The Anchorage Amateur Radio Club News Bu

August, 1995

Anchorage Amateur Radio Club Newsletter Editor - Harvey Rookus, NL7DK

Vol. 24, No. 8

Being Prepared for Emergencies: The Red Cross and the Health And Welfare of Alaskans

A presentation by the Anchorage Office of the Red Cross August 4th, 1995 7 pm at the Atwood Center on the APU Campus - Second Floor



Bin in (Billion

Page : Ministes of Board/Genera Meeting Highway Clean-up Rasilo Engineer

Page 4 FCC Letter

Piges Monta Norsa Rachington (sone usion)

Page 6 HAMFEST September 30 (Deliviber) 1995

Page 7 Table Layout and Map to Location of Hamfest

AARC GENERAL MEETINGS are held on the first Friday evening of each month on the 2nd floor of Atwood Center, Alaska Pacific University Campus. The campus is located at 4101 University Drive and Bragasw St. Perking is available in the lot in front of the building. The meetings begin at 7:00 PM and visitors are always welcome! The AARC legendary raffle is open to everyone!

AARC BOARD MEETINGS are held on the 2nd Wednesday evening of the month in Room 104 of the Carr Gottstein Building on the APU campus. The meetings begin at 7:00 PM and are open to all club members and visitors.

ANCHORAGE ARES NET The Anchorage area Amateur Radio Emergency Services Net is held each Thuruday evening at 8:00 PM on the KL7ION repeater on 147.3 (+.600). Net outrol is Lil Marvin, NL7DL and alternate NCS is KL7IO. The Westlink Amateur Radio report, Swap N Shop and the PARKA Net follow the ARES Net on the same frequency.

THE KL7AA REPEATERS sponsored by the club are as follows:

KL7AA 146.94 (-.600) 100.0 or 141.3Hz tone. Anchorage area * + number for petch # to hang up. (5 min time limit)

Patch on 0600 - 2200 daily, 0700 - 2359 Fri/Sat, 0700 - 2200 Sundaya. Emergency autodial enables 24 hrs a day. Emergency autodial numbers (10 minute resettable timer)

911 for life or death

912 Anch Police Dispatch

913 AK State Trooper Dispatch

hangs up Emergency numbers also KL7AA 146.76 (-.600) 141.3HZ tone Mt. Alyeska, and Girdwood areas. KL7AA 224.94 (-1.6) NO TONE

KL7AA 224.94 (-1.6) NO TONI Anchorage area.

KL7AA 444.70 (+5.0) 100.0Hz tone Anchorage area. Patch enabled 24 hour a day. * + number for patch # hangs up patch. (5 minute time limit) Emergency autodial enabled 24 hours a day. (10 minute resettable timer).

911 Life or death

912 Anch Police Dispatch

913 AK State Trooper Dispatch

hangs up Emergency numbers also.

A reminder that not only is using an Amateur phone patch system to bypass the Long Distance carrier illegal, it can also result in the loss of the entire phone patch system. Prefix's outside the Anchorage dialing area are disabled.

The repeater trustee is William Reiter, KL7III. Doug Dickinson, KL7IKX is chairmen of the VHF/UHF committee.

KL7AA PACKET OPERATIONS The KL7AA Packet BBS. Callsign of the PBBS is KL7AA-7 (ANCBBS). Callsigns of the multi-frequency switch are KL7AA-8 (AARC), KL7AA-7 & KL7AA-8, and operate on user frequencies of:

145,010 and 147.960 (147.960 is the statewide ADES provided backbone). Linking from 145.050, and 440.050 is provided through multi-frequency switches throughout the city. A landline port is available at 300-9600 Basd, V32.bis compatible. Register w/Sysop Mel Saunders, AL7PB, at 349-4372.

KL7AA operates a high power Node switch on 145,01 from the Rabbit Creek area, with the callsign of KL7AA-1 (Anc), as well as a Node switch on the top of the Arco building in downtown Anchorage, on 145.050 KL7AA-5 (Anc5).

KL7AA also operates an HF Gateway with the callsign of KL7AA-10 (HF80) on 3.605 Mhz. This gateway has access to all local and statewide networks.

