

The Yavapai Signal

**THE YAVAPAI AMATEUR RADIO CLUB
PRESCOTT, ARIZONA DM-34
VOL 10 - No. 8
AUGUST, 2000**



**WELCOME TO THE YAVAPAI
AMATEUR RADIO CLUB** The Yavapai Amateur
Radio Club (YARC) is an ARRL affiliated club.
The club participates in many activities in the tri-



city area including providing communications for local events, emergency communications, volunteer exams, and promotion of the hobby throughout the community. Membership in the YARC is open to any interested amateur or non-amateur alike. The YARC meets at 7:00 PM local time on the 3rd Thursday of every month at the Granite Mountain Middle School, 1800 Williamson Valley Rd. in Prescott. It is about 1/2 mile north of Iron Springs Rd and all amateurs and non-amateurs as well are invited. Programs of interest are included as part of the meeting. The weekly NET is held every Wednesday at 7:00 PM local time on the 146.880- repeater. All amateurs are invited to participate and visitors are always welcome. The Yavapai County ARES/RACES NET is held on Monday nights approximately at 6:45PM local time on the 147.220+ repeater on Mingus Mtn.

YARC OFFICERS for 2000

President Lee Cunningham, KC7CBK kc7cbk@arrl.net	VicePresident Terry Pemberton-KB7TRE kb7tre@aol.com
Secretary John Wilson-KM6BF km6bf@primenet.com	Treasurer Fred Shefflette-KG7TIN

YARC BOARD OF DIRECTORS

Includes Club Officers

Past President
Bob Kane, K7KOL

Frank Homeff WA6JBV
Dale Leslie, N7XFD

NEWSLETTER EDITOR

John Wilson-KM6BF

CLUB REPEATER



The local 146.880- MHz repeater is the official adopted repeater for the YARC. It is located on the hill above Willow Creek Rd and requires a PL of 100.0 Hz. If you hear a 1400 Hz pulsing tone, the repeater is on backup battery power and usage should be limited to necessary communications. The 147.040+ (100.0 PL) repeater is

back up and running in Prescott Heights. Many thanks to Bill Kafka, W2YAV for the upkeep and use of the repeaters.



**Our 50th Consecutive Year
A LITTLE HISTORY ON THE HAMFEST
"As I Recall" by Richard Hulse W7RFE**

Shortly after WWII Vern Carthurs (whose call I don't remember) of Valley Airport started a hamfest at Montezuma Well. This activity was held on Memorial Day weekend. There were normally 30 to 50 hams and their families in attendance. Some camped out at the site, while others like myself stayed in a motel in Cottonwood. This activity was shut down in the early fifties when the Park Service stopped allowing us the exclusive use of the picnic area and camp ground. We then went to Ft. Hauachuaca for a couple of years. Then this activity was moved to White Horse Lake just south of Williams, AZ. That location was abandoned after a couple of years.

These hamfests were attended primarily by people who had been regularly QSO'ing each other for a long time. This represented a chance for eyeball (ISO's and a opportunity to compare notes on equipment they had built or were working on at the time. The conversion of war surplus equipment was a popular activity, so there was plenty to discuss. There were no tailgaters or vendors present at these activities nor were there any lectures etc. It was a chance for the newcomers to the ham fraternity to get acquainted with the older hams. It was more like a big family reunion than the hamfest we have today.

In 1958 I was appointed chairman of the Coconito County Park Board. One day while reviewing the property with our custodian I was struck with the thought "what a great place for a hamfest to continue the tradition that was started at Montezuma Well." I decided that the last weekend in July would be a better date than Memorial Day because it would be a time of year when hams in the hot country would welcome an excuse to come to Flagstaff and enjoy the cool pines and monsoons. I felt this was not an activity I could sponsor by myself so I enlisted the support of a ham club in Phoenix to publicize this event. The hamfest was moved to Ft. Tuthill in July 1959. As I recall, there were between 50 and 100 hams together with their families present. I selected for our headquarters a small building that was just west of the area where the present day tailgaters set-up and outside of the fence behind the craft buildings. This building had restroom facilities, a shower and a small office for our headquarters. I would bring out a small 3.5 MHz homebrew transceiver that we would use for talk-in on 3.865 MHz. This building is no longer in existence.

After a few years when this activity began to grow by leaps and bounds it was moved to its present location and I turned over all operations to Phoenix although I continued to reserve the facility for several more years and acted as the Flagstaff liaison for those items needing someone local to handle.

I have only missed one hamfest (1976) since its inception. Cameron and Eva Ahen (W7OIF/W7RIJ) might have additional information. They are the only ones I can recall from those days who are still around.

SCCA ProRally

PRESCOTT FOREST ROAD RALLY Coming in October



This is an event that you shouldn't miss! Not only is it an excellent opportunity to exercise your communications skills, but to get out on some of the back roads and be part of the action at the same time.

