

THE YAVAPAI SIGNAL

THE YAVAPAI AMATEUR RADIO CLUB
PRESCOTT, ARIZONA **DM-34**
VOL 12 - No. 11 **NOVEMBER, 2002**

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. Dues are \$20.00/yr. 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.



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.



YARC OFFICERS for 2002

President John Wilson-KM6BF km6bf@cableone.net	Vice President Frank Horneff-WA6JBV
Secretary Bob Tilman-K7CJW k7cjw@webtv.net	Treasurer David Passell-K6UWV davidrex@northlink.com

YARC BOARD OF DIRECTORS Includes Club Officers

Immediate Past President
Dale Leslie-N7XFD daljerics@webtv.net
Lloyd Halgunseth-WA6ZZJ wa6zzi@cableone.net
Dick Hughes-W6CCD rhughes@cableone.net
Bob Smith-WB6ODR Irsmith@cableone.net

WEEKLY NET CONTROL - Dale Leslie-N7XFD
NEWSLETTER EDITOR - John Wilson-KM6BF



FROM YOUR PRESIDENT

As a follow-up to last months "blurb" about all the new 222MHz activity, several people have asked me where they could get a 222Mhz radio. As far as outlets, there are many across the country and the choice is yours. Manufacturers seem to be limited, though. Without endorsing any particular one, there is the Alinco DR-235, the ADI AR-247, and Kenwood still makes the TM-642, a dual bander with 2-meters and 222Mhz with a slot for an additional band of your choice, 6, 440 or 1.2 GHz. There are several HT's available also, but remember even 5W with a "rubber-duck" will only do so much. Another thing of interest -if there are still any amateurs out there holding an old Novice Class license, they can use 222 MHz repeaters! Let's keep 222 alive!

POST CHRISTMAS PARTY

We entertained the idea of having some sort of Christmas Party in conjunction with our December meeting. That would require a lot of planning well in advance of the event. Then someone suggested we do it in January, after the holidays and when everyone has settled back in the aftermath. We have some money in the refreshment fund and it could also be combined as a pot luck. More details will be worked out at the December meeting.



Several suggestions were given for future programs and we will do our best to accommodate them. If you would like to give a program at one of our meetings, please let us know and we will schedule you as time permits. Remember to keep sending me your QSL cards and a short story about them for future newsletters. If you can't call and e-mail, then send me the card and I scan it for you.

Remember, there's always room in the newsletter for your stories and contributions as well. Keep 'em comin' 73!

John Wilson-KM6BF
YARC President



PRESCOTT FOREST ROAD RALLY

Amateurs again answered the call and provided communications for the Prescott Forest Road Rally. Thanks to the great effort of Bob Rosevear-WB7RRQ, communications between various locations along the stages were handled by amateurs. In "less than perfect" weather, many braved rain, fog, mud, some snow and cold to be there.



Yes, it was a little dirty Saturday night!

Since this was not a national event this year, there were fewer cars. However, the race was not without incidents. Several cars broke down and there were a couple of "crashes" that needed attention. The event was made even more challenging by the fact that many hunters in the area objected to the roads being closed, but it all worked out well in the end. Even for Frank who was, for a time, stuck in the mud. (Hey Frank, I have a tow strap now!) Anyone know how long it takes to wash off a load of that Perkinsville Road mud? Not long, but your driveway is now an inch higher!



FRANK-WA6JBV set up for communications

Many thanks to the following who assisted:

- | | | |
|--------------|------------|--------------|
| Frank-WA6JBV | Tony-W7PCU | Chuck-KB7NQC |
| Steve-KC7TIL | John-KM6BF | Fred-N7PJJ |
| John-KC5DKN | Ed-KL7DU | Doug-KV8TD |
| Bob-K8EQC | Rod-KI6FH | Dave-N6WSZ |
| Terry-KJ7LI | Bob-K7CJW | Rudy-KC7UZF |
| Joe-KC7MTW | Tom-N6LSA | John-AC7HP, |
| | Tony-K6LWI | |

NET CONTROL: Lee-KC7CBK Lloyd WA6ZZJ
LEELANNEE-KD5TMG

LEAD CAR OO: Jimmy-KC7RMV

SWEEP CAR: Matt-N7YIO

AMBULANCE: Larry-W7DOD

RADIO COORDINATOR: Bob Rosevear WB7RRQ

SAFETY COORDINATOR: Luanna Jones, 776-8249

Our apologies if we left anyone out!

