The original documents are located in Box 1, folder "1976/04/04 - Citizens Radio Band Debut" of the Francis K. Pullen Papers at the Gerald R. Ford Presidential Library.

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Pictured on the front cover is four of the Alert teams in Southern California that was on hand to greet the Rich's when the Liberty Bell arrived in California.

National Alert asked the Spy Shop here in Washington, D.C. to test the Burger Alarm that is advertised on Page 28 and it was his findings that this was a very good buy in as much as Monroe Timers is a well known product.

ALERT 44 (title registered U.S. Post Office) is published quarterly by ALERT, Inc., Suite 818, National Press Building, Washington, D.C. 20045. Telephone: (202) 737-2300. Subscription price for ALERT 44 is $4.00 per year. ALERT 44 is affiliated with ALERT, Inc., an association dedicated to the betterment of Citizen Two-Way Radio operation. Annual dues for ALERT membership is $9.50 which includes the $4.00 magazine annual subscription. ALERT 44 is printed in the U.S.A. and all contents are copyrighted 1972 by ALERT, Inc. No portion of this magazine can be reproduced for any reason without the written consent of ALERT, Inc. Unless previously arranged in writing we regard all information sent to ALERT 44 as a newsworthy item and ALERT 44 is not obligated in any way to make any payment for such material. Opinions expressed by authors do not necessarily represent official ALERT positions or policy. Applications to Mail at Second Class Postage Rates at Washington, D.C. Also additional entry.

FLIGHT OF THE LIBERTY BELL

TRANS-CONTINENTAL RC FLIGHT

ON OCTOBER 30, 1975 THE ACADEMY OF MODEL AERONAUTICS AND NATIONAL ALERT HEADQUARTERS (BOTH LOCATED IN WASHINGTON D.C.) JOINTLY ANNOUNCED THE ARRIVAL OF THE MODEL AIRPLANE CALLED THE LIBERTY BELL IN LOS ANGELES CALIF.

This airplane left Kitty Hawk, N.C. on a transcontinental flight. Listed below are some of the cities that the plane passed through:

Kitty Hawk, N.C.
Raleigh, N.C.
Columbia, S.C.
Atlanta, Ga.
Montgomery, AL.
Jackson, MS.
Vicksburg, MS.
Shreveport, LA.
Dallas, TX.
Abilene, TX.
El Paso, TX.
Las Cruses, N.M.
Tucson, AZ.
Los Angeles, CA.

In most of these major cities, the Bi-Centennial Committee of these cities were on hand to greet Bob & Doris Rich (who are flying the aircraft). Others accompanying the aircraft were: Ed Sweeney of Reno, Nevada; Lee Taylor of Roseville, Calif., and Bob Sutalski of Chicago.

Before this flight started, AMA contacted NATIONAL ALERT asking for assistance in obtaining some CB radios and walkie-talkies for the caravan. These were to be used between the camper and the pick-up-truck. We were able to obtain radios and walkie-talkies from KRIS, INC. Cedarburg, Wisc.; and from E.F. Johnson, Waseca, Minn. NATIONAL ALERT co-ordinated its teams so that these teams could be of assistance to the caravan as it passed through their area.

A communications net was established from one city to the next via CB radio alerting the next town the approximate time of arrival.

Some statistics that you might like to know about this flight.

Total days in flight – 23
Total miles flown – 3026.7
Total in flight air time – 68 hrs. 49 min.
Average flying time per day – 3 hours
Average speed – 51 MPH
Average landings (for refueling etc.) 118
Total fuel consumption 16.5 Gallons

Boy won't you like to go 3000 miles on 16. gallons of fuel.

This shows a close up of the plane and one of the members of Tri City Alert Team (He sure ought to have a good view from there).

GERALD R. FORD LIBRARY

ALERT NATIONAL HEADQUARTERS and it's teams were very honored to be chosen to be a part of this historical flight of the LIBERTY BELL during this Bi-Centennial year. Listed on the next page are the teams that helped make this possible.

Team 557 Bull City Alert Team, Durham, N.C.

Team 437 Cumberland Co. Alert, Fayetteville, N.C.

Team 560 Sumter Area Alert, Sumter, S.C.

Also Richard Wilson, Sumter, S.C.

Bob and Doris Rich hold the plane up for James Doolittle. On the right front is James H. Doolittle (Lt. Gen., U.S.A.F. Ret.) who as a Colonel led an 80 man, 16 plane American response to Pearl Harbor (Dec. 7, 1941) by bombing Tokyo and other Japanese military targets on April 18, 1942. Honoring him with the Congressional Medal of Honor for his heroism.

Team 545 Friendley Alert Citizen Team, Columbia, S.C.

Team 345 Metro Atlanta Alert, Atlanta, Ga.

Team 462 West Georgia Alert, Newnan, Ga.

Team 495 South Alabama Alert, Brundidge, Ala.

Also George Martin, Anniston, Ala.

Team 443 Quick Act Radio Club, Meridian, Miss.

Team 436 Dixie CB Alert, Jackson, Miss.

Team 280 Twin City Alert, Shreveport, La.

Team 531 Alert of Elli County, Waxahackie, Texas

Team 555 El Paso Alert, El Paso, Texas

Team 463 San Diego Co. Alert, Jamul, Ca.

Team 466 Oceanside Alert, Oceanside, Ca.

Team 345 Southeast Alert, Bell, Co.

Team 427 Paramount Communicators Alert, Lynwood, Ca.

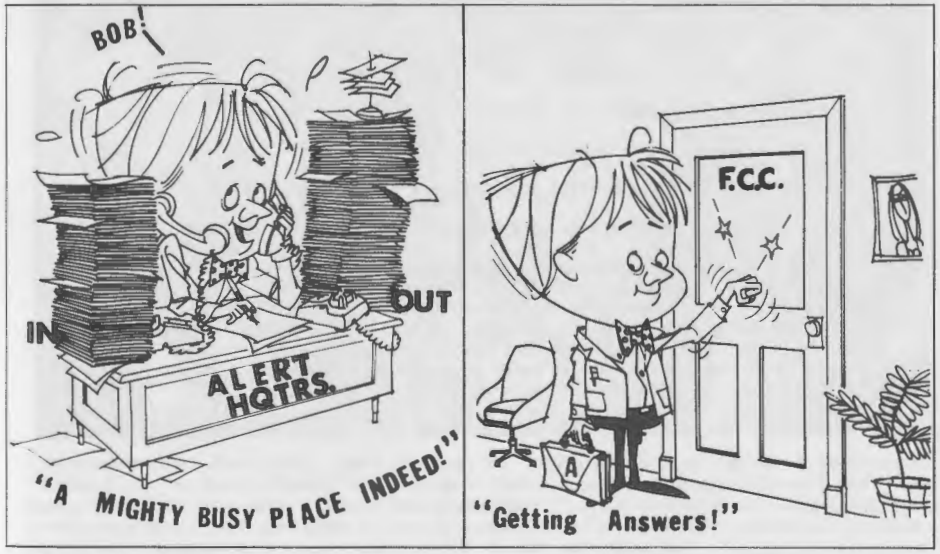
Team 438 San Fernando Valley Alert, Reseda, Ca.

Team 455 Tri City Alert, South Gate, Ca.

