# Anchorage Amateur Radio Club
## Next Meeting March 4th

### March Program
by: Jesse L. Jones, KL1RK

### KL7DR "The Satellite Guy"

Dust off those dualband HTs and stop using those yagis as hat racks! Dan O'Barr, KL7DR, will be demonstrating the fun of working **Amateur Satellites** at the March General Membership Meeting. This is a great opportunity for new hams and old hams alike to learn an exciting mode of communication. Don't forget to invite non-hams, let them see how much fun a ham can really have!

### April Program:

#### Iditarod UPDATE: A Trail Journal
by: Jesse L. Jones, KL1RK

Enjoy the sights and stories of the Iditarod Trail without even putting on a jacket! Fresh off my first year on the Iditarod Trail, I will be giving a PowerPoint presentation on the experience. If you are not able to attend the April General Membership Meeting, I will also be giving this presentation at the Moosehorn Amateur Radio Club (Kenai) and the Matanuska Amateur Radio Association (Wasilla).

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Anchorage, AK   12 February, 2005

### Ham radio aids rescue, saves life of local ham
By Jim Wiley, KL7CC

Two Alaskan hikers, who were on a day outing in the rugged mountains of Chugach State Park, had their afternoon turn into something entirely unexpected. One of the hikers, Jesse Jones, KL1RK, unfortunately slipped and fell more than 200 feet down a steep ravine, losing his snow-shoes in the process. Jesse found himself unable to move forward or back, trapped between a low overhang on one side and a swift moving Winter stream on the other. His precarious position was made worse by the fact that his descent could have continued into the water at any moment, and since snow depth exceeded 10 feet, the loss of his snow-shoes meant he could not walk out. Since the outside air temperature at that time was near -10 degrees (F), falling into the water would likely mean

immediate hypothermia followed by freezing death shortly thereafter.

Fortunately, Jesse had brought along his 2-meter hand held transceiver. He tried several local repeaters with no luck, because his signals were being swallowed up by the mountainous terrain. Finally, he was able to access one of the wide area machines, the WL7CVG repeater atop Mt. Susitna, almost 40 miles distant. This repeater, owned by the Anchorage Amateur Radio Club and used primarily as the area ARES repeater, was installed atop the 4400 Ft. mountain just last summer. It was the only system he could access with his low-power hand held radio.

His weak Mayday! Mayday! Mayday! call, coming just a few minutes after 4:00 PM local time, was heard by Jim Wiley, KL7CC, one of the control operators for the WL7CVG repeater. Jim immediately called 911 and was placed in contact with the local fire department rescue coordinator. Jim was able to pass on Jesse's messages to the local rescue coordinator, including coordinates from a GPS unit that Jesse was carrying. The rescue coordinator's office called out the local mountain rescue group and the Alaska State Troopers, who immediately left for the scene with a search team and snow machines.

The rescue team met with Jesse's climbing partner, who had been able to hike out to a place where he could assist the rescue team. Jesse was able to keep in touch via 2 meters to tell the rescuers his condition, including the fact that he was uninjured, but very cold. His extremities were becoming numb after being forced to remain in one position in the sub-zero conditions. Complicating the issue was the fact that Jesse's hands were so cold he was having trouble operating the PTT button. On top of all this, his signal was very marginal, sometimes fading out altogether.

At about 6:00 PM, after the rescue operation had been running for almost 2 hours, the first rescue team made contact with Jesse. After some observations and a few attempts, the rescuers came to the conclusion that they would not be able to get Jesse out without additional assistance. At this point, the local Air National Guard unit was called. They at once began warm up of a HH-60 "Pave Hawk" rescue helicopter. After a brief but complete preflight check, the helicopter left for the scene. They arrived on scene about 15 minutes later, at 6:45 PM local. Unfortunately, the presence of a high voltage power line that was directly above Jesse's position made it impossible to lift Jesse out in the normal way. Instead, they had to lower some para-rescue jumpers to a nearby location, and from there they rappelled down to Jesse's position. The

para-rescue team then worked with others on scene, and were able to bring Jesse out of the canyon by about 10:00 PM. After some on-scene checks by paramedics, Jesse was taken to a local hospital for observation. He was released just before midnight, cold and a bit hungry, but otherwise almost as good as new.

Several local hams also assisted the effort, either directly or by their connection with local emergency service groups. They are: Dave Cloyd, KL7M; Raymond Taber, KL7UHF, and others who just stood by, ready to help if needed. Among those directly involved were MSgt Mike O'Keefe, KL7MD, with the Alaska Air National Guard, Heather Hasper, KL7SP and John Ramsey, KD6YKS, both with the local American Red Cross emergency response team. Also assisting was Bruce McCormick, KL7BM, who was involved with the event as a member of the Alaska Mountain Rescue Group.

Just last Fall, both of these groups, the Alaska Mountain Rescue Group and the American Red Cross of Alaska received a large grant for communications equipment from the Anchorage Amateur Radio Club. Little did any of the club members know that this same equipment would have a part in the rescue of one of their own.

As an interesting and somewhat odd coincidence, Jesse is employed by a local TV station, KYES Channel 5. That station owns and operates a TV translator atop Mt. Susitna, where the WL7CVG repeater is located. The station owner, Jeremy Lansman has graciously allowed the Anchorage club to mount their repeater antennas on the KYES tower. This is apparently yet another case where good will and cooperation among the community has come back in an unexpected way.



This is the WL7CVG site. The repeater antenna is on the tower to the right side of the picture. The repeater itself is in the Quonset hut behind the antenna. In a typical Winter, the snow will get to a depth of 15 feet or more, sometimes completely covering the building. Elevation is 4400 Ft AMSL. The repeater antennas are Diamond X-50N dual band models, with custom built cradle mounts, and are fed with Andrew 7/8" FHJ5-50 Heliax cable. The antennas can survive in 200 MPH winds while carrying as much as 5" of ice.