(Also see K7KOL-Bob Kane's article)



ELECTIONS TIME AGAIN

A nominating committee was formed comprised of Terry-KB7TRE, Tony-W7PCU, and Bob-WB6ODR. They will submit names for those members to be voted on by the members present at the November meeting. The club's by-laws state that a club officer can hold a position for no more that 2 consecutive terms, or 2 years. Any new officers will assume their position at the December meeting.

At the same time, we may also need to make a few new committee assignments. We encourage all members to do their part and volunteer for these assignments. What can you do for the club?

YARC HIGHLIGHT

IARU-THE INTERNATIONAL AMATEUR RADIO UNION



The International Amateur Radio Union

Since 1925, the Federation of National Amateur Radio Societies
Representing the Interests of Two-Way Amateur Radio Communication

Because it uses an international natural resource—the radio spectrum—Amateur Radio must organize nationally and internationally for better mutual use of the radio spectrum among radio amateurs throughout the world, to develop Amateur Radio worldwide, and to successfully interact with the agencies responsible for regulating and allocating radio frequencies. The American Radio Relay League is an example of this organization on a national scale. At the international level, national societies throughout the world work together for the international good of Amateur Radio under the auspices of a representative democracy, the International Amateur Radio Union (IARU).

Created in Paris, France, the International Amateur Radio Union has been the watchdog and spokesman for the world Amateur Radio community since 1925. The IARU Constitution, last amended in 1989, organizes the Union into three Regional Organizations that correspond to the three administrative regions of the International Telecommunication Union (ITU). The IARU Constitution also provides for an IARU Member Society to serve as the Union's International Secretariat. The IARU's officials include:

Larry E. Price, W4RA President	David Wardlaw, VK3ADW Vice President	David Sumner, K1ZZ Secretary
R. J. "Tim" Hughes, G3GVV Secretary, IARU Region 1	Rod Stafford, W6ROD Secretary, IARU Region 2	Keigo Komuro, JA1KAB Secretary, IARU Region 3

An increasing number of IARU Member Societies are accessible by email and the World Wide Web. Many also operate QSL bureaus to expedite the delivery of QSL cards.



UPCOMING EVENTS OF INTEREST



November 28, 2002-THANKSGIVING-Enjoy your turkey!



December 6 – 8 ARRL 160 Meter Contest

SPECIAL EVENT-1200Z Dec 7-1200Z Dec 8. Bullhead City, AZ: Air Museum ARC and American Legion Post 87, A17MU. Pearl

Harbor Day at the Arizona Veterans Memorial. 21.227 14.267 7.267. QSL. Al Dunaway, N7AD, HC34 Box 55, Williams, AZ 86046.



December 14 – 15 ARRL 10 Meter Contest

December 19-Next YARC Meeting

2003 - January, 18 - 20ARRL January VHF Sweepstakes

2003 - February 15 - 16ARRL International DX Contest (CW)

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



OCTOBER MEETING

Meeting for October 17, 2002 came to order with Mr. Wilson. Minutes: read and approve as corrected.

Treasurers report: \$1585.69. Approved

Visitors. W7FQM, KE7OEX and Harold to take the next VE test.

Election of officers. Committee set up Mr. Terry, Mr. Bob ODR, and Tony.

Emergency Services. Lloyd, March of dimes turned out good.

John WB9VGJ to check on signs to advertise out club and Amateur Radio.

Lee talked about signs with considerable discussion on it. ARRL vests with lettering on it discuss. Price 9.95 plus shipping. Tee shirts were talked about. Jackets \$31.95 plus shipping and \$4.00 for lettering. Newsletter get information to John at least a week before the meeting. Repeater. Should we talk to Bill or write about the repeater. The president will work on it.