The AARC sponsors an Amateur Internet Gateway station, NL7NC-9 (AKGATE). This gateway is available from any of the local Node stations on 145.01. 145.05, 440.050, or 147.960.

A reminder that 147.960 is the State sponsored ADES backbone link connecting Fairbanks, Anchorage, Homer, Kodiak, and Juneau together. User access for keyboard to keyboard activity is best accomplished between 1600 and 2200 daily, during this time, the Packet BBS stations will hold off from heavy bulletin forwarding.

ALL PBBS AND USER ACTIVITY IS SECONDARY TO EMERGENCY REQUIREMENTS OF THE ALASKA DIVISION OF EMERGENCY SERVICES (ADES).

CALENDAR
AUGUST
VEC Tests 2ND

AARC Meeting 4th

AARC Board Mtg 9th

SCARC Meeting 11th

VEC Tests 12th

VEC Tests 16th

SEPTEMBER

AARC Meeting 1ST

VEC Tests 6th

SCARC Meeting 8th

VEC Tests 9th

AARC Board Mtg 13th

VEC Tests 20th

NOTE NOTE NOTE

and when you please be move certain to Notify the Newsletter Editor and the Membership Chairman or you may not get your newsletter.

The Anchorage Amateur Club Radio News Bulletin is the monthly newsletter of the Anchorage Amateur Radio Club. Permission is granted for reproducing articles appearing in the Anchorage Amateur that do not indicate a copyright separate from the Anchorage Amateur Radio Club. Letters to the Editor and articles for publication should be submitted to Harvey Rookus, NL7DK, 3310 Checkmate Drive, Anchorage 99508. Telephone number (907) 333-4693. Articles and Notices for the paper should be typewritten or on IBM compatible formatted computer disks (5.25 or 3.5 inch). Graphic illustrations for articles are also welcome. Deadline is the 20th of each month.

From the Board Meeting by Susan Woods NL7NN

The Board met on July 12th at APU at 7 pm. However we did not have a quorum so could not transact any formal business. We discussed many things and topics none of which will show up in the light of day. We finally quit talking about 8:30 pm and all went home. Better luck next month!!

HIGHWAY CLEAN-UP

The Second Clean-up on the Potters Marsh portion of the Seward Highway took place on July 15, 1995. There was not a huge crowd in attendence, maybe some of you went to the Motley Picnic. That's ok too. The public seems to have helped abit, bacause the take was fairly small this time. Those who worked on the project were first and foremost: Arlene-KL7HO: Harley-KL7IZZ: followed by: Dave-WL7CDJ; Bill-KL7GM, with daughter-in-law Karen; Mike-KL7DZE; Harvey-NL7DK; Jana-NL7WV and Fred-KL7VC: Joan-WL7IB. A good time was had by all and many thanks to HO/IZZ for the goodies afterward. The prize was a bicycle plus rack found by Mike-KL7DZE. Thanks buys and gals from KL7HO and KL7IZZ.

The following from Harold Hitchens-KL7PG

This is from a long time Attorney friend who practiced Communications Law in Washington, D.C. some 40+years ago.

"Justice Cordozo, in speaking of a settled rule of law he was about to overthrow, once observed, for the benefit of the losing lawyer, no doubt: "Certainly is illusion". As you can see, we lawyers can never be sure. I have therefor always envied the engineers their exact science. At least until a local consultant sent me his message as follows:

A RADIO ENGINEER is a person

who passes as an exacting expert on the basis of being able to turn out with prolific fortitude infinite strings of incomprehensible formula calculated with micromatic precision from vague assumptions which are based on debatable figures taken inconclusive experiments carried out with instruments of doubtful reliability and questionable mentality for the avowed purpose of annoying and confounding a hopelessly chimerical group of esoteric fanatics referred to altogether too frequently PRACTICAL RADIOMEN." (You might well substitute "RADIO AMATEURS" for the 'PRACTICAL RADIOMEN'!) - Thanks Harold

AARC

HAMFEST/FLEA MARKET

September 30th and October

1st

Saturday 10 am to 6 pm

Sunday 8 am to 3 pm

KINCAID PARK

ANCHORAGE

VEC TESTING

GOOD TIMES & FUN

General Meeting as seen by

- Harvey - NL7DK

We saw a very good job of 'Ad Libbing', performed by Gerianne-WL7RY, on July 7th 1995. By virtue of there being no Pez or VP, as Activities Manager, she became the top-dog of the AARC.