Many volunteers will be needed for various positions along the race stages, including start, finish, and checkpoints along the way. Ideally, you will need a good mobile rig and antenna. Remember to bring along food, drink, jacket, chair, and even your camera.

So don't sit back and think about it! Sign up at the next meeting and show your support for the club.



UPCOMING EVENTS OF INTEREST

- ▶ August 19-20, NoAm QSO Party-SSB
- ▶ September 3, 0000-0400Z, NoAm Sprint-CW
- ▶ September 9-11, ARRL VHF QSO Party
- ▶ September 16 -Hualapai ARC Fallfest, Mohave Comm. College, Kingman
- ▶ November 11, 2000-VE Testing, Prescott

More detailed information on Contests and Special Events can be found in most amateur publications such as QST, Worldradio, and others.



JULY MEETING

Club meeting 07/27/00

President Lee Cunningham-KC7CBK called the meeting to order at 1903. Lee announced that the guest speaker for the evening would be ARRL-SW Div's Dir., Cliff Hauser0-KD6XH with a program about the DX'pedition to Myanmar (Burma). Bob Rosevear-WB7RRQ introduced Bill-K2DI as a visitor.

Club Secretary John Wilson-KM6BF read the minutes of the June meeting and they were approved as read, with 1 minor typographical correction.

Don xxxxxxKC7AGL, acting in place of Club Treasurer Fred Shefflette-KC7TIN, gave the treasurers report. The club has \$708.53, with \$183.53 in the General Fund and 523.00 in the repeater fund. The refreshment fund has \$89.50. A clarification will be needed as to the stated amount of deposits for June.

OLD BUSINESS

Club call sign. Bob Smith-WB6ODR read a list of suggestions for a vanity call. After some discussion, a motion was passed to pursue the list.

NEW BUSINESS

Bob-WB6ODR addressed some problems with the Website/Internet Server. A motion to seek our own URL was passed.

Terry Pemberton-KB7TRE requested reimbursement for the video of the KUSK program where he, Lee Cunningham-KC7CBK and Tony Masvidal-W7PCU appeared.

Program Chairman Bob Kane-K7KOL stated that the program for next months meeting would be a representative from Granite Mountain Outfitters.

Bob Rosevear-WB7RRQ updated us for the Road Rally. There will be some new stages out in the Hwy 169/Orme road area. Stage Captains will be assigned to oversee communications for each stage. An "Autocross" will be held at the Fairgrounds in Prescott. Signups are now being taken for assignments.

John Wilson-KM6BF stated that he would still needs articles, stories and other contributions to the newsletter. John also advised that the next VE Test Session would be August 12 at 10:00AM. There will be a change in the 5-WPM CW test next year-it is proposed to go to "fill-in-the-blanks" or 25 character solid copy to pass the test.

Terry-KB7TRE reported that Field Day was "a hoot" and the club and amateur radio got some good public exposure.

Lloyd Hलगunseth-W6A6ZZJ reported that the Frontier Days Parade went well and that there was good representation from the club. There will be an Emergency Communications Drill on Saturday, August 12 from 8A-10A. The scenario will be the evacuation of the small community of Iron Springs. A statewide drill will be held sometime on November. The fire danger remains high, so be prepared and keep your equipment handy and ready to go.

With no further business, the meeting was adjourned at 2000. Following the break, WalterSchumann-KF6SPS won \$12.50 from the 50/50 raffle.

Cliff Hauser-KD6XH, ARRL SW Div Dir., gave the program for the evening. A slide show from the XZ0A Dxpediton to Myanmar →

(Burma) was given. Cliff went into detail about the logistics of getting all the equipment there and set-up, the travel from L.A. to Tokyo and Singapore and Thailand, and highlights of the trip. There were multiple operating positions, most which were running 24 hours a day. We thank Cliff for taking the time to visit our club meeting and share his experience with us. The evening ended at 2108.

Respectfully Submitted,
John A. Wilson, KM6BF
Secretary



SPEAKERS WANTED! Want to make a presentation to the club? Got a favorite subject or experience you would like to share? If you do, we'd like to hear from you! Programs of interest are always needed for club meetings. Share your knowledge or experience with the rest of the club at our meetings. Contact Lee Cunningham, KC7CBK for more information.

THE NEWSLETTER!

If you have anything to share, please feel free to submit it for inclusion in the newsletter. We welcome your suggestions, comments, stories, personal experiences, or other items related to the hobby. Send e-mail to: km6bf@primenet.com Occasionally we will have articles from other clubs newsletters.



THE PREZ SEZ....
BY JOHN BRADEN, K7LKL

The ARA needs YOU! These four words should make every red blooded ARA member "rally to the cause" and come running! After all these years of the Association helping you out, here is the chance for you to help your association out!

