

The Yavapai Signal

THE YAVAPAI AMATEUR RADIO CLUB PRESCOTT, ARIZONA

DM-34

VOL 10 - No. 12



**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@cableone.net	Treasurer Fred Shefflette-KC7TIN

YARC BOARD OF DIRECTORS

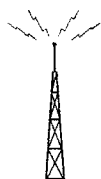
Includes Club Officers

Past President
Bob Kane-K7KOL

Frank Homeff-WA6JBV
Dale Leslie-N7XFD

NEWSLETTER EDITOR - John Wilson-KM6BF

CLUB REPEATER



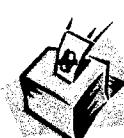
The local 146.880- MHz repeater is the official adopted repeater for the YARC. It is located on the hill above Willow Creek Rd and requires a PL of 100.0 Hz. If you hear a 1400 Hz pulsing tone, the repeater is on backup battery power and usage should be limited to necessary communications. The 147.040+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

DECEMBER, 2000

ELECTION TIME ?

No re-counting of the ballots here!
From your Editor



The annual ritual of finding members to serve as club officers has come and gone, once again. However, this time it was a little harder and came down to the wire.

A few members had volunteered at the October meeting to serve in the capacity as a nominating committee to search for our next club president and treasurer. They came up empty-handed. What a shame! With 80+ members in the club, many being retired, where was the volunteer spirit and willingness to serve the club and ensure it's future? It took a slight (?) bit of coercion from the podium, but the pressure prevailed and a hearty "HATS OFF" to Dale Leslie-N7XFD for stepping up and accepting the nomination for President, and David Passell-K6UWV for accepting the nomination for Treasurer. Without these 2 individuals, the future of the club would have been uncertain. Terry Pemberton-KB7TRE will continue as Vice President and John Wilson-KM6BF will serve another year as Secretary.

It may be time to reflect on this situation. It's your club! It's your input, your decisions, and not only for your benefit, but the community as well. Without the club, there would be no communications support for local activities, no VE testing, no meetings, and no camaraderie or betterment of the hobby.

This seems to happen almost every year, but this time was the worst. I have never seen so many members not contribute to the progress of the club.

We have a good club here! We have a good membership. We serve a purpose, and it would be a tragic loss to see it go away.

I urge each and every one of you, as members, to contribute some of your time to the club, however slight it may be. Whether it's serving as one of the club officers, one of the many volunteer positions or committees, or just giving a program at one of our meetings. We cannot continue to rely on just a handful of members, who are doing 95% of the work for the club. It's time for the rest of you do your part.



TEAMWORK IS THE KEY TO SUCCESS!



UPCOMING EVENTS OF INTEREST

- ▶ December 31-January 1, 2000 – ARRL Straight Key Night
- ▶ January 6-7, 2001-ARRL RTTY Roundup
- ▶ January 18, 2001-YARC Meeting, 7:00PM
- ▶ January 20-21, 2001-NA QSO Party-SSB
- ▶ January 20-22, 2001- ARRL VHF Sweepstakes
- ▶ February 4, 2001- North American Sprint, SSB
- ▶ February 10,,2001-VE Testing, Prescott

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



NOVEMBER MEETING

Club meeting 11/16/00

President Lee Cunningham-KC7CBK called the meeting to order at 1902. There were 22 members and visitors present.

The minutes of the October meeting were accepted as read by club secretary John Wilson, KM6BF. Fred Shefflette, KC7TIN read the treasurers report. The club has \$821.49, which includes \$565.00 in the repeater fund and \$255.99 in the general fund. The refreshment fund has \$116.05.

OLD BUSINESS. Terry Pemberton-KB7TRE read a letter of thanks he received from the Boy Scouts for his participation in the JOTA. Fred Zimmermann-N7PJN spoke briefly on his observation o communications for the Road Rally and how using his Cross-Band repeater helped. It was announced that Vice-President Terry-KB7TRE and Secretary John-KM6BF had agreed to accept another term. Lee-KC7CBK advised that the committee had not been able to find anyone to accept the nomination for Club President or Treasurer. After some discussion, Dale Leslie-N7XFD accepted the nomination for Club President and David Passell-K6UWV accepted as Treasurer. The Board of Directors will consist of the 4 club officers, Lee Cunningham-KC7CBK as immediate past President, Bob Kane-K7KOL and Frank Horneff-WA6JBV.

