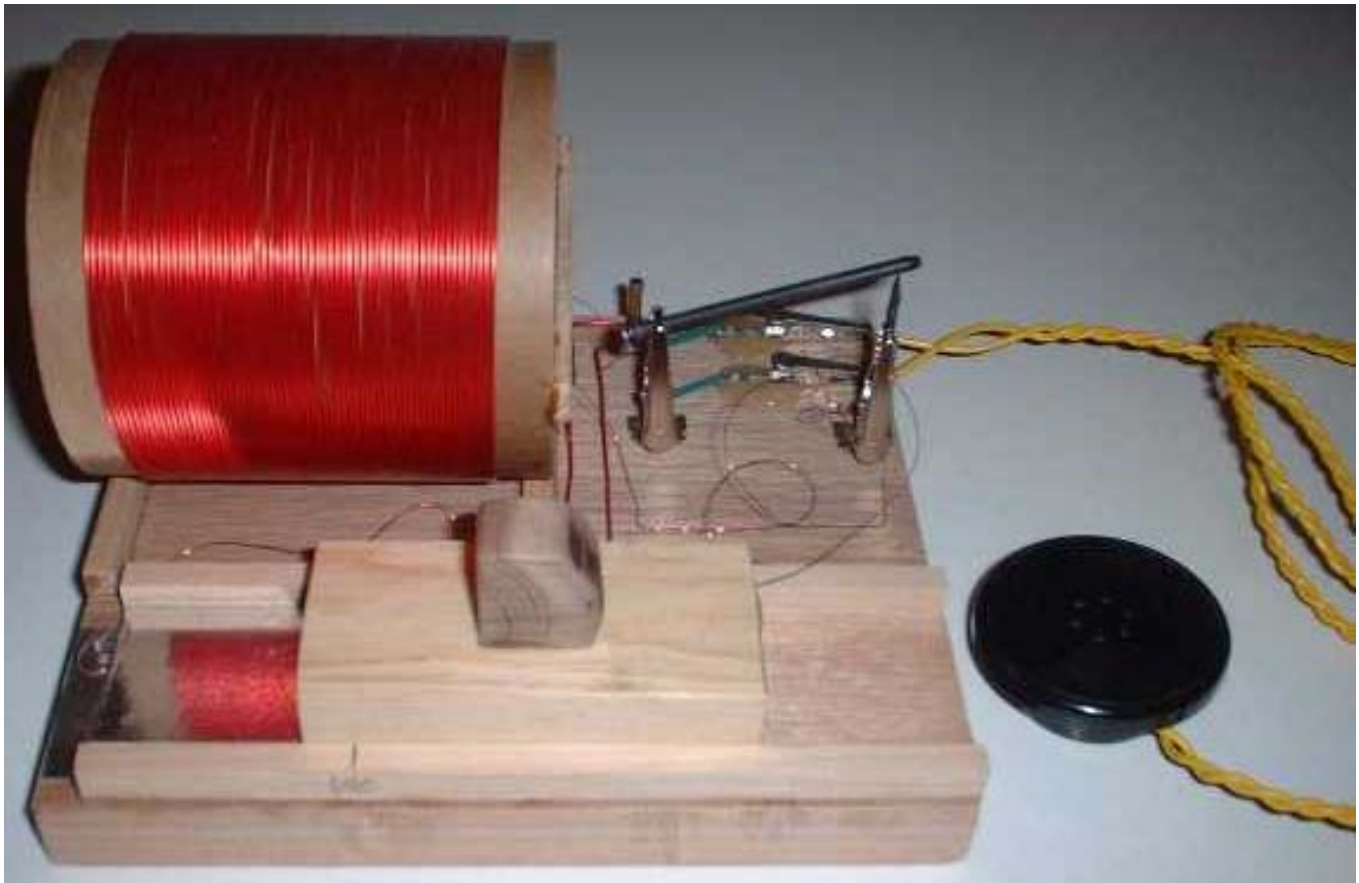


Anchorage Amateur Radio Club, Inc
Post Office Box 101987
Anchorage, Alaska 99510-1987

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Permit No. 69



James Kretschmar, N4HCJ, of Anchorage, built this radio. It is a crystal radio with a nail ("blued" with iron oxide ... heat up and cool" and a pencil lead as the detector. The variable capacitor is two pieces of foil tape with cellophane tape in the middle sliding on each other. See the 680 KHz marking in the front.

Anchorage Amateur Radio Club

Next Meeting August 5th

Program for August 5th is not firmed up as of newsletter publishing date.

+++++

Jim Movius, KL7JM
Fairbanks, AK 99709
Dear Jim:

We're pleased to tell you that Director Milnes has approved the application of the Arctic Amateur Radio Club to hold an **ARRL approved hamfest in Fairbanks, AK on August 13, 2005.**

Good luck! We wish you the best for a successful event. Let us know if there is anything else we can do to help with your hamfest plans.

Sincerely,
Gail Iannone
ARRL Convention Program Manager

+++++

(The AARC/KL7KC Hamfest is scheduled for Saturday - August 13 at Pioneer Park (aka Alaskaland). A picnic is planned for the afternoon at the outdoor pavilion.)

<http://kl7kc.com/hamfest.htm> for details

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](http://JimLarsen2002.at.alaska.net) or 345-3190.

