THE

PIONEER BIBLE TRANSLATORS ASSOCIATION

OF

PAPUA NEW GUINEA, INCORPORATED

PNG RADIO PROCEDURES MANUAL

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1. Introduction

The radio is the only means of communication available to us when we are scattered throughout the country. As such it can be either a source of frustration or a tool for communication.

The purpose of this manual is to familiarize readers with the general background of radio operation as concerns PBT and with the procedures and guidelines that make for good communication by radio.

The ability to use the radio effectively may save someone’s life in an emergency.

2. Government Involvement

Each of PBT’s radios is licensed by the Papua New Guinea Telecommunication Authority (PANGTEL), a regulatory agency of the PNG government. Once an allocation is chosen, PBT will apply for a license if one is needed. Licenses are issued to Pioneer Bible Translators and not to individuals.

2.1. Radio Licensing

Radio licensing actually represents a permission to operate a radio at a particular location. The location is licensed, not the operator or the radio (though the type of radio which may be used at the location is designated on the license). When a radio is used at a fixed location it requires a fixed station license.

Mobile licenses are available which authorize the use of a radio in a general area rather than a specific location. If a radio is used on a survey or in a boat or vehicle, the radio operator must have a mobile license to cover it and use the mobile license call sign.

2.2. Purpose of License

All licenses are issued for the following officially stated purpose: “Messages shall be restricted to the safety of life and property and the spiritual welfare of persons.”

2.3. License Fee

License fees are K50.00 yearly. PANGTEL normally sends notices for renewal to the PBT office. However, each bush team is responsible for knowing the expiration date of their license and for making sure that the license for their location is renewed. Each team pays the renewal fees for the license they hold. License fees for the base station in Madang, mobile licenses, and any unallocated licenses are paid from PBT’s Operating Fund.

2.4. Privacy of Radio Conversations

Each person who uses the radio must sign a form provided by the government agreeing not to pass on information overheard on the radio. This is an attempt to assure reasonable privacy for radio conversations even though the frequencies are open for anyone to listen in. Forms for PBT members and any villagers regularly using the radio are available from the Director’s office and should be returned to the office when completed.

3. The CRMF Network

The Christian Radio Missionary Fellowship (CRMF) Network serves most of the missions in PNG. Six frequencies, 3196 kHz, 5787 kHz, 5795 kHz, 5892 kHz, 5895 kHz and 7919 kHz, have been set aside by the government for this network. The time available has been apportioned to missions according to their needs. A schedule listing all missions operating on the network and their sked times is published by CRMF periodically. This schedule should be posted near your radio for easy reference.

3.1. Regular Services of CRMF

CRMF (call sign P2A899, said as ALPHA 899) operates from a base at Goroka and serves missions in several ways.

1. CRMF represents the radio needs of missionaries to the government.

2. They supply and repair transceivers, antennas and other electronic equipment.

3. They provide emergency contact with a doctor and/or an airplane. P2A899 monitors 5895 kHz every day of the year between 07:00 and 18:30. See Section 12.2. below for instructions for contacting CRMF in an emergency.

4. They provide access to doctors for medical advice in non-emergency situations. Doctor’s sked times are shaded on CRMF sked sheets.

5. CRMF can make phone calls for you in an urgent situation. They can personally handle some things for you, or they can call the PBT office to have someone come up on the radio to help you deal with an emergency situation. A nominal charge for the call will be made to PBT’s CRMF account.

6. On CRMF’s regular sked at 10:15 - 11:45 and 14:45 - 15:45 on 5895 kHz, Monday through Friday, a technician is usually available to answer questions about the transceivers in case a problem should arise. Time permitting, they may also answer more general electronics questions. Do not call Alpha 899 at other times with this type of question.

7. You can do a phone patch from your bush radio to almost any phone in the world. First, request a phone patch from CRMF. You must make your request either on CRMF’s radio sked (covered in the above point), or by telephone from Madang. At the time of request, you have to give the date, time, and call sign requiring the patch. If the call originates in the USA, check with the PBT office for procedures. CRMF does charge for this service. Radios with Selcall have the capability of dialing direct through this phone patch.