We here at National Headquarters felt this was a good practice run for a real emergency. It let each team know who their neighboring team was and how to link up via CB to let the next team know when to expect the caravan through their area.

Beware teams, we just may do this in your area, will you be ready for such an emergency?

We here at National would like to thank every team and individual who helped make this possible, without you it couldn't have happened.



PUBLIC NOTICE

Federal Communications Commission ■ 1919 M Street, NW. ■ Washington, D.C. 20554

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59877

January 15, 1976 - S

NOTICE TO RECENT APPLICANTS FOR CLASS D CITIZENS RADIO SERVICE LICENSEES

Interest in the Citizens Radio Service has increased phenomenally during the past few months. During October 1975, for example, the Commission received over 300,000 Class D license applications. During the same period last year we received approximately 40,000 such applications. The recent influx of applications has created a large backlog of pending applications, and for this reason it is now taking about 12 weeks from the time an application is received for a license to be issued.

As a result of the backlog of pending applications, the Commission is being deluged with letters from applicants inquiring into the status of their applications. Unfortunately, the Commission's limited resources do not permit it to give a personal response to each letter it receives. Commission employees are currently engaged in processing and issuing Citizens Service licenses, and to respond individually to each letter received would cause further delay in the completion of these and other vital tasks. We emphasize that virtually every license application we receive is processed in about 12 weeks, and we urge applicants not to inquire into the status of an application before this period has elapsed. To do otherwise will only delay the Commission's staff in the completion of its duties.

For those intending to submit applications for Citizens Service licenses, we urge that the following precautions be observed to ensure proper processing:

Enclose a check or money order for the correct license fee, $4.

Be sure your address is complete, including zip code.

Sign and date the application.

Recheck your application to ensure you have completed it.

Enclose the application in a Size 10 (business size) envelope.

There also appears to be some confusion among applicants concerning the minimum age required for the issuance of a Class D license. While the Commission has proposed a reduction of the age limit from 18 to 16 in Docket 20120, this is only a proposal. The age limit contained in Section 95.13 of the Rules has not been lowered to 16. An individual applicant must be at least 18 years of age, and applications received from individuals under 18 will be returned.

-FCC-

Pictured above is Diana Helmstetter of National Headquarters of Alert advertising the new Alert vest which are for sale at $4.00 each. Sizes: Medium and Large, Color: International orange, trimmed in black, with the silk screen emblem on the back. If you wish to purchase one of these vests just send your order to Alert Inc., 818 National Press Bldg., Washington, D.C. 20045.

Lackawanna Alert Team 505, Clarks Summit, Pa. held a country and western jamboree and "coffee break" at the Archbald Hose Company. Here is a picture of some of the officers of the team: First row, from left, are Bob Thompson, ALERT National President; Virginia Hoover, communications officer and Debbie Lynn Davidson, country and western recording artist who performed. Standing same order, are Paulette Hoover, secretary; Betty Beemer, and Leonard Lualen, Edwin Beemer and Lynn Hoover, operations officers. (Tribune photo by Sandy Tedesco)

NEWS RELEASE

FROM THE DEPARTMENT OF PUBLIC SAFETY

MISSOURI STATE HIGHWAY PATROL

PUBLIC INFORMATION SECTION • P. O. BOX 568 • JEFFERSON CITY, MO. 65101

EMPHASIS: Highway Patrol Reports Over 22,000 CB Radio Contacts

NOTE TO NEWS EDITOR: Copies of the Highway Patrol's CB report for October, 1975, and for August, September and October – the first three months of CB operation, are enclosed with this news release.

The Missouri State Highway Patrol reported today that 22,489 Citizen Band (CB) radio contacts were made with citizens by Patrol officers during August, September and October – the first three months of CB operation. These contacts concerned reports of traffic and criminal violations, accidents, dangerous road conditions and requests for assistance.

There were 17,277 contacts concerning requests for assistance and reports of dangerous road conditions. Included in these contacts were 3,859 reports of stranded motorists and 2,980 contacts in regard to traffic accidents.

A total of 5,212 CB contacts relating to violations were made with the Patrol by CB'ers during the three-month period. Highway Patrol officers made 1,307 arrests and issued 1,006 warnings as a result of these contacts.

CB radio contacts concerning felonies numbered 113 for the reported three-month period, and resulted in 52 arrests. Some examples of the CB reports dealing with felonies are as follows:

A CB'er directed officers to the location of two subjects who had escaped from a county jail.

Troopers received a call on CB Channel 9 from a man who was following a vehicle used in an armed robbery. The CB'er followed the vehicle until officers were able to stop the vehicle. A subject was arrested and the stolen money was recovered.

A check of a wrecked vehicle involved in an accident revealed that it had been stolen. No one was in the car. Truckers were contacted by CB to report any hitchhikers in the area. A short time later, officers were advised of four hitchhiking subjects. All four were arrested for investigation of auto theft. Three of the subjects made statements concerning the theft of the wrecked vehicle.

A report of an armed robbery at a shopping center was given to the Patrol by a CB'er. It was the first call any police agency had received on this incident and enabled an officer to quickly respond.

A farmer reported to a trooper via CB that two men were seen in his field and had apparently shot two heifers. A hind quarter had also been removed from one of the animals. The two men ordered the farmer and his son away at gunpoint when they went to the field to investigate. The trooper arrived afterward and arrested the two suspects in the area. Further investigation resulted in the arrest of a third suspect.

Here are some other incidents showing the value of CB reporting:

Information on a 15 year old boy who had run away from home was passed on to CB'ers. The boy was located within 30 minutes through a CB contact.

A CB report by a truck driver of a suspected intoxicated driver possibly saved some lives. The suspect only tested .02 percent on the breathalyzer but he was 'high' on some type of drug. He made the statement, "I am so freaked out that I don't know where I am or what I am doing." The trooper who responded to the CB report had attempted to stop the 'high' motorist for approximately five miles. The reporting CB'er was behind the Patrol car with his flashing lights on in an effort to warn other motorists.

An ill man overheard a "Smokey" location report over his CB and went to the officer for assistance. He was taken to a hospital for treatment.

There have been numerous CB reports concerning objects being thrown at vehicles, often from overpasses. Youngsters are usually involved in this type of incident and many of them are apprehended through immediate reporting by CB'ers.

Two truckers equipped with CB radios were recently instrumental in averting tragedy. A large rupture was discovered in one of the lines of a gasoline pipeline company. Wind and weather conditions were causing gasoline vapors to go across a heavily traveled highway creating a very dangerous situation. A truck driver who was inside the plant called this information to CB'ers.

Another truck driver approaching the area overheard the call. He stopped and flagged traffic approaching from the south while an employee of the company stopped traffic from the north.

The rupture was repaired and normal traffic was resumed.

The situation had been extremely dangerous for a few minutes as a vehicle going through the escaping vapors could have set off an explosion. This was averted by the quick actions of the two truckers equipped with CB units. A nearby trooper also heard the call and arrived at the scene in a very short time.

Colonel Sam S. Smith, Superintendent of the Missouri State Highway Patrol, stated, "The results of the three-month operation of our CB communication program indicates clearly the willingness of citizens to cooperate in matters affecting public safety. I sincerely regret I cannot personally thank each CB'er who has contributed to the success of our program."