Echolink *QRP* conference: Every Sunday at 5PM ADT. Connect to the QRP Conference.

I love my old radio, but.....

Frank Drake (KL7IPV)
AARC Life Member #29

I love my old one, but I want a new one.....

I have a nasty habit of wanting to buy better radios as they come out. I LOVE NEW STUFF! As new radios appear, I just naturally gravitate to them. It is like a disease. I used to be called a "Techno junkie". My first new radio was in 1965, a Heathkit DX-60B. It was great fun and I loved the idea of building my own. As time moved on and radios became more complex, I decided then to buy them rather build them and use my "talents" on antenna building. It has been a good practice

over the years, as I have had fun making antennas and mating them to the new and better radios. Radios like the TR-4C, TS-440S, Swan 100MXA, Ten-Tec Omni-D, Ten-Tec Delta II, IC-706, etc. And that doesn't include the numerous two meter radios I have had, hand held and desk top types. But I have always sold one when I got another. I never wanted to be "radio poor" and could not justify having two radios to accomplish the same thing. I truly did enjoy upgrading though. Now I have a dilemma. There is a great new radio out. It is a great new portable. It is a great new well, I think you get the picture. Another radio is being produced that has me lathering up again. But there is one problem. I really like the one I have. I mean, I love my radio! It is an Icom IC-706 Mark II. It is my second IC-706. It does it all and does it well. It is small and easy to use. It is not complicated to get it to do things other radios cannot do. It is a "keeper" and I am torn. The new radio has a lot of things going for it: it is small, light, low power (QRP) and looks good. The ads are great. The new radio is even better in person. I want it, but it has some limitations. I have never been a QRPer. Although I have never run over 100 watts output, I wasn't sure about running and being limited to just 5 watts. I have been on PSK31 for the past two years. Since the introduction of the new radio, I have been on PSK31 running 5 watts out to see what it was like and find it works well on that mode but I find it limiting on SSB . So now what? I am still not comfortable with a permanent limit of 5 watts. I racked my brain and -VOILA!! I had it. Why not have the best of both worlds, a portable and full power radio? I had the radio, now how do I make it portable? I found the solution by doing the following: I went to the local home improvement store and looked for strips of aluminum that were two inches by one-eighth inch by three feet long. I cut the aluminum into two pieces each an eleven and three quarters in length. It took just drilling holes in the aluminum at the places used for a mobile mount and holes for adjusting the VOX and things on the side of the radio.



I added a screw eye on one end of each piece of aluminum that would be on the top end of the radio (the dial end) on which I hooked a computer case carrying strap. The "top" end of the aluminum extends one and an eighth of an inch beyond the front of the radio so the screw eye misses hitting the tuning

knob. I have used acorn nuts to protect my fingers from sharp edges as I tune the radio. The "bottom" end extends enough that it allows me to stand the radio vertically if I use a 90 degree coax fittings on the connections and bend the power plug cable over. I cut a hole into the aluminum on the side nearest the coax inputs to allow me to use the 90 degree fittings and carry the radio also. Its not perfect but it does the job.

I also added a short length of RG-58U coax to a BNC connector on the side of the radio. I remove the home antenna and connect the new portable antenna when I am ready to travel. A short rubber duck from Pryme antennas does the job just fine. I have even found the rubber duck works well in the house so I don't need to change back every time I return from a "travel". So I just place a 90 degree BNC at the rubber duck to keep it vertical when the radio is used horizontally. The opening also allows me to place the 90 degree fitting on the HF/6 meter coax input if I decide to use the new Maldol AH series antenna (www.cometantenna.com/maldol_antenna.htm) that works on HF.

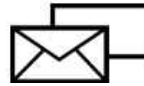


I already have all my radio power cables on power pole connectors for the ability to interchange all my power needs whether from a power supply or battery. The power shown in the pictures is a 12VDC 7.5AH gel cell battery purchased from All Electronics Corp. (www.allelectronics.com) and then placed into a camera bag bought at a local camera store. I used sticky sided hook and loop for the microphone to hang on the side of the radio which allows me to use the microphone at home hanging from the side and while traveling while hanging down along the aluminum. It isn't as light as the new one but it does have the capability of 100 watts out. I use it as QRP when on battery and full power SSB at home. Now I have the best of both worlds and get to keep the radio that has served me so well.



Total cost even when I taking the new BNC rubber duck into account? About \$30!! I traded my lust for a new radio for \$30 to keep the old faithful. A very good trade if you ask me. After 35 years of doing ham radio, I still love doing things that make radio fun and save me money. I think I've done it again.

+++++



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.

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Information on Low Earth Orbit Satellites at

<http://gahleos.obarr.net/>

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NCVEC Takes No Action in Response to FCC Rule Making Proposals

From ARRL Website (edited for length by AL7FS)

AARC member Jim Wiley traveled to Gettysburg last month to participate in the NCVEC conference. Jim is now the Chairman of the Question Pool Committee for the NCVEC.

