

## LONG - DISTANCE SPEECH BY WIRELESS

BY  
"SIGNALS"

One of the most prominent characteristics of scientific development and discovery is the great benefit which sometimes follows from the application to commercial purposes of what at first appears to be an advance in purely academic knowledge.

A striking instance of this nature is furnished by the development in recent years of what is known as the Thermionic Valve, or the Audion. The applications of the principles underlying the audion are the subject of a steadily increasing number of patents, and the theory of its action in fulfilling the different purposes for which it is used is discussed in innumerable lectures and papers in the various scientific societies and journals.

The pioneers in the discovery of this invention were Professor J. A. Fleming and Dr. Lee de Forest, and they and many other notable scientists have contributed to its development during the last twelve years.

In one of its simplest forms the thermionic valve has the appearance of an electric incandescent filament lamp of the ordinary size, with the addition of a "grid" of fine wires of small mesh and a small cylindrical metal plate arranged concentrically around the filament. The filament, which is of tantalum, is similar to that used for a lamp, but is of smaller size and more compactly arranged. It is surrounded by the grid, which in turn is encased by the cylindrical plate, both grid and plate being of nickel.

Briefly stated, the action of the valve depends on the emission from an incandescent filament, glowing in a vacuum, of negatively charged electrons, and their power of producing a conducting medium for electric currents in the space between the grid and the plate. To increase the effect, the plate is maintained at a potential of from thirty to forty volts by means of a battery of small dry cells.

The peculiarity of the valve under these conditions is that if the grid or mesh is now connected to an electric circuit on which minute oscillations or variations of

potential are occurring, these variations will cause large increases and decreases in the current flowing from the battery between the filament and the plate.

The effect produced is a true magnification, without distortion, within certain limits, and in conjunction with a telephone very feeble currents, such as those produced by long-distance wireless signals or telephone speech, can be magnified to any desired effect, and thus give rise to audible sounds.

So far, the chief application for commercial purposes to which the thermionic valve or audion has been put is for the reception of wireless signals. Wireless waves which are too feeble to be observed by the detectors previously in use may be magnified as many times as required by the use of one or more of the valves, so that the oscillations may be easily recorded.

The facility with which faint signals may be detected and magnified by this means has enabled small reception aerials to be used which, by being carefully sited towards the sending-station and tuned to the frequency of the waves of electrical disturbance it is desired to "pick up," cut out all extraneous disturbances, permitting the required signals to be read without interference from other sources. This applies to both wireless telegraphy and telephony, and the distances over which wireless telephony is now practicable have been largely increased.

Another important application of this system of magnifying feeble currents is to be found in the "relaying" of telephone speech currents. The limit of distance over which it was possible to speak by the use of wires, without a prohibitive expenditure of copper in the conductors, appeared to have been reached before the introduction of the thermionic valve furnished a practical means of producing a telephone "relay."

With the employment of an audion as a "relaying" instrument, there is now no reasonable limit to the distance over which speech can be transmitted by the use of wires of moderate gauge, and the possibility has been opened up of direct speech

# VICKERS LIMITED

## "VICKERS - VIMY - ROLLS"

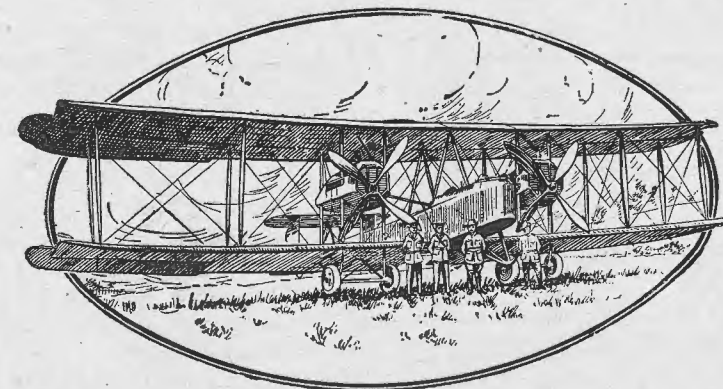
THE FIRST FLIGHT FROM ENGLAND TO AUSTRALIA.

November 12th to December 10th, 1919

TIME 27 days, 20 hrs., 20 mins.

DISTANCE approx. 11,500 miles

THE WORLD'S LONGEST FLIGHT



THE FIRST DIRECT TRANSATLANTIC FLIGHT

June 14th - 15th, 1919

TIME 15 hrs. 57 mins.

DISTANCE 1,890 miles

THE WORLD'S LONGEST NON-STOP AEROPLANE FLIGHT

Aeroplanes for Commercial and Military use. Flying Boats for Commercial and Naval use. Vickers-Saunders Flying Boats

AVIATION DEPARTMENT:

IMPERIAL COURT, BASIL STREET  
KNIGHTSBRIDGE, LONDON S.W. 3.

AUSTRALIAN OFFICE:

VICKERS - AUSTRALIA, LIMITED  
(MESSRS. WILLIAM ADAMS & CO., LIMITED)  
CORNER KING AND CLARENCE STS., SYDNEY.

along an Atlantic cable suitably designed for this purpose.

The great development of wireless telephony and telegraphy for naval and military purposes, and particularly in the direction of communication with aeroplanes, has largely centred around this discovery. The simplicity and portability of the valve, and its suitability for both transmitting and receiving purposes, have opened up means of communication which were not contemplated at the commencement of the war; and it is gratifying to know that the Germans admitted in the published intelligence summaries of their General Staff that in the struggle for supremacy in the use and improvement of wireless telegraphy we held a lead which they were unable to overtake.

With the devotion of time and pains to the investigation of the possible applications of this discovery, further methods of employing it for the benefit of mankind will doubtless be revealed. One simple application suggests itself which does not appear to have been tried as yet. When a speaker is addressing a vast public meeting, the difficulty of making himself clearly heard throughout a large hall could be overcome by the use of the thermionic valve, which might be employed to amplify the sound of the voice, and, if necessary, to reproduce it simultaneously at several points of the building; for the valve enables the vibrations produced by the human voice to be magnified without distortion, and without losing any of the characteristics of the original sound.



"WIRELESS" MUSIC.

[Wireless Press Photograph.]

Members of an American Radio Club who danced to music received by wireless telephony.

# NIEUPORT and General Aircraft Co. Ltd.

CONTRACTORS TO H.M. GOVERNMENT

Office :  
Langton Road  
Cricklewood  
London, N.W. 2

Cable Address :  
"Nieu Scout"  
Crickle, London"



Prior to the War and throughout the entire War period the Management, Designers and Staff of this Company have been engaged on the Design and Production of aircraft which have been in continual use day and night, on active service, from August, 1914, to the cessation of hostilities.