LOCAL CB OPERATOR APPOINTED AS NORTHERN CALIFORNIA DIRECTOR

On 3 Nov 1975, Mr. BOB THOMPSON, President/Director of NATIONAL CB ALERT (Affiliated League of Emergency Radio Teams), Washington, D.C. arrived in OROVILLE for a surprised visit to the Oroville ALERT/React Team #540 and #2724. THOMPSON on the left is presenting SMITH with an ALERT Certificate after the new appointment as the Northern California Regional Director for National ALERT. Miss Alex HOSKIN on the right is the Southern California Regional Director, and is from the San Fernando Valley Alert Team #438.

Elsinore Alert Team 488, Lake Elsinore, Ca. set up a coffee stop with mobile control and base control monitoring. While on duty they handled these few emergencies. John Vander Valk, President and Robert Carrizosa assisted on a accident getting an ambulance while on duty at the coffee stop. Accident reported to Sheriffs Dept. by Donald Conditt #34437, accident took place in front of Medow Brook Store involving 5 vehicles. Don was monitoring Base control at the time. Here is a picture of some of the members at the coffee stop. They are left to right: Robert Carrizosa, John Vander Valk, ((Pres.) Jill Vander Valk, Sal Vega (2nd Vice) and members childrens.

Katherine Conditt
Secretary

Recently one of our new teams in California held a coffee stop which is Oroville Alert Team 540, Oroville, Ca. Pictured here is Jack Johnson (president) and his wife Wanda.

This is the actual size of a Brownie

. . . don't let its small size fool you — it's BIG in performance!

Imagine a mobile less than 2" high x 5½" wide and only 6½" deep—then add features such as a series-gate automatic noise limiter (ANL) and high level class B modulation! Like all Browning mobiles, the Brownie is undeterred by rugged terrain or extreme weather conditions—it will, in fact, operate faithfully at winter temperatures to −25°F. or desert conditions of 125°F. While the Brownie's features mean big performance, ***this remarkably engineered little package has been designed with a price tag to match its elf-like size . . . only $139.95!***

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ARLAN VAN DORN
DEPUTY CHIEF OF SAFETY AND SPECIAL BUREAU OF FCC SPEAKS TO USCRC.

President Martin, Honored Guests, Ladies and Gentlemen:

I want to thank you for this opportunity to address your membership. I feel that one of the primary purposes for the conference is the exchange of ideas. I, therefore, think it would be appropriate that I express some of my thoughts, ideas, and concerns as they relate to the Citizens Band Radio Service.

I first want to refresh your recollection a bit, and later, I'll offer a thought or two and maybe even some new ideas as possible considerations that can successfully guide your future operations.

Back in the beginning, there was man, or rather, I should say (persons), then fire, then the wheel, or was it CB and then the wheel — anyway, the Commission's Rules were amended establishing the Class D category of stations in the Citizens Radio Service, effective September 11, 1958. Wow! Way back then — as the well-known TV ad puts it — "We've come a long way, baby".

You may recall that the present CB frequencies were originally allocated to the Amateur Radio Service and called the eleven-meter band. It was natural, therefore, that among the first licensees in the Citizens Radio Service were some Amateurs and others who saw in this band an excellent opportunity to become licensed on an examination-free basis and to exchange in Amateur-type communications and activities, including DX contacts whenever the skip conditions were right, despite specific prohibitions to the contrary in the Rules. As time progressed, you may also recall, that we reached a point that our enforcement efforts were just about for nought. About this time, the Commission was toying with the thought of abolishing the Service completely. It was your organization, through the determined efforts of George Martin and in a meeting with the Commission that an understanding was reached that in exchange for deregulated rules, by the commission, your organization would encourage operational compliance with the rules.

This really began a new era in Commission thinking — think about that for a moment — this was really the first time the Commission was willing to bring about improved conditions of a Radio Service in exchange for the assurance of greater cooperation on the part of licensees. The results of this meeting are manifest in the relaxation of our Rules in the First Report and Order in Docket 20120. Thus, in response to yours and other petitions, through a democratic process, we amended the Citizens Radio Service Rules. I don't feel that I need to reiterate the eight major changes made in the First Report and Order in Docket 20120. You are all familiar with them, suffice to say, that these changes were a direct action of your petitions and assurances that it would mean a better radio service for all.

The challenge to the FCC, as I see it, is not merely to keep abreast by regulating a service, but to follow through by working with the public and industries we regulate. What we have now begun to do represents a concrete example of the democratic process at work, serving your interests, i.e., the public interest and meeting our regulatory responsibilities as I see them.

The Commission has taken positive action upon reliance of your statements that you support the rules and that you would urge and encourage rule compliance. Quite candidly, I stand before you tonight, very displeased and rather perplexed over what I have read and heard from your organization. To be specific, I am astounded that our achievements to date have not been bilaterally met with strong statements of support for rule compliance. I have seen no visible evidence from your leadership that urges and exhorts licensees to comply with the new Rules. I have read your editorial pages, read your letters, listened for some sign, however faint, that your organization was truly interested in making CB a better service for all. To date, I have received and read only more complaints — such as — 11-meters need expanded frequencies — FCC hasn't done this, hasn't done that — and read nothing of encouragement to new or existing licensees to observe the Rules newly amended. I feel I need to ask you WHY???

I can't do it alone, the FCC can't do it alone, either. If you truly meant what you told us in the past, then I expect you - USCRC - to provide the leadership and expertise and to mount a campaign the likes of which the CB-using public has never seen before. I'm sure none of you have forgotton the other unresolved items in Docket 20120 — mandatory cut-off date for AM in favor of SSB; this I can assure you will not happen. What is possible though, is expansion of AM channels — reduction of age — further relaxation of operating rules, maybe even reducing the ident to giving your call sign only once.

As I stand here tonight, I can state, without the slightest reservation, there is no way that I, or the Safety Bureau, will be willing to go before the Commission to propose expansion or other changes which I feel are necessary to improve and make CB an even more viable service, until I have proof that the recent changes have been accepted and are being complied with, as a rule rather than the exception.

During the past year and a half that I have been Deputy Chief of the Safety and Special Radio Services Bureau, I have seen the number of licensees more than double the service. I have no doubt that the Service will continue to grow at a rapid and steady rate, and probably will double again within the next year or two.

I feel that it is up to you and in your interest to set the wheels in motion to assure that through your superior knowledge and ability to obtain up-to-date informaiton from the Commission, licensees entering the Service for the first time will be good operators and start off on the right foot.

I hope you are not going to be like the dog behind the country store? — Wherein a farmer went into a country store one day and heard a dog carrying on in the rear of the store. He said to the storekeeper: "What in the world is the mattter with that dog?" The storekeeper said: "He sitting on a cocklebur". The farmer said: "Why doesn't he get off it?" The storekeeper replied: "Guess it takes less energy for him to bark and howl than to get off the cocklebur."

I realize it takes effort and energy to get out and urge rule compliance.