This is the WL7CVG repeater itself, a cross-linked dual band unit operating on both VHF 147.270+ and UHF 443.300+, with main & standby hardware for both bands. The repeaters are Kenwood TKR series commercial units, with Pacific Research controllers and TX-RX Systems duplexers and combiners. The system is owned by the Anchorage Amateur Radio Club, KL7AA.



Jesse, KL1RK, before the great adventure.

## Thank-you! from
## Fur Rondy Gran Prix Race Marshall

From: "Derrick_Chip"
To: "TJ Sheffield"
CC: "philip mannie"
Subject: **Thanks for a most successful race**
Date: Sat, 26 Feb 2005 13:54:57 -0900

Hi, TJ;

I want to thank the Amateur Radio Emergency Service folks for their assistance during our 2005 Fur Rondy Gran Prix. As I have said innumerable times before, we could not run the Gran Prix as safely as we do without the committed assistance of your group of dedicated radio operators.

I have to apologize to my two "shadows", as we had two very boring days, not having to hop in the truck and run here and there to see what problems had developed. This was one of our most successful race weekends, and it was made so by your assistance.

I look forward to working with you and the Amateur Radio Emergency Service group for the 2006 Fur Rondy Gran Prix.

Chip Derrick
Race Director

# GENTLEMEN, START YOUR ENGINES!

TJ Sheffield, KL7TS

The Fur Rondy Gran Prix is the premiere motor-sports event in Alaska. The race is run on city streets, enclosed by massive snow berms and concrete jersey barriers to form a three-quarter mile racecourse in the downtown area.

Amateur Radio Emergency Service (ARES) volunteers have a front row seat at this event. In fact, we have the best seat in the house! We work directly with the "corner crew" that look after the safety of the drivers and set the status of the course by the color of flags displayed.

The race is sanctioned by the Alaska Sports Car Club and closely follows the rules of the Sports Car Club of America (SCCA).

Corner captains display green flags (for go), yellow (for caution) or red (for stop). A "waving yellow" occurs the first time a problem is encountered and continues to wave until three laps have passed. By then, all drivers are fully aware of the problem and a "standing yellow" is displayed.

Other flags include the dreaded "Black Flag" which removes a driver for unsafe or unsportsmanlike driving and the "Meatball" (a black flag with a red circle) that indicates a mechanical problem with the car.

Less familiar is the "White Flag" which indicates one lap remaining, along with the famous "Checkered Flag" carried by the winners on their Parade Lap.

A furled white and green flag displayed in an "X" above the flagman's head indicates the halfway point in the race. The furled white and green flags shown obliquely to the right indicates two laps remaining.

The Race Marshall, Mr. Chip Derrick, assures us ARES participation in the Fur Rondy Gran Prix is important for the safety of the drivers and the corner crews. At the end of the last heat, he came up on our radio net and told us so!

Although we are not the primary communications system, we provide a professional and reliable "back-up" to the FRS radios used by the staff.

Hand-held FRS radios are difficult to hear when racecars with mediocre mufflers are blasting by at over 100 MPH. In the past, spectators have "hacked" their way into the FRS communications system, disrupting official race traffic.

ARES puts on an impressive display of amateur radio communications capabilities that includes deploying the CCV and operating through a portable 440 MHz repeater. This repeater has a long history of ARES involvement and has been used at the Fur Rondy Gran Prix, the Friends Of Pets Dog Jog and the World Mountain Running Trophy at Alyeska.

Developed for use on the Iditarod Trail, the repeater was used at the Iditarod start, in the Air Force Long Range Radar System (LRRS) at Tatalina and on Alaska's west coast at Shaktoolik. The machine has also flown with the 210th Rescue Squadron (RQS) in their HH-60 Pave Hawk helicopter in support of the Crow Pass Crossing, a marathon length foot race in the Chugach.

Originally designed by WR Communications Corporation as a "telephone line extender", the repeater was re-tuned by Jim Wiley, KL7CC into the ham bands. Jim wanted to move the transmit frequency the minimum amount possible, which explains the "odd split" with the output on 449.650 MHz and a minus (-) shift.

Jim "custom built" an audio equalizer for the repeater and this effort is reflected in the excellent audio characteristics. Kent Petty, KL5T purchased the crystals to bring the machine into the ham bands and TJ Sheffield, KL7TS provided the repeater controller (which includes an auto-patch).

ARES volunteers run the portable repeater on the CCV's in-house battery plant, feeding a Diamond X-50 dual-band antenna mounted on a hot-stick at the rear bumper mount. This combination allows volunteers to communicate on "extremely low" power, using as little as 50 milliwatts in some cases.

The Fur Rondy Gran Prix consists of multiple heats of three classes of cars. IT (A/B) and GT (I/U) cars are essentially street cars with some modifications permitted. Many IT cars appear to have valid license plates!

Legend Cars

Legend Cars are 5/8 scale fiberglass versions of the classic Ford, Chevy and Dodge coupes and sedans driven by the "legends" of early NASCAR racing in the 1930's and 40's. These lightweight racecars are powered by 1200cc four-cylinder Yamaha motorcycle engines that can deliver 125 HP and when coupled to a six-speed motorcycle transmission in a 1,100 lb. car they can really cover the course!

Stock Cars allow major modifications to the engine, body and drive train and include the Porsche powered "Super Beetles" that can exceed 100 MPH on a closed course.

We know the cars can reach these speeds because the Anchorage Police Department (APD) is working safety and crowd control alongside of us and they often bring their radar guns to clock the cars on the front and back straight!

The following volunteers made up the 2005 Fur Rondy Gran Prix communications team:

| **KL7SP** | **Heather Hasper** | **Net Control** |
|---|---|---|
| KL7TS | TJ Sheffield | Turn One |
| KL7MM | Keith Clark | Turn Three, Saturday |
| KB2SVN | Mike Kaufman | Turn Three, Sunday |
| KL1IL | Ray Hollenbeck | Turn Five |
| N9RNL | Jim Wardman | Turn Seven |
| KL1RK | Jesse Jones | Shadow, Saturday |
| KL7MD | Mike O'Keefe | Rover, Saturday and Shadow, Sunday |
| KL7BM | Bruce McCormick | Rover, Sunday |

If you're looking for a high-RPM weekend next February, join the ARES communications volunteers at the Anchorage Fur Rondy Gran Prix!

