here I don't feel too badly. I requested from this command and received a change of TO from one to two operators, and now an awaiting final results at HQMC. I hope it is soon in coming because traffic could double with someone to answer the phones while running patches. 73 BILL

NOIZG- KH6BGS...  
MCAS KANEOHE BAY, OAHU, HAWAII.

Have dropped two schedules this month, the World Wide Marine Corps Traffic Net and my "EAST" coast MARS sched.

NOIVT- KP4AZJ  
CAMP GARCIA, VIEQUES ISLAND,  
PUERTO RICO.

The new S-LINE came, but no amplifier, tower, or cable for the rotor. The traffic is looking good and will be better.....

NOENV- KA5MC...  
IWAKUNI, JAPAN

We have finally assembled our new HY-GAIN 20 mtr. monobander. Duck hunting season is still on here but it is not been as prosperous as it was during the last month. I am afraid that if this keeps up, all the ops here are going on a diet.

Phone-patches to the states has been a bit of a struggle due to propagation and QRM due to so many recent changes in scheds.

Phil is about to receive some orders out of the Corps, and Roger Sorrenson is due for arrival just in time for the Christmas rush BILL

NEWS&VIEWS CONTINUED,

NOETG-KR6GF  
CAMP FOSTER, OKINAWA.

The crew at NOETG is presently working on a new patch panel and control unit for our teletype installation. We are presently capable of 60 and 100 wpm transmission with 60 and 75 receiving capability. We hope to have 100 wpm receiving gear in the near future. Sure could use a page printer capable of 100 wpm. If anyone has one laying around let me know.

Sure would like to see accompanied tours at least for the NCOICs of the MARS stations. It seems like one of the most logical duty stations for that consideration. Anyway it is just a personal opinion for what its worth. If it ever became a reality, Im sure there would be no problem filling the billets.

We at NOETG-KR6GF take this opportunity to extend to all of the fine crew at Zero Beat the happiest and best of the Holiday Season to you and yours....

73's BOB LASZKO & THE GANG

---

A SPECIAL CHISTMAS WISH TO MY GOOD FRIENDS CHUCK AND KAY CRABTREE. from BOB

NOEFC  
CHU-LAI,  
REPUBLIC of VIETNAM

We now have two new operators, they are Cpl. David Price, and CPL. Gerry Peters. We are just about to open a new waiting room, and within the last few months this station has really taken on a new look.

We would also like to thank NOANP and their operators Rick, Berry, and Bob for their outstanding effort in meeting our schedules. Many thanks guys, that also goes for NOTEF.

We would also at this time wish everyone a very Merry Christmas and a very good new year.

FRANK, DAVE, TOM, & BERRY SENDS..  
Ed note: Well done on the waiting room gang. Hope there was no broken fingers Frank.

---

NOAMC- K4MCL  
MCSC, ALBANY, GEORGIA.  
SSgt Jim Kay has arrived from OKINAWA and got here just in time for the Christmas rush.. SSgt Don West.

WARNING DANGEROUS CHARACTER AT LARGE

A reward is offered for information leading to the arrest of "Eddy Current" charged with the induction of an 18 year old coil named "Milly Henry" (found grounded) and with stealing valuable Joules. This unrectified criminal armed with a carbon rod, escaped from a Weston cadmium cell, where he had been clamped in a vacuum. This escape was planned in three phases: first, he fused the electrons, then he climbed through a grid, despite the impedance of the wardens, and finally ran to ground in a Magnetic field. He has been missing since Faraday It seems most likely that he stole an AC motor of CCW capacity, and is expected to change it for a megacycle, rather than return by a short circuit. He may offer series resistance and is a potential killer.

