

RAYTHEON

TRADE-MARK

TRANSMITTING R.F. PENTODES

Modern Transmitters use R.F. Pentodes that require:

No Neutralization

Low Excitation for full rated output

Low Audio Power for suppressor grid modulation

To meet these exacting requirements, Raytheon has designed, with the cooperation of the Amateur, the RK-20, RK-23 and RK-25, permitting ideal tube line-up.



RK-23

CW Output	10 watts
Suppressor Phone Output	3.5 watts
Plate Voltage	400 V.
Screen Voltage	200 V. Max.
Heater RK-23	2.5 V., 2.0 A.
RK-25	6.3 V., 0.8 A.

RK-25

Control grid to plate capacitance .04 uuf.
Amateur Net Price — \$5.95

RK-20

CW Output	50 watts
Suppressor Phone Output	16.5 watts
Plate Voltage	1250 V.
Screen Voltage	300 V.
Filament	7.5 V., 3.0 A.

Control grid to plate capacitance .012 uuf.
Amateur Net Price — \$15.00

Use them at rated conditions to obtain the greatest uninterrupted service

For further information see your dealer or write:

RAYTHEON

PRODUCTION CORPORATION

30 E. 42nd St.
New York, N. Y.

555 Howard St.
San Francisco, Cal.

445 Lake Shore Drive
Chicago, Ill.

55 Chapel Street
Newton, Mass.

Amateurs Around the World by Plane

(Continued from page 14)

started on our way down the Pacific Coast on Jan. 6th.

SOUTH FROM VANCOUVER—AND HOME

Ed Stevens, W7BB, at Seattle showed what hospitality consists of out that way. Schedules with him and with W6CUU were made and as we progressed into Mexico good contacts were had with them. Their reliable, strong signals made good QSO's up to 2000 miles possible.

Stops were made at Guaymas, Mazatlan, and Acapulco on Mexico's west coast after leaving San Diego. While following the Oregon and California coasts southward good radio communication was had on 600 meters with the Navy, Coast Guard, KPH and KOK. Schedules were made with KOK for 36 meters and they were of the greatest assistance during this part of the trip. While in southern Mexico, KOK and other Mackay System stations in San Francisco, Miami and New York kept schedules with us and were invaluable in keeping track of our position and arranging contacts with stations of the Pan-American Airways. Our signals were picked up again by W1SZ while we were between Mazatlan and Acapulco; while by no means a record, 2600-mile daylight transmission between an airplane and an amateur station is worthy of note. Subsequent stops were made at Carmen, Campeche, and in a lagoon off the coast of Yucatan where 10 miles of open water separated us from the low barrier reef.

Havana next, and then Miami. From Miami northward schedules with West Hartford were kept when time allowed, and weather reports were obtained from the Department of Commerce airways broadcast stations, as we had also received them on the west coast of the United States. After a stop over at Morehead City, N. C., for weather to the north to clear, we proceeded to New York in the face of a sharp head wind and a low temperature. It was well below freezing inside the cabin, and we thought that the weather man was mistreating two poor tropical birds who had not seen a thermometer below fifty for about ten months.

Cold and tired we scrambled ashore over the icy ramp at College Point, N. Y., at the end of a five months' trip that was the experience of a lifetime. Being in radio contact with the ground for practically every inch of the 30,000 miles flown was a good radio demonstration of the present state of radio communication, just as the long trip made by two amateurs without mishap is a demonstration of the present state of aviation.

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Operators used to land or ship station operation will wonder how aircraft operation seems and how the different conditions affect the operator. There is the noise of the engine, both direct from the engine and from the ignition; there is the unsteadiness of the plane especially in rough air, and above all there is a psychological effect caused by being conscious of the means of trans-