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# SIGNALS

Rockwell Collins Amateur Radio Club

Monthly Newsletter of the

Volume 34 Issue 04

Web Site <http://www.w5rok.us>

January 2013

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## RCARC Membership Meeting

Tuesday 22 January 2013  
1700 Social      1730 Meeting  
1800 Program

Methodist Richardson Medical Center  
At Bush/Renner/Shiloh Intersection  
Second Floor Conference Room 200

Subject:  
Program in Process—Come and See

Lauren reported, during her Christmas holiday visit home, that the OSUARC elected new club officers for calendar year 2013 (seems most leadership is graduating), and Lauren was elected the OSUARC's first YL Vice President! OSUARC, W5YJ, has been around since the 1920s; the earliest reference to W5YJ comes from a 1934 log that refers to a 1925 contact. Lauren told K5SRT - Sidney Ross Terry - during the holiday visit that several members recall making contact with W5ROK and some recall waiting in a pile up to talk with a YL at W5ROK. The Rockwell Collins Amateur radio club (<http://w5rok.us>) wants to congratulate KF5LJZ - Lauren Terry on her new role as Vice President of the OSU Amateur Radio Club (<http://w5yj.okstate.edu>). (Contributed by Sidney Ross Terry K5SRT)

### Addison Hangar Workday

Addison, Texas Thursday, December 27, 2012

It was a cold and brisk morning during the Christmas holiday week when three members of the Rockwell Collins Amateur Radio Club met for a day of radio work at the CAF hangar at Addison Airport. The members include Bob Kirby - K3NT, Mike Schmit - WA9WCC and Michael Ketchum - K5MDK. The members met at Bob's house and drove to the hangar. Once there, we performed a short briefing to discuss the day's goals and activities. The goals were two-fold: (a) get a BC-348 receiver wired and rigged for bench testing, and (b) to install an HF wire antenna on the side of the hangar to work with this bench operation and a separate HF transceiver. These two goals were accomplished simultaneously, as Michael - K5MDK worked on antenna rigging and Mike - WA9WCC worked on the bench setup and wiring for the BC-348. Bob - K3NT served as team lead to fill in where needed. Bob had already installed three pieces of coax and the antenna tuner control cable outside of the hangar building in a location suited for temporary operation. This will work until a time when we can devote more effort and support (Continued on page 2)



## Local Club News

### Meeting Notice

The January program is still being finalized as Signals is approaching publication. Whatever the program, it's always worth the trip. By the way, we still need an Activities Chair.

### News from North of the Red River

It has been learned that RCARC member KF5LJZ - Lauren Terry, a freshman Elementary Education Major at Oklahoma State University (OSU), Stillwater OK, joined the OSU Amateur Radio Club (OSUARC) W5YJ this year. It is quite possible that she is its first student young lady (YL) member. When she joined the club, Lauren shared her adventures in amateur radio, including operating W5ROK Field Days and Rockwell Collins Bring Your Child to Work events. She even described the dedication of the <http://B29Radio.com> restoration project of Fifi which she attended last summer.



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**VE SESSIONS**

**Dallas** tests are held 4<sup>th</sup> Sat of each month at 10:00. 13350 Floyd Rd. (Old Credit Union) Contact Bob West, WA8YCD 972.917.6362

**Irving** tests are held 3<sup>rd</sup> Sat. of each month at 09:00. 5<sup>th</sup> and Main St. Contact Bill Revis, KF5BL 252-8015

**McKinney** VE test sessions are held at the Heard Museum the first Sunday of the month. The address is 1 Nature Place, McKinney TX. The time of the testing is 14:30, ending no later than 16:45. **Note: no tests given on holiday weekends.**

**Garland** testing is held on the fourth Thursday of each month, excluding November, and begins at 1930 sharp. Location is Freeman Heights Baptist Church, 1120 N Garland Ave, Garland (between W Walnut and Buckingham Rd). Enter via the north driveway. A HUGE parking lot is located behind the church. Both the parking lot and the Fellowship Hall are located on the east side of the church building, with big signs by the entrance door. Contact Janet Crenshaw, WB9ZPH, 972.302.9992.