VIA YO NOWRC

# NOANP ■■■■■

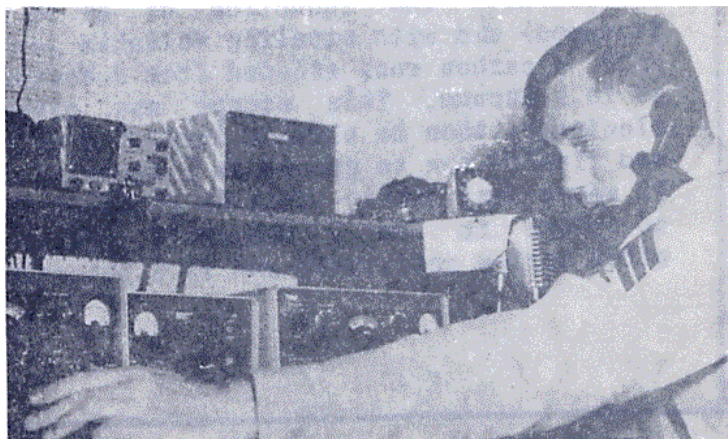
## MCRD W6YDK

### San Diego, Calif

Rotella's TVI generator, more commonly known as NOANP-W6YDK, is located at the Marine Corps Recruit Depot, San Diego, California. Headed up by MSgt. R. P. Rotella (the OLD Cotton-picker), the staff includes: Traffic Manager GySgt. R. J. Williams (Jack), Chief Operator SSgt. D. G. Thomas, (Doug), and Sgt. B. R. Weathersby, (Barry). On loan to us from the MCRD baseball team is pitcher LCpl. R.W. Read (Rick), who amuses himself during the off seasons by cutting teletype tapes. We, The staff, take pride in the fact that we have driven the Cottonpicker into retirement come summer, with the strong approval and able assistance of Mrs, Rotella.

Nestled snugly under an array of antennas, NOANP is afforder excellent shade from the sun by a 6 element 20 meter beam, a TH-4 Tri-bander, and a Hy-Gain LP-1007 Log Periodic presently camouflaged as a large packing crate (which doesn't load worth a darn). In addition to the commercial antenni, there exists these homebrew editions: a 4 element 15 meter beam, a 4 element 20 MHz beam, a 3 element 11 MHz beam, a 19 MHz Quad and a 16 MHz Quad, as well as the normal assortment of dipoles for 80 and 40 meters.

Equipment utilized to create the local TVI, BCI (broadcast interference), EGI (electric guitar interference, TRI (tape recorder interference) and TFI (telephone interference) includes: 4 Collins "S-Lines", enriched by a Henry 4-K, and Henry 2-K-2, a BTI and a homebrew pair of 813's conceived by the now departed SSgt Ed.