NEWINGTON, CT, Jul 29, 2005--Meeting July 22 in Gettysburg, Pennsylvania, the National Conference of Volunteer Examiner Coordinators (NCVEC) offered no public reaction to the FCC's recent Notice of Proposed Rule Making and Order (NPRM&O). The NCVEC also took no action at the gathering on whether to file formal comments with the FCC in the proceeding. The FCC NPRM&O endorsed eliminating the Morse code requirement for all amateur license classes--something the NCVEC sought in a 2003 Petition for Rule Making--but it turned away a 2004 NCVEC proposal to create a new "Communicator" entry-level license class with expanded HF privileges and upgrade all Novices to that level. Acting on a motion focusing on whether the Conference should get involved in rule makings, the NCVEC voted to dissolve its Rules Committee--the panel that had prepared the Conference's rule making petition. Outgoing Rules Committee Chairman Fred Maia, W5YI, later encouraged individual VECs to review the FCC document and comment to the FCC on their own.

<text deleted>

ARRL VEC Assistant Manager Perry Green, WY1O, says some disappointment with the FCC's failure to endorse the NCVEC's proposal to establish a new entry-level license was apparent among the 12 VECs attending the Gettysburg meeting. The NCVEC's 2004 petition also asked the FCC to upgrade Technician licensees to General and Advanced holders to Extra, but the FCC rejected that idea too. Some members expressed pleasure, however, that the FCC is poised to eliminate the Morse code requirement. Fuszard said if one of the member VECs wished to offer a motion to pursue filing formal comments on the NPRM&O, "we will proceed accordingly." As chairman, Fuszard could appoint an ad hoc committee to take on the issue.

In other matters, Green reports that as a result of the recently released FCC proposal, the NCVEC Question Pool Committee (QPC)--the body that formulates examination questions for the various license class examinations--is considering surveying individual VECs to review the Technician class question pool out of its usual sequence. The most recent Technician question pool went into effect in 2003, and it normally would not undergo another review until 2007. The NCVEC held up implementing a new Amateur Extra class question pool this year in anticipation of FCC action on various regulatory issues and possible further restructuring.

<text deleted>



Fuszard and Jim Wiley, KL7CC

Green says there was considerable discussion among NCVEC delegates regarding the size and makeup of the QPC. In the end, however, two motions to expand the panel's membership failed, and the organization made no changes to the committee, **chaired by Jim Wiley, KL7CC, of the Anchorage Amateur Radio Club VEC.** The NCVEC elected Larry Pollock, NB5X, of the W5YI VEC to join Wiley and Green on the QPC. Wiley issued an open invitation to the group to get more involved in question pool development. Bill Cross, W3TN, of the FCC's Public Safety and Critical Infrastructure Division within the Wireless Telecommunications Bureau reviewed the July 19 NPRM&O with the NCVEC delegates and answered questions. FCC Special Counsel for Enforcement Riley Hollingsworth also addressed the gathering and reminded the VECs to remain vigilant in spotting apparent problems that crop up during examination sessions and reporting them to the FCC for handling. He said that if it's true--as Thomas L. Friedman says in *The World is Flat*--that America is losing its edge in science and technology, then Amateur radio can help turn that perceived trend around. Hollingsworth cited the example of Harrisburg, Pennsylvania, teacher Sean Barnes, N3JQ, whose classes have helped 60 youngsters to obtain Amateur Radio licenses over the past three years. Hollingsworth also noted that new FCC Chairman Kevin J. Martin is a staunch supporter of enforcement.

The FCC's Dorothy Conway spelled out some upcoming Universal Licensing System (ULS) and Commission Registration System (CORES) procedures affecting new Amateur Radio applicants as well as VECs. The changes, which will make it easier for new licensees to access their CORES records sooner, will not become effective until September.

<text deleted>

Now that Morse Code may no longer be required, maybe it is time to try it.



The NorCal Keyer

<http://www.norcalqrp.org/nckeyer.htm>

The NorCal Keyer is an unbelievable value for \$16.50. You get a memory keyer, with 3 programmable 40-character memories, iambic A & B mode, straight key and bug mode, 2 beacon modes, and variable speed control by either a 100K pot or the paddles themselves. The kit comes with all board mounted parts and a high quality printed circuit board with plated through holes, silkscreened legends and solder mask. You will need to add a stereo jack of your choice and a 9V battery connector, if desired. The kit comes with a 5V regulator and will take an externally-applied 7-to-18 volt power source with the regulator wired in. You may also use a 3V watch battery if you bypass the regulator.

Supporting Files:

NorCal Keyer manual in PDF format

<http://www.norcalqrp.org/kits/NCKeyer/KeyerManual.pdf>

Quick Reference Chart (Word)

<http://www.norcalqrp.org/kits/NCKeyer/NorCalKeyerMenus.doc>

Quick reference Chart (PDF)

<http://www.norcalqrp.org/kits/NCKeyer/NorCalKeyerMenus.PDF>

Beginning Builder's Construction Guide, by K8IQY

<http://www.norcalqrp.org/nckeyerelmer.htm>

Ordering the NorCal Keyer: See

<http://www.norcalqrp.org/nckeyer.htm>



ARES Contact Information

Heather Hasper, KL7SP

747sp@arctic.net

Pager: 907-275-7474

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

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

National Weather Service's Weather Spotter program

Renee Wise, NOAA/NWS

I would first like to thank all of the attendees at July's meeting for the warm reception. This article is a recap of the National Weather Service's weather spotter program in Anchorage.

