

THE D.X. CLUB

Views and News.

Identification Wanted

DX Topics

COULD any listener identify a station of approx. 1440 k.c. (205 metres). Dial reading is 6 (on 0—100 dial). This station is just below 2YB New Plymouth, 244 metres (1230 k.c.) and seems to be always relaying 2YA. It is none of the private N.Z. "B" class stations.—J. J. Bilton (Cromwell).

[This is obviously an harmonic of 2YA, Wellington, on 205 metres (1440 k.c.).—Ed.]

ON December 8 I tuned in a station at about 1.30 a.m. Reception was exceptionally powerful, with intermittent short fades and heavy static. The items heard were chiefly Hawaiian music and violin solos. The announcements were made every two items, but owing to very bad static, and the announcer's poor English, I could not identify the call, but at 2.35 the announcement sounded something like WNX or WNS. The announcer's "Good-night" sounded like "Goudnoight. After the last announcement the carrier wave, with a strong generator hum, continued for four or five minutes. The same night I received station JOAK, Japan, at fairly strong loudspeaker strength.—A. Dryden (Southland).

WOULD you be kind enough to let me know if there is an American radio station KBOO, Oklahoma? On December 13, at about 7.35 p.m., I heard what I think was this call on about 1150 kilocycles, and the announcement was that "I get the blues when it rains" would be played; an organ was playing the music. Has any other listener heard this station.—W. G. Morris (Apti).

[The station heard by you was probably KVOO, Tulsa, Oklahoma, operating on 1200 k.c., power 5000 watts. Station slogan, "The Voice of Oklahoma."—Ed.]

Stations Identified

RE Mr. McMinn's query as to whether any S.W. listener has heard 2UZ, Melbourne. I heard that station on November 27, about 10.30 p.m., at good strength and volume, broadcasting records. I have written to them, but have not yet received a reply. Wavelength, as Mr. McMinn states, was about 65-67 metres.—S. Mason (Bulls).

WHY?

Kingsford Smith uses Burgess Batteries. Commander Byrd uses Burgess. More Burgess Batteries are sold in New Zealand than any other make. Why?

BURGESS RADIO BATTERIES

Radio and Aviation

Not so Bad!

A FURTHER triumph for radio in the field of aviation was recently demonstrated in America, when a pilot, flying under conditions duplicating those caused by the densest fog, took off, flew fifteen miles, and landed safely within a few feet of his point of take-off, without at any time seeing the ground or any part of his machine except the illuminated instrument board.

This achievement in "blind flying," it is stated, will focus the interest of aviators all over the world, since fog has long been recognised as man's greatest enemy in the air. The principal factors in making the accomplishment possible are a new application of the visual radio beacon, the development of an improved instrument for indicating the longitudinal and lateral position of an aeroplane, a new directional gyroscope, and a sensitive barometric altimeter so delicate as to measure the altitude of the aeroplane within a few feet of the ground.

In place of the natural horizon by means of which the pilot usually keeps his plane in a stable and safe flying position, and which the flyer is deprived of in a fog, the aviator used an "artificial horizon" in the form of a small instrument indicating longitudinal and lateral position with relation to the ground at all times.

Stability thus assured, the pilot was able to locate the landing-field by means of the direction-finding radio. In addition to the long-distance radio beacons already well-established in America, another beacon has recently been perfected. This governs the immediate approach to the field, casting a beam from fifteen to twenty miles in length in either direction.

On the instrument-board a visual radio receiver, consisting of two vibrating reeds tuned to the radio beacon, enabled the pilot to locate the beam, and through it, the landing field. If he turned to the right of his course, the right reed showed excessive vibration, while if he turned to the left, the left reed at once indicated his mistake. By keeping the two reeds in equilibrium he was able to fly directly down the path of the beam to his landing.

This amazing demonstration eliminates the last great hazard to the reliability of aeroplane travel, and indicates that a principle has been developed which, when eventually perfected for commercial use, will render aviation more independent of weather conditions than any other form of transportation.

letters from our audience. These letters are passed to the programme director, the continuity writers, and the musical staff, and are read carefully by them. You might think we do not consider your individual comments of our programmes, but we do. So when you have anything to suggest—how any detail can be improved—won't you write us? We want our audience to know in advance that these comments are, and will continue to be, greatly appreciated.—Yours, etc., H. Ford Billing, Director of Broadcasting from station WLM, 50,000 watts, 700 k.c.; Station WSAI, 500 watts, 700 k.c. P.S.—It appears that the call has been changed from W8XAL to WSAI.—A. D. Rogers (Wellington).

"Simple Simon," who conducts a daily column in the "Morning Post," recently used this paragraph:—"This morning I met a musical acquaintance, and I had to listen to a long discourse on how the wireless had 'killed the demand for good music.' Of course, I have heard and read it all a hundred times before. But it so happens that later in the day I tried to buy a seat for Delius's 'Mass of Life' at the Queen's Hall, and could not get one for love or money. The house was sold out days ago, I was told at the box office man. Now when one considers that that concert was organised by the B.B.C. themselves, that it was broadcast, and therefore was available to almost everybody for nothing, and that this is just one of a long series of first-class concerts by the B.B.C. and their own splendid orchestra, all this talk about the havoc wrought by wireless seems to me to be sheer nonsense."

Plug it into your light socket

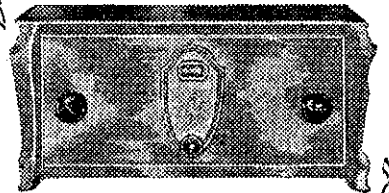
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