4. Radio Terminology

Like most technical fields, radio has its own jargon. A knowledge of this special terminology will help you communicate more clearly on the air.

4.1. Special Vocabulary

1. sked - a scheduled radio time.

2. up - on the air; “not up yet” means the station is not standing by at the time.

3. standing by - on the air.

4. clear - a station is going off the air.

5. on top - two stations were transmitting simultaneously.

6. break - request permission to interrupt an ongoing conversation.

7. stand by - wait.

8. up on time - the allotted sked time is finished.

9. over - signals that a station has finished its transmission and is waiting for a reply.

10. affirmative - “yes”, used because it is more easily understood during difficult transmission conditions.

11. negative - “no” (for the same reason as above).

12. copied - the message has been received and understood.

13. roger - most commonly used term of acknowledgment.

4.2. International Alphabet

Each letter of the alphabet has been assigned a code word by which it may be recognized. It is imperative that you know...
these code words. They are always used when calling another station. They are also used when spelling difficult names or words over the radio, since it is much easier to distinguish between “bravo” and “delta” than between “b” and “d,” especially if conditions are bad.

Memorize these:

- a Alpha
- b Bravo
- c Charlie
- d Delta
- e Echo
- f Foxrot
- g Golf
- h Hotel
- i India
- j Juliet
- k Kilo
- l Lima
- m Mike
- n November
- o Oscar
- p Papa
- q Quebec
- r Romeo
- s Sierra
- t Tango
- u Uniform
- v Victor
- w Whiskey
- x X-ray
- y Yankee
- z Zulu

5. Radio Stations

5.1. PBT Fixed Stations

PBT is licensed to operate fixed stations in the following locations:

- P2A759 Ukarumpa, Ukarumpa, Eastern Highlands Province
- P2F848 (PBT Office) Madang, Madang Province
- P2A945 Relyea Tiap, Madang Province
- P2A946 Wade Angguna, Madang Province
- P2A947 Hayward Yimnalem, Madang Province
- P2A948 Tambap Mining, Madang Province
- P2A949 J. Pryor Samban, East Sepik Province
- P2A952 D. Pryor Garati, Madang Province
- P2A953 Butler Likan, East Sepik Province
- P2A955 Weatherhead Pasinlap, Madang Province
- P2A959 Sweeney Kaitiati, Madang Province
- P2A962 Owen Uria, Madang Province

5.2. Non-PBT Stations

Other radios frequently used by members include:

- P2F559 MAF Madang, Madang Province
- P2A338 SIL Ukarumpa, Eastern Highlands Province
- P2C565 ACCM Bunapas, Madang Province
- P2C573 ACCM Chuangrebu, Madang Province
- P2C574 ACCM Momonop, East Sepik Province
- P2F484 ACCM Madang, Madang Province

5.3. Mobile Licenses

PBT has three mobile radio licenses:

- P2A956 Mobile Madang and East Sepik Provinces
- P2A957 Mobile Madang and East Sepik Provinces
- P2A958 Mobile Madang and East Sepik Provinces

The mobile licenses are restricted to use in the provinces listed after each. Before using a mobile radio, read the license for the unit to familiarize yourself with the particular regulations governing its use.

6. PBT Sked Times

6.1. Times

PBT has been allocated the following sked times and frequencies by CRMF:

- 06:45-09:00 5787 kHz (5.787 MHz)
- 11:45-12:00 5787 kHz (5.787 MHz)
- 13:00-13:45 5787 kHz (5.787 MHz)
- 16:30-17:15 5892 kHz (5.892 MHz)
- 18:00-18:30 5787 kHz (5.787 MHz)
- 20:30-20:45 3196 kHz (3.196 MHz)

6.2. Use of PBT Sked Times

Use of our assigned radio sked times varies according to such factors as need, number of teams in the bush, and atmospheric conditions.