Christmas party was discussed. We will take it up again next year. Break at 1928 returning at 1940. 50/50 winner nr 807850 won by Frank.

Rex: Balloon launch for amateur radio the first of November. Also Mingus will soon have a 220 band repeater soon. It will be tied in with the Condor link.

Bob, RRQ Reported on the road rally. It is set up and ready. Next VE test Nov. 9th.

Webb site renewal time. \$59.40. Motion to approve the renewal. Approved.

Adjourned at 2026.

Respectfully submitted,
Robert Tilman-K7CJW YARC 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 MAILBOX

Sorry, no mail this month!



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.



FROM THE WAY PAST-PRESIDENT K7KOL (Bob Kane)

SLIMESTONE CANYON OUT THE WINDSHIELD

I visited Fred Zimmermann, N7PJN and Carl Olberg, KB7YLT with young son Nick, during the Sports Car Club of America rally in north central Arizona on Saturday, October 25 at rally race stage 3 and 4, Limestone Canyon Road.

The journey to Fred's camp along Forest Road 573 west off Arizona highway 89's mile marker 344.4 was a non-event, and with ample time to reach camp before the race began, I took numerous side trips off the forest path to look at sights like the limestone kiln that has been there for ages, old kiln worker's camps and other inviting views along the road. The road in was easily traveled if driven slowly and with care, even with a front wheel drive, sedate sedan such as a Toyota Camry. No challenge at all for my Subaru, All Wheel Drive Outback. The same road out later that day would be a slippery journey; having morphed because of rain from fairly hard dirt to thick, red mud, scored with water filled ruts a foot deep.

The visit was good, enjoying the ham company while sitting around a warm camp fire munching on some cheeseburgers shipped in from Chino Valley, a box of Danish goodies couriered from Prescott, and all emulsified and washed down with some good German beer. What better way to spend a Saturday, even if the heavens decided to spritz a little rain on us?

The 2-meter radios that Fred monitored, chattered away with race and position reports, kept the camp pretty well informed of the progress. As the day wore on, the rain became more insistent, forcing the visitors into the Camry, leaving radio operators Fred and Carl out in the weather protected only by rain coats and umbrellas. The radios absorbed their share of rain too, even though protected by plastic bags, but kept on humming along.

It was obvious that getting back out to town on that mud road would be a chore for a sedan, but we were stuck in position, as the

race was in progress and churning up Limestone Canyon Road, towards our location. We would just have to wait for the cars to arrive, turn around, and retrace their watery course back to the highway.

Finally, all of that was accomplished and as the last race car left the stage, we visitors bid adieu, while Fred, Carl and Nick started packing up the wet camp for the return to Prescott. Fred and Carl had high clearance vehicles which would easily slalom back to the highway. The main worry was the Toyota Camry; how would it fight its way out?

The Camry, piloted by Jim Blackmore W6KCF, and co-pilot Walter Schumann KF6SPS, fought valiantly and navigated the slippery terrain well, proving the advantage of its front wheel drive traction, and Jim's former B-17 pilot skills as he found his way into the Limestone Canyon Road's mud-rut localizer. Co-pilot Walter held on to the emergency hatch handle next to him, and kept Jim informed of the road condition. The B-17/Camry settled into the slimy guidance signal, and crabbed and fish-tailed its way from camp to hard top highway 89. I played "Tail-end Charlie", following behind just in case the Camry crew had to bail out over un-friendly territory.

The sortie was a success, and we made it to the highway, heavy with mud and wheel wells filled with wet, red clay and stones. Our vehicles definitely had wheel balance problems once we got up to highway speeds.

My visit to Fred's camp was to enjoy a day out in the woods with friends; witness Fred's expertise in manning a station powered by solar or auxiliary power, using numerous radios with cross band capabilities, and a mini antenna farm that would be the envy of many restrictively housed hams in town. I found the camp, not by looking at my GPS receiver, but by suddenly seeing the VHF antennas poking up through the brushy skyline!