Evidence of our high state of efficiency is again demonstrated in the fact that the LATEST TYPE OF FIGHTING MACHINE chosen by the Royal Air Force prior to the Armistice was the BRITISH NIEUPORT NIGHT-HAWK, which we are still producing in large quantities for the Royal Air Force Peace Programme.

**Daily Mail**  
**DELIVERED**  
**BY**  
**AEROPLANE**  
**TO-DAY**

FRIDAY, MARCH 14, 1919

"Daily Mail" (London) Copyright.

THE FIRST DELIVERY BY AIR OF NEWSPAPERS WAS UNDERTAKEN BY

## BRITISH NIEUPORT

Our Organisation which has in the past been responsible for our success in design and production of NAVAL and MILITARY aircraft, is now concentrating its energies in the development of Commercial machines—ranging from a small single-seater, of moderate power and price, to a large, twin-engine machine capable of carrying a disposable load of 1 ton.

Inquiries are therefore solicited from Governments, companies or individuals interested.

Mention Sea, Land and Air when Communicating with Advertisers.



[Wireless Press Photograph.]

Dame Melba giving her concert by wireless telephone in the Marconi Company's Works at Chelmsford.

A small receiver in front of the speaker, and reproduction transmitters suitably placed in proximity to various portions of the audience, would enable the orator's words to be heard clearly beyond the limits to which an ordinary voice would penetrate. The strain on the speaker would by this means be very much reduced, and the effort of making the voice carry to the most remote portions of a large audience would be no greater than that involved in speaking to a small gathering. There would, of course, be no time interval between the sounds as spoken and as heard from the reproducing instrument, while the gestures accompanying the speech would synchronise with the sounds as reproduced.

Extensions of this principle would enable a speech or a declaration to be made to many audiences at one and the

same time. By the use of the ordinary telephone system, as many halls as required could be connected to the place at which the speech was being delivered. At each of the connected halls the sounds as spoken into the receiver at the place where they originated would be suitably magnified and transmitted with no distortion, but with sufficient volume to be clearly heard.

Many other possibilities present themselves, such as its association with the "electrophone" and the gramophone for reproducing loud records, and as the properties of the valve become more widely and precisely known, its adaptation for other commercial purposes may be confidently predicted.

### THE WIRELESS INSTITUTE OF AUSTRALIA

#### South Australian Division.

The Annual General Meeting of the South Australian Division of the Wireless Institute of Australia was held in Adelaide on September 8, Mr. Hambly Clark presiding.

The following officers for the ensuing year were elected:—President, Mr. Hambly Clark; Vice-Presidents, Mr. J. M. Honner and Mr. H. Hawke; Hon. Treasurer, Mr. R. M. Dunstone; Hon. Secretary, Mr. C. E. Ames; Council, Mr. A. A. Cotton and Mr. H. L. Austin. Messrs. W. J. Bland and J. M. Honner were elected "Operating Examiners" to examine members requiring endorsement of licences for the use of Valves.

The Chairman presented the Secretary with a letter signed by all members present, together with a cheque as a token of appreciation of services rendered during the year.

With the opening of a new financial year the Secretary requests members of the Institute to renew their subscriptions as soon as possible.



### The "Bristol" Aeroplanes.

THE "BRISTOL" Tourer follows the lines of the world-renowned "BRISTOL" Fighter. Fitted with a 230-240 h.p. Siddeley Puma engine, it has a maximum speed of 120 miles per hour and a non-stop range of 560 miles. With a full complement of fuel it can carry 300 lbs. of mail or cargo. With fuel for a shorter flight this amount can be proportionately increased. This type of machine has behind it a reputation for performance, reliability and lengthy service unchallenged by any other type. It can be landed on rough landing grounds, and is unequalled for stunting or commercial purposes. No other aeroplane of similar performance or construction is available at so low a price.

PRICE:  
**£1,200**

### BRISTOL AEROPLANE

CO., LTD.

Filton, BRISTOL, England

Cables:  
"AVIATION, BRISTOL"

Codes:  
A 1, A.B.C. and Moreing

"BRITAIN'S  
PIONEER  
AIRCRAFT  
CONSTRUCTORS."

# OPERATING SUGGESTIONS FOR THE RADIO AMATEUR

BY  
J. H. TOLLEY

[The following article was awarded the cash prize recently offered by our American contemporary, *The Wireless Age*, for the best suggestions for the guidance of wireless amateurs.—Ed.]

A great percentage of the amateurs operating stations either have given the "interference" problem little thought or are indifferent to the interference and inconvenience they may be causing to brother amateurs or professionals by unprofessional methods of operating.

Before attempting to do any telegraphing the student should know the code thoroughly, the practice work should be done on a buzzer set and continued until there is no hesitation in making any character desired. The spacing between letters and between words is very important. If the student will bear in mind that he is in fact *writing* when he telegraphs and strives to space his characters exactly as they would appear in writing or in print, it will result in fewer twenty-eight letter words at the receiving station. The study of the proper spacing is as important to the beginner in telegraphy as is the study of *tempo* to the beginner in music. Until the student is able to take a newspaper and send a hundred or two hundred words without hesitation or stumbling and with uniform spacing between words he should not attempt to turn loose his skill upon the much abused ether.

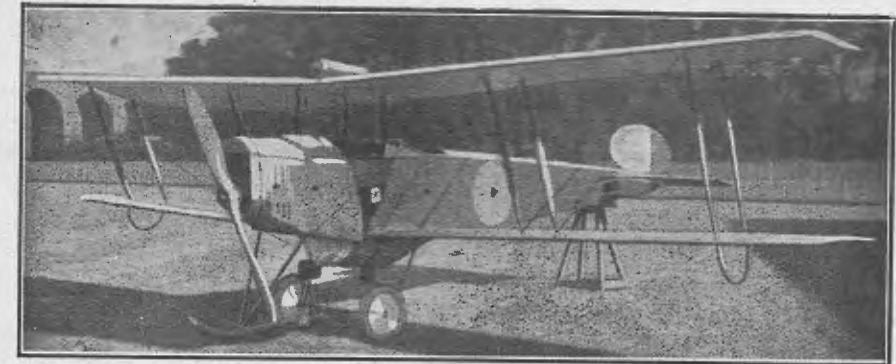
Even after learning the code it is an excellent plan to do but little sending and much listening. This is the best way, too, in which to attain efficiency in receiving. Pick out some station which operates in a short, business-like way and avoids saying or repeating the same thing over and over. Study his style of handling messages or conversation and note how he gets over the ground in comparison with the operator who insults your ability to receive by repeating numerous times.