NEW BUSINESS. John-KM6BF reported that the newsletter could always use input from anyone. We would like to get more personal stories from members. John also reported that the VE Test Session

held on Saturday November 11 resulted in 3 new Technicians and 4 General Class upgrades. The tentative schedule for 2001 has been established. Lloyd Halgunseth-WA6ZZJ reported that the ARES/Races exercise was cancelled, due to the flooding situation in Wenden. It has been tentatively re-scheduled for January 2001. Walt Loesche-WF7J reported that the Army National Guard Support Team was in Wenden for assistance during the floods. Bob Smith-WB6ODR reported a few minor glitches in the website, but they only affect the appearance and the site is performing fine. A hit counter has been added. Bob is also trying to re-construct the newsletter page to make access easier. The ARRL SW Div. now has it's own web page at www.qsl.net/arrlaz/. There will be no further P&Z updates in Prescott Valley until any action is taken.

Following the refreshment break, the 50/50 raffle netted \$14.00 to Lloyd-WA6ZZJ, who donated \$10.00 back to the repeater fund.

Mark Davis, manager of eSpeed, and YARC member Daniel Love-KD7AHI, gave the program for the evening. ESpeed is a wireless Internet provider serving most of our area. Transmitting from Mingus Mountain, eSpeed gives connect speeds of up to 370kbs and 700kbs, depending on which level of service is desired. A demonstration showed how fast files could be downloaded. We thank Mark and YARC member Daniel for their presentation.

With no further business, the meeting was adjourned at 8:25PM.

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@cableone.net



FROM THE PAST-PRESIDENT



The Gospel according to:
The Barber Pole

No, this has nothing to do with religion, or a hair cut, though we associate these title words with such cranial activities. Sacred and secular literature defines the Old English word "gospel" to mean, →

THE YAVAPAI SIGNAL - DECEMBER, 2000

"good tidings" or "good news". For this article, I'll use the definition "good news" because it sounds natural in today's vernacular. Enlightenment about the "barber pole" will come later.

Forty-eight years ago, I was a young Radioman serving aboard a US Navy cargo ship returning to Norfolk, Virginia from the Italian seaport of Naples that was, and remains important to Southern Europe, the United States and the United Nations. At the time, Naples was the major supply depot for all of post-war Europe.

We carried grain, lumber, fuel oil, electrical generators, Jeeps, steam turbines, cement, lathes and light bulbs. If it could be packed in the hold of a ship, we carried it. On our return trips to the states, we carried salvaged war equipment such as one and two man submarines that the French and Nazis used in the Mediterranean and North Sea, un-used war materiel from the various fronts and a lot of seawater! The subs and surplus were destined for naval museums and bases; the seawater was ballast to lower the ship's center of gravity, making her sea-worthy.

My radio duties aboard ship allowed some "sight-seeing" time on deck in between duty watches, and I took advantage of this time by looking out through my 10X50 binoculars as we sailed west from Naples, rounding the southern tip of Sardinia. I hoped to view some "au-natural" nymphs on these shores of leisure and pleasure; the "playground of the rich"!

The Tyrrhenian and Mediterranean Seas meet at the "bottom" of Sardinia, and the encounter sometimes generates great surf. If the sailor is lucky, a glimpse of eye-catching surfer-ettes will be his reward for dutiful lookout! This watery intersection also creates a region of angry water, causing some active rockin' and rollin' of my old rust bucket; a World War II "Victory Ship". On this pass, we got the rockin' and rollin', but no girls! The deck boss, an old salt BM1, (the designation for a First Class Boatswain's Mate) went into a noticeable funk, grabbed the PA mike on the quarterdeck and ordered, "All hands, turn to and set the sea-watch, belay the girl watch!!"

He doesn't feel much kin-ship for those of us who spend our work time out of the weather, in the "top-side", heated compartments such as the radio or chart room.