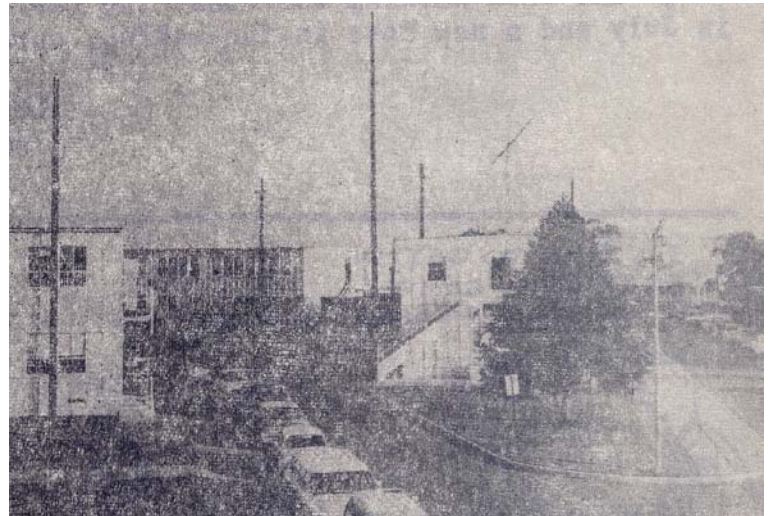




L/Cpl R.W. Read ▲

Gy/Sgt Jack Williams ▼

Our QTH and Antenna Farm...▶



LEFT TOP: NCOIC M/SGT ROBERT P. ROTELLA

LEFT MID: S/SGT DOUGLAS G. THOMAS

LEFT BOT: SGT BARRY W. WEATHERSBY

PHOTO'S REPRODUCED BY:  
MR. JOHN MOLNAR HQMC



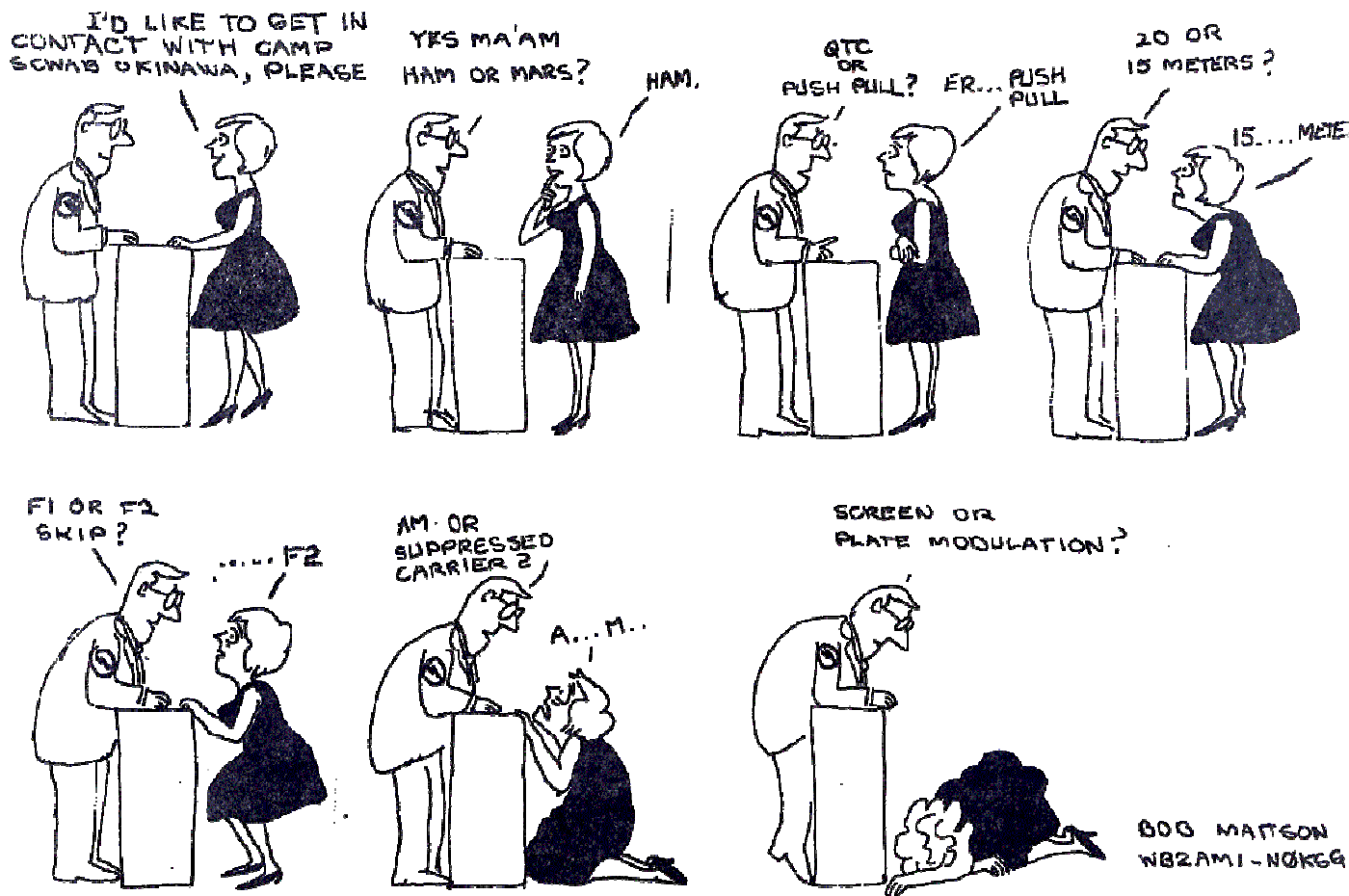
NOANP-W6YDK  
MCRD SAN DIEGO, CALIFORNIA.

Atkinson (now loafing in some Western Pacific paradise). Additional accessories are 2 model 32C'S courtesy of Depot Recreation Fund, 2 model 28's courtesy of Navy Mars.