Telegraphing is the same thing as carrying on a conversation by word of mouth, providing always that the static (or interference) is not breaking it up

and numerous repetitions or lengthy explanations are as unnecessary there as in conversation by word of mouth. The international abbreviations used in handling traffic should be committed to memory, at least those in most common use, so that the meaning of each will be recognised immediately upon hearing it. A copy of this list should be posted in a convenient place also, so that a glance will be sufficient to read any abbreviation heard and not recognised. If this plan is followed out, it will be but a short time before the entire list is committed to memory.

Nor is it necessary that you do some transmitting every time you sit down to the apparatus. Make it a practice to listen for at least five minutes after sitting-in before you do any sending. This will give you an idea of what the conditions are like, and if the air is already crowded there is little use in getting in yourself and adding to the confusion. Just what idea underlies the practice of some stations calling others frantically and insistently only to say "Good evening, how do you get me?" when they receive an answer, I am unable to say, but note that it is common practice. It would seem that if there is nothing more important to transmit it would not justify the interference and hard feeling caused. If the need of practice is felt, why not do it upon the buzzer set instead of turning it loose upon the heads of those engaged in trying to get through legitimate information?

When sending messages, use the regulation form. This will help the operator on the receiving end, as he is probably expecting that you will do this, and the use of Bohemian methods will probably decide him that he will see less of you until you learn something about the game. The old-timers especially dislike to work with revolutionary newcomers and if you wish to stand in with them and become one of



Standard 504K, Type Avro, fitted with "Sunbeam" Dyak Engine—  
6 Cylinder, 100 h.p., water cooled.

Weight of Machine, dry .. .. .	1270 lbs.
Weight of Machine, fully loaded .. .. .	1797 lbs.
(with pilot and passenger).	
Oil Capacity .. .:	4½ gals.
Petrol Capacity .. .. .	18½ gals.
Water Capacity .. .. .	5 gals.
Full Speed, 81 m.p.h. .. .. .	1410 R.P.M.
Cruising Speed, 60 m.p.h. .. .. .	
Climbing Speed, 55 m.p.h. .. .. .	1325 R.P.M.
Ratio of Climb, 5000 ft. .. .. .	11½ min.
Landing Speed .. .. .	38 m.p.h.

Engine, Sunbeam Dyak, H.P. 117, at 1400 R.P.M.

Price, Dyak £1,500, delivered free Mascot Aerodrome, N.S.W.  
Avro, Standard 504K type, 110 H.P., Le Rhone .. .. £1,300  
Avro, Standard 504K type, 130 H.P., Clerget .. .. £1,650

PURCHASERS TRAINED AS PILOTS FREE. REFRESHER COURSES TO TRAINED PILOTS.  
PUPILS TRAINED FOR PILOTS. PARTICULARS ON APPLICATION.

## The Australian Aircraft & Engineering Company

Works: Botany Road, Mascot.  
Aerodrome: Mascot, N.S.W.

Head Offices: Union House, 247 George Street, Sydney.

Tel.: City 2572; Works, Mascot 223. After Hours: U 6164, Rwk. 2074.  
Telegrams: "Aviation," Sydney.

Sole Construction Representatives:

Messrs. A. V. ROE & CO., LTD., Manchester, England.

the gang with a standing, copy their style and graduate from the ranks.

Avoid the long call. A half-dozen times is as good as a million if the other fellow is not getting you, and if he is getting you, one is sufficient. In signing your own station-call the same advice applies. If he is getting you, once or twice is enough. If he is not getting you a million repetitions do no good. Above all do not be one of the expert *alibi* artists. If you fail to get what is sent you ask for repetition and stop there. An explanation comprising two hundred words of why you did not get the twenty-five words sent you is uncalled for and of no interest to the operator at the other end. The only thing of interest to him is the fact that you wish him to repeat. This last applies not only to amateurs but to a great many operators earning their livelihood as such. They waste their own time and others' by going into lengthy explanations as to why they are asking for repetition, sending seventy or eighty words of this useless stuff when the message missed is possibly of only twelve or fifteen words and could be sent over a half-dozen times while they are establishing an *alibi*.

If you know that your speed in receiving is limited to about fifteen words per minute, you invite trouble by sending to another station at a rate of twenty-five words per minute for the reason that in all probability he will answer you at the same rate of speed and you will then be called upon to exercise your ingenuity in establishing an *alibi*, which an incredulous and contemptuous operator at the other end clearly sees through. Try always to make good copy, and follow the professional form of writing messages; that is, place the message number, operator's sign, check, date, address, etc., on the sheet in the same manner as is done in professional work. It is bad practice also to write too close behind the sender for the reason that if a mistake is made in

sending, it is written down and must then be erased. Writing a word or two behind the sender will result in a better looking copy.

Avoid joining the ranks of the "QRA'S." They are already overcrowded. I refer to the operator who whenever he hears a strange call must open up and inquire "QRA O M." He is probably not O M to you anyway, being a stranger. Up-to-date call lists are to be had at a very low cost and reference to one of these is to be preferred to the QRA method.

Don't copy the style of the operator who affects a swing in his sending. It is odd, of course, and attracts attention, but so do the guests at Matteawan, and many other things which most people are shy of. *The best method of finding out what to avoid is to take note of what causes you to froth at the mouth when you are trying to get through something and are prevented by other stations interfering. Take careful note of what might have been eliminated by them and avoid just that yourself in the future.*

A word of warning in conclusion. The United States Government regulations are not strict and interference is bad. If conditions continue to grow worse, it is an unavoidable conclusion that the Government will take steps to improve matters and whatever form such legislation may take, it will surely place further restrictions upon amateur transmission. So, in justice to yourself and the many amateur station owners who strive to improve matters, get behind offending stations when you locate them, and if you cannot induce them to mend their ways by argument, apply a little pressure. Exclude them from your clubs and meetings; refuse to work with them, and if necessary explain matters to the Government inspector and ask him to get behind the unmanageable one. In doing this, you will be doing it as much for yourself as anyone else. If you do nothing about it but let the newcomers play as they will, you also will be partly to blame, when stricter laws take from you some of the privileges now allowed.