Leaving Sardinia off the starboard beam marked the beginning of a three-day sail to the Straits of Gibraltar, the ancient "Pillars of Hercules", so named by the Greeks of long ago. They believed that Hercules supported their world using deep-rooted pillars at Gibraltar on the European continent and Ceuta on the African, while the eastern supports of their world were at Athens and today's Istanbul. We were about to enter the watery passage between those western pillars.

The sail from Sardinia to Gibraltar were get-ready days - preparing for the swells of the in-coming Atlantic and whatever winds were whipping along the west coasts of Africa and Iberia. Getting ready meant tying down everything that was loose. All watertight doors were secured and cargo booms clamped in their cradles. The cooks made hundreds of sandwiches and gallons of coffee in case the seas were too rough for normal galley operation.

My job was to go astern on the main deck, to the aft emergency radio room. This 5X10 foot compartment housed the ship's emergency radio transmitter and two receivers. One receiver was dedicated to the international SOS frequency of 500 kilocycles, the other tunable to the frequencies compatible with the transmitter.

On the deck below was the aft steering station, equipped with a huge steering wheel, which through special gearing would replace helm control from the bridge in case of main steering loss. Steering the ship from this station is like steering your car with the engine turned off, requiring Herculean effort to change direction.

Before we cleared the Straits (of Gibraltar), we had to prove that the ship could be steered using emergency rudder power and transmit and receive radio traffic to US Navy radio shore stations NHY in Casablanca (North Africa) and NSS in Washington, DC.

All radio traffic was via Morse code, in the high frequency radio spectrum between the 80 and 40-meter Amateur Radio bands, about 6300 kilocycles. Once I had established radio contact with NHY and NSS; the seamen had secured all loose deck gear, and the Quartermaster had assured the bridge that aft emergency steering was available, we were cleared "through the slough", which was our slang for transiting the Strait.

Transiting the Strait was the time to "fine tune" our sea legs. We learned to walk through the ship's companionways (hallways) without crashing into the bulkheads (walls) as she rolled from side to side by walking "straddle-legged", much like a diapered baby with a present for its parent! We honed our climbing expertise going "topside" or "below" on her ladders as she pitched up and down. The ship alternately threatened to plaster us against the ladder we wanted to climb, or toss us backwards, to the deck below. Going "through the slough" gave our gut a workout too. If our last "liberty" in Cartagena, Spain was celebrated with more than enough fine Spanish wine and food, this would be the place where our gut revolted and let us know who's boss!

Gibraltar presents unusual sailing conditions because it's the in-and-out gate for water moving between the Atlantic and the Mediterranean. Water enters the Mediterranean from the Atlantic via the upper levels of the Strait, and returns to the Atlantic via the bottom, at the same time! This frenetic activity in the thousand foot deep channel creates very nervous water, and the "old rust bucket" feels this nervousness, shivering with anxiety while pitching and rolling. She's gaining her sea legs too for the long voyage ahead, and secretes the queasy, vertiginous feeling one would feel in a car traveling across a long suspension bridge during an earthquake!

Leaving Europe behind was always filled with angst. Some crewmen had wives in Naples, and many sailors had girl friends there or in Toulon, France; or in Spain's Barcelona or Cartagena. Those four cities were the usual ports of call on our "Med Cruises", and time in each port was enough for relationships to develop. Stateside press and rumors accused us of "lusty" or "randy" appetites; you know, "join the Navy and have a girl in every port!" but really we were just "international lovers", spreading American good will! Somehow though, we were more accepted in the European ports than our homeport of Norfolk.

Naples to Gibraltar takes about five days, and depending on the weather, another 15 across the Atlantic to the US east coast. Spring and summer crossings weren't too bad, but winter would find our bow buried in the seas and then bared to the keel as she climbed the swell, spewing spray and foam. Perching for a moment on the crest, she would shiver as the propeller, partially out of water, churned ineffectively. And then, as on a roller coaster, slide down the advancing wave, to gulp another gigantic drink of ocean.

Up on the bridge, the helmsman was fighting her desire to broach by keeping her bow headed into the weather, screaming up→

and down the swells. Walt Disney must have been a sailor, calling some of his Disneyland rides "E-ticket" rides after the motion of ships!