You have some fine state newsletters and the support of newspapers, but I have yet to read where you have urged your readers to properly identify their stations under the newly relaxed provisions which you yourselves asked for. The elimination of the "hobby-type" restriction should be, and should have been a signal to your group that now is the time to emphasize to your members and all users that the shared services require greater cooperation and compliance in the use of the frequencies than ever before. I have noted that other organizations have been vocal in encouraging station identification; clarification, if need be, of those rules which may be misunderstood; urging protection of the channel 9 emergency channel and calling on highway users to operate in compliance with the Rules. **I can assure you that, from now on, the Commission is not monitoring communications for content, but will, with even added emphasis, concentrate on detecting major violations for failure to identify the station, overpowered, out-of-band operation, obscenity, and malicious interference.** I truly want to move us away from the nit-picking types of notices of violation — not to say that if minor offenses are detected, along with major ones, that they'll be ignored.

The Service has come a long way. I feel that I can state without a doubt that I don't want to return to where we were. With your vital leadership and proper use of the various media available to you, and I'm not talking about the written word, you can have a very decided impact on new licensees and also irresponsible old licensees. I have no panacea to the operating problems in the Citizens Radio Service but with your help and leadership, I know continued improvement can be made. Despite what I feel is a general failure to encourage rule compliance, I have seen and heard about improved operating practices in some geographical areas, such as greater use of the call signs, proper station identification procedure and 5 on, 1 off rules. There is no reason that better operating practices cannot become infectious and exist everywhere.

Ever hear of peer pressure? It's great — try it, you'll be amazed at the results. I am confident that your influence upon your members, can have a snowballing effect on the entire Citizens Radio community and turn around the need for an increased costly Commission enforcement staff, if you are willing to step out with determination.

Please don't let it be said that "We've come a long way, baby", and are going no further. The challenge is yours, and I can promise you no less than that I'll do all I can to encourage you to meeting the challenge, to help us help you.

I thank You.

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When it comes right down to it, the best recommendations for Turner mikes come from word-of-mouth . . . from all you folks who use them. That's because you know how much a good amplified mike can add to the pleasure of operating a set.

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We'd like to say thanks, and keep up the good word. On the other hand, if you're just getting into CB, listen to the crisp voice of experience. Then see a Turner dealer. Or write to Turner Microphones, 909 17th Street N.E., Cedar Rapids, Iowa 52402. We'll be glad to send you a catalog.

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TEAM HIGHLIGHTS

ALERT Team 472 Citizen Band Alert Club has been quite active. They had a charity break recently which they raised $843.00 to donate to charity. They donated $525.00 to Muscular Dystrophy, $200.00 to Eastern Cherokee Legal Services orgnaization and $200.00 to Southwest Indian Foundation. They donated a total of $925.00 to charity for the year of 1975. Although they have a small club they donated more to charity than the big clubs in their area. They have a very good club at this time which is made up of a group of hard working members. We hope that your team keeps up the good work.

YOUTH RETURNS WHILE 100 SEARCH

A 17-year old Glen Burnie youth wandered away from a group of friends while hunting in Hanover and prompted a 3½ hour coordinated search effort by nearly 100 members of a nationwide Citizen Band radio league. The youth Jeff Pfister returned home unscratched after wandering around in the woods and the search was called off.

Chuck McMahon, president of the 3-month old Patapsco Alert Rescue Team from Lansdowne, Md. said he and other CB groups in the Brooklyn area were called out by the Maryland CB Search and Rescue Team to aide State Police in searching for the lost youth.

State Police said they got a telephone call from the youth's three hunting companions.

Then the call went out via CB radio for help in the search, members of the Patapsco Alert Team, the Glen Burnie Alert Minutemen, the Baltimore Breakers in Dundalk and the Maryland CB Search and Rescue Team in Odenton turned out.

McMahon estimated that nearly 100 members from the four teams, turned out with CB radios to aid in the search effort.

The Stueben County Communications ALERT Team, Corning N.Y. served refreshments to 1,327 motorists during a 30-hour weekend coffee break.

Members of the organization manned the operation at the Campbell rest area on Rt. 17 from 6 p.m. Saturday to midnight Sunday.

Team Captain Jack Weston said most of the out-of-state motorists who stopped for a break were from Canada, while others were from England, New Zealand and Hawaii.

The team served 100 dozen donuts, 30 gallons of soft drinks and 26 pounds of coffee. The refreshments were donated by the Ingersool-Rand Co. and its employees.

Other team members patroled area roads and assisted motorists who had car trouble.

Jack Weston
Team Captain

One of our new teams Great Plains Alert 564, Lawton, Okla. volunteered to help protect the forty-three school buildings on Halloween night in Lawton, Okla.

The team provided the services of twenty-eight CB radio enthusiasts assigned to fourteen designated areas. Their job was to patrol and notify the proper authorities of any threat to public property.

The Board of Education cannot praise their efforts enough. They were well organized and did an excellent job. Their emergency repair service was called out just once, and that was to repair a small broken window

This was a great service to their school system and were appreciated very much

Yours truly,
John Elkins
Deputy Superintendent

TAZWELL COUNTY ALERT TEAM #533 ISSUE CHALLENGE

A trust fund has been set up by Team #533, for a victim of kidney failure, NEAL BROOKS – 24 – of Tannersville, Virginia. Neal travels to Marion, Virginia, twice a week to be on a dialysis machine. Without these treatments, Neal could no longer live.

He has had medical attention in at least four hospitals with the unpaid balance of $3,300.00, at the University of Virginia Hospital.

Neal's father is a disabled veteran and victim of M.S. He draws a non-service disability check of $177.00 per month.

Mrs. Brooks is a mill worker, bringing home $184.00, to $224.00 per month. Neal had to quit work at Pyott Boone, Inc. (Tazewell) but draws $105.00 per month from SSI, a form of social security. Rita, age 15, is a sophomore at Rich Valley High School.

Their total monthly income is $466.00 to $522.00 per month, out of this amount comes monthly payments of:

$ 72.00 – FHA Payment
$ 40.21 – Electric Bill
$ 8.10 – Phone Bill
$103.00 – Three Insurance payments
$ 22.00 – Medicine (not covered by Medicaid)

Gas and up keep of car, educational expenses, groceries with two special diets.

Also, they have car insurance over $100.00 and house insurance $78.00

By this, you can see why the Tazewell County Alert Team has become concerned. This family needs our help!!!!!! After all ..... our main purpose is to assist mankind in any way.

WE CHALLENGE YOU!!!!!! (Alert Teams, React Teams, CB Clubs and the General Public .....

Send your contributions to
Tazewell County Alert Team #533
Kidney Fund
Box 62
Bishop, Virginia 24604

Tentatively scheduled for this winter will be another security watch at a local church, again watching the grounds and cars for theft and/or vandalism.

Of course, it is not all work. The Post has held dances for its members, and a couple of parties are in the planning for this year.

Post 784 is being recognized as a very efficient and hard working group in this area, giving a good name back to C.B.ing. So far, their highlight of this year has been an award of merit and honor presented by Boy Scouts of America for their work at the camporee, and a personal commendation from the staff thereof.

We have nine young men and women that deserve a good pat on the back.

Thank You for your Time,
Alan McClain Badge #32596
District #4 Commander – Post #784 Advisor
Southern Wisconsin A.L.E.R.T. Inc.

The Friendly Alert Citizens Team 545, Columbia, SC has been very, very busy since they began in August 1975.

They have reported 151 accidents with injuries, 63 disabled vehicles, 215 wreckers. They were involved with 3 searches, for missing persons and were most successful. Their city had a tornado and the team was called by city police to aid with downed power lines, blocking traffic, directing traffic, stop looting vandalism etc. As well as furnish transportation for those with none.