Another reason to be there was to cheer-on my neighbor, Tom Juliani, driving car 349, with co-driver Dann Oebker.

Car 349 is a 1983 Audi Quattro, All Wheel Drive, Turbo-charged, 5 cylinder Audi sedan developing 200 HP and 200 ft/lb of torque. Its two front seats are all business, with the two drivers belted in like a package banded for overseas delivery. Bolted on the inside of the "passenger" door is the co-driver's computer, calibrated to read out distance in hundredths of a mile, with integrated correction factors so that it's accurate for hard-top highway driving, soft dirt, or slimy mud. It's an extremely valuable instrument, as the drivers are given their route book at the start of the race with stage mileage called out in hundredths of a mile as straight-aways, washes, cattle guards, bridges and sudden turns suddenly appear according to the plan. The computer counts down distance on each stage and alerts the co-driver when significant obstacles or directional changes are imminent. All vital controls, such as fuel shut off, windshield wash and lights are within easy reach of either crew member. The back seat area, outlined by a tubular skeleton framework, strengthens the body in case of roll-over and is filled with tools and a strapped down spare tire.

This weekend was car 349's come-back race, because last year, on the night before the race, the steering rack seal failed, disabling any meaningful steering capabilities. It was a fatal failure, and the car was withdrawn from the 2001 race.

The 2002 rally was almost "de ja vu", when screaming along the Perkinsville Road stage on Saturday, 349 left the track at 80 MPH on a long curve.

Tom called out to Dann, "We're going off", as the car slid into a three foot deep culvert. The slope and softness of the culvert wall caught the front end of the car and threw it back up on the track, >

though the ditch demanded its dues in the form of 349's cooling air dam grill. Unknown to the crew, the impact also put the alternator belt out of alignment with the drive pulley. The belt was turned on its side rather than its full bottom as it traveled over the alternator drive pulley, delivering hardly any torque to the alternator. The "ALT" light came on, but was disregarded as just a nuisance warning. When the driving lights dimmed, and the car's voltmeter showed 9 Volts, the nuisance became a major concern. 349's electrical power for high intensity driving lights, fuel pump and ignition was now being provided by battery only, not a promising situation for a night-time stage. Electrical power requirements were substantially more than the 12 volt battery could maintain, and the drive crew knew they couldn't complete the stage, so they told a nearby radio ham that "349's broken a belt" and was heading off to the service area for repairs.

Repairs weren't available at the service area, so the drivers continued on to Chino Valley where they limped into a secure area, on battery-powered ignition. All lights had been turned off to conserve power and the crew kept a watchful eye for the Chino Valley Police. A dark race car might attract the attention of a patrol car, and time spent in that transaction would rob more battery power. They made it ok through Chino and secured for the night. Repairs were done the following day.

In spite of their alternator problem, they turned in a time that awarded them fourth in class, behind some one hundred thousand dollar cars! Way to go Tom and Dann. I'm glad I was there to cheer you on and spend a wet, fun day with N7PJN, KB7YLT and son, W6KCF and KF6SPS.

Let's do it again next year!

73 Bob Kane K7KOL 11/02



OTHER NEWS OF INTEREST



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

WHOOPS! Red-Faced Riley? ☹



On October 22, 2002 Riley Hollingsworth advised several amateurs in Ohio and Michigan to avoid lengthy FM simplex QSOs on 146.52 MHz. Under the generally accepted band plan endorsed by the ARRL, 146.52 MHz is the 2-meter national calling frequency. Stations making initial contact there are expected to move to another simplex channel to continue their conversation.

However, after further review the statement was rescinded and the news article was removed from the ARRL's website a few days later.

Apparently, there is no provision in the FCC Rules & Regulations that would prohibit lengthy QSO's on any National Simplex Calling Frequency. There are only designated that status by an accepted bandplan and as a "gentlemen's agreement". All ARRL band plans are

available on the ARRL Web site. This may be revisited at a later time. (Ed.)