Sometimes I'd be strapped into my bunk with "seat belts" trying to sleep, or while on watch, strapped to my radioman's operating position. I faced outboard at my position in "Radio Central", and in tune with her roll, was constantly "falling" into or away from my typewriter and key as I handled messages. If she were pitching too, then my fingers would get very heavy or light on the key as I swayed fore and aft! After about 15 days and nights of this, standing a watch schedule of 4 hours on and 8 off, everyone was looking for deliverance!

Some guys would get "religion" real fast if the seas were heaving enough, invoking God's name in the most unpleasant way as they knelt before the "thunder jug", or leaning over the ship's rail, offering their sacrifice to Poseidon and his minions. Others would remain stoic and sea-worthy, looking for land-based, food scouting sea gulls, while sniffing for the smell of land.

Did you know that land "smells"? It sure does, and the smell is a mixture of burning fuel and garbage dumps; of trees and tumbled farmland; of low tides and beached shell fish; of hamburgers and pizza. Pizza was just becoming popular in the States, and the parlors in Norfolk and Newport News would emit tantalizing wafts of pepperoni and mozzarella that were carried out to sea on the "off shore" breeze.

The gulls and smells were eagerly sought, because they carried the "good news" of Land, and Home, and a steady footing that would soothe sore gut and calf muscles. They brought the "good news" of real people, different from sailors and officers, the "good news" of returning to our hometowns for a few days of leave.

And then, finally, off the port bow about 15 miles, we see the "Gospel". We can actually see "The Barber Pole"!

"The Barber Pole" is the lighthouse at Cape Hatteras, North Carolina, so called because of its spiraling black and white paint scheme. This good news messenger repays our piety at sea with a glimpse of the Promised Land we were just becoming aware of. Oh sure, we had radio and radar contact with America, but spying the lighthouse and smelling the pizza confirms our invisible, modern electromagnetic evidence!

We see! We smell! We believe!

For three weeks, our "Bible" has been Bowditch's *American Practical Navigator*. Our psalms; in the form of prophetic rumb lines, with their position notations scattered about on sea charts and *Notice to Mariner* instructions. Our prayer has been the circadian *Angelus*; the sextant sightings at daybreak, noon and sunset, chanted by our own ecclesiastic Officer of the Watch. We've kept the faith and confirmed our journey across an enormous sea.

Our reward is the **Good News**, "The Barber Pole". This long awaited beacon, 3500 miles west of Gibraltar is the mariner's steeple, standing 200 feet above the sand on Hatteras Island, one of North Carolina's "Outer Bank Islands". The light is the luminous liturgy we've all been searching and proof we have returned to our land. It beckons us inward- towards shore and home.

A little bit of right-rudder sets us on a course for Chesapeake Bay and Cape Henry. Left rudder at Henry into Hampton Roads, and then a hard left for the pier at Norfolk Naval Station - we're baaaack!!!!!! Citizens, tie up your daughters, the deep-water sailors are at the gate!!

Once the rust bucket is tied up to the pier, communications is transferred to the Navy shore station, and the Radiomen pick up new assignments or head home on leave. All the Boatswain Mate "strikers" (trainees) and other un-lucky swabs are "tuned-to" on the hull of the ship, chipping and scraping rust and old paint in preparation for the new.

I'm a lucky one, boogeyin' on up to New York to see family and the girl friend, but my hard earned sea legs are now a disadvantage. I'm staggering like the "drunken sailor" we've all heard of while trying to find equilibrium on a rock-steady shore. By the time I arrive home the next day, I'm sobered up. The "ocean high" is gone, replaced by the steady gait of a landlubber.

It's a fascinating voyage, this sea life, and I returned to that old rust bucket many times, carrying cargo to Europe and Central America. When my enlistment was up however, I traded my sea legs for a car. It too was an old rust bucket that carried me to many new ports of call, and my final "home port" of marriage!

Double-up all lines and secure the engines. Set the port watch and pipe ashore the liberty party!!

73's Bob Kane, ex - RM2, USN present K7KOL

A few deep thoughts-from Dale, N7XFD

REMEMBER ?

Let's go back . . .