By now you are probably aware of the fact that Jay Stoutenburgh, K7000 our Director of Corporate Publications (DCP) resigned as of the first part of this year. When our plea for help went out in February for a replacement Editor, several members responded with resumes and one even printed a sample copy of his work.. The Board reviewed the applications for the vacated office and appointed one seemingly very qualified applicant, Maher Hazine KD7DSO for the position. Maher came with an impressive list of accomplishments, and at the time was serving as Editor of a Trade publication for his other interest group. We thought that we had the right person for the job! However shortly after accepting the position, and after all relevant materials were transferred to him, something went wrong. Deadline after deadline slipped and the months without any publications slipped by. A Squelch Tail and the Directory were promised to the Board in May, however nothing was ever heard from our new Editor until the end of June. I received an email from Maher saying that there were "significant changes" in his employment that resulted in his being out of town a "considerable" amount of the time and he was "unable to proceed with the ARA responsibility as Editor".

So, we are again without an Editor and there has been no publication since January. If anyone knows of a qualified candidate or would like to take the job themselves, please contact either myself or a member of the Board and let us know! The primary responsibilities of the office include editing and publishing a Squelch Tail newsletter every month and once a year, publishing a member-ship directory. The person chosen should also have an Internet connection that files can be transferred over, since most of the data for publication is sent electronically via email. For the details of the Publishing program and format that has been used, please contact the past Editor, Jay K7000.

Well, that's it for this issue of the Prez Sez, see you all at Ft. Thuthill the end of the month!

FROM THE PAST-PRESIDENT



**RIGHT is WRONG
and
LEFT is RIGHT
'tis!**

My wife and I have just returned from a three-week tour of Ireland, two of those weeks spent driving around that beautiful country and the final week concentrated on Dublin, using public transportation. This is a story of a right-handed American fairly skilled in driving on American roads coming to terms with a right-handed steering wheel, a left handed gear shift, and a transposed turn signal/windshield wiper stalk, staying in lane on the "wrong side" of the road.

We met up with some Prescott friends at a B&B in the town of Newmarket on Fergus in County Limerick, just 8km north of the Shannon Airport. Our friends had already picked up the car and had driven from the airport to the B&B, so they had tons of experience driving in Ireland as compared to me. After sacking out for a while to douse some of the jet-lag, the other driver invited me out to the car for a test spin.

The car was an Opel 4-door station wagon with automatic and of course a reversed cockpit compared to my car back home. The other driver handed me the keys and said, "see what you can do with this thing"! I opened the door and settled in, but immediately climbed out. I was sitting in the front passenger's seat, on the left side of the car! Going around to the "passenger's" side so I could drive, I sat there and marveled at the gear shift easily nestling into my left palm, found the windshield wipers on the left stalk, and the turn signals on the right. Headlight control was via a rotary switch on the right side of the dash. Radio settings were reported on a small LCD display to the left of the instrument package. So far, so good, I figured if millions of Brits and Irish can do this, so can I.

My first assignment was to back out of the parking spot at the back of the B&B, make a sweeping left turn around a flowerbed and proceed, at a slow-astern speed between two brick light posts at the street entrance. From that point, I had to maneuver the car so that I was pointed in the right direction, on the "wrong side" of the road.

Everything went well until I met the first obstacle, the flowerbed. My companion watching said that I hit the flowers a light lick with the rear wheels, but mangled them good with the left front wheel, mid turn. Straightening out, I fit between the light standards and then stopped, stumped. I want to go right, away from the house, but the lane next to the car is carrying opposing traffic. To gain some "think time" and make it look professional, I stopped the car right there and went back to the flowerbed to "fluff-up" the flowers before the landlady saw them. They were ground huggers, and the only damage I did was to reduce their ground clearance by about 80%. No tread marks on the petals, so I figured I was home free with the proprietor.

Walking back to the car and getting in the correct side (I learn fast), I waited for a clear spot and signaled for a left turn across opposing traffic, merging with the flow on the other side of the street. With the windshield wipers going wump-wump-wump-wump at max speed to signal my turn, I joined the parade holding a steady → course while wincing at opposing cars as they whizzed by my right shoulder. Coming up was a left turn, and I mentally practiced that turn before reaching it.

The turn was easy, just like us making right turns, all you gotta do is check on-coming traffic by looking left, I mean right. Have to look right before making a left turn.

With the wipers properly stowed, I met my next challenge; two-way traffic on a one and a half lane wide road with no centerline but high hedges and embankments on the left side. Not even a berm or shoulder to lean on! All went well until a Toyota Corolla appeared, aimed for my forehead, or so it seemed. I slowed to about 20 mph and moved as far left as I dared, but I felt that feeling of disaster. I just knew that we couldn't fit. He was kicking up dirt and leaves on his side, and I started doing the same, listening to the flora along the road side painting Arizona whiskers on the side panels of the Opel. We missed mirrors because mine were higher than his, but I felt a wump as we slid by. I hadn't signaled a turn, so I knew the windshield wipers weren't wumping. I looked back. He wasn't stopping! Taking the cue from him, I went on, contemplating a deferred visit by the local police. When I got to a clearing, I checked, and there were some new abrasions on the skin of the Opel. This was truly going to be a long remembered holiday!