Gerrianne did a great job with the entire program. We heard from 'Bootstraps of America', the fine job they are doing to get people off of welfare by 'helping people to help themselves.' We also heard what their needs are. The board will look into that portion. A short break was taken for refreshments and ticket buyers.

Then Gerrianne introduced the Guest Speaker: "Gerrianne-WL7RY. She gave us a fine presentation of 'How a net is set set up for an event'; who sets up these nets, and the many benefits that are derived from the Ham community for the sponsors of the many events helped.

Then there was a short talk on the possibility of expanding the Activity Manager's job to include several other people who be under the supervision of the Activity Manager. this would take lots of the pressure off of the one person now doing the job.

Last, but not least, was the drawing for the door prizes.

My final comment! Gerrianne deserves a great round of applause for the fine job she did at the July meeting. THANKS! GERRL NNE Editor

FEDERAL COMMUNICATIONS COMMISSION

Compliance and Information Bureau 2203 N. Lois Ave., Suite 1215 Tampa, FL 33607 June 13, 1995

Anchorage Amateur Radio Club 2628 Turnagain Parkway Anchorage, AK 99517

Gentlemen:

The Federal Communications Commission (FCC) alone receives approximately 30,000 complaints per year of interference to home electronic equipment. Since it is not feasible for the Commission to attempt to resolve these complaints, it is our policy not to investigate interference to home electronic equipment. Likewise, we do not offer any protection from interference.

Interference to home electronic equipment is a major problem in the United States that the FCC must deal with in order for us to ensure communications excellence for the American Public. We are looking into the possibility of having the private sector become involved in resolving these interference problems. The Tampa Office of the FCC's Compliance and Information Bureau is undertaking a pilot project to determine the feasibility of such a program. We are now in the planning stages of the program and would appreciate your input. An overview of our initial thoughts is provided below:

PROPOSED PLAN:

- 1. We would solicit participation from local Electronic Repair Service organizations.
- 2. Training would be provided for resolving these kinds of interference problems. Training could come from the FCC, manufacturers, or industry associations, etc. Once a training course has been completed, the service shop could then be certified as qualified to provide interference protection to electronic equipment.
- 3. The FCC would include a list of qualified technicians with the self-help information we currently mail out in response to interference complaints.
- 4. As part of the program, if the service shop determined the interference could not be resolved by filtering and was caused by a violation of FCC Rules and Regulations, specific information would be provided to the FCC by the service shop. The FCC would then investigate the perpetrator.

If you would be interested in such a program or have any comments or recommendations for implementing such a program, please contact the FCC's Tampa Office. Please respond to the Federal Communications Commission, Compliance & Information Bureau, 2203 N. Lois Ave., Suite 1215, Tampa, FL 33607. Our phone number is (813) 348-1508, and our fax number is (813) 348-1581. FCC contacts for this program are Carol S. Johnson and Ralph M. Barlow.

Sincerely,

Carol S. Johnson

Public Affairs Specialist

S. Johnson

power lead on the top of the terminals with a sheet metal acrew. That will cut the noise to the radio cuits a bit

cut the noise to the radio quits a bit.

The sound insulation from the inside of the firewall is beid on most cars with rubber things like a big bolt. They are pushed through the insulation from the inside of the car and can be seen in the engine compartment. They are about 3/8 inch in dismeter and are bollow. They have holes in them just are about 3/8 inch in dismeter and are bollow. They have holes in them just the size of RG-38. Just cut the end off one in the engine compartment and fine the size of RG-38. Just cut the end off one in the engine compartment and the size holes in the size of RG-38. Just cut the end off one in the engine compartment and the size of RG-38. Just cut the end off one in the engine compartment are the size of RG-38. Just cut the end off one in the end off one in the end of the insulation in the insulation of RG-38. Just cut the end off one in the end off one in the end of the insulation in the end off one in the end off one in the end of the insulation in the end off one in the end off one in the end of the insulation in the end off one in the end of the insulation in the end off one in the end off one in the end off one in the end of the insulation in the insulation

connector it's time to get the drill and rubber grommets out.