Dividing our talents between Amateur and liars operation creates a seven day work week. Mars traffic schedules are net Monday through Saturday, Amateur schedules Tuesday through Saturday, and Mars phone patches schedules seven days a week. The bulk of our traffic is the Recruit arrival messages (several hundred per day) which are picked up and sorted at 0330 local in preparation for the first traffic schedules at 0600 local. The traffic day normally ends about 1600 local but phone patching goes on until about 2000 local. Under the cognizance of Capt Dunn and the whip of the OLD Cottonpicker we fumble, stumble, and trip over a rough average of 9,000 pieces of message work and talk-en out of a fluctuating 800 to 1,000 phone patches monthly.

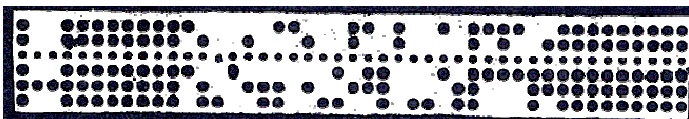
The work is enjoyable, hours lengthy as with numerous other stations, and personnel vigorous, healthy and enthusiastic on the job. Future prospects for personnel are: Rick, ball season early January; Barry, to college (V of Denver, Colorado) in March; Doug and Jack hacking the load; the OLD Cottonpicker chickening out to civilian life in July and a new Boss in-the-making, enroute January/February 69.

LUV  
Jack





# RTTY



## TELETYPE CORNER

### MODEL 28 - TROUBLESHOOTING

Following are some common troubles  
lei found in the Model 28 teletype  
equipment and some of the things that  
should be checked to find out what is  
causing the trouble.

#### ☆ MOTOR DOES NOT START

1. Power failure--check for 115 volt,  
60  
cycle applied voltage.
2. Fuse failure--check Power Distribu-  
tion Panel fuses. If open, rotate  
the motor by hand and check for  
excessive load. Check the  
following items for possible  
failure.
  - a. Stop magnet, line shunt  
relay and signal bell  
magnet--shorted windings
  - b. Motor--shorted windings
3. Motor control assembly--not  
functioning properly.
4. Open windings--start magnets,
5. Motor--brushes not making contact.
6. Governor--contact open, dirty  
(governed motor only).

#### ☆ MOTOR DOES NOT STOP

1. Time delay switch not closing.
2. Motor control mechanism not  
functioning properly.
3. Stop magnet--open windings.

#### ☆ IRREGULAR MOTOR SPEED

1. Incorrect voltage.
2. Governor adjustment.
3. Governor--contacts burnt (governed  
motor only).
4. Shorted capacitors.
5. Poor brush contact (governed motor  
only).

### NO SIGNALS FROM KEYBOARD

#### ☆ OPEN SIGNAL LINE

1. Contacts dirty--burnish.
2. Contacts incorrectly adjusted.
3. Open electrical noise suppressor.
4. Flutter lever out of adjustment.
5. Binding mechanism--check freeness  
of moving parts.

#### ☆ SIGNAL LINE NOT OPENING

1. Shorted contacts.
2. Shorted electrical noise  
suppressor,
3. Contact fails to open--check  
adjustment.
4. Binding mechanism--check chain of  
linkage for freeness.

#### ☆ SHORT ON MARGIN

1. Line current--inadequate or  
excessive
2. Shorted selector magnet coils.
3. Incorrect motor speed.
4. Armature dirty or oily--drag thin  
piece of clean paper between  
armature and magnet core.
5. Binds in moving parts of code bar  
linkage--check for freeness.
6. Incorrect adjustment--check  
following
  - a. Selector Magnet Bracket
  - b. Selector Armature
  - c. Selector Magnet Core
  - d. Selector Armature Spring
  - e. Stop Arm Yield Arm
  - f. Selector Clutch Operating  
Bail Spring

#### ☆ INTERMITTENT ERRORS

1. Range finder set beyond range  
limits.
2. Line current--inadequate or  
excessive
3. Shorted selector magnet coils
4. Incorrect motor speed.