I had enough for one day, so back to the B&B for a little refreshment and then out for dinner. My companion drove to the restaurant so that she could develop her skills to my level!

We ate all our meals at the local pubs and had great food with a variety that never became ho-hum. I learned to like Guinness Stout with Irish stew, →

prawns or beef. The fine food and jovial surroundings in the colorful pubs made for good lunches and dinners every day.

Our next day was to be our first venture into a city, where we'd have to interpret road signs, navigate round-abouts instead of four way intersections and share the road with tour busses, trucks, tractors, sheep and horse drawn carts.

The day opened gloomy, about like the two designated driver's enthusiasm for "hitting the road". My wife's and my baggage hadn't caught up with us yet, so a trip into the town of Adare seemed appealing. There we could buy some warm clothing to combat the cold and rain of the day. The only obstacle to getting there was the city of Limerick, (the Republic's third largest after Dublin and Cork), purposely located between Adare and us. My map showed Adare to be an easy drive, no more than 30 miles, but this dumb Yank was using American road logic, not Europe's. First of all, the roads are sparsely marked, and you have to know the major terminal city of each road because the route directions are not marked north or south or whatever. It's hard enough finding the route number along the road let alone the direction of travel. With little sunshine, and no mountain ranges, all compass points appear to be the same. Exasperating too, was that distance between cities is marked in kilometers, and the speed limits are marked in miles per hour!

We knew we had to go through Limerick, so we followed the road to that city with out mishap—until we entered our first round-about and went around, and around, finally locating the exit for Limerick and scooting out of the centrifuge with a few horns beeping at us. Off we go to Adare – but there's no sign saying Adare, and there's a selection of three different roads. We stop for a little map reading and find that the road we want is marked Tralee, about 150 miles from us, and Adare is along that road! It's about like getting on Interstate 40 for Albuquerque, but Albuquerque isn't shown on the signs. The sign shows Wilmington, N. Carolina (the eastern terminal of I-40), and if you go in that direction, you'll pass through Albuquerque. A working knowledge of local geography is a must for driving in Europe.

Going through Limerick was interesting. Did you know that driver's side mirrors easily fold? We caressed parked cars while huge Mercedes tour busses squeezed by with the help of WD-40 and all car occupants sucking in the cabin air, but I did see three mirrors fold up on the parked cars as we threaded our way along the street. Our left side mirror suffered telltale scrapes on it's aerodynamic housing. The housing was just a little disturbed, about like a bobbed with its push handles deployed. Not to worry though, we survived our first big city with minor mishaps. Mirrors never caught my eye at home, but driving in Ireland, I began to notice them and found quite a few cars with bloody stumps at the forward edge of the doors where mirrors used to be.

RIGHT IS WRONG!

Well into our holiday, I was beginning to feel quite accustomed to driving on the "wrong" side of the road, but had a rude awakening when a BMW behind me honked and flashed his lights, signaling me to move over for him to pass.

I pulled over, to the RIGHT, into the oncoming traffic lane. The BMW went crazy with lights and horn to warn me of what I did, and I rapidly pulled way over to my left while he scooted by me. Some habits are hard to break.

LEFT IS RIGHT!

Making a right turn around an island dividing a highway, I made my turn into the right hand lane. Wrong!! I stopped and backed up enough to swing over to the left side of the road. Left is right, and I had to keep telling myself, "THINK LEFT, THINK LEFT!"

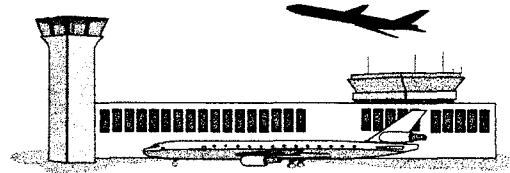
The Irish drivers are inordinately patient; putting up with traffic through small villages, and foreigners not used to driving on the "proper side" of the road as they say. All traffic; busses, eighteen-wheelers, cars, sheep, tractors, horse carts, bicycles and pedestrians are on the same road. There are no bypasses, bike lanes, sidewalks or any other safe haven. People must cooperate or everything stops. While attempting to park in a multi-story car park, I ascended using the wrong spiral up, thinking like a Yank. About half way up the second spiral, I met a car coming down. We both stopped, looking at each other. Because she was such a stunning Colleen, (and I was wrong) I backed down the ramp. The landlady at the B&B with the flowerbed would have been proud of me! I navigated backwards using only mirrors and luck, and with a nice smile and a "thumbs up" from the pretty lady, found the right entrance to the UP spiral and a welcome parking spot.

Unfortunately, the trip had to end and the car returned to the airport. I watched as the agent looked at the wounds: smudges on the right quarter panel, ripped rub strip on the left side, missing turn signal lens on the left rub strip, and a left side mirror that had metal shavings hanging in the breeze. The left side of the car really caught the devil. Seeing all that stuff aimed at us on the road made us stay far left, and we never really did manage to adjust our perspective of the spatial relationship between the Opel, the sheep, the parked cars or the hedges.

p.s.: If you want to kiss the Blarney Stone, you don't take the road to Blarney, you take the road to Cork. You pass through Blarney on the way to Cork! Simple, 'tis!