There are a number of reasons why the NWS needs trained public spotters. One reason is that although technology has vastly improved over the past twenty years, it still has many inherent errors. Spotters go a long way in filling in the gaps that technology leaves. For example, radar coverage in Alaska is hit and miss. We only have four radars across an area that is two-thirds the width of the lower 48. Even in areas where coverage is available, there are inconsistencies in the radar returns. Ice in clouds can manifest itself as precipitation, or radar precipitation estimates may measure much higher or lower than reality. If the forecasters have no "ground truth" we cannot verify what is actually happening.

Automated observation equipment can be useful in these situations, but this also has its limitations. ASOS (Automated Surface Observation Systems) cannot measure snow depth, only liquid equivalent. ASOS equipment also has a limited field of view, so if an event is not occurring almost directly over it, the event is not recorded in any way.

Airport and DOT cameras were mentioned during my talk as an option for "ground truth". While these cameras have certainly helped the forecasters and are often used, they are hampered by the long, dark Alaskan winters.

It is not only a spotter's eyes that we value. Occasionally, because of the sheer size of our area of responsibility, we do miss important observations and data. There have been new programs implemented to alleviate the burden of the "weather watch," but nothing compares to someone calling the office.

As HAM Radio Operators, you would be able to help us fulfill our most important mission: getting the word out during a potentially hazardous event. As I learned last month, HAM Operators in Alaska have one of the best methods of communication up here. The NOAA Weather Radios have a limited broadcast range, similar to that of local radio stations. The transmissions are often blocked by the terrain, as well. At times, the only way for the NWS to currently inform the public in more remote areas is through updates on our web page or an after hours phone number that is not always available. It is possible to receive internet alerts of warnings, watches, and advisories through www.iwin.nws.noaa.gov. However, this is only useful if the computer is always on. Someone with a HAM license could be the difference between people being stranded in a blizzard on the Parks Highway or getting to a safe place.

The need for more spotters is becoming even more urgent with the increase in severe convective weather during the warm season. Anchorage had its first confirmed severe thunderstorm this past July, with $\frac{3}{4}$ inch hail over Wolverine peak. The Kenai Peninsula has had large hail and funnel clouds this summer. We even have pictures of a funnel cloud near Scammon Bay. If a spotter were on the ground in the vicinity we may have been able to confirm a tornado.



The NWS recognizes that our weather spotters lead very busy lives. There are three programs that are currently available for people who wish to volunteer. The first is our Public Weather Spotter program. This is event driven, i.e. you only need to call in a report if something significant is occurring (heavy snowfall, hail, strong winds). There is a PowerPoint presentation at <http://pafc.arh.noaa.gov/spotter> for those who are interested in receiving training on how, what, and when to report. There is also a follow-up quiz for you to test your knowledge. A word of caution: the sender's email address does not automatically appear on the submission. You must fill out the contact information on the quiz page and on the "new spotter" form. After you submit a successfully completed quiz, I will issue a course completion certificate and spotter card.



There are two ways to contact us with reports. One is to call our spotter phone number. The other is to go to the above mentioned website and submit an on-line spotter report. The more detail you can give us, the better, especially with regard to thunderstorms. For example, if there is a thunderstorm in Anchorage, please try to explain where in Anchorage you are witnessing it and in which direction it appears to be moving.

The second program is the Cooperative Observer program. This is a climate based program. The participant is provided with all of the observation equipment and formal

training, but it is time intensive. You are required to take an observation every day at a pre-specified hour of your choosing. Equipment advances have made it possible to record some of the necessary observations for a couple of weeks at a time to allow the observers to go on a vacation. But, the data will still have to be parsed upon return and submitted at the end of the month. This program is vitally important to the upkeep of long term comparison records.

The third program is our MesoNet. This is a system of automated weather observing equipment that gives hourly observations at various locations. The participant, if an individual, would need to purchase his or her own weather station and modem. The NWS is only able to provide this equipment to group endeavors, such as schools. Recommended brand names are Peet Brothers and Davis Instruments. Cheaper models can usually be obtained at sites such as EBay. An NWS representative would assist in hooking up the instruments to the network.

Contact names and numbers:

Public Weather Spotter Program: renee.wise@noaa.gov

MesoNet Program: andrew.brown@noaa.gov

Coop Observers: dan.c.petersen@noaa.gov ;

david.vonderheide@noaa.gov

General Outreach and Coordination: sam.albanese@noaa.gov (WCM)

renee.wise@noaa.gov (Asst. WCM)

Mobile Ham Help for 5th Wheel RVers

Frank Drake (KL7IPV)

AARC Life Member #29

I have been mobile hamming since 1966. In all those years, I have had to make some adjustments on where the antenna goes. On my cars they usually went on a ball mount and spring. On my 1989 Chevrolet pickup, I mounted the antenna on a bumper mount in the front of the truck. On my 1997 Dodge pickup, I used mag-mounts on a steel toolbox in the bed.

My 2002 Dodge pickup posed a different challenge. The bumper mount just didn't lend itself to looking all that good. The toolbox now in the bed is aluminum and mag-mounts are useless. I didn't want to have mag-mounts all over the truck roof with wires hanging down over the rear window. I bought some thin steel sheeting and cut it down to fit the top of the toolbox and screwed it down using silicone seal to keep the box dry inside. That didn't work out to well for the heavier antenna since I had no way to tether it when driving. It works well for the lighter 2-meter antenna though.