Best quote heard recently:
"I am an amateur radio OPERATOR, not merely an amateur radio LICENSEE."        Think about it.



FOUR MONTHS TO FIELD DAY

Set-up is on Friday evening, June 24th. We are hoping to get Kincaid Park again (same location as last year). The HF "competition" begins Saturday morning, June 25th at 1000 (local), running 24 hours until Sunday, June 26th at 1000 (local).

Field Day Rules are available on the ARRL website. This year the emphasis is on young operators and we can earn bonus points by using operators 18 years or younger.

Assuming Red Cross participation, we will again be operating Class 2F.

We are looking for "King Comms" for each bonus point category. All of these categories have a solid basis in emergency communications preparation:

**The All-Important Infrared Station:  ???**
This is the food station -- although no "official" bonus points are awarded for this station, the world as we know it will collapse without them!

1. **Young Operators:  ???**
20 points per valid contact initiated by an operator 18 years or younger, for a maximum of 100 points (assuming five operators).

2. **Emergency Power, SSB:  ???**
100 points for putting the SSB station on-the-air using generator power, plus one point for each QSO.

3. **Emergency Power, CW / Digital:  ???**
100 points for putting the CW / Digital station on-the-air using generator power, plus two points for each QSO.

4. **GOTA maximum achieved:  ???**
A 100-point bonus may be claimed by a group whose Get-On-The-Air (GOTA) station completes a minimum of 100 QSO's. Up to 400 of the GOTA station QSO's may be counted for credit by the main station.

5. **W1AW Bulletin, SSB:  ???**
33-1/3 bonus points for copying the special Field Day bulletin transmitted by W1AW during its operating schedule.

6. **W1AW Bulletin, CW:  ???**
33-1/3 bonus points for copying the special Field Day bulletin transmitted by W1AW during its operating schedule.

7. **W1AW Bulletin, Digital:  ???**
33-1/3 bonus points for copying the special Field Day bulletin transmitted by W1AW during its operating schedule.

8. **Satellite QSO:  ???**
100 bonus points for successfully completing at least one QSO via an amateur radio satellite during the Field Day period.

9. **Alternative Power:  ???**
100 bonus points for Field Day groups making a minimum of five QSO's without using power from commercial mains or a petroleum driven generator. This

means an "alternate" energy source of power, such as solar, wind, methane or water, and includes batteries charged by natural means (not dry cells).

**10. Non-Traditional Mode Demonstration No. 1: ???**
100 points for each demonstration (up to three) for setting up a demonstration of a non-traditional mode of amateur radio communications. This includes modes such as APRS, ATV, and SSTV.

**11. Non-Traditional Mode Demonstration No. 2: ???**
100 points for each demonstration (up to three) for setting up a demonstration of a non-traditional mode of amateur radio communications. This includes modes such as APRS, ATV, and SSTV.

**12. Non-Traditional Mode Demonstration No. 3: ???**
100 points for each demonstration (up to three) for setting up a demonstration of a non-traditional mode of amateur radio communications. This includes modes such as APRS, ATV, and SSTV.

**13. Message Origination to Section Manager: ???**
100 bonus points for origination of a National Traffic System (NTS) style formal message to the ARRL Section Manager or Section Emergency Coordinator by your group from its site.

**14. Message Handling: ???**
10 points for each formal NTS style message originated, relayed or received and delivered during the Field Day period, up to a maximum of 100 points (ten messages). Properly serviced copies of each message must be included with the Field Day report.

**15. Site Visitation by an elected governmental official: Jim Larsen, AL7FS**
A 100-point bonus may be claimed if an elected government official visits your Field Day site as the result of an invitation issued by your group.

**16. Site Visitation by a representative of an agency: ???**
A 100-point bonus may be claimed if your Field Day site is visited by a representative of an agency served by ARES in your local community (Red Cross, Salvation Army, local Emergency Management, law enforcement, etc) as the result of an invitation issued by your group.

**17. Media Publicity: ???**
100 bonus points may be earned for attempting to obtain publicity from the local media.

**18. Public Information Table: ???**
100 bonus points for a Public Information Table at the Field Day site. The purpose is to make appropriate handouts and information available to the visiting public at the site.

**19. Public Location: Keith Clark, KL7MM / TJ Sheffield, KL7TS**

100 bonus points for physically locating the Field Day operation in a public place (shopping center, community park, school campus, etc). The intent is for amateur radio to be on display to the public.

| | |
|---|---|
| **Bonus points available:** | **1,700** |
| Individual commitment: | 200 |
| Percent complete: | 12 % |

FIELD DAY CO-CHAIRMEN

Keith Clark – KL7MM: aksunlite at aol.com
HM: 243-0706
WK: 277-3545

TJ Sheffield – KL7TS: kl7ts at arrl.net
HM: 248-3864
WK: 265-2409

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**Alaska QRP Club** meets the Third Friday of every month – 7:00 PM (Some show for dinner at 6PM): Hams with QRP (low power under 5 watts) and Homebrewing interests meet for a social meeting monthly. Meet at Dennys (in the back room) on DeBarr near Bragaw. Contact is Jim Larsen, AL7FS, JimLarsen2002 at alaska.net or 345-3190.

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## KL7AA Mail Reflector

If you like to stay in touch on KL7AA news and other posts of local interest.

Step #1: First point your browser to (click the link below):
http://mailman.qth.net/mailman/listinfo/kl7aa

Step #2: On the web page you will see a section titled "Subscribing to KL7AA". Enter your e-mail address in the "Your email address" entry box.

Step #3: Pick a password for your account and enter it in the box marked "Pick a password" and then enter the same password in the box marked "Reenter password to confirm". This password will be used to change your settings on the list such as digest mode, etc.

Step #4: If you would like the e-mails in daily digest form click yes on the line marked "Would you like to receive list mail batched in a daily digest?"

