

May 16, 1935

Dear Sir:

I have been informed that you are an authority on matters pertaining to radio reception, and I would like to ask your advice on several matters which have puzzled me for some time.

I have a 5 KW, double-barreled, 9-passenger, triple valve, non-skid, Testinghouse outfit, complete with U. S. Safety appliances and Timkin rear axle, which I use in connection with 220 volt, hammerless, self-winding, automatic, balloon tires. I have a great deal of trouble with my galena since taking Lydia Pinkham's compound, but get better results by painting it with iodine. I can get good volume with my guaranteed, cone clutch, self-filling, over-head valve, regenerative vacuum cleaner, but on Sundays I find that my detector keeps interfering with the differential making it necessary to shunt a small .00025 M. F. washboard between the piano and the kitchen sink.

On taking the matter up with Mr. Marconi he advises me to use safety pins instead of the intermittent shock-absorbers and on clear days my capacity will be increased 8.452 per cent Fahrenheit, but Einstein thinks my universal joint is loose and I ought to use a little more yeast and a copper boiler. This, of course, is a matter of taste and I am sure you will agree with me that the high-frequency, weather-proof, 5 string, hardwood, resistance coupled, super-heated piston rings will work just as well if I use plenty of sand on the hills and some English on the cue ball.

I get S. O. L. and P. D. Q. practically every night by tuning to C sharp and I'm sure I can pull in A. W. O. L. and perhaps C. O. D. by cutting in an interlocking, 10 ampere, barbed wire, non-polarized, second harmonic, psychromatic, muffler between the honey comb coil and the Washington Monument.

Do you think I would get better results by connecting a high voltage circuit breaker in series with the adding machine and the disconnected amplifying conduit from the magneto? Neither do I, but it is practically impossible to get good spread rods, so unless I do something to reduce the static and increase the potential of the motometer, the fluctuations of the vario-meter will tend to synchronize with the alterations of the intermediate stages of the double screw kick-back preventer and burn out the windings in the eccentric bushings.

Any suggestions you may have will be appreciated by me if you will enclose a stamp to pay for the one I am using.

Yours very truly,

A. JUICER