INTERNATIONAL: ARRL ASKS FCC TO DENY US USE OF EUROPEAN/UK FRS-TYPE RADIOS ON 70 cm

The ARRL is saying no to visitors using unlicensed radios in our ham bands. Amateur Radio Newsline's Bruce Tennant, K6PZW, has more:

The ARRL has asked the FCC to deny a petition that would set aside spectrum in the 70-cm ham band for non ham use. This, for use by visitors from Europe and the United Kingdom to use their Personal Mobile Radio transceivers while in the U-S.

According to the ARRL Letter, the request was filed by Dr. Michael Trahos, KB4PGC of Alexandria Virginia. It asks that European PMR 446 type handie-talkies be allowed to operate license free while overseas travelers were in United States jurisdiction. PMR 446 hand-helds are similar to the US Family Radio Service transceivers but operate on eight channels between 446.0 and 446.1 MHz. at up to a half watt out.

In his Petition, Trahos said that existing Part 97 Amateur Service rules precluding the use of PMR 446 radios in the US were essentially unenforceable and that granting his petition would have minimal impact on existing amateur operations. The ARRL countered by saying that there are obvious enforcement problems associated with the Petition. It says that putting the unlicensed users on a ham band is a formula for serious interference problems to be created. (From NEWSLINE #1315 10/25/02)

(Editor's Note: This is the same Michael Trahos, who several years ago as a Novice, filed to get Novice Class amateurs to be repeater owners and control operators. That failed to get any support and was readily rejected by the FCC. Mr. Trahos must have more time and money than the rest of us.)

ENFORCEMENT: NO RADIO CALL-IN SHOW PERMITTED ON 75 METERS (or, Darwin Ham Awards?)

The FCC is asking a California ham why he allegedly ran a radio call in show on 3.830 MHz and requested shortwave listeners to participate. The regulatory agency alleges that James C. Watkins, K16GU, of Burbank ran such an operation last August 16th and 24th and used a reverse autotach system to facilitate the call-ins.

Along with the FCC inquiry Watkins was furnished 9 pages of material relating to the complaints against him. He was given the customary 30 days from the date of the Commission inquiry to respond. (FCC)



ARRL MEMBERSHIP APPLICATIONS

The ARRL no longer allows clubs a portion on renewals. However, a new program effective October 1, 2001 allows clubs to keep a larger portion of NEW ARRL applications. If you are not a member of the ARRL, join now through the club. Submit your application to me or at any meeting. Remember to include the envelope too. It will save us a few cents on postage. Thanks. David Passell-K6UWV-Treasurer



ARES/RACES NEWS



Because when nothing else can get the message through, Amateur Radio can.....

WHY WE SERVE: Amateur radio operators are charged with providing emergency communications by FCC Rules. It is a duty all too few ham elect to participate in. Unfortunately, only about 10% of the amateur operator license base are involved in organized emergency communications. However, the dedicated 10% or so that are involved, provide their services and equipment as their way of 'giving back' something valuable to their community, their state, and their country. The important service this base of trained amateur operators provide is an invaluable asset to the served agencies.

Amateur Radio Operators have been providing emergency communications since around 1913. The members of ARES/RACES take their volunteer service in communications emergencies seriously. They can be counted on to provide the highest quality of service when the occasion arises.

WHAT IS A COMMUNICATIONS EMERGENCY? A communication emergency exists when a critical communications system fails putting the public at risk. This can be caused by storms, floods, earthquakes or even by construction equipment cutting a critical long distance telephone cable. Even when no equipment fails a large scale emergency can put an overload on existing services.

HOW DO AMATEUR RADIO OPERATORS FIT IN? Amateurs have the equipment, the skills and the frequencies necessary to provide emergency communications under many conditions. Amateurs have the capability to enlarge their operations to meet growing needs in an emergency. Many of the skills required are ones that are used in everyday amateur activities.

