



**CHAPTER 122**  
**SOCIETY OF BROADCAST ENGINEERS**  
 May 2008

‘Serving the Public through Quality Broadcast Engineering’

### Minutes of the May Meeting

5/08/08  
 11 members present  
 Meeting started at 12:21 PM, Tom Zocolo accepted the minutes for last month and John Clarke seconds.  
 Treasurer’s report:  
     No income  
     No expenses

Committee Reports:  
 Certification:  
     Jim receives plaque  
 Frequency Coordination:  
 has determined that a cell phone jammer is causing interference

Old Business:  
     None

New Business:  
     -new handbook for public file  
     -WAKZ EAS Automated

Bill King motions to adjourn and Bob Flis seconds. Meeting ends at 12:28 PM.

### Certification Schedule

The SBE Certification Committee has established the following exam dates. Choose the exam period that is best for you.

| Exam Dates          | Location       | Application Deadline |
|---------------------|----------------|----------------------|
| June 6-16, 2008     | Local Chapters | April 18, 2008       |
| August 8-18, 2008   | Local Chapters | June 6, 2008         |
| November 7-17, 2008 | Local Chapters | September 19, 2008   |



### EAS Test Schedule

#### Ohio:

|             |               |            |                     |
|-------------|---------------|------------|---------------------|
| June        |               |            |                     |
| 6/6         | 6:00AM        | RWT        |                     |
| <b>6/11</b> | <b>4:50AM</b> | <b>RMT</b> |                     |
| 6/17        | 1:00PM        | RWT        |                     |
| 6/26        | 9:15PM        | RWT        |                     |
| <b>July</b> |               |            |                     |
| 7/1         | 1:00PM        | RWT        |                     |
| <b>7/9</b>  | <b>9:50AM</b> | <b>RMT</b> | <b>(Exact Time)</b> |
| 7/17        | 10:15PM       | RWT        |                     |
| 7/25        | 11:00AM       | RWT        |                     |

**The LP1 in Ohio (Trumbull, Mahoning and Columbiana Counties is WMXY (98.9). The LP2 is WYSU (88.5)**

#### Pennsylvania:

|             |                |                        |  |
|-------------|----------------|------------------------|--|
| June        |                |                        |  |
| 6/4         | 1:20PM         | RWT                    |  |
| 6/12        | 4:35PM         | RWT                    |  |
| <b>6/19</b> | <b>4:50AM</b>  | <b>RMT</b>             |  |
| 6/23        | 6:21PM         | RWT                    |  |
| <b>July</b> |                |                        |  |
| 7/3         | 12:50PM        | RWT                    |  |
| 7/8         | 4:21PM         | RWT                    |  |
| <b>7/17</b> | <b>10:15AM</b> | <b>RMT Via EMNET *</b> |  |
| 7/23        | 11:50AM        | RWT                    |  |
| 7/28        | 5:21PM         | RWT                    |  |

**The PA (Lawrence and Mercer Counties) LP1 is WWGY (95.1) and the LP2 is WAKZ (95.9)**

## Who the heck was KILROY?? KILROY WAS HERE!

In 1946 the American Transit Association, through its radio program, "Speak to America," sponsored a nationwide contest to find the REAL Kilroy, offering a prize of a real trolley car to the person who could prove himself to be the genuine article.

Almost 40 men stepped forward to make that claim, but only James Kilroy from Halifax, Massachusetts had evidence of his identity.

Kilroy was a 46-year old shipyard worker during the war. He worked as a checker at the Fore River Shipyard in Quincy. His job was to go around and check on the number of rivets completed. Riveters were on piecework and got paid by the rivet.

Kilroy would count a block of rivets and put a check mark in semi-waxed lumber chalk, so the rivets wouldn't be counted twice. When Kilroy went off duty, the riveters would erase the mark.

Later on, an off-shift inspector would come through and count the rivets a second time, resulting in double pay for the riveters.

One day Kilroy's boss called him into his office. The foreman was upset about all the wages being paid to riveters, and asked him to investigate. It was then that he realized what had been going on.