A fellow CB'er was shot in a hunting accident, the team took up funds to help. They also have had television coverage, as well as newspaper and was on WIS radio for 1 full hour discussing the CB radio and their team. The Governor has asked that they accept a proclamation from his office, also they have letters of commendations from the Lexington County Sheriffs Department and the Richland County Sheriffs Department along with others. We here at National Headquarters would like to commend your team for the fine work that you are doing.

Dear Bob,

I thought I would write to you and let you know about a new group that we have formed here in Southern Wisconsin A.L.E.R.T. (S.W.A.). We are sponsoring an Explorer Scout Post (#784) which is headquartered here in Milwaukee county. Of course, the Post is specializing in Citizen Band communications for emergency and security purposes, same as A.L.E.R.T. Post 784 has only been organized for less than a year, and has already been very active in providing communications at such events as camporees, C.B. jamborees, and security watches for church parking lots during bingo events.

The co-ed Post was made up primarily of junior members from S.W.A. Inc., ages 15 to 21, with the adult advisor (myself) being a full member in A.L.E.R.T. Although membership in S.W.A. is not required, most of the new members in the Post join S.W.A. as junior members soon after they join Post 784.

One of the main goals of Post 784 is to teach these juniors the legal and correct way to operate a radio. In fact, although many of our new members have never even picked up a radio before in their lives, they are able to operate portable units like pros within a very short time after they join. S.W.A. provides them with adequate instruction and "in the field" training with good adult supervision. All juniors are instructed in proper calling procedure adhering strictly to F.C.C. rules and regulations.

As far as statistics for Post 784, the security operation where they were watching a church parking lot for vandalism and theft from cars ran over a period of seven weeks, one night per week.

On September 19 & 20, the Post handled communications at a Boy Scout Camporee which was held in Kenosha county for Milwaukee area scouts. Post 784 logged 111 hours and 470 miles of travel at that one.

Alert Team 495 Coweta County Alert, Newnan, Ga. recently lost one of their members. Here is a poem that was in their local paper for this great member:

IN MEMORIAM
10-7 Gone to Heaven
Silence is golden, or so they say . . .
But this silence is bleak, cold and grey.
Let's raise the antenna and run some power,
perhaps if we installed a high enough tower.
Tune in the frequency of the "Heavenly Chorus,"
Maybe they'll increase their modulation for us.
We're trying to break for Unit 14 . . . Let's all get out and turn our beams.
Oh, it's no use, we can't get through – Break, KGR-3102!
Just wanted a 5-minute transmission, to tell you what we've been missin.
Seventy-thirds on you, ole' faithful and true-
No one will ever fill your shoes.
So until the day we meet by the Pearly Gates, You know the day when we're all 10-8 –
We'll miss you!
We're clear and listening
Coweta County Alert
Team No. 495

Dear Sir:
Thank you for having a member as Mr. W. H. Benedict #28364 in your organization. Mr. Benedict took us fifteen miles down the road and back to our car and helped us find a fanbelt for our car. We appreciate this. Our children learned a lot from his help.

Thank you,
Mr. & Mrs. Pete Dominque
Amarillo, Texas

To Whom It May Concern:
My husband was recently involved in an auto accident and was assisted by a member of your organization. His name is Robert Taylor. Its really a comfort to know that there are still concerned citizens like him and an organization like yours.

Our thanks again,
Rita & Mike Rukle
Anch., Ak.

NEW ALERT TEAMS

Team 518
Cortland CB Emergency Team
14 Elm St.
Cortland, N.Y. 13045

Team 519
Carroll/Grayson Alert Team
Rt. 4 Box 107
Galax, Va. 24333

Team 520
Alert of Lake Bonneville
P.O. Box 561
Wendover, Utah 84083

Team 521
Fountain City Alert Team
402 E. Milberry St.
Bryan, Ohio 43506

Team 522
Twin Spanders Inc.
P.O. Box 332
Pennsville, N.J. 08070

Team 523
New Castle Alert
P.O. Box 2312
New Castle, Pa. 16102

Team 524
Everready Alert Team
P.O. Box 54
Edgerton, Ohio 43517

Team 525
Norfolk Alert Team
410 MacDonald Rd.
Norfolk, Va. 23505

Team 526
Alert of Yellowstone
40 MacArthur
Billings, Mont. 59101

Team 527
Woodbridge Alert Inc.
13728 Joyce Rd.
Woodbridge, Va. 22191

Team 528
The Midnighter CB Radio Club
103 W. Hale
Sullivan, Ill. 61951

Team 529
Alcovy Alert Team
Rt. 1
Auburn, Ga. 30203

Team 530
Northern Va. Alert Team
P.O. Box 511
Merrifield, Va. 22116

Team 531
Alert Emergency Elli County
Rt. 3
Waxahachie, Tex. 75165

Team 532
Citizens Alert Radio Patrol, Inc.
Rt. 2 Box 109
Dixon, Mo. 65459

Team 533
Tazewell County Alert
Dogwood Rd.
Tazewell, Va. 24651

Team 534
North Star Alert
21-503 A Lemon
Elmendorf AFB Alaska 99506

Team 535
Sheridan Big Horn Force
Rt. 2 Box 84 B
Sheridan, Wyo. 82801

Team 536
Atlantic County Alert
102 E. Park Ave.
Pleasantville, N.J. 08232

Team 537
Cypress CB'ers Alert Inc.
P.O. Box 2415
Winter Haven, Fla. 33880

Team 538
Senic View Alert Club
5911 Bible Rd.
Chattanooga, Tenn. 37412

Team 539
Bronx Alert Team
2359 Southern Blvd.
Bronx, N.Y. 10460

Team 540
Oroville Alert Team
1740 Biggs Ave
Oroville, Ca. 94965

Team 541
Tri County Alert
P.O. Box 116
New Braunfels, Texas 78130

Team 542
Alert-Henderson
2114 Collier Rd
Henderson, Ky. 42420

Team 543
CB Minute Men of Glen Burnie
P.O. Box 1323
Glen Burnie, Md. 21061

Team 544
North Texas Alert
P.O. Box 1018
Bridgeport, Tx. 76026

Team 545
Friendly Alert Citizen Team
1536 Burnside Ave.
Columbia, S.C. 29209

Team 546
Radio Emergency Dispatch
P.O. Box 4101
Wheeling, W. Va. 26003

Team 547
Cardinal Alert Team
P.O. Box 5663
Statesville, N.C. 28677

Team 548
RAM-K Alert Team
PSC Box 7945
APO New York, NY 09012

Team 549
Patapsco Alert Rescue Team
3227 Bero Rd.
Lansdowne, Md. 21227

Team 550
Tri County Alert Team
5 Hunt St.
Wood, Pa. 16694

Team 551
Sound Waves Alert of Ind.
1421 Harmony Way
Evansville, Ind. 47712

Team 552
Quantico Alert
c/o Donald Leonard
Qtrs. 2796-C
Quantico, Va. 22134

LETTERS TO THE EDITOR

Dear Bob:

This short note is a follow-up to my letter of September 9th, complaining of non-receipt of my class D renewal licenses from the F.C.C.