Close your eyes . . . And go back . . .
 Before the Internet or the MAC,
 Before semi automatics and crack
 Before chronic and indo
 Before SEGA or Super Nintendo

Way back . . .

I'm talkin' bout hide and go seek at dusk.
 Sittin' on the porch, Hot bread and butter.
 The ice cream man, Simon Says, Kick the Can,
 Red light, Green light.
 Lunch Boxes with a Thermos . . . that broke,
 Chocolate milk, Lunch tickets,
 Penny candy from the corner store,
 Hopscotch, butterscotch, skates with keys,
 Jacks, kickball, dodgeball, Dixie peach and Bonnie Doon socks,
 Mother May I? Hula Hoops and Sunflower Seeds,
 Whist and Old Maid and Crazy Eights
 Wax lips and mustaches, Mary Janes, saddle shoes
 and Coke bottles with the names of cities on the bottom,
 Running through the sprinkler, circle pins, bobby pins,
 Mickey Mouse Club, Crusader Rabbit, Rocky & Bullwinkle,
 Fran & Ollie, Spin & Marty . . . all in black & white.

Catchin' lightning bugs in a jar, Playing slingshot.
 When around the corner seemed far away,
 And going downtown seemed like going somewhere.
 Bedtime, climbing trees, making forts . . .
 Coaster made from orange crates and an old skate,
 Backyard Shows, Lemonade stands, Cops and Robbers,
 Cowboys and Indians, Sittin' on the curb,
 Staring at clouds, Jumpin' down the steps, Jumping on the bed.
 Pillow fights, "company", Ribbon candy,
 angel hair on the Christmas tree,
 Mary Martin as "Peter Pan",
 Jackie Gleason as "the poor soul", White gloves,
 walking to church, walking to the library

→

Being tickled to death
Running till you were out of breath
Laughing so hard that your stomach hurt

Being tired from playin' . . . Remember that?
Not steppin' on a crack . . . or you'll break your mother's back
paper chains at Christmas, silhouettes of Lincoln and Washington

the smell of paste, buck bags and Evening in Paris ...
Crowding around in a circle for the 'after school fight',
then running when the teacher came.
What about the girl that had the big bubbly
handwriting . . . who dotted her "i's" with hearts??
Bob parties, slam books, The Stroll, popcorn balls,
sock hops & hay rides.

Remember when . . . When there were two types of
sneakers for girls and boys (Keds & PF Flyer) and the only
time you wore them at school, was for "gym" . . . with those
great blue and white gym uniforms.

When it took five minutes for the TV to warm up.
When nearly everyone's Mom was at home when the kids got home from school.
When nobody owned a purebred dog.
When a quarter was a decent allowance, and another quarter a huge bonus.

When you'd reach into a muddy gutter for a penny.
When girls neither dated nor kissed until late high school, if then.
When your Mom wore nylons that came in two pieces.
When all of your male teachers wore neckties and
female teachers had their hair done, everyday and wore high heels.
When you got your windshield cleaned, oil checked,
and gas pumped, without asking, for free, every time. And, you
didn't pay for air. And, you got trading stamps to boot!
When laundry detergent had free glasses, dishes or towels hidden inside the box

When any parent could discipline any kid, or feed him or use
him to carry groceries, and nobody, not even the kid, thought a thing of it.
When pizza wasn't delivered . . . and chicken was . . .
When it was considered a great privilege to be taken out to
dinner at a real restaurant with your parents.

When they threatened to keep kids back a grade if they failed . . . and did!
When the worst thing you could do at school was smoke in the
bathrooms, flunk a test or chew gum.
And the prom was in the gym and you danced to an orchestra, and
all the girls wore pastel gowns and the boys wore dinner jackets and
paid for dinner

When a '57 Chevy was everyone's dream car . . . to cruise the
strip, peel out, lay rubber or watch submarine races, and people went
steady and girls wore a class ring with an inch of wrapped dental floss
coated with pastel frost nail polish so it would fit her finger.

And no one ever asked where the car keys were 'cause they were
always in the car, in the ignition and the doors were never locked.
And you got in big trouble if you accidentally locked the doors
a home. No one ever had a key.

And lying on your back on the grass with your friends and saying
things like "That cloud looks like a . . ."