## TROUBLESHOOTING CONTINUED:

### ☆ Intermittent errors

5. Armature dirty—drag this place of clean paper between armature and magnet core.
6. Binds in moving parts of selector and code bar linkage—check for freeness.
7. Incorrect adjustment—check following
  - a. Selector Magnet Bracket
  - b. Shift Lever Link Guide
  - c. Code Bar Detent
  - d. Selector Push Lever Spring
  - e. Selector Transfer Lever Spring

### ☆ GAINING OR LOSING A PULSE

1. Binds in moving parts of selector and code bar linkage on particular pulse in trouble—check for freeness.
2. Incorrect adjustment—check following adjustments on particular pulse in trouble:
  - a. Selector Magnet Bracket
  - b. Shift Lever Link Guide
  - c. Code Bar Detent
  - d. Push Lever Spring
  - e. Transfer Lever Spring
  - f. Code Bar Detent

### ☆ GARBLING

1. Incorrect line current.
2. Defective selector coils.
3. Incorrect motor speed.
4. Range finder setting out of range.
5. Armature dirty—drag thin piece of clean paper between armature and magnet core.
6. Binds in moving parts of selector and code bar linkage—check following for freeness:
  - a. Selector Magnet Core
  - b. Selector Magnet Bracket
  - c. Code Bar Detent
  - d. Armature Spring
  - e. Stop Arm Yield Spring

### ☆ SPACING FAILURE OB MULTIPLE SPACING

1. Binds in moving parts of spacing chain of linkage—check for freeness.
2. Incorrect adjustment—check following

- a. Spacing Clutch Trip Lever Bail Cam Plate
- b. Spacing Trip Lever
- c. Carriage Return Lever
- d. Spacing Trip Lever Spring
- e. Spacing Trip Lever Bail Spring
- f. Spacing Pawl Spring
- g. Clutch Trip Shaft Set Collar
- h. Function Stripper Blade Arm
- h. Function Reset Bail Extension Arm
- i. Function Bar Spring

### ☆ FAILURE ON LETTERS-FIGURES SHIFT

1. Binds in moving parts of letters-figures shift linkage—check for freeness of selector and code bar linkage, letters and figures function slide.
2. Incorrect adjustment—check following
  - a. Function Stripper Blade Arm
  - b. Shift Code Bar Operating Slides
  - c. Function Reset Bail Extension Arm
  - d. Function Lever Spring
  - e. Function Pawl Spring
  - f. Function Bar Spring

### ☆ FAILURE ON CARRIAGE RETURN

Binds in moving parts of linkage fir carriage return function. Check for free ness of selector and code bar linkage, function bar reset bail and function bar linkage in function box and carriage return bail and slide.

1. Incorrect adjustment—check following
  - a. Function Reset Bail Extension Arm
  - b. Function Lever, Function Pawl, and Function Bar Springs

### ☆ FAILURE ON LINE FEED

1. Binds in moving parts of linkage for line feed function—check for freeness of selector and code bar linkage, function bar reset bail and function bar linkage in function box, line feed function slide arm and line feed clutch trip lever, line feed bars, line feed stripper and stripper bail—check position of single-double line feed lever.
2. Incorrect adjustment—check following

## TROUBLESHOOTING CONTINUED

### ☆ Failure on line feed.

- a. Line Feed Clutch Trip Lever Eccentric Post
- b. Line Feed Clutch Trip Lever Adjusting Screw
- c. Function Stripper Blade Arms
- d. Line Feed Clutch Trip Lever Spg
- e. Function Reset Bail Extension Arm
- f. Function Bar Spring
- g. Function Pawl Spring
- h. Function Lever Spring

### ☆ FAILURE ON SIGNAL BELL

1. Electrical contacts on function box-dirty or burnt.
2. Open magnet in signal bell.
3. Low voltage.
4. Bell armature dirty.
5. Binds in moving parts of linkage of signal bell function-check for freeness of selector and code bar linkage, function bar reset bail, function bar linkage in function box, and armature in signal bell assembly.
6. Incorrect adjustment-check following
  - a. Function Reset Bail Extension Arm
  - b. Bell Contact
  - c. Remote Signal Bell
  - d. Remote Signal Bell Armature Spring
  - e. Function Bar Spring
  - f. Function Pawl Spring
  - g. Function Lever Spring