**Plano** testing is on the third Saturday of each month, 1300 hrs at Williams High School, 1717 17<sup>th</sup> St. East Plano. Check Repeater 147.180+ for announcements.

**Greenville** testing is on the Saturday after 3<sup>rd</sup> Thursday, 1000 hrs at site TBA, contact N5KA, 903.364.5306. Sponsor is Sabine Valley ARA. Repeater 146.780(-) with 118.8 tone.

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**President's Message**

Welcome all to 2013. I hope you all had a very blessed Christmas and look forward to a happy New Year.

As I get settled in my new home here, I would like to thank Michael Ketchum K5MDK for his assistance in installing a ceiling fan in my home. I have found that home ownership entails quite a bit of time learning new things.

There are a few challenges facing the RCARC membership this year. It became clear during the Christmas break that the VHF/UHF FM antenna needs attention. Running an antenna analysis on it showed the VSWR to be very high. I doubt that we are using anything but the coax as a radiator. A work detail will be needed for that in the near future.

Also keep in mind that other opportunities will be given the membership this year. These include RC Fun Days in May, Richardson Wild Ride, in May also, Field Day in June, and other public service events that will present themselves this year.

I would also urge all members that if you participated in any public service events in FY 2012 to please send either me or the club secretary a summary of your activity for the team space. I suspect public service will be a major factor in next years corporate funding award.

Lastly I would like to welcome back Bob Kirby K3NT to the Rockwell Collins Team after several months of an un-planned absence.

73,  
Michael Schmit  
WA9WCC  
RCARC President

**Secretary's Report**

There was no meeting in December, and hence, no meeting minutes.

**Addison Hangar Workday** (Continued from page 1) for a more permanent antenna solution.

We started actual work around 10:30am. We performed a site survey for the temporary antenna placement phase. We determined to use the antenna tuner and coax to get the BC-348 on the air in quick fashion. Along the way, Bob found a large 50 caliber machine gun that he could use to insure we don't damage any equipment or airplanes. Working around aircraft and fuel is hazardous and we took extra precautions to be safe. We continued our survey and found structures in the hangar area for a



more permanent solution, once we get things working on the bench.

After the survey, we were assigned our duties and headed off to start the work. Mike - WA9WCC and Bob - K3NT mainly focused on power and equipment to get one of two BC-348 receivers working. The trick was to determine the pin-outs for the main connector to provide the 28VDC and the speaker out connections. After verifying the pin-outs with the schematic diagrams and other documentation, they were able to make the connections and power one of two units on. Initial tests with a single long piece of wire confirmed good receiver functionality, as various short wave stations were tuned in.



Meanwhile, Michael - K5MDK was able to string up a stainless steel liaison antenna, once used on the B-29 aircraft, to the antenna tuner and connect the coaxial connections in a semi-permanent arrangement that

would provide good performance from a low height aspect. With the tuner mounted on a window cage, the liaison antenna was tensioned on top of a piece of hardware found on the back of a flat-bed truck parked alongside the hangar. This provided the best clearance from other obstacles and highest elevation, while providing a quick solution to test the radios. With the location of an old AH-1 Huey Cobra helicopter nearby, we were limited in antenna placement.



With the BC-348 connectors and power resolved, it was time to integrate the two systems. Using the Kenwood TS-50 to tune the antenna to the 20-meter band, we were able to connect it to the BC-348 for tests. We noted that when the

TS-50 was powered off, the antenna tuner lost its tuning for the band and had to be powered on and readjusted again to work properly.

One strong conversation was observed on 14.287 MHz from a station in Albuquerque, New Mexico. The operator Merry May - N5OTI was operating with the Albuquerque Amateur Radio Club as N5VA. Switching our liaison antenna over to the Kenwood TS-50, we were able to make contact with Merry at 12:30pm, and each of us had a good QSO with him. The signal reports had mixed results, but included a 59!