And playing baseball on the empty corner lot with no adults to hel kids with the rules of
the game.
Then . . . baseball was not a psychological group learning experience, it was a game.

Remember when stuff from the market came without safety caps and
hermetic seals 'cause no one had yet tried to poison a perfect stranger.

And . . . with all our progress . . . don't you just wish . . . just once. . you could slip back
in time and savor the slower pace . . . and share it with the children of the 80's and 90's

So send this on to someone who can still remember Nancy Drew, The

Hardy Boys, Trixie Belden, Laurel & Hardy, Howdy Doodly and The
Peanut GalleryThe Lone Ranger, The Shadow knows . . . , Nellie
Belle, Roy and Dale, Trigger and Buttermilk . . .

as well as the sound of a rotary
mower on Saturday morning, and summers filled with bike rides,
treasure hunts, baseball games, bowling and visits to the local public pool .

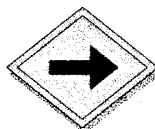
Eating Kool-aid powder with sugar off the end of your licked finger.

When being sent to the principal's office was nothing compared to the fate that awaited
a misbehaving student at home. Basically, we were in fear for our lives but it wasn't
because of drive by shootings, drugs, gangs, etc. Our parents and grandparents were
a much bigger threat

But we all survived because their love was greater than the threat.

Didn't that feel good?.. just to go back and say, "Yeah, I remember that!!!"

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



SAY WHAT?

"I can't believe I missed that sale. I really could
have used another dust collector."

"You need to increase your volume control to be
heard better."

"If it wasn't for that time out timer we could talk longer"

"It's amazing how the display changes when you transmit!"

"If you could incorporate a cell-phone into an HT, the possibilities
would be limitless."

"The next thing you know, we'll be banned from using our mobiles"

"One of these days I'm going to enter a contest, but I probably won't
win anything"

"What we need is a local Dxpedition!"

"The lower you have your antenna, the more attenuation you have!"

"Why don't AM and FM stations ID in Morse Code?"



OTHER NEWS OF INTEREST

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

ANTENNA LAW: WASHINGTON STATE WEBSITE

A ham in Auburn, Washington is trying to line up support for
legislation to enact statewide standards for amateur radio towers,
and to pre-empt local ordinances that conflict with them. George
Hutchinson, W7KSJ, has set up a website courtesy of qsl net's Al
Waller, K3TKJ to collect information in support of the law. The bill is
sponsored by State Senator Pam Roach. Hutchinson's web page →

is at: www.hamtowerlaw.com (VHF Reflector) From NEWSLINE #1216 12/02/00

RESTRUCTURING: THE CW REVOLUTION WEBSITE

Not everyone is happy with last springs restructuring of the united States Amateur Radio Service and the abolition of the 20 word per minute Morse test. A number of hams want both the Advanced class license and high speed Morse test reinstated. To that end, cyberspace is now playing host to the CW Revolution Website.

Those behind the site say that restructuring brought great harm and disservice to ham radio. They say that the easiest way to undo what they see as damage would be to reinstate the Advanced class license. They also want Advanced class license holders to have the right to administer any class of amateur radio license test as volunteer examiners. And seemingly most important. they want to reinstate the 20 word per minute Morse exam for Extra class amateur radio operators.

Will this movement go anywhere or simply be another of those that dissolve in cyberspace. That we can't say. But you can find out more by going to: www.qsl.net/wb8hro (Listener contribution) From NEWSLINE #1216 12/02/00

RESTRUCTURING: NOVICE VS OTHER CW CREDIT

Still with restructuring, we all know that part of the Report and Order permits Technician class hams licensed before March 21, 1987 to upgrade to General without taking another Morse test. But surprisingly - and possibly by unintentional oversight - the same privilege was not afforded to Tech Plus operators licensed after that date. Now, Guy Matzinger, W1GUY of Cheney, Washington has decided to try to do something about this situation.