### ☆ RIBBON FAILS TO FEED OR REVERSE

1. Binds in moving parts of ribbon feeding or reversing mechanism-check for freeness of ribbon feed levers, ribbon lever, ribbon reversing lever, ribbon reverse detent lever,
2. Detent cam loose-check set screws and adjustment.
3. Eyelet missing from ribbon
4. Incorrect adjustment-check following
  - a. Ribbon Unit Feed Lever Bail Bracket
  - b. Ribbon Reverse Spur Gear
  - c. Ribbon Reverse Detent
  - d. Ribbon Feed Lever Spring
  - e. Ribbon Ratchet Wheel Friction
  - f. Ribbon Lever
  - g. Ribbon Reverse Detent Lever Spring

### ☆ FAILURE TO POSITION

1. Binds in moving parts of linkage for type bar positioning mechanism-check freeness of main rocker shaft; vertical positioning linkage; SUP, 1, 2, 3, and COM code bars; reversing slide, shift slide drive linkage and oscillator rail linkage.
2. Incorrect adjustment-check following
  - a. Rocker Shaft Left Bracket
  - b. Vertical Positioning Lever Eccentric Stud
  - c. Shift Slide Drive Linkage
  - d. Vertical Positioning Lever Spring
  - e. Shift Linkage Spring
  - f. Vertical Positioning Lock Lever Spring

### ☆ FAILURE TO PRINT

1. Binds in printing carriage assembly-check for freeness in moving parts, and for missing springs
2. Ribbon not properly installed
3. Incorrect adjustment-check following
  - a. Printing Track
  - b. Printing Arm
  - c. Printing Hammer Plunger Spring





## CONDITION CODES AND EXPANDED DEFINITIONS

Condition Code	Expanded Definition
N-1	New or unused property in excellent condition. Ready for use and identical or interchangeable with new items delivered by a manufacturer or normal source of supply.
N-2	New or unused property in good condition. Does not quite qualify for N-1 (because slightly shopworn, soiled, or similar), but condition does not impair utility.
N-3	New or unused property in fair condition. Soiled, shopworn, rusted, deteriorated, or damaged to the extent that utility is slightly impaired.
N-4	New or unused property so badly broken, soiled, rusted, mildewed, deteriorated, damaged, or broken that its condition is poor and its utility seriously impaired.
E-1	Used property but repaired or renovated and in excellent condition.
E-2	Used property which has been repaired or renovated and, while still in good usable condition, has become worn from further use and cannot qualify for excellent condition.
E-3	Used property which has been repaired or renovated but has deteriorated since reconditioning and is only in fair condition. Further repairs or renovation required or expected to be needed in near future.
E-4	Used property which has been repaired or renovated and is in poor condition from serious deterioration such as from major wear and tear, corrosion, exposure to weather, or mildew.
0-1	Property which has been slightly or moderately used, no repairs required, and still in excellent condition.
0-2	Used property, more worn than 0-1 but still in good condition with considerable use left before any important repairs would be required.
0-3	Used property which is still in fair condition and usable without repairs; however, somewhat deteriorated, with some parts (or portion) worn and should be replaced.
0-4	Used property which is still usable without repairs but in poor condition and undependable or uneconomical in use. Parts badly worn and deteriorated.
R-1	Used property, still in excellent condition, but minor repairs required. Estimated repairs would cost no more than 10% of acquisition cost.
R-2	Used property in good condition but considerable repairs required. Estimated cost of repairs would be from 11% to 25% of acquisition cost.
R-3	Used property, in fair condition, but extensive repairs required. Estimated repair costs would be from 26% to 40% of acquisition cost.
R-4	Used property, in poor condition, and requiring major repairs. Badly worn, and would still be in doubtful condition of dependability and uneconomical in use if repaired. Estimated repair costs between 41% and 65% of acquisition cost.
X	Salvage. Personal property that has some value in excess of its basic material content but which is in such condition that it has no reasonable prospect of use for any purpose as a unit (either by the holding or any other Federal agency) and its repair or rehabilitation for use as a unit (either by the holding or any other Federal agency) is clearly impractical. Repairs or rehabilitation estimated to cost in excess of 65% of acquisition cost would be considered "clearly impractical" for purposes of this definition.
Scrap	Material that has no value except for its basic material content.