Just having the equipment, frequencies and basic radio skills; however are sometimes inadequate. Many emergency communications procedures are very different from those used in everyday amateur

operating. Training and exercises provided by the local ARES/RACES or other emergency communications groups provide the needed emergency communication skills needed. One prime example is the online Amateur Radio Emergency Communications Level 1 course provided by the ARRL. This is an invaluable course for anyone interested in emergency communications. Without the needed emergency communications skills, you can easily become a part of the problem rather than the solution.

HOW DO YOU JOIN ARES/RACES? Being a member of ARRL is not a requirement to join. Simply a sincere desire to serve and be a part of a trained emergency response group is all that is required. If you fit this description, please contact:

Lloyd Halgunseth, WA6ZZJ, at 717-2706
 Lee Cunningham, KC7CBK, at 771-2055
 Mel Boreham, N6BDC, at 646-3610

Or check into the ARES/RACES net on Monday evenings at 1845 hours on the 147.220+ 162.2 hz pl repeater on Mingus Mountain or at 1900 hours on the 147.260+ 103.5 hz pl repeater on Mt. Union.

On the Yavapai Amateur Radio Club Public Service scene:

We had a busy weekend on October 25th and 26th. Along with providing communications for the Prescott Forest Road Rally, in association with the Verde Valley Amateur Radio Association, we were also called upon to assist the American Diabetes Association with a walk on Saturday. In true Amateur Radio fashion we were able to accomplish both tasks. A BIG THANK YOU to all who participated in both events. You all know who you are.....

The Yavapai County ARES/RACES Nets are held Monday evenings at 1845 hours on the 147.220 VVARA Mingus Mountain repeater. The 147.260 Mt. Union Net is held immediately following the 147.220 Net at approximately 1900 hours. → Future plans call for linking these two repeaters for emergency and Monday net use. Once we have the repeater link system in place both nets will be combined to begin at 1845 hrs.

73, Lloyd Halgunseth WA6ZZJ
Yavapai County ARES/RACES DEC/Radio Officer
(520) 717-2706 wa6zzi@cableone.net



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

"Boy these new radios really have a lot of options!"

"I really miss all the old No PL repeaters.?"

"I have too many microphones and always grab the wrong one."

"Can you say that on the radio?" "Only if nobody's listening!?"

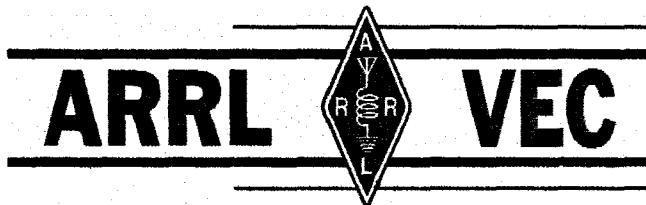
"Field Day is like the 'Super Bowl' of ham radio!"

"How do you force an antenna to work right?"

QSL CARD'S WANTED!



This is from the 1993 DxPedition to Mellish Reef, often sought after by avid DX'ers.
 Remember, if you have a favorite QSL card that you would like to share, send it to me with a short story about it. If I don't get any, I'll continue boring you with mine! Ed.



Volunteer Examiner Testing

The final testing date for 2002 was Saturday 11/16 at Masonic Lodge. There were 3 applicants and 3 new amateurs, who passed Element 2 for their No-Code Technician license. Congratulations to all!

Additional sessions may be held as needed. 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 ARRL has announced that the test fee for 2003 will increase to \$12.00, beginning January 1. Further information can be obtained by contacting John Wilson-KM6BF at 636-1228.

YOUR LOCAL PRESCOTT AREA VE's

- | | |
|--------------------|----------------------|
| AB7KE Joan Tremper | AB7KF Bob Nichols |
| K7KOL Bob Kane | K7NGK Don Broadston |
| KC7AGL Don Muller | AB7SK Sasha LeGendre |
| KJ7KL Pen Brown | N6LIK Bob Hoffa |
| KM6BF John Wilson | W2YAV Bill Kafka |
| W7DC Bob Harkey | W6CCD Dick Hughes |
| W6HDP Bill Jackson | WB6ODR Bob Smith |

Vanity application reminders bear repeating (Oct 29, 2002) -- When applying for a vanity call sign, the application purpose on FCC Form