The Most Wonderful Training and Passenger Aeroplane yet designed

## CENTAUR—4

Safe and Easy to Fly  
High Factor of Safety  
Immediate Delivery from Stock  
Inspected and Passed by A.I.D.  
Certificate of Airworthiness with each Machine

### SPECIFICATION:

Motor	100 h.p. Anzani	Length, 24 ft. 8 in.
Tankage	3 Hours	Span, 34 ft.
Feed	Gravity	Speedometer
Control	Dual	Oil Gauges
Seats	Two or Three	Rev. Counter
Oil Consumption	1½ galls. per hour	Compass
Petrol	8 galls. per hour	Altimeter
Speed	12-70 miles per hr.	Spare Propeller
Load	500 lbs.	Best Workmanship and Finish.
Weight	1,400 lbs.	
Wt. per h.p.	18.65 lbs.	

PRICE £900, f.o.b. London

The Most Economical Machine yet produced. Passenger or Commercial

## CENTAUR—2<sup>A</sup>

Twin Engine — 9-Seater

Carries 9 Persons for 320 h.p.

Enclosed Cabin, Handsomely Decorated  
Folding Wings. High Factor of Safety  
Beautiful Lines and Finish  
Best Material and Workmanship  
Certified Airworthy by Air Ministry

### SPECIFICATION:

Motors	2-160 Beardmore
Tankage	3½ hours
Span	63 feet
Length	39 feet
Total Weight	5,400 lbs.
Wt. per h.p.	16.9 lbs.
Load	2,000 lbs.
Speed Range	40-80 m.p.h.
Petrol consumption	.63 pints, 4 pts per hour.

Price £5,600, f.o.b. London  
Complete with Instruments and Spares



The "Centaur-4." Convertible into 3-seater in a few minutes.

The Last 4 Royal Aero Club Certificates taken at the Central Aircraft Co.'s School of Aviation were obtained in the following Flying Times:—

J. E. Russell, New York, 1 hr. 40 mns.  
E. P. C. Godsil, New York, 2 hrs. 5 mns.  
W. Pool, London, 3 hrs. 15 mns.  
M. E. Tanner, London, 3 hrs. 30 mns.

Holding the...  
WORLD'S RECORD

## The CENTRAL AIRCRAFT Co.

KILBURN, LONDON, ENGLAND

CABLES: AVIDUCTION, LONDON.

CODE: A.B.C., 5th ED.

## WIRELESS AND THE PRESS

### THE "DAILY MAIL'S" WIRELESS STATION

On May 11, 1920, *The Daily Mail* achieved the record of being the first London newspaper to instal a permanent wireless receiving station on its premises, and, after a short period devoted to experiments, accomplished on May 28 a further record, that of being the first British newspaper to receive by wireless telephony news messages for publication. These messages were transmitted by the Chelmsford high power wireless telephony plant belonging to Marconi's Wireless Telegraph Co., Ltd., and received on *The Daily Mail* station in London, the work being done by the paper's own reporters.

*The Daily Mail* installation—as described in a recent issue of our British contemporary, *The Wireless World*—consists chiefly of a six-foot frame aerial of the solenoid type, wound with 48 turns of wire, used in conjunction with Marconi 7-valve high frequency amplifiers and detectors, Types 55A and 55D.

Type 55 is one of the most sensitive receivers in existence and is particularly suitable for use with a loop aerial. The tuning arrangements permit of reception on wavelengths of from 600 metres to 18,000 metres. Damped and undamped waves and wireless speech can be equally well received on this apparatus, which is no amateur set but an instrument which has been thoroughly proved both in war and commerce, and is capable of detecting signals from any high-power station within a radius of 3,000 miles.

In a vision of the future one sees the inside of a newspaper office, where reporters are busy receiving "copy" from their colleagues in distant towns, whilst automatic receivers click out tape records of news messages sent at 100 words a minute from the world's high-power news-distributing stations. From this to direct type-setting by wireless is, maybe, not so far a cry as from Marconi's early experiments to his first great achievement, trans-Atlantic wireless telegraphy!

If, in addition, this future newspaper draws its electrical power from some huge Wireless Power Station, why then—then we shall have really begun in earnest to

use that incomparable, universal medium, the æther.

A visit to Carmelite House and a conversation with *Daily Mail* officials revealed that the latter intend to lose no time in assisting wireless and journalism to join hands. They look forward to the time when a reporter shall start for the scene of his "story" in an aeroplane—"and arrive," one of them humorously interpolated—and deliver his "copy" to headquarters by a system of linked wired and wireless telephony, the message being received at the paper's own wireless station. They intend to make as much use of wireless as possible and entertain no doubt but that present day apparatus can fulfil all the demands likely to be laid upon it by Fleet Street in general. The idea of an "exclusive" message being flung out on an indiscriminating, generous æther, and intercepted by rival papers, created a disturbing ripple in the flow of conversation. Knowing that a similar objection has been levelled at wireless telegraphy for twenty years we do not view this question in quite such a serious light. There is this point, too, which must be taken into account—directive wireless is probably not far distant.

#### WIRELESS HOUSE BALL

The Wireless House Ball at the Paddington Town Hall, Sydney, on September 22, proved one of the most successful events of the season, and was attended by some 250 couples, whose twinkling feet chased the flying hours until 2 a.m., when special trains and trams conveyed them to their homes.

Among the novel features of the programme were the following numbers rendered with considerable gusto and the usual weird mechanical effects by Deriman's Jazz Orchestra:—

"Wireless Waltz, Radio Two-Step, Rotary One-Step, Undamped Fox-Trot, Continuous-Wave Schottische, Quenched One-step, Marconi Lancers, High-Tension Waltz, Filament Fox-Trot, Triode One-Step, 600-Metre Waltz, Long Wave Two-Step, S.O.S. One-Step, Australeric Waltz, Sea, Land and Air Fox Trot."



# Beardmore

## COMPLETE TRUSTWORTHINESS

- Ⓒ is the keynote to the fine reputation enjoyed by these engines.
- Ⓒ Recognised everywhere as the most reliable power units available, by reason of their SOLID PERFORMANCES IN REAL WORK.
- Ⓒ RESERVE OF POWER when called upon instantly available. Remarkable for ECONOMY, ACCESSIBILITY AND FLEXIBILITY.
- Ⓒ Quick delivery can be given; 24 hours' notice being all that is required for IMMEDIATE despatch of complete Engines with all Duplicate Parts. Each engine guaranteed.