6.2.1. General Skeds

We currently have two sked times that are designated as general skeds: 7:30-9:00 and 16:30-17:15, Monday through Friday. On Saturday there is only one general sked: 16:30-17:15. All stations are expected to be up for the 16:30 sked daily. There is no general sked on Sunday.

6.2.2. Weekday 11:45 Skeds

Each weekday Foxtrot 848 will stand by from 11:45-12:00. Traffic passed to Foxtrot 848 at this time should be limited to urgent traffic that cannot wait until 16:30. All other traffic for Foxtrot 848 should wait until 16:30 when propagation is better. If Foxtrot 848 has a lot of traffic for other stations, the operator may choose to go ahead and pass it in order to reduce congestion of the 16:30 sked. However, teams should still hold their non-urgent traffic with Foxtrot 848 until 16:30.

6.2.3. Designated Skeds

Certain sked times have been designated for specific uses:

- 08:00 Tuesday Director’s
- 08:00 Wednesday Devotions
- 13:00 Monday-Friday Translation

These times are subject to change. Please check with the office to be sure that you have the current schedule.

Other skeds may be designated for Logistics, Education, Sunday School, or other purposes as needs arise.

6.2.4. Individual Skeds

Members may reserve a block of time in order to have a sked with one or more other stations. After the stations involved agree on the time for the proposed sked, the member requesting the sked needs to check with the Madang operator to see if that time is available. If it is, the member should ask the Madang operator to reserve that time by entering the call signs of the stations that have booked it on the sked calendar in the office.

Permanent skeds can be booked subject to availability of sked time.

6.3. Required Sked Attendance

All stations are required to be up for 16:30 General skeds and for Director’s, Logistics, and Devotion skeds.

If you have to be away from the radio and will miss a required sked, notify the controlling station ahead of time if at all possible. If you are absent from three consecutive required skeds without prior notice, the administration will send someone at your expense to determine why.

6.4. Promptness at Skeds

It is very important to be prompt at radio sked time. If you are late you may miss important information being passed to other stations, and you waste the time of others who must stand by while information is repeated.

7. General Radio Procedures

7.1. Calling Another Station

The correct way to call another station is to call its call letters/numbers first, then yours. It’s not necessary to say “over,” since that’s implicit in the call. The “P2” part of your
7.4. Breaking for Aircraft and Medical Traffic

Aircraft and medical traffic have priority at all times. Any time that you hear another station trying to break for medical or aircraft traffic, immediately terminate the current traffic and give the breaking station permission to go ahead by saying something like, “Sierra India Bravo, go ahead with your traffic,” or, “Breaking station, go ahead.”

Aircraft calls can be identified by their three letter call signs. Most SIL aircraft are Sierra India plus another letter. New Tribes planes are NTM and DKO.

7.5. Radio Orders

Village teams should avoid placing orders via radio unless necessary. If an order must be given over the radio, it is best for the team placing the order to book a sked with their buyer/shopper. This allows the team to place their order directly with the person who will be shopping for it and reduces congestion of PBT’s general and designated sked times.

7.6. Maintaining a Sked Book

Each station must maintain a radio sked book. Traffic to be passed to various stations should be written in the sked book so that it is readily available at the time of call-up. All tok save and other commercial messages should be recorded and marked as such.

It is a good idea to have the full call sign including the numerical designation of the station on the cover of the sked book, in case you have to open sked or are asked for it by PANGTEL.

7.7. Passing Messages

When dictating a message or details that someone is writing down, speak slowly and clearly, a few words at a time. Use the International Alphabet to spell names and words not easily recognizable.

7.8. Listening

The most important thing you can do on the radio is listen. Granted, not everything said on the radio is important, especially when people are just chatting. However, many things are important. You should listen carefully to ensure that you clearly receive and understand what is said. At times you may be asked to respond to another station’s traffic; if you have been listening carefully you will be able to respond better without asking to have the conversation repeated.