I am happy to report that my license finally arrived today, September 24, exactly 16 weeks after my application was mailed June 4. No explanation was received from the F.C.C. as to cause for delay.

In view of this experience, I urge you to notify other ALERT members of the situation, and strongly suggest that all renewal applications be mailed at least 4 months prior to expiration of their present licenses.

Thank you for your assistance and co-operation.

Best of 73's
Pete Keller
#12617

Editors Note: In checking with FCC we find that it is taking them approximately 12 weeks to process applications for call letters. So if you fit within that category please be patient you will get your licenses. If it has gone over that time please furnish us photostatic copy of front and back of check and we will check with FCC for you.

Dear Bob:

After your remark in the Alert 44 about "Those Damn Truckers", I almost told you where you could go. However, I realize that you are probably cooped up in an office most of the time and are not on the road for 125 to 150 thousand miles a year.

If you were, you would come to know by the sound of the mike being keyed and the back ground noise and voice that approximately 65 to 75 per cent of the garbage on the road comes from four wheelers. A lot of them can't run 2 miles without asking for six Smoky reports. Outside of your remark, I still think its a fine organization, so here are my dues. In the future please do some research before you blame the truckers.

Thank you,
Earl Hapner

Editors Note: Earl you are right! I should have researched the truckers situation more thoroughly before commenting on the truckers situation.

Dear Mr. Thompson:

I would like to know if you could pass this information on to other members of Alert. If any member needs directions when around the Burlington, VT. area they can contact me on channel 12 or landline 862-6811. I'll be monitoring 12 from 10 a.m. to 8 p.m. Monday thru Sunday. If any member would like they can send QSL cards to the address below.

Cordially,
Arthur Zour
117 Maple St.
Burlington, Vt. 05401
Call Letters KSP 6930

Editor, Gazette:

On Sunday, Sept. 28 while driving through Schenectady, I had the misfortune of having my car break down. In addition to the fact that it was Sunday when auto repairs are next to impossible, I was five miles out in the country. I had visions of being stranded until Monday morning.

Fortunately for me, I had recently installed a CB radio. Much to my amazement and pleasure, a few moments of conversation on this radio brought me unbelievable results. An individual by the name of Bob Snell of 1002 Getz Ave., immediately bought and delivered to me a new part for my car. He refused any compensation. Secondly, another party offered to tow my car back to town. Finally, a third individual was willing to spend over three hours repairing my car in his backyard.

From this and similar experiences, I have learned of the unselfish help that CB radio operators can and do perform. I was a total stranger to all of these people and yet they were willing to come to the aid of a person in need. My faith in humanity has been immeasurably strengthened.

EARLE R. CATLIN,
219 State St.,
Elmira 14901

Polk County Alert Team 373, Des Moines, Iowa has been quite active. They held a coffee break for one of their members who fell off of his roof. He is paralyzed from the waist down and is now in Colorado taking treatments. They are also trying to get into Civil Defense and the ham operators for emergency communications. Here is a picture of two of their members during the coffee break and also a group picture of their team. — Vera M. Nelson, Secretary

"Getting Info To Members"

Robert Thompson, standing, of Washington, D.C. was the guest speaker for the organizational meeting of the Cypress City CB'ers Alert Team 537, which was chartered earlier this month. Thompson is the President from National Alert Headquarters in Washington, a nationwide association of citizen band radio operators who assist local law enforcement agencies in time of emergency. Officers were also installed at the first meeting including, seated from left: James Blake, (vice president); Eddie Oliver, (president); Pete Gibson of the Polk County Civil Defense; Thompson; and Barbara Gill, (treasurer).

Pictured here is Bob Thompson, National President with some of our members in Salt Lake City, Utah, Alert of Utah 513. Our four Alert teams in Utah said they are ready and willing to offer their services to troubled motorists and in emergency situations.

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The Cardinal Alert Team 547 of Statesville, N.C. was pleased to have Bob Thompson (National Alert) as its guest recently. He told them how the team could best benefit the community. He explained the Alert policies to local law enforcement agency representatives. He also explained the changes in FCC rules and regulations which became effective September 15, 1975 and stressed use of call letters and proper use of CB radios. Pictured is Mel Moose (President) Bob Thompson (National Alert) and Marjorie Moose (Secretary).

Alert Team 517 Lake Erie Team, Toledo, Ohio held a telethon which brought in $6,000.00. Their President Bill Thompson was also on television twice to explain what Alert is. Here are some pictures that were taken during the telethon.

Left to to right: Bill Thompson, Bev DuBois and Don DuBois.

The next picture is Bob King and his wife Sue working their shift, they did a fine job.

BOB'S REPORT FROM WASHINGTON

CB Radios are being stolen in great numbers these days. I personally have had four stolen, so this really got me thinking, "How can we protect our CB sets?"

1. Well, one sure way would be to put it on a slide mount and take it with us everywhere we go. But, this really gets to be a job if you are only going to be out of your car for just a few minutes (beside that, many of the insurance companies will not insure your radios if they are not permanently mounted in your car). Let's take a look at some of the other ideas that are being used.

2. Some independent groups are putting their own coding concealed inside the radio. They would then of course, charge a small fee for doing this and for keeping it on record. This would be fine if everyone knew where to look and what to look for.

3. Another idea is using the serial number on the backs of the sets. This would be a good idea, but not all of the manufacturers stamp in the serial numbers, they simply use a label which can easily be removed.

4. Police departments are encouraging CB'ers to engrave a code number on the back of the set, some are using drivers' license numbers, others are using social security numbers. Out of the two, probably drivers' license numbers are the better. It is almost impossible to get information from the Social Security Commission.

5. There is another that will ask you to list your set with them for a fee and they would in turn give some goodies. However, I cannot see this being of any real help in protecting your CB set.

Well, by now I hope you can see the real problem. No one, and I mean no one, has tried to put together a unified system, so no matter where your set ends up – the police or CB dealer – neither will know what all these marks mean.

I veiwed the problem in stages. We must talk to our police departments and have them help us to put pressure on the manufacturer to put stamped-in serial numbers on all new CB sets that come out. This should be done NOW.

We should work closely with the police departments and develop more than just an engraved system (which, by the way, should be drivers' license numbers). Where there is no serial number on the CB set, this drivers' license number should not be taken off when the radio has a new owner. You should help the police to develop a slip of paper that could be used like a title to a car (in other words, a bill of sale), and this could be transferred to the new owner.

We should make the CB'er aware of this system and keep harping on it so that when someone approaches him with a radio the first question asked the seller would be, "Let me see your bill of sale." Beware, Mr. CB'er, if he can't produce the bill of sale, he may very well be trying to sell you a stolen radio. This system works with cars, why can't it work with our radios?

We believe after we have the manufacturer stamping the serial numbers on all CB sets rather than the label, there should be a similar system developed for new radios tied right straight to the warranty card. This card could be in more than one part. Your CB dealer could help you fill out the warranty card and bill of sale slip on the premises. This would increase the amount of warranty cards going back to the manufacturer, and would give you a bill of sale. There should also be a spot on this card for transfer to the new owner.