BEARDMORE AERO ENGINES LTD.  
112 GREAT PORTLAND STREET, LONDON, W.1.  
Works . . . . . Parkhead Steel Works, Glasgow



# AeroEngines

# WIRELESS RECEPTION WITH THE ELECTRONIC VALVE

BY  
RAYMOND EVANS

## PART 2

The reader, having familiarised himself with the elementary portion of "Valve" operation, as described in the August issue of this journal, let us now consider the use of the "Expanse" Valve in the reception of damped and undamped waves.

The circuit shown in *Figure 1* is an example of what is commonly known as a regenerative amplifier. This circuit is one of great flexibility and particularly valuable when used in conjunction with a single "Expanse" Valve, as it can be used for detecting and amplifying both damped and undamped signals.

In this circuit, *S* represents the secondary coil of the tuner, *C*<sup>1</sup> the secondary tuning condenser, *C*<sup>2</sup> the grid condenser, *C*<sup>3</sup> the bridging condenser, and *T* the tickler, or regenerative coil. In operation, the circuit *SC*<sup>1</sup> is adjusted to the wavelength of the incoming signal, the filament battery (*A*) and the plate battery (*B*) adjusted to maximum strength of signal. The most sensitive position of the *A* battery rheostat for the reception of spark signals will be indicated in the telephones at a point just below the peculiar frying or hissing sound. This value must not be exceeded, as the Valve filament is likely to suffer in consequence. Some modern receivers are fitted with panel *ammeters* which, on account of the convenience they afford in enabling a careful watch being kept upon the filament current, are certainly an advantage, as the life of the "Valve" is preserved in consequence.

The inductive value of the tickler coil depends largely upon the wavelength to be received. A coil for use as a tickler for wavelengths between 600 and 1,000 *mètres* need have 50 turns of No. 22-gauge "C" cord copper wire wound on a former 3 inches in diameter, while one for use on the longer, undamped waves would require to be from 10 to 60 *millihenries*, and could be built similar to the one described in the July issue.

The Valve values of the grid condenser, *C*<sup>2</sup>, and the bridging condenser, *C*<sup>3</sup>, depend mostly upon the type of Valve used, the "Expanse" requiring an approximate grid capacity of .0001 *microfarads*, and a bridging capacity about three times greater.

On account of the possibilities of various makes of "Valves," being used, these condensers are generally made variable, within values slightly above and below those given, in order that the experimenter can find for himself the most satisfactory values for the best signal response.

In the reception of spark signals in the ordinary way with this circuit, little use is made of the regenerative effects, which are of wonderful value for amplification purposes, but if certain

adjustments of *C*<sup>3</sup> are made, also the coupling between the "tickler" coil and the secondary carefully adjusted, part of the telephone current can be "fed back" to the "grid" circuit per medium of the tickler coil, where it reinforces the "grid" oscillations and which, in turn, react upon the telephone circuit *via* the "plate," thus increasing the amplitude of the current therein on account of the still greater variation of the local current which it produces.

If the "Valve" is brought to an oscillatory condition, that is, caused to generate oscillations of its own by means of the critical adjustment of *C*<sup>1</sup>-*C*<sup>3</sup> tickler coil, and both *A* and *B* batteries, "beats" will be produced, which, though giving remarkable amplification, will have the detrimental effect of causing a distortion of most spark signals. The method of producing "beats" and detecting and amplifying with the one "Valve" is called the "self heterodyne," or more commonly, the "Autodyne." The system, however, is of far greater value when utilised for the reception of undamped signals, as, on account of the sustained nature of these waves wonderfully amplified signals can be obtained and the pitch of the signals altered at the will of the operator, thus permitting of a far greater degree of selectivity than could otherwise be obtained.

A simplified explanation of this action is as follows:—Take the case of the common spark or undamped wave. This is readily audible in the telephones of the elementary receiver, for the reason that, although the oscillation frequency of the wave is considerably above audibility, the actual tone of the note is dependent upon the frequency of the wave train, or, in other words, the number of wave groups per second as in *Figure 2*, which, in this case, are within the bounds of human audibility.

*Figure 3* will give a graphic illustration of the form of the undamped or continuous wave, where it will be easily seen that on account of the sustained nature of the oscillations, which are of a frequency exceeding 10,000 per second, and are therefore above audibility. Supposing two separate oscillatory currents of frequencies of 100,000 and 100,500 (both of which are above audibility) respectively, are caused to act together in the one circuit, the "beats" or rise and fall in amplitude occur at a rate equal to the difference in frequencies of the two oscillations. In other words, should we wish to tune in an undamped or "Arc" wave of a frequency of 100,000, and we were to impress upon the circuit another current at a frequency of 100,500, the result will be a current of a frequency of 500 which, of course, would be audible in the telephones.

## THE FIRST PAGE in the History of Australian AIR-SPEED RECORDS

8th MARCH, 1920  
Machine: Sopwith "Gnu"  
Pilot: Capt. Roy King, D.S.O., D.F.C.  
Course: Melbourne to Sale  
Distance: 128 Miles  
Time: 58 Minutes  
Rate of Speed: 134.4 Miles per Hour  
Spirit: "SHELL" Benzine