If you do not understand what a person means, ask for clarification. We are not so short on time that we cannot ask questions. It is much better to ask questions to be sure you understand a transmission or request. This is especially important for the Madang operator who is taking messages to be relayed to others.

Listening during the station call-up at the beginning of sked is particularly important. If most stations are in operation and all of them have several items of traffic, all operators need to be aware of this so that each can make the effort to keep their traffic as brief as possible. This helps insure that everyone’s high priority traffic can be passed during that sked.

7.9. Length of Transmissions

Transmissions at all times should be kept brief. It is impossible for a station to get a break while another station is keying the microphone. If telling long stories on the radio, please insert occasional breaks every 2-3 minutes for other stations. This is especially critical toward the end of a sked time.

7.10. Interference

Occasionally we find other stations transmitting during our sked times and interfering with our own communications. If it appears that the interference is unintentional, the controlling station should ask the interfering stations to identify themselves and inform them that they are interfering with a mission sked. If it turns out that they have important traffic, the controlling station may choose to allow them to go ahead. If not, the controlling station may ask them to change to a different frequency. If the controlling operator is a woman and the interfering stations choose to ignore her, it will be necessary for a man to ask them to change frequencies.

Sometimes it is obvious that stations are deliberately interfering with our sked. At times like these it is generally best to ignore the offending stations and act as though their transmissions are not being received. Generally they will assume that they are not getting through and give up. It may be necessary to notify CRMF and ask them to monitor. If they are able to identify the offending stations, they will take appropriate measures to correct the situation.

8. Participating in a Radio Sked

The best way for newcomers to learn to use the radio is to observe several radio skeds. The primary purpose of this section is to help new members know what to expect and how to respond to typical radio situations. It is at best only a supplement to what must be learned by first listening and then actually doing.

In this extended sample sked, Foxtrot 848 is the controlling station.
8.1. Opening

The controlling station operator opens sked. A standard opening identifies the controlling station (using the full call sign), states that it is Pioneer Bible Translators’ sked, and asks for urgent traffic. For example, “This is Papa 2 Foxrot 848 opening on Pioneer Bible Translators’ sked. Are there any stations standing by with medical or urgent traffic?”

8.2. Emergency Traffic

If an operator responds that he has urgent traffic (as defined in Section 7.3. above), the controlling operator should give him permission to proceed immediately with that traffic. After the necessary information has been passed, the call-up of stations can proceed. If there is no one else at Foxrot 848 and the operator there must leave the radio in order to follow up on the urgent traffic, he should designate another station to assume control so that the sked can proceed in his absence. When he returns to the radio with a response to the emergency situation, he should break in at the first opportunity. Urgent traffic always has priority over all other traffic, no matter how important that other traffic might be.

8.3. Call-up of All Stations

If there is no response to the call for urgent traffic, the controlling station proceeds to call each PBT station to see if they are standing by and, if so, what traffic they have.

As each station is called, the operator there should respond by listing the traffic he has for that sked time. The controlling operator should briefly acknowledge each response before calling the next station.

When all the stations currently in operation have been called, the controlling operator should ask, “Are there any other stations with traffic for PBT?” This gives anyone outside PBT an opportunity to break in.

Following this, the controlling operator should list the stations for whom he has traffic.

A typical call-up might go like this:

F848: “Alpha 947 - Foxrot 848.”
A947: “Standing by with traffic for Alpha 959.”
F848: “Roger. Alpha 949 - Foxrot 848.”
A949: “Standing by with traffic for yourself and a tok save and low priority for Alpha 952.”
F848: “Roger. Alpha 952 - Foxrot 848.”
A952: “Standing by with negative traffic.”
F848: “Roger. Alpha 959 - Foxrot 848.”
A959: “Standing by with traffic for all stations and a short order.”
F848: “Roger. Alpha 953- Foxrot 848.”
A953: “Standing by with traffic and low priority for yourself and for Alpha 949”
F848: “Roger. Are there any other stations standing by with traffic for Pioneer Bible Translators?”
(Pause to allow time for a response.)