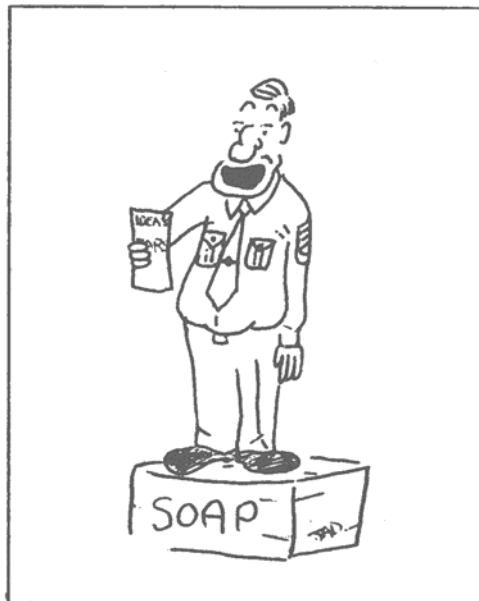
# IF I WERE CHIEF NAVY-MARINE CORPS MARS

ZERO BEAT will be printing the constructive and sincere suggestions of our readers for a better NAVY-MARINE CORPS MARS program.

By consent of Chief of Navy MARS, all letters will be screened by his office and action will be initiated on those of possible merit.

If you were Chief Navy MARS, what would you do to better the Program? Write your suggestions, in 300 words or less, to:

ZERO BEAT  
c/c Navy MARS Station NAV2  
HQBN, HQMC Henderson Hall  
Arlington, Virginia 22214



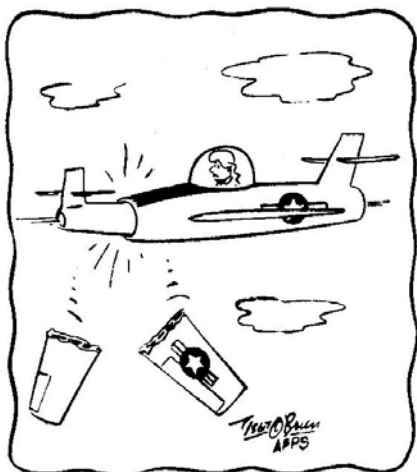
I would establish a teletype relay routing network from OKINAWA to CONUS. This would involve a bridge circuit between NOGOK (OKINAWA) and the west coast with NOGOK being the major relay and routing station for NOEFB (RVN), NORSN (PHIL) and NOENV (JAPAN). Possibly this would eliminate the 8 to 12 day old messages being received on the east coast, which originate in the pacific.

SSgt. Don West • NOAMC

## STANDARD FREQ AND TIME SERV.

Every MARS station should have a copy of the NATIONAL BUREAU OF STANDARDS bulletin, " NBS Standard Frequency and Time Services " which describes all the services provided by WWV and the other NBS standard radio stations.

Submit 15¢ ( Order # CI3.10:236/4 )  
to: Superintendent of Documents, U.S.  
Government Printing Office, Washington,  
D. C. 20402





# TEN COMMANDMENTS

OF ELECTRONIC SAFETY

I. BEWARE OF THE LIGHTNING THAT LURKS IN AN UNDISCHARGED CAPACITOR LEST IT CAUSE THEE TO BE BOUNDED UPON THY BACKSIDE IN A MOST UNGENTLEMANLY MANNER.



II. CAUSE THOU THE SWITCH THAT SUPPLIES LARGE QUANTITIES OF JUICE TO BE OPENED AND THUS TAGGED, SO THAT THY DAYS MAY BE LONG ON EARTH.



III. PROVE TO THYSELF THAT ALL CIRCUITS THAT RADIATE AND UPON WHICH THOU WORKEST ARE GROUNDED, LEST THEY LIFT THEE TO A HIGH-FREQUENCY POTENTIAL AND CAUSE THEE TO RADIATE ALSO.



IV. TAKE CARE THAT THOU USE THE PROPER METHOD WHEN THOU TAKEST THE MEASURE OF HIGH VOLTAGE, THAT IT NOT INCINERATE BOTH THEE AND THY MATER; FOR VERILY, THOUGH THOU HAST NO ACCOUNT NUMBER AND CANST BE EASILY REPLACED, THE METER DOTH AND SHALL BRING WOE UPON THE SUPPLY DEPT.