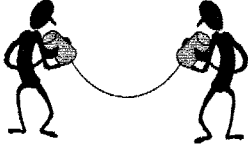
605 should always be "Modification" (MD). ARRL VEC Manager Bart Jahnke, W9JJ, advises that vanity applicants within their 90-day license renewal window should *not* attempt to do a "Renewal/Modification" (RM) when applying for a vanity call sign. "I would recommend that you renew first," Jahnke said. "If vanity processing is delayed for some reason--as happened last fall and spring--your license could expire while awaiting processing, and your application would be dismissed." The fee for a vanity call sign increased to \$14.50 in September. Jahnke says it is possible for vanity applicants to register a name, address or contact information (eg, e-mail or telephone number) change with the FCC while also applying for a vanity call sign, since both actions can be dealt with as a Modification. Note, however, that if you're *only* changing such data as name, address or contact information and *not* applying for a new call sign, you should check "Administrative Update" (AU) as the application purpose--and, yes, this is confusing. (Unlike a vanity application, which requires a fee and goes to the FCC's fiscal agent in Pittsburgh, an Administrative Update application requires no fee and goes directly to the FCC in Gettysburg.) Amateur applications may be filed electronically via the FCC's ULS Web site or on paper (using FCC Form 605). The FCC says that anyone filing any application with the FCC--whether for a vanity, license renewal, upgrade or modification--first must be registered with the Commission Registration System (CORES) and have obtained an FCC Registration Number (FRN). For more information on vanity filing, visit the Amateur Radio Vanity Call Signs page on the ARRL Web site.



AREA REPEATERS

FREQ	PL	Location	Notes
52.560-	100.0	Mt. Union (-500Khz)	CARS N7NGM
53.040-	C/S	Prescott Airport	KC7WBE (-1 Mhz)
145.350-	162.2	Wildflower Mtn.	DAWN
145.370	162.2	Towers Mtn.	MMRG
146.780-	91.5	Bill Williams Mtn.	BWARC
146.880-	100.0	Prescott	YARC
146.980-	100.0	Flagstaff-Elden	CARC
147.000+	162.2	Mingus Mtn.	MMRG
147.040+	100.0	Prescott Heights	W2YAV
147.140+	162.2	Flagstaff-Elden	ARA Link to Ord
147.220+	162.2	Mingus Mtn.	VVARA
147.260+	103.5	Mt. Union	YC EmergSvcs
223.960-	156.7	Mt. Union	NOWARE-NW7AZ
224.600-	156.7	Mingus Mtn.	CONDOR
442.150+	100.0	Mingus Mtn.	Northlink
442.350+	100.0	Glassford Hill	N7KPU
448.475-	100.0	Flagstaff-Elden	ARA
448.500-	100.0	Prescott	KB6TWC
448.875-	100.0	Flagstaff-Elden	Northlink
449.175-	100.0	Towers Mtn	Northlink

ADDITIONS, DELETIONS AND CORRECTIONS APPRECIATED



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. DECEMBER 19, 2002 @ 7:00pm

Wednesday Morning Breakfast-Iron Horse Café, S. Hwy 89 in Chino
Valley (N 34° 43' 56.5" W 112° 27' 15.4"). 7:00AM. Informal-All are
invited.

Thursday Morning Breakfast-Michael's Restaurant in the Safeway
Shopping Center, Hwy 69 Prescott Valley. 7:00am. (N 34° 35' 13.3" W
112° 19' 44.6") All are invited.

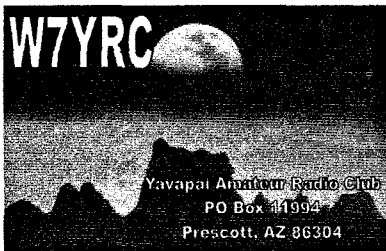
Location data provided by Fred Zimmermann-NTPJN, per WSG84 Datum

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Many thanks to Bob Smith-WB6ODR, our Webmaster!



HAPPY THANKSGIVING TO ALL