We are going to have this problem until the market is flooded with CB sets, which some say will be another five years. Can you afford to lose your CB set (especially since many of the insurance companies will soon be dropping coverage on CB sets)? I know I cannot afford to lose another CB set, so let's go CB'ers, let's work together and tell the right people we want a better system than is now being used. Also, let's tell Mr. Manufacturer we want serial numbers on those sets now.

We have checked with many of the police departments and find only about 1% of the CB sets are ever recovered, but there are other places to look for your CB set – how about the repair shops, the CB dealers, the pawn shops, and, Oh Yeah, how about the CB'er himself, if he would not buy these sets, the thief would not have a market for them, would he?

When going into a large parking area, you could take off your antenna, lessening the chance that the thief could spot your radio-equipped car (some of the antenna manufacturers are working on an antenna that will look like your normal car antenna, lessening this problem). Some manufacturers of CB sets are working on a CB radio that will fit into the dash of your car and will be part of your AM-FM radio. Some may like that, others will not, so again it comes down to us, the CB'ers, we, the buyers of the sets. Let's tell them what we want and let's not settle for anything less than that.

Bob Thompson,
President

HAS YOUR CB BEEN STOLEN

ALERT HAS BEEN ABLE TO MAKE SPECIAL ARRANGEMENTS WITH A DISTRIBUTOR OF THE FAMOUS MONROE TIMER ALARMS.

NORMALLY $49.95, THIS SPECIAL PURCHASE MAY BE OBTAINED ONLY THROUGH ALERT FOR $30.95 PLUS MAILING COST $2.50. ALLOW APPROXIMATELY 15 DAYS FOR DELIVERY.

ALERT ASSISTS-To help his fellow man

Dear ALERT:

Recently our car broke down just south of Knights Landing, Ca. about 25 miles from Yuba City to our north about one hour's drive, we were going to Brownsville, Ca. from Pittsburg, Ca. which is a 3½ hour drive. We waited for someone to stop and help us, since we had our two grandchildren with us. After a long wait a van stopped and the driver asked if I had troubles and we sure did. He took me to Yuba City to get a fuel pump. I got the part and he drove me back to my car and stayed with me until I got the car running again, which seemed hours and then he followed us for a few miles, he went about 50 miles out of his way just to help another man. Your organization is great. He also had his wife and two children with him, I just had to write and tell your ALERT people what a wonderful job your men are doing.

This good man was John Bray #37155, Clyde, Ca. Thank your organization and Mr. Bray.

Mr. & Mrs. Joseph Felix
Pittsburg, Ca.

Gentlemen:

Recently on vacation and while in Salina, Ks. the fuel pump went out on my truck. Here I was stranded in a strange town.

John A. Pogue #18643, came to my rescue, called a tow truck for me, and even allowed them to park my truck in his yard until the next morning when the service station was open and could work on it. I am very grateful to him for helping me.

I had never heard of ALERT until Mr. Pogue came to my rescue.

Sincerely,
Norman W. Kunkel
Phoenix, Ariz.

Dear Sir:

I would like to thank Anthony L. Schipano #35789 for his help when the bypass hose on my car split. If it wasn't for him I would have been stranded or paid a tow truck which is too expensive for me. Mr. Schipano fixed it enough so that I could go to an auto supply store and get a new one. When I returned he was around to take the old hose off and put the new one on. I appreciated his help very much. We need a few more people around like him.

Sincerely,
Mrs. Carole Drake
Rome, N.Y.

Dear Sirs:

I would like to thank your organization and especially Warren Simonds #31737 for his help recently.

The way it all started was when I was driving to a gathering at my place of work when my tire blew out. My car spun around and the back end landed in a muddy ditch, the front wheels slid down the enbankment. I tried to open the door to get out but the mud had come up to the door and I couldn't crawl out and fall in the muddy mess. I certainly didn't want to get my leisure suit muddy. I waited for an hour with my flashers on and honking everytime someone went by but no one stopped. Then a little while longer a fairly well dressed man came down to help me. He first worked on the door to get that open while he was standing in ankle deep mud. He left to get some boards for me to walk on and second he backed his car to the edge of the ditch and hooked up the chains and shoving the boards under the tires he slipped several times in the slimmy mess. About an hour later my car was out covered with mud from the bottom half of the door down, the wheels weren't even visable. I offered to pay him, because this young man was covered with mud from the knee down and quite a bit on his jean jacket sleeves, but he told me it would wash off. Again I would like to thank Warren Simonds of your great organization. If it wasn't for him and not being afraid to get dirty, I don't know how long I would have been down there. Thank you very very much.

Sincerely & Greatfully yours,
Mike Williams
Denver, Colo.

Dear Sir:

Last March we had car trouble in Naples, Fla. It was Saturday and couldn't get help. A man stopped and tried to fix a wire in the engine. He had to take his wife and baby home and get something he thought would work. He worked on it for sometime and finally got the car started. He wouldn't take anything for helping as he said, he helped through ALERT.

I misplaced his name and your address until today, when I found it, getting things ready to return to Bonita Springs for the winter.

We do thank Carl Butler #32754 of Naples, Fla and are thankful that there are others who try to help. That is our motto "Others" and its generally very rewarding.

Sorry for the delay in reporting this but do hope you will give him some kind of credit for his grand help to us in need.

Sincerely,
Ruth M. Shoemaker

Dear Sir:
A special thank you for Alert and Jack Wilhelm #36810, Akron, Ohio, comes from the Phillip Hauck family, Newton Falls, Ohio.
We were on our way to the Akron airport to meet my mother-in-law, who had taken ill while on vacation, when our tire went flat. We had a problem with our spare tire. This is when Mr. Wilhelm took time to stop and help us on busy Rt. 76. Thanks to Mr. Wilhelm we did make it to meet the plane on time.

Thank you Alert,
Virginia Hauck

Gentlemen:
Recently while driving on Tollway No. 90 from Chicago, Ill. to Monroe, Wisc. my car gave me some trouble. Shortly after parking on the shoulder, a car parked ahead of me, and a gentleman asked if he could be of assistance. I am grateful for the help your member, Duvell L. Smith #30495 gave me. He radioed the Illinois State Patrol Officer who made arrangements for repairs and in due time I was on my way home without further mishap.
I was unfamiliar with your organization, but now that I learned of its existence, I can say without hesitation that it is second to none and I will long remember the kindness of Mr. Smith.

Sincerely,
Mrs. Emil W. Leiser

Gentlemen:
I would like to take this opportunity to express my appreciation for the aid given by your ALERT member, Mr. Scott Schenker recently. Up until this time, we did not know that an association of this nature existed, and certainly feel that it is a worthwhile endeavor and offer our encouragement for its continuation.
If we can be of service in any capacity, please do not hesitate to notify us.

Very truly yours,
Allen P. Alt, Jr.
President
Consolidated Engeneering Co. Inc.
Baltimore, Md.

Dear Sir:
I would like to express my sincere thanks for being helped by a member from Alert, Henry Buck #25338 came to my assistance at once and proved to be very efficient in pulling my car out of the dirt. It's nice to know that there is such an organization as Alert that is so helpful.