MELBOURNE TO SALE

at 134.4 Miles per Hour

"SHELL" THE SPIRIT OF AVIATION

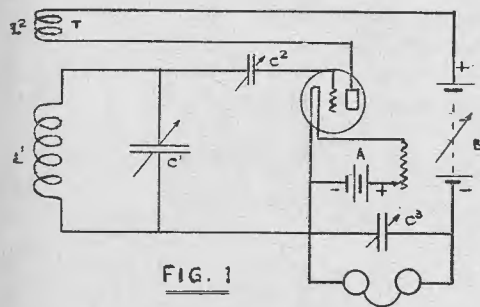


FIG. 1  
Regenerative circuit  
employing tickler coil

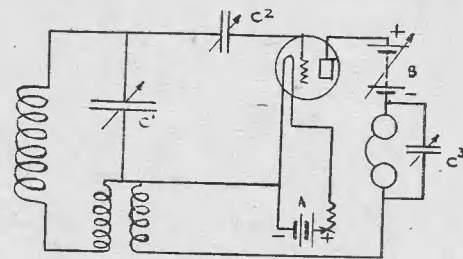


FIG. 4  
employment of  
regenerative coupler

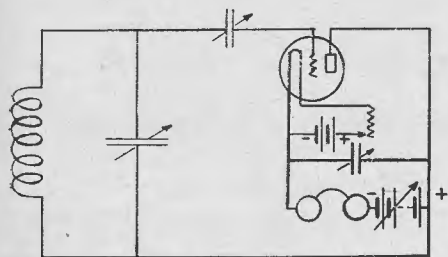


FIG. 5  
ultra audion circuit

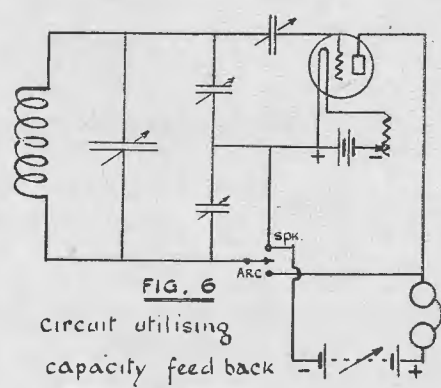


FIG. 6  
circuit utilising  
capacity feed back

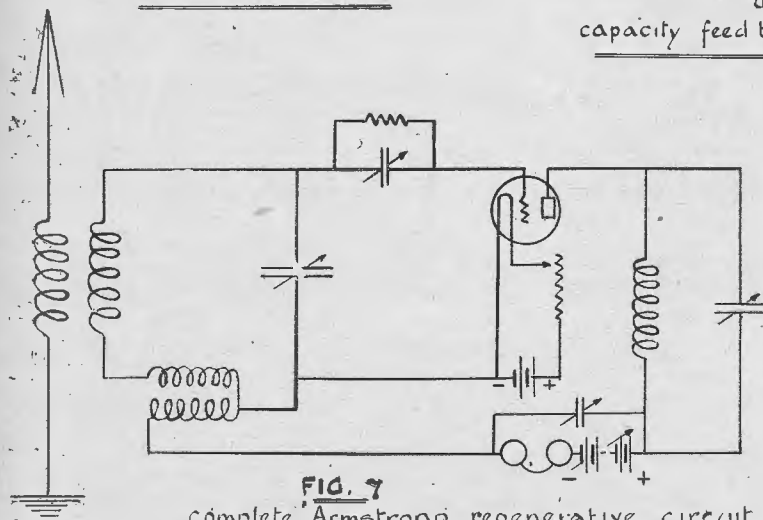
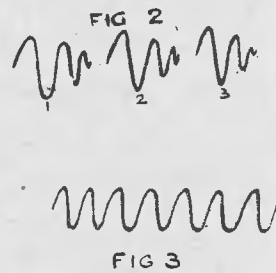


FIG. 7  
complete Armstrong regenerative circuit



# AIRCRAFT INSURANCE

## Dalgety & Company Ltd.

are now negotiating for the Australian representation of British Companies prepared to insure against all risks to Aircraft in commission in Australia. Rates of Premium will be available shortly.

Their policy will be on similar lines to their

## Motor Car Comprehensive Policy

which is recognised as the best policy available, with lowest rates of Premium.

Particulars may be obtained from

### DALGETY & COMPANY LTD.

15 BENT STREET ——— SYDNEY.



Therefore, if our local (or interfering) oscillations are capable of variation as is the case when using the "Expanse," the pitch of the received signals can be altered to suit the operator's own liking. When the same "Valve" is used to generate these local oscillations as is used to rectify and detect the signals, the arrangement is said to be "self-heterodyning." This is a very convenient and inexpensive method for the use of the experimenter, as it removes the necessity of using a separate "Valve" for heterodyning.

In tuning for long sustained waves, it is first necessary to set your secondary coil, secondary loading coil and secondary condenser to the wavelength it is desired to receive, using as small a value of capacity as necessary; then set the valve into oscillation by means of adjustments to the filament and plate currents, the bridging condenser and, last, but not least, the coupling between the tickler coil and the secondary of the tuner. This latter will be found very critical and some practice will be required in order that the circuit can be kept in a stable condition.

A simple method to ascertain if the valve is generating oscillations, is to tap any part of the oscillating circuit with the moistened finger, when a clear, loud click will be heard in the 'phones. Next, adjust the wavelength of the aerial circuit to that of the secondary circuit, an indication of resonance being obtained by tapping the aerial terminal of the primary with the finger (as with the secondary), when the familiar click will again be heard in the 'phones. Now alter the value of the secondary tuning condenser over the full range of its scale; a distinct click will be heard each time the pointer passes one certain point on the scale. This is known as the resonance click, and is an indication that both aerial and secondary circuits are in tune. Next move the secondary tuning condenser pointer to a value slightly above or below the resonance point, when a peculiar "drummy" sound will be heard, not unlike that

heard when a large seashell is moved to and from the ear. This action, namely, the throwing of the incoming and local oscillations out of resonance, causes the so-called "beat" currents which result in the received continuous waves being made audible, and, as the degree of detuning is controlled by the operator a range of beautiful flutelike signals will result.

In operating these regenerative amplifiers, great care should be exercised in arranging the various units of the receivers, also the wiring, as many undesirable effects will be obtained if these inter-capacity troubles are not taken care of.

Most common of these are those caused by the extra capacity placed in the circuit when the hand is placed near certain parts of the apparatus when tuning, resulting in the throwing of the circuit out of balance and therefore the loss of signals.

In some modern instruments this effect is partially eliminated by the use of long insulated operating handles, and by means of an earthed shielding around the units of the oscillating circuit.

Another effect most common in experimental amplifiers is that known as "howling" of the valve and to a large extent is also due to these extra capacities in the circuit such as the telephone cords, for instance. In this connection it must be noted that when the valve assumes this "howling" condition it is in reality producing its oscillations at an audible frequency.

Thus it is obvious that this condition should be avoided for more reasons than one.

Earlier in this article reference was made to the amplification of damped or spark signals, and to the fact that the same degree of amplification could not be obtained as with undamped signals due, mainly, to the distortion of signals, etc. However, remarkable results can be obtained with the modern "Cascade" amplifiers, which will form the subject of the next article of this series.

## "Sea, Land and Air"

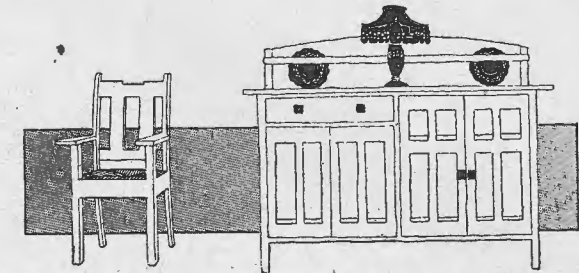
will be sent, Post Fre,  
for 9/- per Annum.