I still needed to do something about the HF antenna. On eBay I bought a used ball mount and spring for the toolbox. I did the mounting and all that and it worked really well. Well, that is, until I hooked up my 5th wheel travel trailer. Then the problem arose. The 5th wheel turns sharply and the front of the 5th wheel moves OVER the toolbox. UH OH! The antenna has to lean over and it wasn't made to do that the way it was mounted. The solution? I went to my local home hardware place and bought a piece of aluminum 3/8-inch rod. I already had a tapping tool for 3/8X24 and I used it here. I cut a 6-inch

piece of rod off and tapped both ends about an inch long. I put the new rod in the ball mount and then mounted the antenna spring on that new rod. Now when the 5th wheel hits the antenna, it just leans over the toolbox and returns when I straighten out.



I used a piece of 60-pound monofilament fish line to keep the antenna vertical when driving. The fish line is attached to a hook I mounted just inside the rear door of the Quadcab. I put a piece of plastic tab cut from a coffee can top under the screw and fish line to protect the truck paint from the line and hook. The side benefit from all this is that I mounted a chassis mount SO239 fitting on the lower side of the toolbox and now I can attach a coax from the outside of the truck to that as well. It looks strange, but after all the things I have tried with mobile

antennas, that isn't unusual for the vehicles I drive. They work and THAT works for me.

73
Frank
KL7IPV

Call for AARC Historical Documents

Heather Hasper, KL7SP, has taken on the activity of collecting and organizing our Club historical documents. She is looking for AARC documents that you no longer want to maintain in your house. These might include newsletters, membership rosters, flyers, photos, or any other item of historical interest.

This is one item we have learned:

What year was the AARC first recognized by the ARRL as a radio club?

KL7AA Historic Fact:

The Anchorage Amateur Radio Club was officially recognized by the ARRL as an affiliated club in 1951, 54 years ago, this last May.

Please contact Heather at KL7AA@ADNMAIL.com or via pager at 907-275-7474

The Icemobile In Canada and Alaska

By John Reisenauer Jr., KL7JR (ex-VE8JR)

....Ride along with KL7JR on a roller coaster DX adventure through the Northwest Territories, Yukon Territory and Alaska under the magnificent northern lights experimenting with homebrew antennas in this low sunspot cycle.

The thrill of DXing from remote arctic locations in Alaska, Yukon Territory and the Northwest Territories, under the spectacular aurora borealis (aka northern lights) continues to draw me north. Overcoming weather and propagation challenges that Mother Nature throws at you and enjoying success with homebrew antennas increases the excitement factor.



The purpose of this trip, besides hamming, was to present Yukon Archives in Whitehorse and libraries in Burwash Landing, Yukon and Haines, Alaska, signed copies of my book, "Brothers In The Yukon", written about pioneer brothers who settled the Kluane area. On an earlier trip in March 2005, propagation was good and the northern lights presented unforgettable performances for me in the Yukon. Now in mid-May, 2005, I again crossed the 60th parallel, but this time into the vast Northwest Territories. My first stop was the small town of Hay River, 200 miles south of Yellowknife the capital of the Northwest Territories. My full size G5RV and A-99 vertical hanging off my motor home the RV Icemobile complimented the landscape along the Great Slave Lake, or so it seemed as several cars with polar bear license plates (the official NWT plate) stopped to look me over! I set up camp on Vale Island in Hay River where the chocolate-brown river of the same name flows into pristine Great Slave Lake. The lake was still mostly iced over except for a few areas that were no longer entombed by winter. The 300 mile long body of water is the second largest lake entirely in Canada and is over 2,000 feet deep.



The RV Icemobile (WA license plate K7ICE) is a DXers dream machine. At 32 feet long, the Ford E-450 is equipped with a V-10 engine, 12 feet long by 2 feet wide slide out, built-in 25 inch color TV with DVD, microwave oven, propane stove, refrigerator, shower, toilet, queen bed and furnace. A 130 watt alternator, three 12v RV batteries and a rugged 4 kW generator provide all the power required for a comfortable outing in this specially outfitted rig for winter use. Two electric heaters keep the coach warm during the day, and at night with the generator resting, the LP gas furnace takes over. Three complete HF stations overpower Icemobile's interior: a TS-50 transceiver on the dog house for mobile use; a TS-570 in the living room for portable use and another TS-50 transceiver set up on the dining table. Each station is complete with its own power source, auto tuner, feed line (s), antenna (s) and Heil hand mic. In the under floor storage compartments, a tribander, several vertical and wire antennas, two drive-on antenna raisers, one-hundred feet of mast pipe, rope, mounting hardware and 500 feet of coax are neatly stored. The Icemobile is an amateur radio store on wheels! In the future I plan to squeeze in at least one amp. The main operating position is at the dining table which has the most comfortable seating and the luxury of two feed lines.