V. TARRY NOT AMONGST THOSE WHO ENGAGES IN INTENTIONAL SHOCKS, FOR THEY ARE SURELY NON-BELIEVERS AND ARE NOT LONG FOR THIS WORLD.

TAKE CARE THOU TAMPER NOT WITH INTERLOCKS AND SAFETY DEVICES, FOR THIS SHALL INCUR THE WRATH OF THY SENIORS, AND UNLEASH THE FURY OF THE SAFETY OFFICER DOWN UPON THY HEAD AND SHOULDERS.



VI. WORK NOT WITH ENERGIZED EQUIPMENT; FOR IF THEE DOST, THY BUDDIES WILL SURELY BE BUYING BEERS WITHOUT THEE, AND THY SPACE AT THE BAR WILL BE FILLED BY ANOTHER.



VII. VERILY, VERILY, I SAY UNTO THEE: NEVER SERVICE HIGH-VOLTAGE EQUIPMENT ALONE; FOR ELECTRIC COOKING IS A SLOTHFUL PROCESS, AND THOU MIGHTEST SIZZLE IN THINE OWN FAT FOR HOURS BEFORE THY MAKER SEETH FIT TO END THY MISERY, AND DRAW THEE INTO HIS FOLD.



VIII. TRIFLE NOT WITH RADIOACTIVE TUBES AND SUBSTANCES, LEST THOU COMMENCE TO GLOW IN THE DARKNESS UNTO A LIGHTNING BUG.



IX. COMMIT THOU TO MEMORY THE WORK OF THE PROPHETS, WHICH ARE WRITTEN IN THE INSTRUCTION BOOKS; THEY GIVE THEE THE STRAIGHT DOPE AND STEER THEE AWAY FROM ERROR.

Traffic Report for November 1968.....for NOALM

	ORIG	RCVD	RELY	DLVD	TOTAL	TOTAL P/P
NOAMC	242	78	38	18	376	0
NOANP	1923	651	613	38	3225	884
NAV 2	20	4257	4277	2	8556	83
NOEEM	0	2	0	2	2	301
NOEFA	no report received.....					
NOEFB	no report received.....					
NOEFC	324	-	563	-	887	628
NOEFD	no report received.....					
NOEFJ	no report received.....					
NOEFL	no report received.....					
NOEFY	no report received.....					
NOENV	136	36	2	34	172	853
NOETG	200	220	191	29	640	193
NOETH	1410	1604	3017	30	6067	33
NOETJ	51	3	1	2	57	0
NOETL	0	0	0	0	0	0
NOFAA	16	1081	1053	12	2162	625
NOFJM	16	6	0	6	28	364
NOFOC	no report received.....					
NOIVT	-	-	-	-	-	68
NOIXF	no report received.....					
NOIZG	-	-	-	-	-	654
NORSB	no report received.....					
NORSE	138	4478	4234	101	8951	1424
NORTP	no report received.....					
NORTW	3	147	136	8	264	1541
NOTEF	no report received.....					
NOXXN	no report received.....					

Note: NOETI and NOETK are inactive. Parris Island has no station

	ORIG	RCVD	RELY	DLVD	TOTAL	TOTAL P/P
W4BHU	No report received					
K4BUJ	No report received					
W4LEV	0	20	12	8	40	37
K4MCL	25	331	92	1	449	251
W4NTR	-	-	-	-	-	-
W4PFC	No report received					
KG4AM	-	-	-	-	-	440
KP4AZJ	9	-	-	9	18	411
KA5MC	Not applicable in Japan . no third party agreements.					
W6FCS	No report received					
W6IAB	35	62	93	20	210	482
K6MCA	No report received					
W6YDK	4186	193	121	72	4572	30
W6ZJB	0	7	7	0	14	28
KH6AJF	-	-	-	-	-	-
KH6BGS	0	2	0	2	4	57
KR6DI	7	1	7	1	16	429
KR6GF	23	3	1	2	29	925
KR6MB	0	0	0	0	0	317
KR6MH	0	7	5	2	14	977