Step #5: Click on the "Subscribe" button below the information that you just entered.

# HOW IT ALL BEGAN

## Amateur Communications for the Fur Rondy Dog Sled Races (from old issue of SCRC news)
### by Jim Tvrdy, KL7CDG

When I arrived in Anchorage in 1956, there were only two TV stations, Channel 2 and 11. Each competed for the honor of televising the Fur Rendezvous Dog Sled Races. Usually, Channel 2 prevailed, and would air the event both on radio and TV. Due to lack of equipment and access, only a portion of the race course could be broadcast.

I had watched several Fur Rondy Dog Sled Races, standing near the trail, freezing my tail off (the temperature was usually below 0 degrees), waiting for a team to appear. Then, after getting too cold, I would go home and watch the remainder of the race on TV. As with any race, one wonders about the rest of the participants. Who passed who, where is my favorite musher, who is leading on the back trail and what is happening along the course?

Our story really begins in 1962. I was watching an advertisement on TV about the upcoming Fur Rendezvous. It occurred to me that the ham radio community could do the Race Association (and the public) a great service by providing race and trail info. Plus, there was the benefit of having emergency communications along the course.

At that time, I was President of the Anchorage ARC, **Kenny, KL7BZO** was VP, **Edith, KL7CZU** was Secretary, and **"Sarge"**, **KL7CQS** was Activities Manager. At the Board meeting in January, I brought up the idea of the club providing team positions around the trail for the dog races. I stated that we needed to make plans to construct a board for the 1963 race. We needed to purchase plywood, sheet metal, magnets, make up numbers, glue them on the magnets, paint the board and draw map on it. Sarge jumped up and said, "That's a damn good idea and we can do it this year! I'll get the material and paint the board, you guys find out where the trail goes and tell me so I can paint the map". The board was made up of two sheets of plywood hinged together at the center. Sheet metal was nailed to the plywood (for the magnets), a one by two inch border was nailed around the perimeter, and the board was complete. Numbers were stenciled on pieces of cardboard and glued to magnets. Things went smoothly, the project being completed a week before race time, just as Sarge had promised.

Using Gonset "Communicators" (a 2-meter AM transceiver) that the State had furnished to some of the local hams for emergency use, and a few personal Heathkit "Twoer" sets, check points were established up and down the trail. Starting with check point one at 4th and Cordova, others were scattered down the trail at critical points. Since we did not have repeaters, all check points had to communicate directly to Sarge at his position downtown. This occasionally required moving a vehicle or antenna so as to be heard.

The various highway underpasses were not built at that time. All crossings were up and over each road. Each crossing required spotters up or down the trail to look for teams and then holler to the trail guards to stop the traffic, get people off the trail and establish a clear crossing. Policemen were spread thin, and at times the hams had to assist the trail guards in stopping vehicle traffic, keeping crowds off the trail, watching for stray dogs, and so on.

Because of the time element, none of the race officials were contacted for coordination. Sarge set up the board in front of what is now the tourist Log Cabin at 4th and G streets. This was some distance from the starting point (and the crowd). He had convinced officials that he was somehow connected with the race, and he was allowed to park his station wagon close enough to the board to supply power for the radio. Sarge wore a fur parka, and hat, pants that looked like military fat boy pants, and mukluks. Over the hat he had an old GI headset. He looked like a big teddy bear walking around, moving numbers on the board. People walking by had no idea what this man was doing. First they would hear him holler something in the mike then he would move a numbered magnet on the board, then another "OK" or "Roger" and he would move another number. People would stop and look for a while, then walk off shaking their heads. Sarge was so busy at the board he didn't have time to explain the operation to passers-by. By the third day, some of the team handlers and mushers had noticed our operation, and were watching the race unfold as Sarge maneuvered the numbers by each check point.

By the next year, we had succeeded in educating the race officials of our value in providing on the spot musher information. We moved the board next to the timing booth, in a location were it could be watched by the down town crowd. **Ted, KL7CCI**, who worked for Rogers & Babler, volunteered the use of a thirty foot trailer which would hold the timing booth at one end and the board at the other, thus putting the timing booth and board well above the crowd so everyone could see. The terms for the use of this trailer were that we could use it as long as it was advertised as being donated by Rogers & Babler. It eventually became part of the Fur Rondy Dog Racing Association's equipment. We also expanded the board to three sheets of plywood. A bigger down town and trail map was painted on it, larger numbers were glued to the magnets, additional check points were established which covered the entire race circuit.

Over the years I can remember one incident which nearly became a tragedy. This occurred when one of the operators noticed that **Art**, **WB6BSD**, was beginning to slur his words whenever he called in a musher. A call was made to the closest ham to go over and see what was the matter with Art. He was operating out of a modified delivery truck which he called his "Hippie Van". Art had the engine running to keep warm and charge his battery. He was not aware of a leaky exhaust system, and was slowly becoming overcome by fumes. An ambulance was summoned, and Art was taken to the hospital for observation. He suffered no ill effects, but this alerted all of the check points operating out of vehicles to make sure a window was kept open when running the engine.

Two or three years later, we encountered a problem with Ty Clark, the announcer for channel Two. They had just three check points, the farthest being Tudor Road whereas we had about nineteen check points which covered the whole trail. Ty became very upset and thought that we were commercializing. He turned us into the FCC. But, since **Harold DeVoe**, **KL7MF** (who was the FCC chief engineer in charge), was one of the check points, nothing came of the charges. It pays to have friends in high places!

This public service by the hams in Alaska is still continuing today. It has expanded to cover the Iditarod, (Anchorage to Nome 1000 mile race), Yukon Quest, (Whitehorse, Yukon Territory, Canada to Fairbanks 1000 mile race) and many other shorter dog sled and automobile races held in the state. Keeping up with the times, we have moved from Gonset Communicators to FM repeaters, and even ham radio packet satellite links from out on the Iditarod trail.