And p.p.s.: I never saw one ham antenna, fixed or mobile, and only two CB antennas, on trucks. Northern Ireland bristles with antennas, but it's all Brit stuff.

73's-Bob Kane, K7KOL August, 2000



KCTUNK'S ADVENTURES

I left Arizona with mixed feelings. I was a very excited young man who was on his way to his first career job. I was also a young man who was leaving several life-long friends in Arizona...friends who helped me become a better person. Since that road trip to New York, a lot has happened. My bag of life experience is definitely getting fuller.



I used 146.520 MHz calling "CQ" along the way to NY. The frequency wasn't monitored as much as I had hoped, resulting in scanning for active repeaters. For those I did contact I had interesting QSO's that helped kill the time. 11 Meters (CB) was also on all the time. I think my mic gave out near the end, though.

In late March, I started flying. I flew around the New England area, including Boston and New York City. Since then I have been assigned to Alabama, Mississippi, Louisiana, Kansas, and now Michigan.

In New York I had my first experience with a 2M Traffic and Emergency net. They utilize several repeaters in several counties. The terms and procedures used in a Traffic Net or unfamiliar to me, so I'll have to start learning.

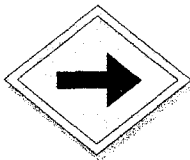
While in Kansas I attained experience with a Severe Weather Net activated by the Wichita RACES. I checked in reporting severe weather conditions at the airport a couple of times. They are well organized and "on call" whenever severe weather is forecast. Also in Wichita I participated in Field Day with the Wichita Amateur Radio Club. Their station call was W0SOE. I was one of only 3 people that actually stayed the night. I operated 20m almost all night and acquired several contacts for their 3A KS station. I had fun, although I was being eaten alive by mosquitoes 3 times the size of AZ mosquitoes.



I update my web site and now post new pictures of my adventures weekly, so check in as often as you wonder what's happening: www.angelfire.com/az/kbearscope. I hope I have a chance to see many of you again. Until then, God Bless and 73's!!

Kris Bearscope, KC7UNK

FROM THE "I can't believe I heard it on amateur radio" files:



SAY WHAT?
"I like using the repeater because I have a bigger audience!"

"I went to the hamfest and saw most of the stuff for sale that I sold last year!"

"PL tones act like a filter so you don't hear certain people,"

"I either have to quit buying more equipment or get another credit card!"

"I take my HT everywhere I go, and my wife hates it!"

"Band conditions are so bad we should get our money back!"



OTHER NEWS OF INTEREST

From Pen Brown, KJ7KL - Senior Communications Correspondent and News Analyst

RADIO LAW: CELL PHONE VS. BICYCLE



Talk on a cellular telephone while bicycling in Berkeley, California and you soon could wind up paying a hefty fine. This as the city's leaders consider enacting a ban on using a cell phone while riding a bike. We have this report:

No, we are not kidding. According to news reports out of the Bay area, a Berkeley city leader has bicycle riders who yak on their cell phones as a major problem in the city. As a result, Councilwoman Betty Olds' has introduced a new measure, which if enacted into law would levy heavy fines on offending cyclists. Councilwoman Olds insists her measure is all about safety. Olds says she's seen at least six bicyclists creating a new menace by talking on cell phones. She says that on one recent occasion she personally witnessed cyclists with a cell phone stuck to their ear run three stop signs.

But bicycle riders in Berkeley disagree with Olds. Bicycle Friendly Berkeley, a group that promotes bicycle safety, says it's much more dangerous to drive a car while talking on a cell phone than ride a bike with one. Meantime, hams in the Berkeley area are taking a wait and see position on Olds initiative to ban cell phone biking. If it appears as if it's taken seriously by the City Council, they will work to secure an exemption for hams and their HT's.

Whether or not it's enacted probably means little. This is because it would be immediately challenged by the wireless telephone

industry on several grounds. This probably would include right of self determination and restraint of trade.

ULS REGISTRATION SLOW

NEWINGTON, CT, Aug 1, 2000--The FCC has confirmed that less than one-fifth of US Amateur Radio licensees--including club stations--are registered on the Universal Licensing System. The FCC deployed the ULS for the Amateur Service just under a year ago, although registration has been available far longer.

The question of how many hams now were ULS-registered arose during the July 21 meeting of the National Conference of Volunteer Examiner Coordinators, held in Gettysburg, Pennsylvania. Not even the FCC officials on hand had an answer. After the meeting, RC Smith, W6RZA, of the Greater Los Angeles VEC crunched some numbers to see if he could supply one for his colleagues.