Subscriptions should be sent to

THE CIRCULATION MANAGER, 97 Clarence St., SYDNEY

## Solid Work - Solid Worth.

The "STAFFORD" SUITE is a splendid example of these two virtues: substantial construction and moderate cost. Both make a direct appeal. Yet the whole scheme is one of refinement and pleasing ideas.

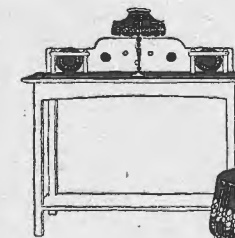


The Suite is composed of

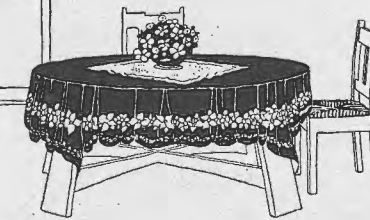
- 5 ft SIDEBOARD, divided drawer for Cutlery and Silver.
- 3 ft. WAGGON
- 4 ft. CIRCULAR TABLE
- 6 DINNER CHAIRS, and
- 2 CARVING CHAIRS, all Rush Seated

IN MAPLE OR OAK OUR  
OWN FACTORY MAKE.

£40-0-0



### The "STAFFORD" Suite



A SOLUTION OF THE  
PROBLEM of the SIMPLE  
EFFICIENT, INEXPEN-  
SIVE FURNISHING of a  
SMALL LIVING ROOM  
in COTTAGE or FLAT.

OUR STANDARD OF QUALITY IS MAINTAINED IN ALL WE MAKE.

## BEARD WATSON LTD.

361-363 George Street

**LIST OF WIRELESS OFFICERS ATTACHED TO VESSELS OF THE AUSTRALASIAN MERCANTILE MARINE**

Revised to September 21, 1920.

Ship.	Operator.	Ship.	Operator.
Apolda	J. W. McKay	Macedon	N. W. Marshall
Arahura	W. C. Brown	Makarra	A. D. R. Davis
Araluen	H. H. Black	Macumba	F. L. Dawes
Aramac	N. H. Brown	Maheno	G. Hugman
Arawatta	N. W. G. Scott	Makambo	V. M. Brooker
Atua	G. Poole	Makura	{ E. A. Hunter (s) M. Webb-Watts (j)
Australbrook	J. F. McGinley	Malayan	H. F. Giles
Australcrag	V. E. Stanley	Manuka	J. A. Heavey
Australford	T. W. Bearup	Maori	J. Elmore
Australglen	W. H. Richardson	Marama	{ J. H. Bennett (s) F. Ouvrier (j)
Australmead	G. Pow	Mararoa	
Australmount	A. R. Catford	Marsina	E. A. Burbury
Australpeak	R. H. Alexander	Matarani	C. Williamson
Australplain	A. Stuart	Maunganui	
Australpool	E. J. Glaisher	Melusia	S. F. Stafford
Australport	J. H. Pullan	Minderoo	M. A. Prudence
Australrange	V. P. Nevins	Mindini	R. S. Taylor
Bakara	C. W. Donne	Moana	J. F. Hutton
Baldina		Moeraki	A. Cuthill
Barambah	M. L. Robertson	Mokoia	T. H. McWilliams
Bingera	J. H. Hawkins	Monowai	G. Donnelly
Bombala	I. B. Gibson	Montoro	S. R. Dixon
Boonah	F. A. Cook	Morinda	F. C. Davies
Booral	R. Jordan	Navua	D. C. Lane
Boorara	T. Alexander	Ngakuta	H. Bargrove
Bulla	A. W. Watt	Niagara	{ H. A. de Dassel (s) D. W. Higgins
Bundarra	J. B. Ponsonby	Ooma	A. E. Sheppherd
Calulu	F. Exon	Oonah	F. G. Forrest
Canberra	T. Bannister	Paloona	R. P. Ginders
Carina	W. Hall	Paraitah	K. L. Simpson
Changsha	B. Boni	Pateena	C. F. S. Taylor
Charon	J. E. Cleary	Rakanoa	V. M. S. Simpson
Cooe	P. D. Hodges	Riverina	G. Illingworth
Cooma	J. A. Guy	Rotomahana	A. S. Smith
Delungra	F. G. Lewis	Shandon	G. Vincent
Dilga	T. V. Tressler	South Africa	E. J. Giles
Dimboola		St. Albans	H. W. Barnfield
Dinoga	R. R. Robinson	St. George	A. J. Sawyer
Dongarra	H. J. Byrne	Suva	L. S. Lane
Dromana	F. Stevens	Tahiti	{ E. M. Bain (s) W. S. Ringrose (j)
Dumosa	H. Beckett	Taiyuan	F. A. Woodall
Dundula	J. A. Cooper	Talawa	D. Hairs
Eastern	C. H. A. Kidman	Talune	H. F. Harman
Eurelia		Tarawera	A. W. Hooper
Eudunda		Tofua	{ L. R. Dickson (s) E. N. Williams (j)
Gilgai	D. H. George	Toromeo	M. Sedgers
Hvah Ping	F. A. Hunter	Ulimaroa	H. Tuson
Kaipoi	E. A. Miller	Victoria	C. H. Griffiths
Kaitangata	R. W. Barnes	Wahine	W. A. Hawkins
Kaituna	F. E. Duggan	Waihora	H. Bashford
Kaiwarra	L. H. Jones	Waihemo	G. Maxwell
Kanouna	W. J. Washbourne	Waikawa	N. Leeder
Karoola	R. R. Pilmore	Waimarino	A. S. Denning
Katoomba	T. A. Jones	Waipori	J. G. Champlon
Karori	S. G. Jones	Wairuna	R. T. Stephen
Katoa	K. L. Freeman	Waitemata	H. F. Hartley
Kauri	S. V. Blight	Waitomo	S. J. McVeigh
Koromiko	H. E. Young		
Kowarra	H. Fullerton		
Kurov	F. N. Davidson		
Levuka	S. L. Fuller		
Loongana	R. M. Firlinger		

(Continued on page 486.)



# Wireless Men!

## Electrical Experimenters!

We now stock "EXPANSE" and America's best makes of W/T Apparatus, besides that of our own manufacture!!!