“I have traffic for Alpha 947 and for Alpha 949.”

If an operator misses the call-up because he is late in coming to sked, he should listen for a brief pause in the traffic and then break in with a short statement like, “Alpha 945 standing by.” The controlling operator will then recognize the late station and ask what stations he has traffic for. As soon as this information is passed, the controlling operator will allow the station whose traffic was interrupted to resume.

8.4. Proceeding With Sked

Once the call-up is finished the controlling operator should designate a station to proceed with their traffic, observing the priority designations defined above. Any general priority all stations traffic should be passed early (before proceeding with the rest of the general priority traffic) in case some stations must clear early.

Traffic will usually be handled in the following order during a general sked:

- Traffic for all stations
- Foxrot 848’s traffic for other stations
- Traffic for Foxrot 848
- Traffic between other stations
- Tok save and any other commercial traffic
- Short orders
- Low priority traffic

As a courtesy to any non-PBT operator standing by with traffic, the controlling operator should allow that person to pass his traffic first (after any urgent traffic has been passed) so that he can clear.

If an operator has both general and low priority traffic, he should pass only the general traffic on the first go around. Then when other general traffic is finished he will have opportunity to pass his low priority traffic if time permits.

When a station’s traffic is finished, the operator should notify the controlling station so that another station may be given permission to proceed. Example: “Foxrot 848, that completes my traffic with Alpha 946.”

The traffic given in the sample call-up above would typically be handled in the following order:

- Alpha 959’s traffic for all stations.
- Foxrot 848’s traffic for Alpha 947 and for Alpha 949.
- Alpha 949’s traffic for Foxrot 848.
- Alpha 953’s general priority traffic for Foxrot 848.
- Alpha 947’s traffic for Alpha 959.
- Alpha 949’s tok save.
- Alpha 959’s short order.
- Alpha 953’s low priority traffic for Foxrot 848.
- Alpha 953’s low priority traffic for Alpha 949.
- Alpha 949’s low priority traffic for Alpha 952.

When all traffic as given in the initial call-up is passed, the controlling station should ask if there are any stations with further traffic. If you think of traffic after the initial call-up, please wait until this time in the sked to request to pass it.

8.5. Closing Sked

About a minute before the end of sked the controlling operator should indicate that our time is nearly finished by saying, “We’re almost up on time. Is there any last second traffic?” Any lingering traffic must be finished immediately.

A standard closing should identify the controlling station, state that it is PBT’s sked time, state the next scheduled broadcast time, and state the frequency for the next broadcast (if different from the one in use). For example, “This is Papa 2 Foxrot 848 closing Pioneer Bible Translators’ sked until 4:30 this afternoon on 5892. All stations clear.”
The close officially indicates the end of our sked time and the clearing of all our stations. It is not necessary for each station individually to clear.

9. Controlling Station
9.1. Designation of Controlling Station
One station needs to act as controlling station during each sked time. Responsibilities of the controlling station are to open sked, call up each station, keep things moving during sked, and close when time is finished.

Foxtrot 848 normally serves as the controlling station for morning skeds. Normally, another station will be designated as the controlling station for afternoon skeds. The controlling station for afternoon skeds may change frequently as teams move in and out of the bush and as radio or propagation conditions vary.

NOTE: The station that opens sked remains the controlling station throughout that sked time.

9.2. Responsibilities of the Controlling Station
It is the controlling station’s responsibility to keep the traffic moving. If there is a lot of traffic to be passed, the controlling operator should ask people to keep their traffic brief and to the point and may need to remind repeat offenders. The controlling operator sets the businesslike tone which reminds people it is time to conduct business. Chatting can come later, if there is time.

The controlling operator should avoid “dead air” by keeping the traffic moving, immediately calling on the next station, or asking if there is any more traffic if all stations have given their initial traffic. If the operator needs to do something else (such as write out an extensive message or make phone calls), he should schedule other stations to talk while he is unavailable.