Matzinger has written to the FCC proposing to add Tech Plus operators who have passed a 5 word per minute Morse test at any time to those eligible to get credit toward their General class iciness. This, by honoring any 5 Word Per Minute Morse test Certificate of Successful Completion of Examination regardless of the date when it was issued. Matzinger forwarded his proposal to the FCC last May 25th. Now, six months later, the agency has yet to act in any way on his request. (W5YI Report) From NEWSLINE #1216 12/02/00

ARES/RACES NEWS



The Yavapai County ARES/RACES net is held every Monday night at 6:45PM on the Mingus Mtn. 147.220+ repeater. Immediately after, there is another NET on the Mt. Union 147.260+ repeater.

AN INTRODUCTION TO YAVAPAI COUNTY ARES/RACES

(Continued from Novemer YARC signal)

- **How long will my assignment be?**
We strive to keep assignments to 8 hours but never more than 12 hours. Never more than 12 hours in 24. Safety is our first

consideration. Never work beyond your physical capabilities. If you are too tired LET SOMEONE KNOW! Preferably the NCS (net control station) on the resource net. We will find a replacement if needed.

- **On the topic of SAFETY.**
Safety is #1!!!! If you do not feel safe about something you are asked to do, tell the person you received the request from and inform them why you feel unsafe. **DO NOT DO ANYTHING YOU FEEL UNSAFE WITH!**

- **What kinds of things do I need to check regularly, to insure that I am prepared for any ARES/RACES activation?**
Check connectors on coax, battery charge levels, microphones, power connectors or any other electrical connection, which might have flex or wear points. Make sure they work before you pack them in your go bag. Test your batteries to insure they do not have weak or shorted cells. If it says 12 or 13 volts on a volt meter, does it hold up for as long or nearly as long as the amp hour rating? If not it probably needs to be replaced. Check antennas and coaxial cable (for wear, kinks or breaks). Test your radios at least once a week if they are not used often. By performing these procedures it will aid you in knowing that you are ready for an emergency!

- **What else can I do to ensure I am ready to provide emergency communications?**
Participate in any training that is available to you, particularly ARES/RACES training meetings. We have quarterly training meetings and alternate between Prescott and the Verde Valley. Take advantage of these! Listen and check into our Monday evening nets. 1845 hours on the 147.220 Mingus Mountain repeater and 1700 hours on the 147.260 Mt. Union repeater.

- **What are all these terms?**
Terms which you may have read, heard or not even heard of yet can get confusing. Most are pretty straightforward. Some however, could confuse you if you didn't understand their purpose. Below you will find some of them and a description of how they are used.

Resource Net: This is a net where resources are managed. It is your first point of contact for most events. It is a place where people, equipment and other resources can be pooled and assigned as required. It is important in the course of making assignments and to insure that we have a handle on where who or what is. It is an essential tool used by the Emergency Coordinator or the Assistant Emergency Coordinators, to insure that resources are available, without interrupting the normal operations of the emergency at hand. This is where you will check in, as a rule, first. Be ready to answer the net control's questions or even report as to your availability and readiness. **Always listen before joining any net in progress.** This avoids unnecessary interruptions in its operation, duplication of announcements of needs or situations. **Listen first is a key!**

Operational Net: This net is just what it says, an operational net. It is directly in support of whatever the event is. Unless assigned, or directed to go to this net, **do not transmit on it!** Unless you have traffic which is life threatening and related to that incident, go to another frequency. Do not ask this net control for information about the event, unless you have been assigned and are not up to speed. You will find as a rule that if you listen first for a time, your questions will be answered. We attempt in our Net Control training to insure that net controls put out information regularly, as needed to keep our people (who are involved) updated. This is not CNN so don't expect that kind of reporting! We have a serious business to conduct so lets keep it relevant to the event and on an as needed basis.

Tactical frequency: These are frequencies used within an event for special purposes. They are assigned by a net control for specific tasks. They are also intended for those→

involved stations to provide their support uninterrupted. Do not follow folks to those tactical frequencies, thinking it is less formal and just jump in. These folks have work to do and do not need stations to suddenly appear and distract them from their task. As always, you are free to listen, but listening is far from injecting comments or input not required.

Tactical Calls: Tactical calls are often as simple as the suffix of your call or may relate to the assignment where you are. They may be such things as "Prescott EOC", "CommVan", "Red Cross" etc. Things that identify the location or function they have within the event. Often they are implemented because there are operators coming and going within that assignment. They also aid net control in calling certain locations without having to look at a list of operators that may be at the location.

