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QST Issue: Jul 2003 Title: Exhibits and Hamfests Author: John H. Dilks III, K2TQN

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switch starts at OFF position, then switches ON to 270 V, then 230, 190, 150, 120, 95 and 70, until you match the supply voltage. When the neon lamp glows, you have the correct setting. By starting the switch at the high end, it prevents placing too high a source voltage on the set. It was built this way because at the time parts of Hungary and Thailand used 100 V power; areas of Albania, Bulgaria and Colombia had 150 V, and sections of Libya used 270 V.

There is a 6 V dc vibrator supply providing the 400 V needed for the set, by using the dc connector and a car battery. Clamps were provided to tap the car battery at 6 V.

It was also possible to use a hand crank generator, such as the Signal Corps GN-38 (or GN-58). This unit is large and hard to conceal, but it allowed the radio to be operated anywhere without depending on any local power sources.

#### Who Used These Radios?

Anytime this radio is mentioned to more than one person, it always causes a debate. The debate centers on whether spies used this radio. Some say there is no documentation to prove that our spies carried these radios around. Others say real spies don't talk or leave paper trails. It doesn't really matter—it's still a great radio.

Peter McCollum's research has found the following:

It is reported that the RS-6 was made by GTE in Waltham, MA. A ham that traded McCollum an RS-6 set said that a friend of his recognized it, and said that he used to work in the Waltham plant where they were built. GTE has been contacted about this. They said that their Waltham plant was making that sort of thing (secret military comm gear) in the '50s or '60s, but they didn't know specifically about the RS-6.

The RS-6 is known to have been on-board equipment in the following aircraft: B/RB-47E, B-47 ECM, and B/RB-52. A SAC manual (Manual 64-1) has been seen that specifically lists the RS-6 as required equipment during certain types of missions. It is listed as "Radio kit, long range, type RS-6." The contents of the kit include a nylon container (*not* the same as the bags for the individual RS-6 components), and a GN-58 generator (the manual says "GN-68." but that is presumed to be a misprint). [The information in this paragraph is courtesy of McCollum's friend, Danny Cahn.—Ed.]

One story is that RS-6's were mounted on the bottom of B-47 ejection seats, and that the crew would use them to call for a pick-up after they had released nuclear weapons on a Soviet target. This would be needed because a B-47 wouldn't have enough range to hit the USSR and return, so it would have to ditch on the way back home.

#### How Many were Built?

McCollum says:

Based on the observed serial numbers, a large number of RS-6 sets were manufactured—probably about 10,000 sets of RS-6 and RS-6A combined. RS-6 components are known to number from 33 to over 10,400. The RT-6 and RR-6 units are



Figure 3—The RT-6 transmitted up to 10 W in two bands. The "A" model provided wideband capability.



seen in the range up to about 8000, while RT-6A and RR-6A units cover the 8000-10,000 range, and RP-6 and RA-6 cover the entire range of numbers (there is no RA-6A or RP-6A). So it appears that RS-6A manufacturing continued the numbering where the RS-6 left off—the numbers were not reset to 0 when the A model was introduced.

It is unknown how many were made for the CIA, as compared to SAC or other users. It is interesting to note that all of the observed serial numbers (except for one early set) are above 2300, although the manual (or the Addendum) mentions numbers as low as 33. Perhaps the lownumbered units are the ones that were delivered to the CIA, and the remainder were delivered to the military and thus found their way into surplus channels via the MARS program, etc.

The RS-6 may have started production in about 1951. An early unit appears to have component date codes in 1951. Most other units have codes for 1952 and 1953. By observation of markings in the RR-6 receiver, the IF transformers are marked with a number such as "119-3-25"—the "3" represents 1953, and the "25" is week number for that year. The Manual Addendum is dated May 1953, and mentions serial numbers up to 2614 with certain hardware differences. Production of the RS-6A probably stopped about mid-1954, as determined by the "119-4-14" marking seen in an RR-6A.

#### Conclusion

Peter McCollum is collecting statistics such as serial numbers and IF can numbers. He would appreciate any information you can contribute. You can contact him via his Web page, at www.MilitaryRadio.com. Also, my thanks to Ludwell Sibley, KB2EVN, for providing me with information on the RS-6.

#### **EXHIBITS AND HAMFESTS**

A large 1930s "Plug-in Coil" Receiver Exhibit will run through the entire summer at the New England Wireless and Steam Museum, 1300 Frenchtown Rd, East Greenwich, RI 02818, tel 401-885-0545. This is a wonderful place to visit. A link to the museum Web site and the hamfests below can be found on my Web page, www.eht.com/oldradio/arrl/index.html.

Thanks to Al Klase, N3FRQ, the K2TQN Museum has a new exhibit. Al refurbished a Collins 32V3 AM transmitter and will have a working Collins AM receiver to match it. Plans are to have it on the air this summer. You can see it at the 53rd Annual Winchester Hamfest, August 3, 2003, at the Clarke County Ruritan Fairgrounds in Berryville, Virginia; at the Fall-Fest, home of the 2003 ARRL Maryland/DC Section Convention, September 6-7, Howard County Fairgrounds, West Friendship, Maryland, and the Delaware Valley Radio Association and the NJ Antique Radio Club Hamfest/Antique Radio Meet, September 14, 2003. More on this event next month.

Look for my hat at the hamfests and say hello.—*K2TON*