10. Madang Radio Operator
The Madang radio operator has several additional responsibilities, even when he is not serving as the controlling operator.

10.1. Readiness for Sked
The Madang operator should come to the radio prepared for sked. He should allow enough time before the start of sked to read all messages (and follow up on any that are not clear to him) and put them in order so that he will be prepared to list the stations for which he has traffic at the appropriate time in the call-up.

10.2. Following Up Sked Messages
It is the responsibility of the Madang operator to insure that messages taken are acted upon. Time should be allotted daily to check that replies to the previous day’s messages have been received. This is especially critical at the transition from one operator to another.

10.3. Writing Up Sked Messages
All messages must be recorded in the sked book and typed into the Radio Log program on the computer in the radio room. The radio operator is responsible for promptly passing all messages received in writing to those who should receive them. This should be done immediately after the close of the sked. The person sending the message trusts that it will be properly transmitted and should not have to worry about it.

If a team places a short order during a general sked, the Madang operator should enter it on a PBT order form.

10.4. Delivering Time Urgent Messages
If a message is time urgent (such as a message received at 16:30 pertaining to a flight the next day), the radio operator should be sure that the person to whom the message is addressed actually receives it, either by giving the written message directly to him or by telephoning him with the information (in which case the written message should be placed in the recipient’s mailbox or on his or her clip).

11. Administration
All teams in Madang have responsibilities pertaining to radio use even though many of them seldom actually utilize the radio.

11.1. Messages for Transmission
All messages for transmission must be given to the radio operator in writing. Messages should be attached to the appropriate receiving station’s clip above the radio. Do not give verbal messages (though it is fine to give the operator a verbal explanation or elaboration of a written message).

If you receive any messages by phone or other means that need to be passed on, please immediately write them down, while the details are still fresh in your mind.

If you receive a fax message for a bush team, attach it to the appropriate station’s clip.

11.2. Replying to Messages Received
When you receive a written sked message that requires a response, it is your responsibility to write that response and place it on the appropriate clip before the next general radio sked. Our skeds flow more smoothly if the Madang operator does not have to leave the radio in order to hunt up a response to a previous day’s message.

11.3. Radio Room Courtesy
Please show respect for people in the radio room during sked. Especially show the common courtesy of not trying to carry on a conversation with the operator or among yourselves while sked is in progress. Doing so makes it impossible for the operator to do his job well.

12. Other Uses of the Radio
12.1. Commercial Traffic
Occasionally during a regular PBT sked, traffic is passed which is not directly related to mission business or mission personnel. Generally this traffic comes from a villager who wants to pass a tok save to another station or an order to someone in Madang. These messages are classified as commercial traffic.

If someone in your village wishes to pass a tok save or other commercial traffic, you should get the message in writing so that you can pass it yourself. This is faster and usually more effective than allowing the other person to do it.

PANGTEL no longer charges us for commercial calls. If, however, a commercial call requires that the office make a phone call to pass the message, the call will be charged to the team located at the station sending the message. In cases such as these we generally charge the person sending the commercial traffic or tok save 20 toea for local calls and whatever is appropriate for long distance calls.

12.2. Emergency Services of CRMF
As mentioned above, CRMF provides emergency contact with a doctor and/or an airplane. Alpha 899 (CRMF’s call sign) monitors 5895 kHz every day of the year between 07:00 and 18:30.

It an emergency situation exists, do the following:
Tune to 5895 kHz.

If possible, call out to the controlling station of the sked in progress and ask permission to use their time. State clearly that an emergency is in progress. If you cannot contact the
controlling station, simply break in with a brief, “Break for emergency traffic with Alpha 899.”

When the controlling station gives you permission to go ahead (or if you cannot get a response from the controlling station), go ahead and call out to Alpha 899 with a brief statement such as, “Alpha 899, (your call sign), medical emergency (or whatever is appropriate).”