For the first three days the bands were in terrible shape as I struggled to make fifty contacts on 20 and 17 meters. The lower bands were not very productive for me up here as only a dozen states in the mid west and west coast made my 40 meter log including Alaska on 75 meters. VEs worked on 17 and 20m included VE3PST, LDT, YN, TPZ, CM, VE6MAA, TV, SL, VE2QRA, VE5TLW and a few others. Other DX making

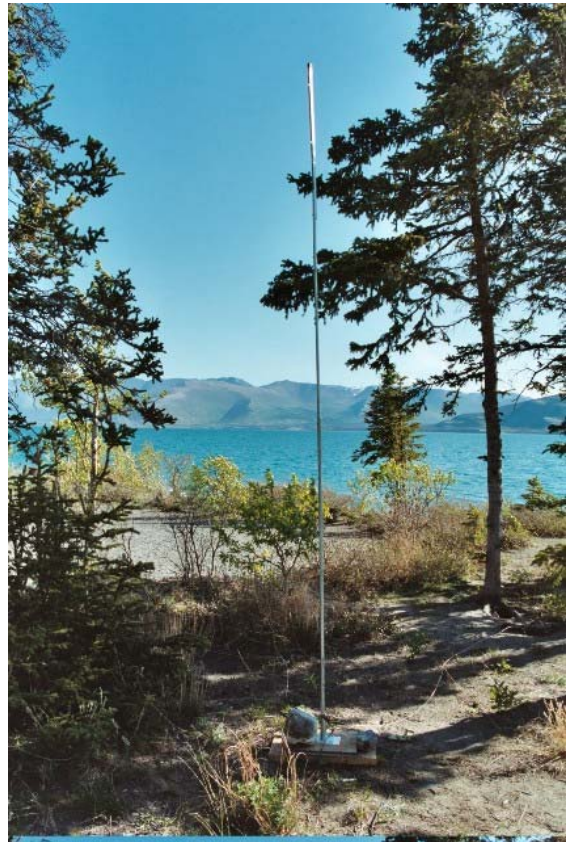
my log was XQ1VLY, OK1MVD, EA8YB, PR7CPK and several stateside stations. Pat XQ1VLY said it was nice to work me in KP2 and VY1 recently, and now in VE8 which he desperately needed. K1RQG in Maine said he hadn't worked VE8 in 30 years when I gave him a 5x7 report. Tomorrow I'll head out for Ft. Providence and cross the Mackenzie River by ferry.

No sooner had I embarked the NWT ferry "Merv Hardie" when I crossed paths with one of the huge wood bison that populate the area. This boy was the size of an elephant and wasn't going to give my big motor home the right-of-way. He watched me with an attitude as I filmed him standing on the highway. Later, I pulled in to the local campground which was littered with tall ash trees and a few scrub pines thrown in along the wide Mackenzie River. I threw up the short G5RV (10-40m) and A-99 vertical. Twenty meters was just coming out of another solar flare depression, finally, as I worked several "short skip" stations in Alberta, Washington and California in the late subarctic evening, and for the next few days more stateside stations made my log. The days are over 18 hours long now providing a lot of time for exploring and radioing.

VE8/KL7JR and VE8/K7ICE got quite a workout over the next few days on 17 and 20 meters. KL7RE, KL7FQQ, DK1MAX, KL0YC, KL1EM, DL5RBW, I7WL, RA1OJ, VE6MAA, YV, SL, VA3PL, VE3PRU, TPZ, CM, VE2QRA, VA7MJR, VE7KET, VE5TLW and others made my log including a hundred more stateside stations. Most couldn't believe all I was using was a G5RV, the short one at that! I snagged ZK1CG on 20 and 40 meters. Bill VE8AP, some 150 miles north of me, commented that he hadn't worked another VE8 for over 5 years. We'd been chasing each other on the bands for days and finally hooked up on groundwave. RA1OJ said I was the only VE8 he had ever heard! I chuckled when Bill worked him after me. Back-to-back VE8 contacts surely must have blown RA1OJ away! Later, VY0DU in Nunavut Territory called me on 40 meters and we had a nice ragchew. On 20 meters, VK9NS, ZK1CG and AL7LX were the last to make my VE8 log.

A couple of days later found me parked off the Alaska Highway near Teslin, Yukon enjoying some of the biggest pileups I have ever encountered. Under incredible band conditions, my homebrew pipe vertical for 20 meters (made from copper pipe), and a separate one for 17 meters (made from electricians tubing), were "red hot" from the Yukon. My pipe vertical first made its debut in the October 1996 issue of TCA, and has been a solid performer for me ever since. More DX worked included: UA0, UA3, KL7, OE4, YO9, XE2, I7, I5, YU1, VP2, LA2, F2, JA8 and many others in the lower 48. VEs worked included; VA7VJ, VE6TI, VE7GL, VE3VGI and a few others. Both verticals were ground-mounted and employed the same ground radial system which connected to a near by river (I tossed one of the ground radials in to the river!). I guess you could say I had a very long groundplane! The DX frenzy on 17 and 20 meters lasted several hours and the following day was better yet. Several hams couldn't believe my antennas. "Say again OM, a pipe for an antenna" was very comical up here! I enjoyed another awesome

northern lights performance. The vertical deep red display was quite different from anything I've seen in all my arctic trips. The show lasted about 10 minutes before being absorbed in the atmosphere.



There are many places in the Yukon I frequent, but by far Kluane Lake is my favorite. It's the most scenic area I know, and propagation is usually good there. For the next three days, I dry-camped near Slim's River bridge close to the lake. Kluane (pronounced "Kloo-aw-nee") means "whitefish place" in Tlingit. Kluane Lake, the longest lake in the Yukon, is 46 miles long. With the full-size G5RV and pipe vertical on 20 meters I worked; UA0, 1, 3, RW9, KL7, OE4, YO9, I7, F2, SP7, ES1, LA1, 2, SM6, G10, 9A2, ZK1, DJ4, plus a few state siders mixed in before another solar flare hit. VEs making the log were; VE3EFX, HIR, YN, VE4DS, VE2LCM, VE5DM, VE6CJR, CQ, VE7TLH, VO1SA, VE9WGS and others. I was able to rest up a day without radio and do a bit of fishing before heading further down the lake to my favorite RV park.