Some of the original participants of this first challenging project (thirty years ago) were: KL7CAH/BJD, KL7AUV/BLL, KL7PJ/YG, KL7's: APV, ALA, DZH, CCI, BDG, BVY, BTP, CUK, DQT, BIM, and many others that have not come to mind. This group kicked off a scheme to provide communications for a local event which has now spread throughout the whole state. Their efforts established a much needed public service which continues today. Bless them where ever they may be.

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## Alaska CW Net (ACWN)

Alaska CW Net (ACWN) still maintains a daily traffic watch on 3540  7042 and 14050 Khz....from Fairbanks. ACWN is a registered ARRL Section Net  in Alaska.

Starting at about 0100Z every evening,  AL7N in Fairbanks **maintains traffic watch** simultaneously and as continuously as possible on all three frequencies,  until the following morning about 1600Z. Also guards 2 meters 144.100 Mhz (CW mode) in Fairbanks area.

Weekends,  monitor continuously whenever in the house where can hear the speakers, day and night.

Saturday schedules with K6KPH on 14050 at or after 1800Z,whenever we can get thru depending on 20 meter band condx and contest QRM. K6KPH is relay to lower 48 NTS; closes down about 0100Z.

ACWN encourages other operators around the state of Alaska to participate and will gladly exchange WX and signal reports if nothing else...just to keep the pipe open. Will handle legal 3rd party written traffic to anywhere, even to e-mail addresses if specified.  Working CW speed is regulated to suit the operator receiving...

If other nets have traffic they can't move, send 'em down to ACWN! "Listeners" on the ACWN watch frequencies probably won't hear anything unless they call with traffic or

just call for a signal check/report which will be gladly supplied to anyone if we can hear 'em at all.

 Ed  Trump, AL7N        ACWN Net Manager
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## CW Teaching Tools Available!

Any Tech. looking to upgrade to Tech+ or General will need to learn 5wpm Morse Code. I have a set of tapes (WB6NOA) and a set of CDs (ARRL) available free of charge. Please, only persons serious about learning CW.  I only have one set of each. Contact me at KL1RK at yahoo.com for details!  Jesse Jones, KL1RK

### ARES Contact Information

District Emergency Coordinator: Position Vacant

Additional information on ARES can be found at the following URL:

http://www.qsl.net/aresalaska/

**Emergency Response Communicators (ERC) Net**
The ERC Net is designed to help hams get on the air more often, stay familiar with their equipment, and get to know their fellow hams in the area so that they can work together better in an emergency.  Check it out.
Sunday,  7:30PM on 147.27 Repeater (103.5 tone)
Sunday,  8:30PM on 3.880 MHz HF SSB

# MAKING DO
### Jim Wiley, KL7CC

Suppose you were required to pick up your ham set, right now, and set up operation at, let's say, the closest elementary school. Or, perhaps you are on vacation, and would like to take your rig along to pass the time when the fish aren't biting. Or, maybe there was a windstorm and your antenna was damaged, and you need to pass a message. Or, there is a new ham down the street who is just itching to get on the air, but doesn't know where to start, and hasn't much cash in any case, and asks you for some help. What will you do?

All of us have seen the fancy ham sets and antennas featured monthly in magazines like QST and CQ. Some hams even have relatively elaborate home setups that you may  have seen. But, what do you really need to carry on a contact when the chips are down?  Have you thought about what to do if a less than optimum situation was suddenly dumped in your lap?

The ability to carry on, to establish and hold communications links when presented with these and other scenarios is what separates the competent ham from the "CB wannabe". Now, let me be the first to say that not everyone has the cash to invest in spare rigs, emergency generators, fancy antennas, etc. But, every ham should be able to think ahead and plan alternatives to their "normal" operation. For example, if the power is off, do you have some way of powering one (or more) of your rigs? If your antenna fell down or was blown away, how long would it take you to rig a temporary replacement, and what materials do you have on hand to work with? If your microphone broke, could you rig a replacement, or establish communications using an alternate mode? If you had to set up a portable operation, could you do it?

Some of your choices will be dictated by what class of license you hold, and what gear (if any) you already own, but these restrictions should not limit you to only those choices. No-code Tech and Novice licensees can operate "higher" class setups if a control operator is present, and events like Field Day and contests are an ideal training ground for this type of operation.

Perhaps you know a neighbor who tinkers with cars. During an emergency, maybe you could borrow a charged auto battery to keep your set on the air until commercial power returns. A fully charged 12V automotive battery will keep even a 100 watt HF rig on the air for several hours - several days if the transmitter is used only sparingly and the set is turned off when not actually in use. But, to make use of this idea, you need to have at least a couple of battery clips and some way to get power to your rig - either a DC cable or something you have previously prepared to do the job.

Emergency antennas? There are probably more simple antenna types that we could care to read about, but here are a couple: For VHF or UHF - a simple dipole made from coaxial cable and hung outside on <u>anything</u> will usually get all the local repeaters and do a surprising job on simplex. All you need is a few feet (25' - 75') of cable with a connector on one end to fit your set and strip the other end (19" for 2 meters, 6" for 450 MHz) and spread the shield and inner conductor in opposite directions, and "instant dipole". For HF, a ¼ wave wire stuffed into the antenna port of your radio, with the distant end hung in a tree (or over a fence, or whatever) will get you on the air, and may get you all the way to the other side of the world, if conditions are good. Clip another wire to the case (chassis) of your radio and "ground" it to a water pipe, fence post, steam heater, aluminum siding, or even a length of wire rolled out on the ground. Sure, it's not the best antenna, but it WILL work! Fishing line or nylon string makes good insulators, the wire can be ANY type, and if your HF rig has a built in automatic antenna coupler, even the length may not be particularly important.

Running your hand held or mobile (base) VHF/UHF radio on an external battery is usually simple, as most rigs have a jack for external power. And, using external power also means that your set will last MUCH longer than on it's internal batteries. All you need is a power cable and some way to clip onto a suitable battery. The external power cable I made up for my

HT consisted of (1) a pre-made cable (Philmore brand), (2) a couple of large size spring clips, and (3) a blocking diode (for reverse polarity protection). All of which came to $9.00 at our local electronics store. The pre-made cable plugged into the power jack on my HT, and the other end was just two wires that I connected to the clips and diode.