EOC: Emergency operations center. This is a location, usually within municipalities where managers from many if not all of the essential functions of local government or volunteer agencies meet and make the decisions about how an operation will be conducted. It is the 'nerve center' for all essential operations. Information continues to come in, request for services come in, resource information is collected and decisions about deployment or assignment of resources are made in these centers. Yavapai County has three main EOC's. Prescott EOC is located in the basement of Prescott City Hall. From this EOC we can maintain communications via HF, VHF, UHF, VHF Packet and Public Service (Police, Sheriff, Fire etc.) radio. This is also an alternate State EOC. Commerce EOC, the County EOC, is located at the County Public Works facility (Office of Emergency Management) in North Prescott. From this EOC we can maintain communications on VHF, UHF, VHF Packet and Public Service radio. Verde EOC is located in the Verde Rural Fire Station in Cottonwood. From this EOC we can maintain VHF and UHF communications. Radio equipment is installed or readily available for installation in each of these locations.

State EOC: The state EOC is located in Papago Park in the east part of Phoenix. It is a location where our state officials coordinate resources within the state and direct them where needed. This is a central clearinghouse for those requests. We as communicators may be requested to relay information from point A to point B but will not be the initiators of the requests. We are but the messengers!

NCS: Net Control Station. This is the station that is responsible for maintenance of order on the frequency. If there is a net in progress, you should direct ALL traffic through net control unless he directs otherwise.

Formal Net: This is a net being conducted to control the frequency, stations on it and the resources and or situation. ALL TRAFFIC MUST GO THROUGH NET CONTROL!

Informal Net: A net usually established to start gathering resources. To establish who might be on frequency so the net control has an idea of the resources available if the situation escalates. Stations are generally free to use the frequencies, but should keep traffic to a minimum and all transmissions should be kept short. It is also very important to leave breaks, in case emergency traffic requires the use of the frequency.

Emergency Traffic: Emergency traffic is that traffic which is life threatening or where life or property are or will be placed in jeopardy if the situation continues. Fires, tornado, flood, traffic accident (with injuries) are some examples of emergency traffic. Traffic which would not qualify, are such as, "Mary needs a gallon of milk before you come home".

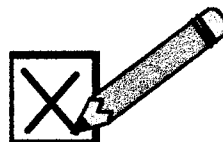
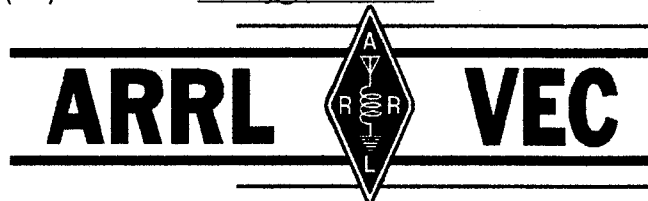
Jim needs to see "how I'm hitting the repeater". Those are not emergencies for our definitions.

(to be concluded next month) Thanks to the Colorado ARES for background on this article.

Lloyd Halgunseth WA6ZZJ

Yavapai County ARES/RACES DEC/Radio Officer

(520) 717-2706 wa6zzj@cableone.net



Volunteer Examiner Testing

The tentative schedule for 2001 will be 2/10, 5/12, 8/11, and 11/10. Additional sessions may be held as needed.

All those attending for tests must have **ORIGINAL** license and a copy, Original CSCCE'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 2001 has been set at \$10.00. 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	Jean 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
K17EB	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 Smith	



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.

ARRL RENEWALS. If you join or renew your ARRL membership, the club gets to keep a small portion of the fee. Remember to include both the application and envelope when you submit it through the club. Thanks. Fred-KC7TIN, Treasurer.





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. JANUARY 18, 2001 @ 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-N7PJM, per WSG84 Datum



TIMMY DISCOVERS THERE REALLY IS A SANTA, AND HE'S KIND OF A JERK.



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

Visit us on the web at:

<http://www.w7yrc.org>

Many thanks to Bob Smith-WB6ODR, our Webmaster!



HAPPY HOLIDAYS TO ALL!