The tight spaces he had to crawl in to check the rivets didn't lend themselves to lugging around a paint can and brush, so Kilroy decided to stick with the waxy chalk. He continued to put his checkmark on each job he inspected, but added KILROY WAS HERE in king-sized letters next to the check, and eventually added the sketch of the chap with the long nose peering over the fence and that became part of the Kilroy message. Once he did that, the riveters stopped trying to wipe away his marks.

Ordinarily the rivets and chalk marks would have been covered up with paint. With war on, however, ships were leaving the Quincy Yard so fast that there wasn't time to paint them.

As a result, Kilroy's inspection "trademark" was seen by thousands of servicemen who boarded the troopships the yard produced. His message apparently rang a bell with the servicemen, because they picked it up and spread it all over Europe and the South Pacific. Before the war's end, "Kilroy" had been here, there, and everywhere on the long haul to Berlin and Tokyo.

To the unfortunate troops outbound in those ships, however, he was a complete mystery; all they knew for sure was that some jerk named Kilroy had "been there first." As a joke, U.S. servicemen began placing the graffiti wherever they landed, claiming it was already there when they arrived.

Kilroy became the U.S. super-GI who had always "already been" wherever GIs went. It became a challenge to place the logo in the most unlikely places imaginable

(it is said to be atop Mt. Everest, the Statue of Liberty, the underside of the Arch De Triumphe, and even scrawled in the dust on the moon.)

And as the war went on, the legend grew. Underwater demolition teams routinely sneaked ashore on Japanese-held islands in the Pacific to map the terrain for the coming invasions by U.S. troops (and thus, presumably, were the first GI's there). On one occasion, however, they reported seeing enemy troops painting over the Kilroy logo! In 1945, an outhouse was built for the exclusive use of Roosevelt, Stalin, and Churchill at the Potsdam conference. The first person inside was Stalin, who emerged and asked his aide (in Russian), "Who is Kilroy?" ...

To help prove his authenticity in 1946, James Kilroy brought along officials from the shipyard and some of the riveters. He won the trolley car, which he gave to his nine children as a Christmas gift and set it up as a playhouse in the Kilroy front yard in Halifax, Massachusetts. So now You Know!



## Suggestions?

I am looking for suggestions from the membership of things that you would like to have printed in the newsletter on a recurring basis. The idea that was presented awhile back about placing the phone number of the NOTAM reporting phone number is a good example. I'd like to have a column that will include "Handy Phone Numbers" which would be helpful to everyone to have at their fingertips.

I would also like some input as to anything else that you would like to have printed in the newsletter that isn't, but should be. Remember, emails are cheap, and size doesn't matter in this case!

Mike ( [kd0ar@sbcglobal.net](mailto:kd0ar@sbcglobal.net) )

## **Tower Light Outages**

The number to call to report Tower Light Outages is 877-487-6867. Be sure to have your tower registration number handy, and the FCC requires you to log outages, and needs to include time and date of the observed outage, when it was reported and the initials of both the person reporting the outage and the person taking the report.

## **Monthly Meeting**

The May meeting will take place at noon on May 8. We will meet at the Youngstown Sports Grille on South Avenue in Boardman. Anyone with an interest in broadcast engineering are welcome to attend our meetings. Bring a friend! The meeting gathers around noon and the business meeting begins just after we order lunch. Some meetings have a program scheduled. If you wish to do a presentation contact one of the officers, and you will be scheduled. We would like to know at least 2 weeks in advance so it can be published in the newsletter.

## **Chapter Officers for 2008**

|               |                 |              |
|---------------|-----------------|--------------|
| President     | Mike Heim       | 330-729-2568 |
| V. President  | Tom Zocolo      | 330-782-1144 |
| Treasurer     | Mike Orto       | 330-207-3881 |
| Financial Sec | Bob Flis        | 330-744-8611 |
| Secretary     | Melissa Limpose | 330-729-2589 |

### Frequency coordinators:

|                   |              |              |
|-------------------|--------------|--------------|
| Under 1 GHz       | Wes Boyd     | 330-783-1000 |
| Over 1 GHz        | Bob Flis     | 330-744-8611 |
| Certification     | Jim Hartzler | 330-542-9345 |
| Newsletter Editor | Mike Heim    | 330-729-2568 |

SBE Chapter Website: [www.sbe122.org](http://www.sbe122.org)