When Alpha 899 responds, state briefly and precisely the nature of the problem. Give your full call sign followed by the name of your station (e.g., Papa 2 Alpha 952, Garati). If an emergency flight must be made, specify your location and the airstrip to be used. They will handle the situation for you.

If you are not leaving the village immediately, leave your radio tuned to 5895 kHz in case Alpha 899 needs to contact you again.

If asking for the evacuation of a national, it is necessary to secure a warrant if you want the government to pay for the evacuation. A warrant is an official authorization from a government doctor to evacuate a patient at government expense. Usually, CRMF can help you in contacting a doctor and obtaining a warrant. If you evacuate a patient without a warrant, you will be responsible for paying the costs. It is certainly a matter for intelligent, calm and prayerful consideration if you are faced with such a situation.

We pray that you will never need this service, but it is comforting to know that it is available.

12.3. Utilizing Another Mission’s Sked Time

If you should want to pass traffic to a non-PBT station during their mission’s sked time, first call out to their controlling station. (The controlling station for each mission’s sked is listed on the CRMF Network sheet.) Identify yourself and the station with whom you have traffic. Then stand by until you are given permission to proceed.

Similarly, if you need to use another mission’s time for an aircraft report, weather report, etc., ask their controlling station first.

Keep your traffic as brief as possible. When finished say, “(your call sign) clear,” to let the controlling station know that you have finished your traffic and are clearing the frequency. It is also appropriate to say, “Thank you for the time.”

13. Radio Operators

Every member of the family should know how to operate the radio, and especially be familiar with the emergency procedures outlined in Section 12.2. above. There may be situations when the children might need to use the radio because the parents are unable to get to the radio.

PBT children are encouraged to become familiar with the radio so that they know how to use it well when necessary. They are also encouraged to schedule skeds for conversations with other PBT children. However, except for sked times set aside for children, a child should not act as an operator unless there is an emergency and he is the only one available.

Also it is a good idea to have two nationals trained to operate the radio. Having two trained people gives you a good chance of having one in the village at all times. The nationals can provide contact in the village when you are away or help out in an emergency. Please take the time to train them properly.

14. Restrictions on Radio Use

Radio licenses are granted for use between stations that cannot communicate via telephone. Use of radio for communication between stations that can communicate via telephone constitutes a violation of our licensing agreements and could jeopardize our participation in the CRMF network.

This means that Fox trot 848, Alpha 759 (PBT Ukurumpa), Alpha 338 (SIL Ukurumpa), Fox trot 559 (MAF Madang hanger), and P2F484 (ACCM Madang Town) should not converse with one another via radio.

Ham radios are never to be used on mission frequencies.

15. Radio Decorum

When talking on the radio, remember you are on an open frequency. There is no such thing as a private sked. Therefore, be particularly careful of statements or comments that might be misinterpreted or offensive to certain groups. Especially avoid any political statements, comments about leaders, negative statements about the villagers or the country, comments about other missions, and remarks that could be considered in poor taste.

While there will always be disagreements within an organization such as ours, the radio is not the proper place for a heated and emotional debate or open criticism of others within the branch. Often, it is better to write a carefully thought out note and send it in a mailbag.

Listen before opening skeds. If other stations are still talking, give them a couple of minutes before calling “Time, please” to remind them that their sked is up (it may be that your watch is fast).

Not all radio operators are PBT members. We must exercise courtesy but discipline with those who may not know how to use a radio or sked time properly.

We also must be careful not to neglect traffic of those who are prone to abuse their radio time. Sometimes it is difficult to control the sked well; we must do our best to be balanced in dealing with problem operators.

Remember also that our decorum on the radio reflects on PBT. The people who precede and follow us on the radio may only know of PBT through little bits of our sked they hear. So let’s make a good impression. That does not mean that we cannot have a good visit or share on the radio. Just keep it under control.

We should do our best never to go over our allotted time on sked. Let’s not make another mission feel the necessity of calling “time, please” while we are chatting.

We are also bound by an agreement with the government not to pass along the things we overhear on the radio. Let’s be careful of that, too.

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