Starting with the 717,629 licensees in the FCC database at that point, Smith subtracted the 31,449 determined to be expired but within the two-year grace period. Sorting on the Licensee ID Number field, Smith came up with 129,947 ULS registrants, or 18.9% of the remaining 686,180 licensees.

The FCC's Steve Linn, N4CAK, says the Commission ran its own numbers and came up with a similar figure--although without subtracting for those within the two-year grace period. "The quick run done here looked at all active records--717,314--and how many had Licensee ID numbers, giving 18.1%," Linn said this week. "Take out the grace records and we're in the same ballpark."

During his comments at the Dayton Hamvention FCC forum, Linn encouraged amateur licensees to register with ULS to "lock in" their FCC records. ULS registration, he said, "protects your call sign within the system" and could prevent it from inadvertently being deleted or reissued due to a filing error.

All amateurs must be registered with the ULS in order to file applications with the FCC, even for such routine matters as a change of address or a license renewal. Registration requires that licensees supply a Taxpayer Identification Number, or TIN--a Social Security number for an individual. Some amateurs have protested that requirement citing privacy concerns, but the FCC has maintained that it's bound by the Debt Collection Improvement Act to require it.

Last month, the FCC announced that it has begun implementing the new Commission Registration System, or CORES. Registration in CORES eventually will replace ULS registration. CORES registration also requires registrants to supply a TIN. Those already registered in ULS need not register again in CORES, however. The FCC says the ULS will continue to be the primary Amateur Radio licensee database and the only means to file applications and updates.

The FCC's Wireless Telecommunications Bureau recently announced expanded hours for ULS technical support. ULS users may now reach the FCC Technical Support Hotline, 202-414-1250, from 7 AM to 10 PM weekdays. Weekend service is newly available. On Saturdays the Hotline will be available from 8 AM until 7 PM →

and on Sundays from noon until 6 PM (all times Eastern). Amateur applicants requiring an assigned TIN (ATIN) to register a club station in ULS should contact ULS tech support to obtain one. Users also may contact tech support via e-mail at ulscomm@fcc.gov.

For more information, to access the ULS or to register, visit the FCC's ULS site.



ARES/RACES NEWS

The Yavapai County ARES/RACES net is held every Monday night at 6:45PM on the Mingus Mtn. 147.220+ repeater.

(The following article was compiled from a series of RACES Bulletins issued by the California

State Office of Emergency Services. It is meant to simply be a guideline on which to base your own needs.)



EQUIPMENT FOR EMERGENCY RESPONDERS BY WA6EQQ

(About the author: Les Ballinger, WA6EQQ, is a veteran emergency services responder in planning, setting up, and operating temporary communications in the field for emergency services, forestry, the Red Cross and other agencies. He is a recognized expert in field response and all facets of Amateur Radio communications. He is employed by the California Department of Transportation and is the State OES HQ Auxiliary Radio Services station manager. —KH6GBX)

There are some items that should be carried in the field or out to a highway if an incident takes place and we are called out to provide communications. There are certain items that need to be carried at all times on one's person and other items that should be immediately available.

Our state safety orders require anyone working on or near a highway wear a safety vest, hard hat, safety glasses, and shoes or boots of sturdy design. The footwear should have traction type soles for solid footing on slick, uneven surfaces such as mud, snow, grass, and pine needles. One trade name, for example, is "Vibram", sometimes called "waffle stompers".

OTHER ITEMS TO CARRY OR WEAR:

Clothing to suit the weather or climate. If you wear eyeglasses be sure to carry an extra pair. Wear an accurate, rugged, and easy to read wristwatch. If you have a handheld transceiver carry a battery pack that will hold double A alkaline batteries. Nicad battery packs need charging often and usually take hours and require 110 volts AC. Double A alkaline batteries are usually readily available and only take a few minutes to change. Keep your nicad pack with you for backup. Keep it in a container by itself or cover its terminals with tape; if they short out it can burn or explode. Carry a speaker mike that can be clipped to your clothing where it can be easily heard and reached. Boom mikes work well if you like them but never, NEVER use VOX. If you are in a noisy environment they can key your transmitter and you may not know it. This could cripple communications and be potentially embarrassing. Carry a police whistle. These are good attention getters and could be used in many ways. The handiest place for it is on a chain around your neck and placed under your shirt or blouse out of the way.

Carry a notebook and pencil. Keeping a log or diary of events is very important. It makes interesting reading after an event and if you must write a report it is a great help to have the dates and times of important happenings. If the incident lasts for many days, as they have in the past, the days seem to run together and to recall from memory might prove difficult. If you must handle written messages, use a different notebook for this chore. I carry a small three-inch by five-inch personal notebook for the diary and a regular size notebook for the written messages.

Carry a small flashlight. I use the Mini-Maglite type that use double A alkaline batteries. These flashlights are very rugged and have a spare lamp in their base. If the spare lamp is needed make sure you replace it as soon as possible. If you are on medication be sure to have an ample supply. Carry more than you think you will need. Inform the person or persons in charge if you have a health problem and if you require

special medication.