I once had to run an HF rig on battery power, and it was an AC only radio! I solved the problem by using a DC-AC inverter (an old Heathkit) that put out about 250 watts AC. This was not nearly enough to run the radio at full power, but it was enough to run it's receiver normally and I could transmit about 25 watts - which turned out to be enough to do the job. Similar DC/AC inverters are available at low prices, and if you can locate an old UPS (uninterruptible power supply) from a discarded computer, you may get one for free!

Most of the time, this type of problem gets solved by the ham who has: (1) thought about what to do before the situation arises, and (2) has tried some of these ideas previously, and (3) has the ability to seek novel and unconventional solutions.

Yes, it's nice to have all sorts of standby and backup gear ready to go on a moment's notice, but when it really comes down to it, some bits of wire and pieces of string can go a long way if used intelligently. All you have to do is think about it ahead of time, which costs NOTHING!

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Become an active member of the Amateur Radio Emergency Service. Train with ARES. Earn your ARES membership badge for use during emergencies. Join ARES.

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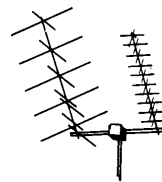
## Interested in Satellites?
### Check this out.

If you have any interest in Satellite work, Dan O'Barr, KL7DR, has put together a very nice site filled with useful links. I recommend you check it out at:
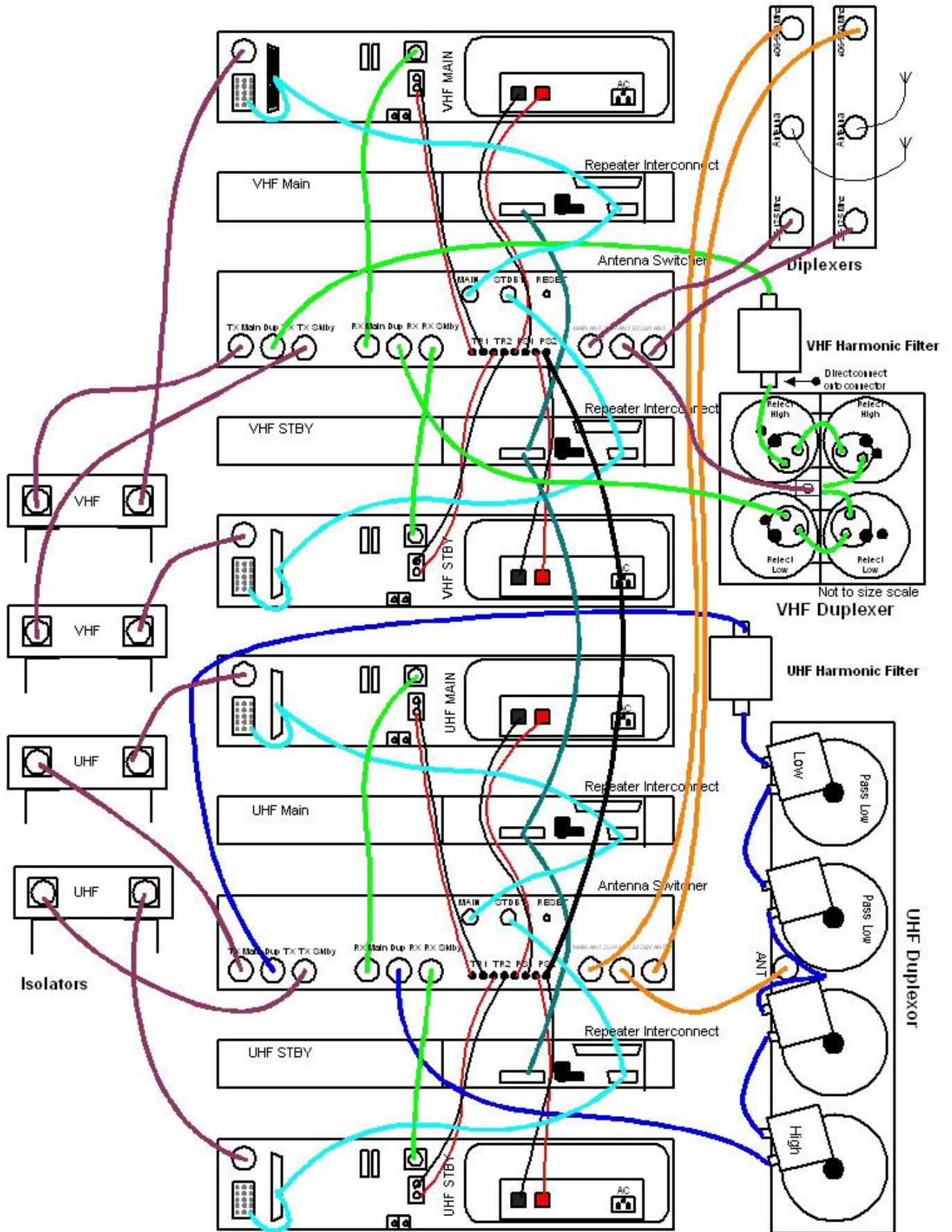
http://gahleos.obarr.net/

Dan's own **KL7DR's New LEO Primer** is there and it provides information on getting started in the Low Earth Orbit satellites. Many of you have seen Dan or Craig Bledsoe, KL4E, demonstrate their hand held antenna with HT at a club meeting or a field event. With their simple systems, they talk successfully through the satellites. Fun stuff. Check it out.