All that work may still leave a lot of alternator whine. Since it's an AC source that has to be rectified, the way to eliminate the AC hum is the same as with any power supply. Get a large toroid core and wind through it the write that goes from the alternator to the battery. That should do it.

well grounded to the frame and body; one small wire for a DC ground for They always go back to the negative bettery terminal, but that may not be too frame. Sometimes engines are not grounded either, except by accident. ground strape from from one body part to another and from the body to the rubber mounted and offen are not too well grounded; you may have to run noise from the ignition system. Ground it near the far end. Car bodies are which is about a quarter-wave length on 10M and maloss a fine entenna for them. Among sources you won't be able to find will be the exhaust system, generator regulates. Some bypass capacitors will generally take care of swini racket. Too much noise suppression on them can change the way the mechanical voltage regulator-they regulate by vibrating and can set up an tick, and the stuff you can't find, unless you are unfortunate enough to have a all that leaves is the voltage regulator for the instruments that go, tick, tick, houving boog a ensure of liswerit edt of benefind ers vod eredw goes back to the switch like mine did. Scrape the paint from beneath them put in each power line to the wiper and probably the ground line too, if it through them. They will all headle 20.A or so. One of these will have to be facton them down. They are usually 1/4 mF or 1/2 mF and the power goes Get the kind that have sorrew terminals on the ends and a lug on the side to through capacitors, all metal, about two inches long and an inch in dismeter. when you turn on the windshield wipers! The cure for that noise is feed-Eventually the rain will come, along with more noise

the lights, etc. doesn't always make a good noise ground.

Sometimes in dry weather you will beer static build up arcing to the ground from the tires. You can, with luck, get conical springs to put in the front wheel habcaps to ground then to the sade, and conductive powder to put in the tires to help ground them or you could drag a ground strap. That should do it. If it doesn't, then go bicycle mobile!

Institute World Radio for the above article!!



Mobile Noise Reduction (Continued)

First try grounding the bood on one corner near a hinge and see if it does say good. The formula, "if enough is good, more is better, and too much is just right," doesn't apply to grounds. Sometimes if you ground a hood in two places the noise will increase because you have created a current loop. Sunall ground wires are not as good as hig ones; the our-nest cleasing is mail ground wire can be so high that it will radiate and make things worse. That's why you see a long strip of sheet copper, rather than braid, used as a ground strap on some grounded electronic work beaches.

rom the beginning

The first thing to do in mobile noise reduction grounding is to take the ignition coil off. Scrape the paint off the contact points of the coil and mounting strap. Any sering outside the engine can also cause a terrific amount of noise, so be sure your spark plug wires are in good shape. In the dark, observe the running engine and see if you can see any sere. If you can, it's long pest time to change the spark plug wires. If the ends of the wires fit it's long pest time to change the spark plug wires. If the ends of the wires fit loosely on the plugs and distributor cap connections they will are and cause noise. Take the wires and slide the rubber covers back so you can get to the noise.

end connectors (you may have to use some silicon greese).

Take an old spark plug and fit the end connectors onto them so they are tight. I just meah them a little with a pair of pliers. (Spark plug connectors are made with a little dent in in the middle that makes them snap on, but first they get there they become looses, and that's what you want to avoid.) Fit all the connectors on both ends of all the wires, and don't forget the one that goes to the coil. This will cut ignition noise a tremendous amount. If you still need more suppression, get some suppression spark plug wires; it's a coil wrapped around a magnetic plastic core. As a coil, half the noise a coil wrapped around a magnetic plastic core. As a coil, half the noise wire.

You say that's not quite right—you want it perfectly quiet? Okray, measure the distributor and coil diameter, takes your ruler and head for the distributor and bead for the the whole works! What you want is a cast that you want is a cast whill fit you can be coil and distributor. If other shoppers look at you kind

of finmy, tell them you always buy your beams by the inch.