You may want to carry a camera. I carry a small 35 mm camera. It has a sliding lens cover that locks the shutter, a built in electronic flash and another feature that should prove invaluable: a clock that will stamp the day, month and year or the time of day on the negative so that it will appear on the prints.

You may wonder how big your pockets will have to be to carry these things. I use a fanny pack or, as some people call it, a belly pack. It is basically a belt with a pouch attached and made of nylon. Mine has three compartments – a large central compartment that will hold my camera, speaker mike, boom mike, spare rubber duck antenna, and other miscellaneous items. It has outer compartment, which is smaller than the central compartment, I use for my spare batteries and battery pack. The inner compartment is next to the belt and is ideal for your diary or small note book. All compartments have zippers. They can be bought for less than ten dollars. Always have drinking water available with a reserve supply in your vehicle or other storage area at your site.

THINGS TO HAVE AVAILABLE:

Always carry a warm jacket in your vehicle. Even in the summertime it can get quite cool at higher elevations. Carry plenty of clothing. A good rule is to carry twice as many changes of clothing as you think you will need. Carry a blanket or, better yet, a sleeping bag. Carry food that does not need refrigeration. I carry granola bars and canned pork and beans. Be sure to have a can opener. Carry matches. I don't smoke and have been caught out needing a campfire, only to find I didn't have any matches. A muzzle loading pistol was used to start a fire to dry my wet clothes and cold body on one of my outings.

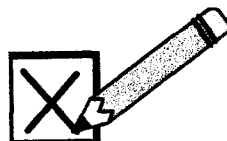
I carry a tool kit with a supply of connectors and terminals. If you use cables to connect any of your gear you should have spare cabling or the parts and equipment to make field repairs. I carry some solder and a propane powered soldering iron. This has saved the day on several disasters.

I am sure that you can add to my list. The intention of this article is to give you suggestions and make you think of things you will need when you respond to an incident. You can be called on to supply mutual aid communications for other agencies. Be flexible. To borrow a concept from the Boy Scouts, "Be Prepared."

Rescue Radio: REACT suggests FRS Emergency Comms Channel

REACT International is suggesting adoption of FRS channel One with the CTCSS tone disabled as a national call channel. REACT says it came up with the idea after lost hikers in Southern California spent 40 minutes calling on 14 different FRS channels using 38 different tones. In that case, an eleven year old boy heard the distress call on his FRS HT while camping with his family. FRS Channel One is at 462.5625 MHz in the General Mobile Radio Services band. (REACT, ARRL, others)

73, Lloyd Halgunseth WA6ZZJ
Yavapai County ARES / RACES
District Emergency Coordinator/Radio Officer
(520) 717-2706
wa6zzj@arrl.net



Volunteer Examiner Testing

A VE TEST session was held on Saturday August 12. There were 9 candidates who were administered 10 elements, which resulted in →

THE YAVAPAI SIGNAL - AUGUST, 2000

1 new Tech, 3 General Class and 3 Extra Class upgrades. Thanks to all who helped out.

The final test date for 2000 is Saturday, November 11, at 10:00AM at the Blind Center, 440 N. Washington St, Prescott.

All those attending for tests must have **ORIGINAL** license and a copy, Original CSCE's and 1 photo ID. (VE's-remember to bring and wear your VE - ID Badge!)

Special test sessions may be accommodated according to demands, as needed. The test fee for 2000 will be \$ 6.65. Further information can be obtained by contacting John Wilson-KM6BF at 636-1228 or Dave Rutledge-W9KRQ at 541-1225.

YOUR LOCAL PRESCOTT AREA VE's

AB7KE	Joan Tremper	AB7KF	Bob Nichols
AB7VH	Ruth Enabnit	K7KOL	Bob Kane
K7NGK	Don Broadston	KB7FRV	Leonard Beers
KC7AGL	Don Muller	AB7SK	Ginger LeGendre
KK7JH	Billy Peters	KG7OL	David Miller
KI7EB	Bill Thrift	KJ7DX	Matt Strandberg
KJ7KL	Pen Brown	KM6BF	John Wilson
W2YAV	Bill Kafka	W7DC	Bob Harkey
W6HDP	Bill Jackson	W9KRQ	Dave Rutledge
	WB6ODR Bob		

NCVEC ADVANCES REVISED MORSE TESTING STANDARDS



NEWINGTON, CT, Jul 27, 2000--The National Conference of Volunteer Examiner Coordinators has voted to set up revised standards for the administration of Morse code examinations in the US. The move at the NCVEC's July 21 meeting in Gettysburg, Pennsylvania, comes in the wake of the FCC's December 30, 1999, action to establish 5 WPM as the sole Amateur Radio Morse code requirement.

Under the revised standards, examinees would have to show 25 character-count solid copy on their test sheets or successfully answer seven out of 10 questions of a fill-in-the-blank quiz on the sent text. The plan would bar the use of multiple choice tests for Morse code testing.