**AL7FS**

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# AARC Mount Susitna Wiring Diagram (I thought some of you might find this interesting.  al7fs)

# Data You Can Use:

**AARC web page & Email contact addresses:**
**Homepage:**        http://www.KL7AA.org/
Webmaster:       AL1G_ak (at) yahoo.com
President:        JimLarsen2002 (at) alaska.net
Vice President:   damage (at) gci.net
Membership:      Frederickson (at) iname.com
Newsletter:      JimLarsen2002 (at) alaska.net

**News Letter Submissions, Information or corrections:**
Submissions must be received 2 weeks before meeting
Email: JimLarsen2002 (at) alaska.net
Mail: 3445 Spinnaker Drive, Anchorage 99516

### Nets in Alaska:
The following nets are active in South-central Alaska:
Alaska Sniper's Net 3.920 MHz 6:00 PM daily
Alaska Bush Net 7.093 MHz 8:00 PM daily
Alaska Motley Net 3.933 MHz 9:00 PM daily
Alaska Pacific Net 14.292 MHz 8:00 AM M-F

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**ACWN (Alaska CW Net)** 3534, 7042 Daily @ 0700 –
 1000, and 1900 - 2400 Alaska Time - AL7N or KL5T
monitoring.
   Net Purpose:  Formal NTS traffic via CW.
No Name Net 146.85/.25 repeater Sundays 8:00 PM
Grandson of SSB Net 144.20 USB Mondays 8:00 PM local
Big City Simplex Net 146.520, 446.0, & 52.525 FM
        With Packet 145.01 Tuesdays 8:00 PM local
ARES net 147.27/87 103.5Hz - Thursdays at 8:00 PM local
PARKA net 147.30/.90 Thursdays at 7:00 PM local
ERC VHF Net 147.27/87 103.5Hz – Sunday 7:30 PM local
ERC HF Net  3.880 MHz – Sunday  8:30PM local

**Any AARC sponsored repeater, with or without an auto-patch, will always be open to all licensed amateur radio operators in the area who are authorized to operate on those frequencies.**

**Anchorage & Mat Valley Area Repeaters-a/o Mar05**
KL7AA systems at Flattop Mt., 2,200 ft
146.94/34 MHz, 80 watts, autopatch, 141.3 Hz PL
224.94/223.34, 25 watts, no patch, no PL
444.70/449.70, 25 watts, autopatch, 141.3 PL
**\*\*147.27/87 MHz, no patch, Mount Susitna 103.5 Hz**
**\*\*443.3/448.3, no patch, Mount Susitna 103.5 Hz**
KL7CC, Anchorage Hillside, SCRC & QCWA
146.97/.37 MHz, 30 watts, autopatch, 103.5 Hz PL
KL7M Anchorage Hillside
147.21/.81 MHz,  on IRLP, 97.4 Hz PL
KL7ION at Mt. Gordon Lyon, PARKA 3,940 ft
147.30/90, MHz - 80 watts, no patch, 141.3 Hz PL
KL7AIR Elmendorf AFB, EARS
146.67/.07, 107.2 Hz PL
KL7JFU, KGB road, MARA club
146.85/.25, autopatch, no PL
KL7DOB, Alcantra (Wasilla Armory)
146.64/.04, simplex patch, no PL
*KL7DJE at Grubstake Peak, 4,500 ft. <down >*
*147.09/.69 MHz, 25 watts, no patch, 100 Hz PL*
*444.925/449.925, 10 watts, no patch, 141.3 Hz PL*
*KL3K, Girdwood*
*146.76/16 MHz, 25 watts, no patch, 97.4 Hz PL*
**South Central Area Simplex Frequencies**
146.52 MHz Calling and Emergency frequency
147.57 / 447.57 (crossband linked) HF spotters & chat, 103.5
HZ PL
146.49 MHz Anchorage area simplex chat
146.43 MHz Mat Valley simplex chat
147.42MHz Peninsula simplex chat

### VE Testing in the Valley

Valley VE testing sessions will be held at the Wasilla Red Cross at 7 pm on the fourth Saturday of each month unless it is a major holiday weekend. The address is 262 E Nelson St in Wasilla.  Nelson Street is the extension of Bogard to the west from Main Street/Wasilla Fishhook, and the Red Cross is on the south side of Nelson about halfway from Main to Lucille. (eff. 9.25.04)

**Internet Links, the favorites from our readers:**
**QRP and Hombrew Links** http://www.AL7FS.us
**AARC** http://www.KL7AA.org/
**SCRC** http://www.KL7G.org
**EARS** http://www.qsl.net/kl7air
**MARA** http://www.kl7jfu.com/
**Moose Horn ARC** http://www.alaksa.net/~kl7fg
**ARES** http://www.qsl.net/aresalaska
**KL7J** http://www.alaska.net/~buchholz
**Fairbanks AARC**: http://www.kl7kc.com/
**Yukon Amateur Radio Association**:
http://www.klondike.com/yara/index.html
**HAARP Project**:
Amateur Radio Reference Library
    http://www.area-ham.org/library/libindex.html
**Hamradio**: http://www.hamrad.com/
**Solar Terrestrial Activity**   http://209.130.27.95/solar/
**ARRL**   http://www.arrl.org/
Propagation Report Recording 566-1819

*Please let us know if there are other clubs pages or good starting points that should appear here. Report dead links or bad info to JimLarsen2002 at alaska.net.*

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**NEWSLETTER ARTICLES**;   All articles from members and interested persons are very welcome.  If you wish to submit any articles, jokes, cartoons, please have it typed or neatly handwritten.  It can be submitted by mail, computer disk or E-mail to the newsletter editor at the address listed above.  Submissions must be in the hands of the editor **no later than the 14 days prior** to the meeting or it may not be included.

### Regular HAM Gatherings:

**Alaska QRP Club, Third Friday - 7:00 PM:**  Hams with QRP (low power under 5 watts) and Homebrewing interests meet for a social meeting monthly.   Meet at Denny's on DeBarr & Bragaw in the back room.  Hungry QRPers start showing up about 6PM.  Info contact Jim Larsen, AL7FS, JimLarsen2002 at alaska.net or 345-3190.

**Tuesdays Lunch, 11:30 AM:**  Join the gang for lunch and an eyeball QSO at the Royal Fork, "South, on Old Seward Highway. Attendance varies from 8 to 24 each week.

**Thursdays Brunch, 10:30 AM:**  Brunch at Lily's on Tudor Road just East of Tony Romas.  A great bunch of folks attend this one.