From Yukon's Cottonwood RV Park on Kluane Lake, near Destruction Bay, I planned to slow down the radio pace and concentrate on my other obsessions; photography, writing and fishing. On the first day at the lake I used up six rolls of film. The backdrop here is truly humbling. Later, two rainbows slowly cooked in butter and onions over my campfire and with a cold Molson in my hand, life just doesn't get much better than this! The RV park has all the amenities of home including wide-open lots for antenna wires. I was able to give Icemobile's generator a rest and utilize park power. 17 and 20 meter DX worked from Kluane Lake included: EA1, 8, KL7, KH6, VE2, 3, 4, 5, 6, 7 and 9, VY2, SP3, RA3, UA1, 3, I0, 7, XE1, G0, OH1, OZ5, I5, I2, DK8, V25, OO4, HA0,

VK5, GD4, LA2, 9A4, F6, VP5, SJ5, TI8, CE2 and many others including about 300 stateside stations. On two late evenings, 40 meters was red hot here from east coast to west coast as I worked 22 states. 5x9 signals were very common both ways. I was reported to have arctic flutter on my signal by a couple of the closer stations. I stopped checking the other bands because they were always quiet. 17, 20 and 40 meters kept me hopping most of the time up here.

In early June snow still clings to Alaska and Yukon mountain tops and valleys. The trip south from Haines Junction, Yukon to Haines, Alaska is simply breathtaking. From Haines Hitch-Up RV Park, KL7JR came on 20 meters with his G5RV (10-40m) working KH0AC (Len on Saipan Is.), W7KFI/mm (Susan on sailing vessel "Darma", position 74 miles east of Hilo, Hawaii), KL7JM (Jim in Fairbanks) and 3D2LB in the first 30 minutes of operating before the band folded. Propagation was poor again for the next two days up here from my Alaska DX camp situated in a glacial valley with snow-capped mountains and glaciers on all four sides and with the ocean only a half-mile away. I easily checked in to the Alaska Bush Net on 40 meters which now gave me portable check ins from VE8, VY1 and KL7!

After four days in Haines I decided to head back to the Yukon to find a wide open spot to erect my sloping vertical loop wire antenna for 40-10 meters. With an icefield and a couple of glaciers for a backdrop, I set up my DX camp along the Haines Highway south of Dalton Post, Yukon. The view here was incredible, making it hard to concentrate on antenna work. The vertical loop was extremely hard to put up, especially for me standing on the motor home roof with a cold Yukon wind off the nearby glaciers. Climbing up and down the roof ladder a half-dozen times to untangle either the coax feeder or loop legs about wore out my patience. A helper on the ground would have been nice. It was worth the struggle however, as the antenna later proved to be a good performer on 17, 20 and 40 meters. During the first three hours of operation I worked: XE2WWW, UT4MW, CB1S, VE3JCH, KL1OU, OH4YI, ZK1CG, VK2GWK, SM5HPB, JJ1BKB, KH6HU, DK8DV, KL7FGA, KH6KW and two dozen states to boot! The vertical loop easily tuned all bands 10-40 meters (it tolerated 12 meters) and 75 meters as a bonus. Signal reports were usually the same both ways, as I've often noticed using loop antennas. The next day I worked VE7LGI, GI3DZE, EA3JE, VE9MSD and several stateside stations on a finicky 20 meter band. Mona VE9NSD said I was her first Yukon contact. I'd heard that quite a few times by now.

A couple of days later found me at Teslin RV Park on Teslin Lake. I hooked up again with VE4BG and VE5TLW for rag-chews. Then VE5NED, VE6TG, AL0E, OK2SAI, IK5BAF, V73VE and many others including 30 states made my log. I was using the 20 meter pipe vertical as campground space would not allow my shorty G5RV. Although my favorite northern flower, the fireweed, wasn't in bloom yet, the mosquitoes now were! On day two here I worked VA3NQ on 17 meters and VE3QW and VE4DS/VE6 on an "up and down" 20 meter band. Early the next morning I left for Watson Lake to end my Yukon operations before swinging south to home. Mother Nature was kind enough to allow a

couple black bears, one brown bear, two moose, a caribou and a small herd of mountain sheep thrown in for my viewing pleasure along the Alaska Highway in the Yukon rain. Of course the mosquitoes were out for war, so I decided to head back to the Northwest Territories on BC Highway 77 since it was only about 100 miles to the NWT border. From near Ft. Liard, I threw up the short G5RV and immediately caused a big pileup. RU3EQ, NL7F, KH6CB, VE7SAG and numerous stateside callers made the VE8/KL7JR log. Later on 75 meters I worked 18 wheel mobile VE7IMA in southern BC, VE3QW, VK4LS, KH6FKG and several lower 48 stations on 40 meters. 20 and 40 meters were wide open to the world from up here, and the DX cluster spot by VE7SAG didn't hurt either! Another great time was had in VE8 land.