All instruments are thoroughly tested and GUARANTEED



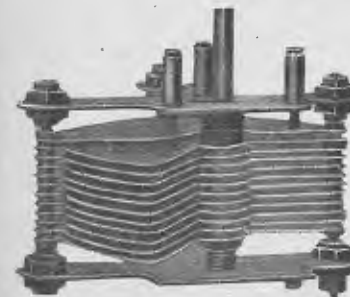
### VARIABLE CONDENSERS

We stock several types and can quote for any capacity

Murdock (Oil filled) 21 moving plates	£3 3s.
" (cased) 11 "	£2 3s.
" (panel type) 11 "	£2 0s.
<b>EXPANSE</b>	<b>£2 10s.</b>

We also stock Condenser Plates, etc., so that YOU can MAKE your OWN

The most ACCURATE CONDENSER made is illustrated below. Suitable for wave-meter or any fine work. Will never wear out. Price £2 10s.



### VALVES!

Marconi V.T. (above) £2 10s.  
" Q price.....£2 2s.  
" V24 price.....£2 5s.

VALVE as illustrated below £2  
N.B.—This Valve has two filaments.



We now have in stock a large assortment of SWITCH-ARMS, CONTACT STUDS, EBONITE SWITCH KNOBS, TERMINALS, WIRE, etc.

STRANDED AERIAL WIRE.....100 ft. 5s.

**No. 18 Royal Arcade (Opp. Q.V. Markets) SYDNEY**

(Continued from page 484.)

Ship.	Operator.
Wanaka .. .. .	P. C. Gillon
Wandilla .. .. .	D. N. Quinn
Westralia .. .. .	M. A. H. Ryan
Whanrgape .. .. .	A. O. Sutherland
Wodonga .. .. .	G. M. Whiteside
Wyandra .. .. .	T. Chalmers
Wyreema .. .. .	
Zealandia .. .. .	M. A. Prudence

**Amalgamated Wireless Operators Temporarily Employed on M.I.M.C. Coy's Ships.**

Durham .. .. .	H. Heather
Havre .. .. .	A. E. Lawrence
Rupara .. .. .	G. Cook

**WIRELESS CALL LETTERS.**

The following additions are notified:—

Call Signal.	Ship.
CGC	St. George
CGF	Eurella

To the Editor,

*Sea, Land and Air,*

Dear Sir,—It has been suggested that an association of ex-members of the Royal Naval Air Service be formed in Australia, and I would be glad to hear from any such members at any time, with any suggestions as to when and how a meeting could take place to discuss the possibilities of such an association, and the arranging of an annual dinner.

A similar meeting took place a couple of months or so ago in Melbourne, presided over by Wing-Commander S. J. Goble, O.B.E., D.S.O., D.S.C., and it was an entirely successful gathering.

I think that many members of the R.N.A.S. would welcome such an Association in order to renew old acquaintances.

Thanking you for the space you are allowing us in the columns of your valuable and popular magazine.

Yours faithfully,

P. ROACH-PIERSON,

Sydney, Captain (Ex-R.N.A.S.).

September 10, 1920.

**Sullivan Telephones for Sale.**

Mr. W. V. Neill, of "Ormond," Surat (Q.), offers for sale a pair of Sullivan's Telephones—price 35s.

**EDWARD WATERS & SONS**

(Established 1859)

Patent and Trade Mark Attorneys

905 CULWULLA CHAMBERS,

67 CASTLEBEAGH ST., SYDNEY

Tel. City 1187

(And at Melbourne)



**THE WEIGHT INDICATES STRENGTH**

COMPARE THE WEIGHT OF A PERDRIAU WITH THAT OF ANY OTHER TYRE

**PERDRIAU STURDY AUSTRALIAN TYRES**

ARE PROVED ON THE SCALES TO CONTAIN FROM 12% TO 33% MORE RUBBER AND CANVAS THAN OTHER LEADING TYRES

*Extra Weight for Extra Service*

PERDRIAU RUBBER CO. LTD., SYDNEY

**THE ISLE OF ADVENTURE**

**LORD HOWE ISLAND**

BY

FRANK REID

LORD HOWE ISLAND, distant and inaccessible at it may at first appear, is not really altogether out of the world, for it is situated about three hundred miles from Sydney. Its length is between six and seven miles. "as the crow flies" (only there are no crows there), but is considerably longer if the curve of the land is followed. The average width is a mile, but is a great deal more in places.

The discovery of the island was made by Lieutenant Henry Ledgbird on February 17, 1788, during his passage from Sydney to Norfolk Island. Mr. Ball remained several days at the island; he gave it the title we know it by—after the celebrated admiral—and also named the principal peaks, points, and ports around and upon it. He made a survey of the shore line and of the adjacent isles, took soundings, and gave sailing directions for future guidance. Most of the names bestowed by Lieutenant Ball have been retained—namely: Mount Ledgbird, Mount Gower, Point Phillip and Point King—after the first Governor and Lieutenant-Governor of New South Wales.

The appearance of the island as it is approached is remarkable. Two round-looking knobs are first seen, at a distance of from forty to fifty miles, like separate isles rising from the water. As one comes nearer, these appear to be joined together, and to have a long, flat stretch of ground attached to them, terminating in a lower mound. The general effect now is that of a camel crouching to receive its load. The two first-sighted prominences form the hind-quarters of the animal, and the small hill at the farther end of the island may be described as the camel's

head, whilst a line of low rocks stretching across the bay seems to be the cord or string attaching the head to the hump; a slight rise about the middle of the island seems to be the saddle ready for loading.

Closer approach reveals a singularly beautiful outline. The two rises which were first seen turn out to be a couple of bold headlines at the south end—known as Mount Ledgbird and Mount Gower—rising in great, inaccessible cliffs nearly three thousand feet sheer from the sea. The head of the camel proves to be North Ridge, and the centre rise Mount Lookout.

There are some three thousand acres of land in the whole island, two-thirds of which would be capable of cultivation; but as a matter of fact, only a few hundred acres are in tilth. The principal crops are onions—the finest south of the Line—bananas, sweet-potatoes, and maize. It is indeed from the export of onions to Sydney that the inhabitants of the island chiefly obtain their living; but there are abundant opportunities of increasing their means of subsistence, for there is hardly a fruit, vegetable, or flower grown throughout the temperate or semi-tropical regions of the world which does not flourish upon it.

The island was only occasionally visited from its discovery until 1834. Now and then a party of whalers would land and refresh themselves with the easily-caught wild hens and indigenous fruits, or obtain from the lagoon boat-loads of the swarming fish; and sometimes would leave parts of their crews there while they made short runs elsewhere. Some of these rambling visitors, indeed, performed acts which have left their marks on the island. They turned loose pigs and goats, and also, unfortun-