Having met both of our initial goals, it was time for lunch at Norma's Café. While there, we planned the second phase of antenna construction for a more permanent HF antenna solution. Once we got back, we found a supply of poles that would provide a 24-foot-high long wire installation horizontally out of the side of the hangar building. We continued by moving the four pole sections into the hangar shop in order to drill holes and mountings. We also located clamp devices in order to install the poles, one near the hangar building, and the other along a chain link fence.



After locking up in preparation to go home, we realized that Bob's camera was left in the fenced area. Being in an inaccessible area outdoors, we were forced to come up with a plan to retrieve it. Using a spare aircraft ladder, Michael - K5MDK was able to retrieve the camera from the fenced area.



After packing up, Mike - WA9WCC got a chance to explore an old Russian T-34 tank that was being stored in the hangar. It is our hope to return to the hangar and continue phase 2 construction of an HF antenna using the liaison wire antenna and the antenna tuner. We are also looking forward to a larger antenna installation effort that might include roof mount of a more permanent structure after this winter has concluded and additional antenna resources have been donated. (Contributed by Michael Ketchum K5MDK)

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## **DXCC Card Checking**

*By Dave Jaks, W0VX, DXCC Card Checker*

To avoid problems with field checking your DXCC application be sure to follow the instructions on the ARRL website. Note that as of April 2, 2012, there are 2 ways of doing a paper card submission, online and traditional. An LoTW submission is now entirely separate from a paper cards one. You can no longer do a hybrid LoTW and paper card submission on a single application. It is absolutely necessary that you follow all the instructions, have all the paperwork properly filled out, and provide a stamped envelope addressed to ARRL or the card checker will not be able to check your cards.

If you use the preferred Online Electronic DXCC Application <https://p1k.arrl.org/onlinedxccc/> for your paper cards it will be easier and cheaper for you. It will also go a lot faster at HQ when they get your paperwork since you already entered your QSL card data in the ARRL system.

With the online application you can enter the cards in any order. Just make sure to enter the QSOs on cards with multiple QSOs together to facilitate checking. The reason you don't have to sort by band then mode is because there is minimal data entry work at HQ when they get your field checked application since you have already entered the QSO data in the ARRL system.

You can also use the traditional application forms <http://www.arrl.org/dxcc-forms> where you fill in and print the PDF forms for the application and record sheets. Make sure to follow those instructions. A traditional application will cost you roughly twice as much as the online application to cover data entry costs at HQ. With a traditional application you must sort cards by band then by mode with all the multiple QSO cards being listed last to facilitate data entry in Newington. If you use the traditional application make sure you include valid credit card info on the bottom of the PDF application form.

Whichever way you do it, follow those instructions and make sure the cards are properly sorted in the same order as your DXCC Record Sheet. Also make certain that all the QSL card information (call, date, band, mode, country) has been entered correctly on the record sheet.

Bring the following with you when you get your cards checked:

- Cards sorted per your Record Sheet
- Printed copy of the signed and dated Application Sheet
- Printed copy of the DXCC Record Sheet
- Stamped envelope addressed to DXCC Desk, ARRL HQ, 225 Main Street, Newington, CT 06111 so we can mail your application to HQ.

Please ask if you have questions. Contact information for all the card checkers can be found at <http://www.arrl.org/dxcc-card-checker-search>. Dave says,

"With a little advance notice I can be available at most RCARC meetings to check cards. In addition to checking DXCC applications I can also check cards for WAS and VUCC applications." (*Contributed by Dave Jaksa, W0VX*)

### Ham Radio? They Still Do That? *By NL7XM*

Some say Amateur Radio is disappearing from the modern American landscape. Others claim that the opposite is true, having more to offer than ever before as it represents a natural complement to today's computer environment.

Regardless of who you side with, the fact is that Amateur Radio's *exposure* is far from what it was in years past.

I believe there's one simple thing that almost all Hams could only have to do once, but would result in many years of residual advertising and welcome exposure that our hobby could desperately use these days.

"What could that be?" you ask.

Get yourself a Call Letter Ham Tag license plate for your vehicle.