Thea get some very thin tin or galvanized sheet metal to wrep around the speak pluga. Cut the sheet metal in a strip that's a little longer than the distance from the plug seat to the top of the plug. Then cut a piece that will distance from the plug hax with enough overlap to solder. Cut another piece of sheet metal and wrap it around something like a broom handle or pipe, forming it so that it's halfway between the diameters of the outside and forming it so that it's halfway between the diameters of the outside and forming it will stretch to go over the bex on the plug and make a tight fit. I form the sheet metal so it is a little bigger than the plug and make a tight fit. I form the sheet metal so it is a little bigger than the plug and make utght fit. I

vise and squeeze it to the right dismeter, then solder it.

Cut the two cans to go over the coil and distributor, making holes in the tops of the cans for the wires. Make a dozen or so cuts up the side of the can be aqueezed tightly onto the coil and distributor with a hose clamp. Clean the paint off the coil where the can fits. Be sure to get the can fire. Clean the paint off the coil where the can fits. Be sure to get the can fire of the distributor to reach the metal. You will probably have each of the coil where the can the cut it to fit around several things on the outside of the distributor,

like the vacuum assembly and the low voltage wire.

The half-inch braid is formed into a hollow tube and soldered to the hole edges that were turned up on the top of the cana. Don't forget that the wires and plug boots are going to have to go through the braid and holes, so be sure to meter them the sounds. When you are all finished you will have a metal octupus that will completely eliminate all ignition noise, if you've meet a good solid braid.

Once the ignition monetor is besten all you may hear is alternator whine, which may go out over the transmitter tool. Besteries are a big capacitor, but not that big, so something must be done. The easiest thing (I always take the easy way first) is to run a separate power lead to the battery. Use a piece of coax and go to the battery with both sides. Connect the shield to the ground side and the center to the hot side through a fine. I just use a big lug ground side mut writh another mut on that to hold it.

If you have a GM car without regular bestery terminal clamps, you have a problem. Get the power line as close to the battery as possible. On one car that had clamp-on battery leads I drilled the battery terminals and put the

ANCHORAGE AMATEUR RADIO CLUB'S

HAMFEST 1995

* * * DATE * * *
SEPTEMBER 30 & OCTOBER 1

* * * TIME * * *
SATURDAY: 10 AM TO 6 PM
SUNDAY: 8 AM TO 3 PM
SETUP: SAT. 8 TO 10 AM
CLEAN UP: SUN 3 PM TO 6 PM

* * * WHERE * * *
KINCAID PARK "OUTDOOR CENTER"

* * HOW TO GET TO HAMFEST * *
GO 5 MILES WEST OF MINNESOTA AND RASPBERRY
TO THE WEST END OF RASPBERRY

**** FLEA MARKET ****

**** V.E.C. TESTING ****

**** GOOD TIMES ****

**** FRIENDSHIP ****

FOOD AVAILABLE, PLENTY OF OUTDOORS, MAYBE MOOSE, SPECTACULAR ALASKAN VIEW OVERLOOKING FIRE ISLAND MT. SUSITNA AND COOK INLET, BEST H.F. MOBILE SITE! TALK-IN FREQUENCY 146.94, 147.30 AND 146.52 (simplex).

* OPEN TO THE PUBLIC *

ANCHORAGE AMATEUR RADIO CLUB, INC. Post Office Box 101987 Anchorage, Alaska 99510-1987

Address Correction Requested

BULK RATE U. S. POSTAGE

PAID

Anchorage, AK Permit 223

L036 EX0499 ROGER HANSEN POB 520343 BIG LAKE

KL7HFQ

AK 99652

Program: Being Prepared For Emergencies
The Red Cross and Health and Welfare of Alaskans
August 4, 1995 at 7 pm Atwood Center APU Second Floor

• HENRY 3K-X CLASSIC LINEAR AMPLIFIER, 3.5 - 30 MHZ. (3000 WATT PEP, EIMAC 8877) WITH FACTORY 10 METERS. THE ULTIMATE DX AMPLIFIER FOR THE ULTIMATE DX STATION. BRAND NEW - NEVER USED. PRICED TO SELL.

BILL, AL7IG, 243-0433.



ACCENT ON HEALTH
WILLIAM & ELEANOR REITER
Family Health Consultants

P.O. Box 141106 • Anchorage, Alaska 99514 (907) 337-1779

R & L ASSOCIATES

Rodney Maney - Owner (907) 229-1163 268-7232 Beeper



Bookkeeping Service Accounting Software Dealer