**Saturdays Breakfast, 7:30 AM:**  Here is a good way to get started on the weekend. Come and meet with some of the locals and have a great breakfast at Phillips Restaurant, at the corner of Arctic and International.  Great Fun.

### THIS MONTH'S EVENTS

**1st Friday  each month - AARC general meeting - 7:00 PM** in the Carr-Gottstein Building, on the APU Campus.  Talk in will be on 147.30+ repeater.

**1st Tuesday each month: VE License Exam 6:30 PM**, at the Hope Cottage offices, 540 W International.  Bring photo ID, copy of license (if any) and any certificates of completion.

**1st Tuesday each month: EARS general meeting - 6:30PM** in the club house/shack in the basement of Denali Hall (building 31-270) on Elmendorf AFB. Talk in on 147.67-repeater.

**2nd Friday each month:  SCRC general meeting at 7:00 PM** at Denny's on Debarr & Bragaw. Talk in on 147.57 simplex.

**2nd Saturday each month: VE License Exams at 2:00 PM.** at Hope Cottage 540 W. International.  Be sure to bring photo ID, copy of license (if any) and any certificates of completion.

**2nd Saturday each month: PARKA Meeting at 11:00 AM.** at Peggy's, across from Merrill Field.

**3rd Tuesday each month: AARC Board meeting at 7:00 PM** at Hope Cottage 540 W. International.  All are invited and encouraged to attend.

**3rd Friday each month: Alaska QRP Club.   7:00PM** at Denny's on DeBarr in the back room.  Info: Jim Larsen, 345-3190.  Bring projects to share with the group.  Some show up at 6:00PM to eat.

**3rd Saturday each month:  ARES General meeting 9:30AM to 12:00 PM.**  Call TJ Sheffield – KL7TS: kl7ts at arrl.net HM:  248-3864 for additional information.  Also check for ARES Info at: http://www.qsl.net/aresalaska/

**The last Friday each month: MARA meeting at 7PM** Fire Station 61, located two blocks up Lucille Drive, from the Parks hwy.  Talk-in help for the meeting can be acquired on either the 146.640 or 146.850 repeaters.  Further details can be found by contacting Len Betts, KL7LB, lelbak at yahoo.com .

**The last Saturday each month at 11:00 AM: Quarter Century Wireless Assoc - QCWA** at the Royal Fork, South of Dimond on Old Seward Highway. You need not be a QCWA member to attend.

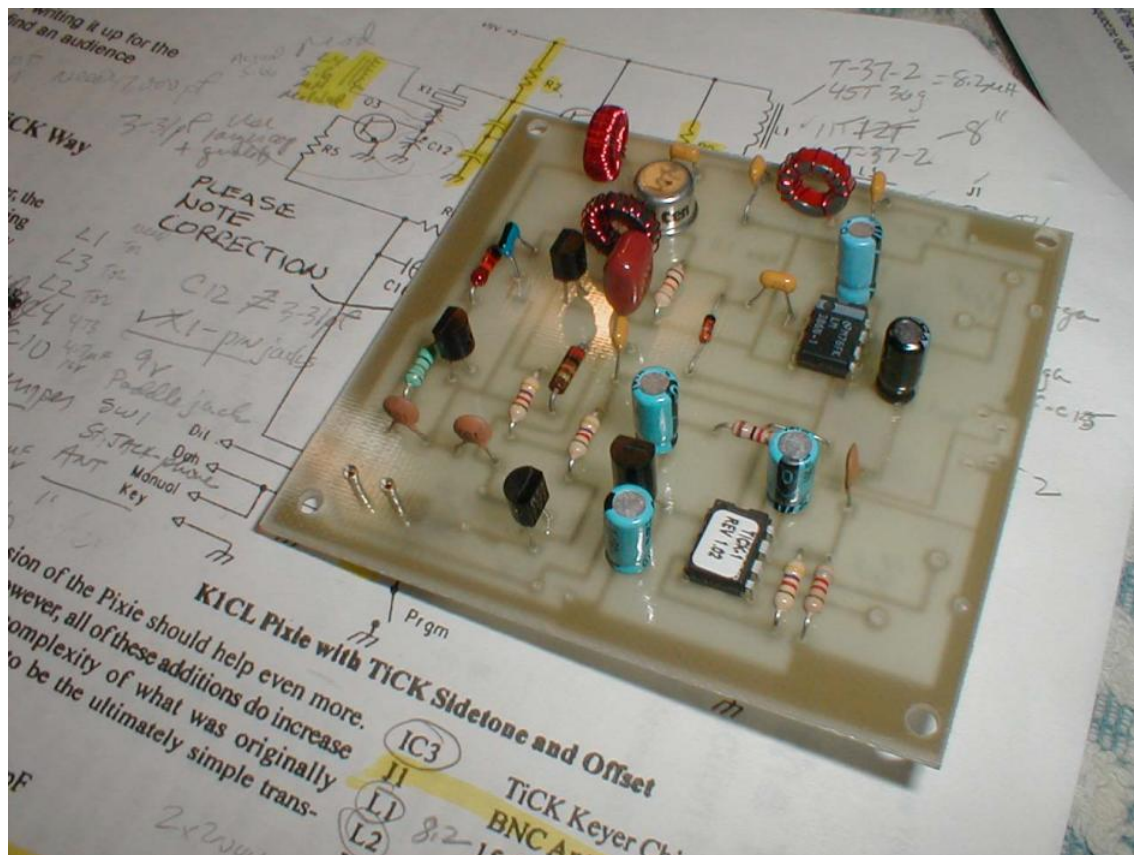### Who Do I Contact to Join AARC Or pay membership renewals?

**Fred Erickson KL7FE**
**12531 Alpine Dr**
**Anchorage, AK 99516-3121**
**frederickson (at) iname.com**
**Phone number:**  345-2181

Annual Dues are $12  (prorated as appropriate)
Additional Member in same household is $6
Full Time Student is no charge
Ask about Life Memberships

The Anchorage Amateur Radio Club News

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**AL7FS QRPp project – Ultra simple 20 meter CW transceiver with built in keyer**