That's right. For a one-time fee of only \$20 (in Pennsylvania) you could have an attractive, personalized, shiny, new State License Plate bearing your unique FCC issued Amateur Radio Callsign for all the world to admire anytime you drive, and anywhere you park your vehicle. Let everyone know that Ham Radio is both alive and well while making certain no one mistakes your 1/4 λ 2m antenna for a CB whip, "Fer sure, Good Buddy!"

Here is Pennsylvania's PennDOT form MV-904.

[http://www.dmv.state.pa.us/pdotforms/mv\\_forms/mv-904.pdf](http://www.dmv.state.pa.us/pdotforms/mv_forms/mv-904.pdf)

Simply complete Sections A, C, and E and enclose a copy of your Ham Ticket + \$20, mail it back and wait for your friendly neighborhood US Mail Carrier to deliver your vehicle's new official credentials in time to show them off at your next Club Membership Meeting or Hamfest. You may even be able to get one for each vehicle, like I did!



Since I got mine, bugs don't stick to the windshield and I get better gas mileage. Pretty girls ask for rides while I'm stopped at red lights. Perfect strangers wave to me and other drivers don't blow their horns any more except for an occasional "CQ." I get free E-Z Pass, oil changes, valet parking at Wal-Mart®, and no more speeding tickets!

OK... I'm lying about the girls...

(Reprinted with permission from eHam.net)

(Editors Note: Obviously this article is about Pennsylvania, but it is actually cheaper in Texas. I am in general agreement with the article, but I have, in fact, had the occasional person ask me about my license plate, if only, "What does 'Wa boney mean'?" (In case you have forgotten, my call is WB0UNI.)

## Army MARS in Sandy

By Bill Sexton N1IN on November 30, 2012

All that radio equipment, but Ron Tomo AAT2BC had to send his situation reports from Long Island N.Y. by Smart-phone. A fallen tree smashed his antenna system.

But for its signature line, the Sitrep [situation report] from Army MARS station AAT2BC pretty much typified the grim situation of many Army MARS operators in the water-logged Northeast coast on the day that Sandy struck:

"Bad hits to my QTH [location]. MARS station AAC2NY down. Multiple antennas down. On generators. All phones, tv, Internet are dead. Running VHF and monitoring USCG 2182."

What made the message exceptional was how Long Islander Ron Tomo, a longtime emergency communicator and hospital IT executive -- and apparently good-natured even in a calamity -- managed to get his message out:

"Sent from Ron's Mind thru his iPhone."

Topping off a historic meteorological one-two punch, the center of Hurricane Sandy battered ashore only a few miles west of Hurricane Irene's disastrously similar assault on the Northeast only 14 months previously. Irene had been ranked as the 5th costliest hurricane in the last quarter-century. Thanks to Sandy's merger with a gale out of the west plus its own lethal tidal surge heightened by full moon, Sandy was fated to exceed Irene in suffering and cost.

For this storm Army MARS fielded its brand-new National Operations Net ("Opnet"), a unique interlocked linkage of HF regional nets feeding secure digital traffic to MARS HQ at Ft Huachuca, Arizona, and from there to the Pentagon when needed. Its core of 13 net controllers across the continent had only a couple months to organize. Even so, Net Manager Robert Mims AAA1RD in Taunton, Massachusetts, reported that the infant system's 33-hour activation "provided admirable coverage even during difficult propagation conditions." Leaders in the storm area agreed.

Despite the mandatory evacuations, flooding of generators and destruction of antennas (if not their homes), a reduced number of operators still succeeded in maintaining backup connections for governmental emergency operations centers in hardest-hit FEMA Regions Two and Three, from Virginia to New York.

Within the disaster zone, the Opnet tied in with the Region Two (N.Y.-N.J.) Command Post AAR2CAC located in an AT&T emergency control center at Middletown N.J. right under Sandy's path toward Manhattan. "During the height

of the storm we could feel the five-story steel and reinforced concrete building shake with the high winds," said Region Emergency Coordinator Mark Emanuel, AAM2RE, one of four MARS operators there. "Sandy Hook Bay and the open sea are just a few miles away, but our building is thoroughly hardened against the elements." Region Director Dick Corp AAA2RD logged 33 stations active in Region two.