Morse examinations would specify use of the Farnsworth method, where characters are sent faster than the overall speed and additional spaces added between characters, words and sentences. Farnsworth "character speed" would be in the range of 13 to 15 WPM. Standard 5 WPM tests with 5 WPM character speed could be administered only as a special accommodation.

The revised standards also call for a Morse code audio pitch within the 700 to 1000 Hz range. The NCVEC will have the new Morse testing standards in effect by next July 1.

Representatives of 11 of the nation's 14 Volunteer Examiner Coordinators attended the session. Also on hand were six FCC staff members. The FCC's Bill Cross, W3TN, and Steve Linn, N4CAK, conducted FCC presentations. FCC staff members indicated that any decision on petitions for reconsideration of the FCC's Amateur Radio

restructuring Order would not come until this fall or winter. The FCC also said that an FCC Order appointing amateur club station call sign administrators is pending, but gave no indication of when it would be released. The ARRL-VEC, the W5YI-VEC and W4VEC have applied to be call sign administrators.

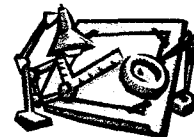
FCC Special Counsel for Amateur Radio Enforcement Riley Hollingsworth, K4ZDH, also addressed the session. In his remarks, Hollingsworth discussed recent enforcement actions and emphasized the VEC's obligations to uphold the integrity of the volunteer examiner system.

The NCVEC Question Pool Committee was re-elected at the Gettysburg gathering. Ray Adams, W4CPA, will continue as chairman. Other members are Scotty Neustadter, W4WW (vice chairman), W5YI-VEC's Fred Maia, W5YI, and ARRL VEC Manager Bart Jahnke, W9JJ. The QPC announced a call for Extra class syllabus input. A revision would be worked on this year and next, with implementation set for July 1, 2002.

FCC statistics presented during the session show that Technician and Tech Plus licensees still make up the bulk of the US amateur population, which totals 710,626--including expired licensees within the two-year grace period. As of July 18, there were 209,550 Techs and 121,175 Tech Pluses. Reflecting the shift in license class because of restructuring, Extras now number 92,165, and Generals 134,015--both up by more than 20% over year-earlier figures. There are 93,834 Advanced ops, and the Novice population remains at just under 60,000.

Engineer to the Rescue!

From Hal-N6OVE:



Three students go down to Mexico one night and get drunk and wake up in jail. They find out they are to be executed for their crimes, but none of them can remember what they have done.

The first one is strapped in the electric chair and is asked if he has any last words he says, "I am theology student, and I believe in the almighty power of God to intervene on behalf of the innocent"

They throw the switch and nothing happens, so they figure God must not want this guy to die, and they let him go.

The second one is strapped in and gives his last words. "I am law student, and I believe in the eternal power of Justice to intervene on the part of the innocent"

The switch is thrown and again nothing happens. The student points out that the law won't let them execute him twice, so they let him go.

The last one is strapped in and says "Well, I'm studying to be an electrical engineer, and I'll tell you right now you'll never electrocute anyone unless you connect those two wires."



WE WANT YOU! Membership in the Yavapai Amateur Radio Club is \$20.00 for 1 year. Newsletters will be mailed only to those members not attending a meeting and current on dues. Those in arrears 3 months will be dropped from the membership list. Dues can be mailed to the club PO Box or given to the club treasurer at any meeting.



WEEKLY INFORMATION NET - WEDNESDAY

NIGHTS @ 7:00 PM 146.880- (100.0 PL) IF YOU DON'T HAVE PL, TRANSMIT ON 146.880 SIMPLEX WHEN THE REPEATER DROPS OUT. ALL AMATEURS WELCOME.

MONTHLY MEETING - 3rd THURSDAY @ GRANITE MTN MIDDLE SCHOOL 7:00PM (N 34° 34' 22.6" W 112° 29' 45.1")

NEXT MEETING THURS, SEPTEMBER 21 @ 7:00pm



Wednesday Morning Breakfast-Iron Horse Café, S. Hwy 89 in Chino Valley (N 34° 43' 56.5" W 112° 27' 15.4"). 7:30AM. Informal-All are invited.

Thursday Morning Breakfast-Michael's Restaurant in the Safeway Shopping Center, Hwy 69 Prescott Valley. 8:00am. (N 34° 35' 13.3" W 112° 19' 44.6")All are invited.

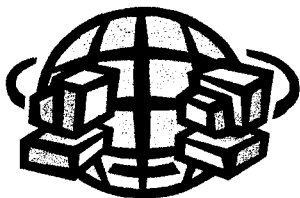
Location data provided by Fred Zimmermann-N7PJN, per WSG84 Datum

**YAVAPAI AMATEUR RADIO CLUB
PO BOX 11994
PRESCOTT, AZ 86304**

Visit us on the web at:

<http://yarc.pr.erau.edu/~yarc>

Many thanks to Bob Smith-WB6ODR, our Webmaster!



-KD7JBR-