With sincere gratitude,
Wilfred Bennett

To Whom It May Concern:
I would like to take this opportunity to thank one of your members, Mr. Rob Windman, #24764, for offering his assistance to my sister and I, victims of an automobile accident.
My sister and I were headed towards Bakersfield for a vacation, when while traveling on Interstate 5, our car was hit from behind by another. Because of that, we were pushed into the center divider, and the front end of our car was totally demolished.
Both of us received rather serious injuries from broken glass and the impact of the collision into the divider.
Although it seemed to be longer than the actual time elapsed, about five minutes after the wreck, Mr. Windman arrived. He set out some flares, and closed off the fast lane of traffic. Then, he came to our vehicle and identified himself as an ALERT member. Reacting to the injuries my sister and I sustained, he quickly, and quite professionally, administered first aid, and called on his radio for the highway patrol and ambulance.
If it were not for Mr. Windman's services and generous actions, I feel that my sister and I would have been in the hospital for longer than we were. Both of us owe him a great deal of gratitude, and I hope that you notify him of this letter. It is a shame that there are not more people like him to help people like us.

Sincerely, and with a great amount of gratitude,
Lorna Rice
Encino, Ca.

Dear Sir:
Recently we were stranded with our automobile on a busy highway in Escondido, Ca. Bill Goldsmith #25983 stopped and assisted us in towing the vehicle to the repair shop. He handed us his card, identifying him as a member of ALERT.
We would like to express our deepest gratitude for his unselfish assistance and for going out of his way to help. We were glad to learn there is an organization such as ALERT.

Sincerely,
Mr. & Mrs. Tom Ellis

Dear Sir:
We were stuck on the highway with a overheated radiator when all garages were closed and one of your members, Mr. Jack Jones #36226 assisted us so we could get our car to a service station and get the problem solved. He was very helpful. He should be commended for the work he is doing in his spare time.

Yours truly,
Bill Balcom
Kansas City, Mo.

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ALERT

AFFILIATED LEAGUE OF EMERGENCY RADIO TEAMS

Suite 818 National Press Building, Washington, D.C. 20004

GREETINGS TO CONVOY ON CITIZENS BAND RADIO

Madison, Wisconsin
4/4/76

THIS IS K-U-Y 9532 TO THE GRAND RAPIDS SCATTER BLITZERS

AND TO ALL YOU C-BERS IN WISCONSIN.

I'M SO GLAD TO BE HERE TODAY

AND I'M LOOKING FORWARD TO MY VISIT.

I WANT TO SAY A SPECIAL THANKS TO THE MICHIGAN CONVOY.

PLEASE "KEEP ON TALKING" FOR PRESIDENT FORD.

WE APPRECIATE YOUR HELP IN KEEPING THE FORDS "10-20" AT

1600 PENNSYLVANIA AVENUE.

A HAPPY TRIP BACK TO GRAND RAPIDS.

THIS IS K-U-Y 9532.

# # #

be in Wisc. & see all of you

It's so good to see all of you and to be ~~here~~ in ~~Wx~~ Wisconsin. I'm here ~~because of your important primary~~ campaigning for my hus. ~~tomorrow~~ and because I hope you will support ~~Rxxxxxxx~~ ~~for my husband.~~ we need your sup. This is a very important primary. Hope you will vote for my favorite candidate, President. Selecting Presidential candidates ~~xxx~~ is vital to our election process, and I hope you will get ~~involved~~ and vote. Thanks for ~~stopping by.~~

-30-

~~At~~ Conway Greetings —

This is K-U-Y 9532 to the Grand Rapids Scatter Blitzers and you ~~saying~~ thanks for everything and hoping your convoy C-Bers in Wisconsin. "keeps on talking" for ~~Xxxxxxxxxx~~ President ~~Xxxxx~~ Ford

~~Thanksxxxagainxxxxx K-U-Y 9532xxxxxxxxx

'Instant' CB Licenses

By William Gildea

Citizens Band (CB) radio operators no longer will have to endure delays of up to two months or more in receiving a license to get on the air.

Starting Friday, according to the Federal Communications Commission (FCC), temporary licenses will be available to CB buyers where they purchase radios or at the FCC headquarters and field offices.

The ruling on the temporary "instant" licenses, which will be good for 60 days, stemmed from what the FCC called an "unprecedented explosion of interest" in CB radios. License applications have soared to more than half a million a month compared to 40,000 a month in early 1975.

The onslaught of applications created a backlog that recently reached 450,000 pieces of mail, and more than a two-month wait for permanent licenses. An FCC official said yesterday that extra part-time help had been added to the FCC's Gettysburg, Pa., processing plant and that the backlog should be eliminated by next month.

Applicants for the new temporary permits must fill out of a new FCC form plus mail an application for a permanent license. The FCC said it is doing everything possible to get the new forms to the stores.

L.A. Times 4/7/76

CAMPAIGN BRIEFS

First Lady Beams CB Call for Votes

From Times Wire Services

First Lady Betty Ford took advantage of one of the nation's fastest growing fads—citizen band radio—to solicit votes for her husband in Tuesday's Wisconsin primary. A White House spokesman said the President's wife applied to the Federal Communications Commission for a CB license and used it for the first time last weekend, asking Wisconsin listeners for "your help in keeping the Fords' 10-20 (location) at 1600 Pennsylvania Ave." An FCC official said there were no restrictions against politicking on the CB network.

Sen. Frank Church of Idaho, the latest entry in the Democratic presidential primaries, said he sometimes wondered how anyone who has endured the race from start to finish "is physically or mentally capable of governing by the time he has finally reached the White House." During a campaign swing through Rhode Island, the senator added, "We have produced in this country perhaps history's most irrational method of electing a President, particularly of nominating a President, and it gets worse with each passing year because of the number of primaries, each with different laws and requirements."

Sen. Hubert H. Humphrey's name will appear on Idaho's May 25 presidential primary ballot even though the Minnesota Democrat asked that it be removed. Idaho Secretary of State Pete Cenarrusa, who placed Humphrey on the ballot, said a candidate's name could be removed only because of death or incapacitation. Humphrey has said he would not enter any primaries, but would be available if the national convention turned to him. Most of Idaho's Democratic delegate seats are expected to go to home-state Sen. Frank Church, an announced presidential candidate.

Ronald Reagan stayed only eight minutes, but he left 'em laughing and in the process managed to pick up $23,000 in contributions for his presidential campaign from a closed-door gathering of wealthy citizens in Lubbock, Tex. The former California governor usually spends 20 to 30 minutes at such affairs, but was forced to cut short his Lubbock appearance when he fell an hour behind schedule. Just before he departed, spirited laughter and applause could be heard outside the reception room.

WITH ONE OF THE LARGEST SELECT

✓c: Kay Pullen

FEDERAL COMMUNICATIONS COMMISSION
WASHINGTON, D.C. 20554
April 2, 1976

Call sign: KOY 9532

Units: 5

Expiration Date: 7-2-76

Elizabeth B. Ford
The White House
1600 Pennsylvania Ave. N.W.
Washington, D.C. 20500

Dear Citizens Band Applicant:

Special Temporary Authority is hereby granted for you to operate your Citizens Radio Service station using the temporary call sign and the number of units listed above. Your application for a permanent license will be processed and a different call sign will be issued. You must identify your radio station before and after each transmission with the above call sign. All operations must be in compliance with Part 95 of the Rules. This authority may be revoked by the Commission in its discretion at any time, and expires on the above date.

Sincerely yours,

for Charles A. Higginbotham
Chief, Safety and Special
Radio Services Bureau

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