In Region Three (PA. DE. MD. DC VA. WV.) Army MARS established communications for the Maryland EMA to National Guard assets at Easton, MD, on the isolated Delmarva Peninsula. Faced with a shortage of available operators the MD agency also called on MARS operators to plug gaps in the state RACES operation. Region Emergency Coordinator Gary Strong AAM3RE counted 20 stations active. "Some worked consecutive shifts at the state EMA," he said.

From a vantage point near New York's state capital, Region Two's Dick Corp cited the close coordination with neighboring regions up and down the Atlantic coast. From Maine to Florida (Regions 1-4) operators were on duty. "We should all be proud," he said. "Inter-region cooperation was excellent, and the Opnet was extremely functional and did an outstanding job."

For Corp the storm posed a special challenge. Earlier this year he had merged the separate N.Y. and N.J. Army MARS formations into a single command since the two states are so closely tied geographically, with the New York City metro area encompassing both. "AAR2CAC (the command station across New York Bay from New York City) was invaluable," he said. "It was the glue."

Ron Tomo, an experienced net control operator, rigged up a VHF antenna for contact with nearby hams and emergency responders and put in 68 hours coordinating emergency traffic. (Reprinted with permission from eHam.net)



### COWTOWN HAMFEST 2013 AND ARRL NORTH TEXAS SECTION CONVENTION

JANUARY 18-19, 2013

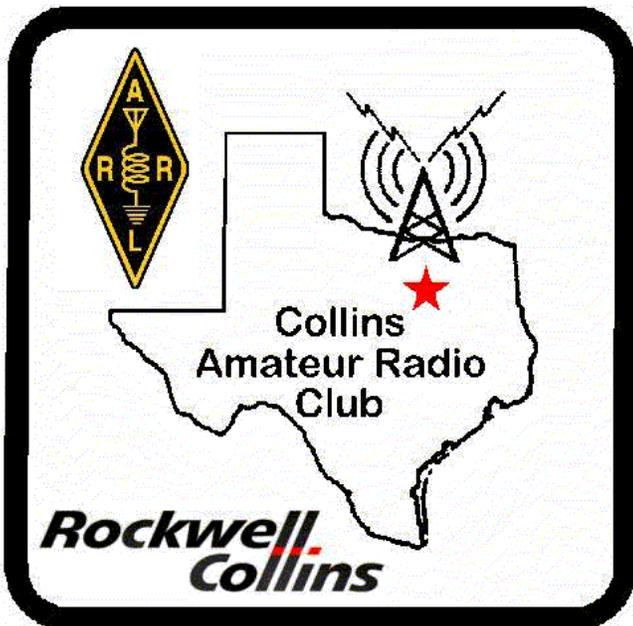
LOCKHEED MARTIN RECREATION AREA  
3400 BRYANT IRVIN ROAD  
FORT WORTH, TEXAS 76109

OPEN FRIDAY 3PM-8PM AND SATURDAY 8AM-3PM

More info at <http://www.cowtownhamfest.com/> and at <http://arrlntx.org/main/wp-content/uploads/2013/01/What%E2%80%99s-Up-In-North-Texas-Jan-13.pdf>

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**TO:**



**CLUB STATIONS**  
 (972) 705-1349

**W5ROK REPEATER**  
 441.875 MHz +5 MHz Input  
 131.8 Hz PL - RX and TX

**W5ROK-1 PACKET BBS ROK Node**  
 145.05 MHz

**W5ROK-N1, W5ROK-N2 & W5ROK-N3 HSMM-MESHNET Nodes 2.4 GHz**

**Tuesday 22 January 2013**  
**1700 Social      1730 Meeting**

**Methodist Richardson Medical Ctr**  
**At Bush/Renner/Shiloh Intersection**  
***Second Floor Conference Room 200***

**NEXT SIGNALS INPUTS DEADLINE:**  
**→→→ 15 February 2013 ←←←**