The allure of the wilderness and the constant urge to go north is more intense now than when I first penetrated the arctic some 20 years ago. Those who understand are shaking their heads in silent understanding. From blue ice Yukon and Alaska glaciers, icefields, pristine lakes and the vast rugged beauty of the Northwest Territories, another fun-filled Amateur Radio roving adventure "up here" is history.

73 de Yukon John

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Letter to the Editor Broadband Over Powerline (BPL)

Frank Drake, Jr, KL7IPV
AARC Life Member #29

I am an amateur radio operator (HAM) and for the past year or so we as amateurs have been fighting with many different power companies in the US due to their use of a certain broadband technology that causes radio interference to many users. The technology has become known as BPL and is supposed to be the answer for rural users for access to the Internet.

The problem is that the signal is generated over open power lines and has no shielding to keep it confined to the lines. It is kind of like trying to send cable signals over open lines instead of closed coaxial cable and hoping no TV will receive the signals. In some areas of the country they are not allowed to

use the BPL because it may cause interference to Coast Guard radio or other sensitive radios used by government agencies.

But the FCC in it's "wisdom" has allowed the power companies act as Part 15 users and go ahead in other areas. It has also told the power companies that if they interfere with ham radio they must do what is necessary to eliminate the problem. In normal use, a Part 15 user can generate an unlicensed signal and must remain UNDER a certain power level. The FCC is allowing the power companies to operate as Part 15 users and to exceed that level. The trouble hams have been having around the world, not just in the US, is that is DOES interfere and some power companies have just chosen not to respond to the complaints. The FCC has not responded to complaints by hams either.

Even when faced with recorded proof of the interference, many power company's responses have been that the HAMS must make allowances and either move or go away. There are some countries that have now OUTLAWED the use of BPL due to the KNOWN interference problem.

The article I have added as a link shows that Google and others have joined together to push BPL here in the US. Since I am a HAM and it could cause me grief if they continue, I have written an email to Google and protested the project. I also have told them I intended to remove any reference to their name or search engine from my computer.

Please read the article and do what you wish to do but I encourage you to write them and let them know that if they cause interference to government agencies, they also cause interference to hams on frequencies that are supposed to be reserved for hams only. We have it bad enough already with competition from other unintentional noise sources without having to contend with noise interference generated on purpose.

Thank you.
Frank Drake, Jr, KL7IPV

<http://www.internetnews.com/bus-news/article.php/3518341>

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KL7AA.org is Out of Service

The KL7G server has suffered hard drive failure and so the cluster and web pages are down at this time. It will unfortunately be awhile before Frank can devote time to fixing the server.

I'll let you know when it is up and running again.

Corliss - AL1G

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Joys of HF Mobile
Mike Sanders KL1HO

Well where to start, I am relatively new to Amateur Radio, however not new to HF, spending most of my career in the Army playing with HF radios, but that is another story in its self.

Just prior to retiring, my Pal and my Mentor, Pat Tipton, KL0YO told me about Ham Radio and got me started, I will gladly sell his address to anyone that would like to personally thank him for that one!

Between the two of us we have installed radios on ATVs, snowmachines, cars, trucks, just about anything that will carry you and your radios without physical effort, not to say that I am lazy, but why walk when you can ride, right? Anyhow that brings me to the most interesting instillation as of yet. By no means do I claim to be an expert, or claim to know everything there is to know about HF Mobile; however hopefully some of the following information that I had to deal with, will help someone out with his or her instillation. To me, that is what this hobby is about, having fun and helping others.

The set up is in a 2003 Subaru Outback Sport:
Rig: Yaesu FT 857D
Antenna: HI-Q 2.5/80xlt
Mount: I will get to that later.

There is also a VHF/UHF, Alinco DR 610TQ, with Diamond SG7900 installed but I will stick to the HF side of the house for now.

The radio is remotely mounted under the passenger front seat, about 1/2" above the ECM, (engine control module), with the faceplate mounted on dash at finger tip level while hand is on transmission shifter. Power is off the battery direct through 10ga double shielded wire, properly fused, as close to the battery as possible, running through the firewall to a power distribution box, (3 Anderson Power Poles) this powers both radios. The radio is grounded to seat mount (which is bolted to frame) through 1" flat grounding braid, approx. 3" long. If you poke a hole in the braid with a Phillips head screw driver then tin around the hole, the braid will hold together much better. (another lesson learned the hard way)

The antenna was mounted on a Diamond K-400C trunk mount on the left rear hatchback, and guyed off to the luggage rack, with 80lb monofilament fishing line. (just in case), grounded through 1" flat braid. My first guy ropes were 1/4" nylon rope, well the first time it iced over, I found out that, wet nylon will conduct electricity, and of course this de-tuned the antenna! Not a good choice for guy ropes. The whip is a Shakespeare fiberglass marine antenna cut to 70"; this puts the overall height at 13', keeping under the legal limit of 13'6". Unlike most screwdriver type antennas the HI-Q series does not change lengths with tuning. To control the tuning of the antenna, I removed one of the switch blanks in the center console and replaced it with a DTDP momentary, center off, rocker switch, (that's a mouth full).

I was not really pleased with the Diamond mount, although the antenna ONLY weights 3lbs, and ONLY 118 inches tall. So now it is mounted to a piece of flat iron 26" long by 3" wide

and 3/8" thick, this is bolted to both the front and rear cross members of the luggage rack, centered over the car, I had to remove about 18 inches of whip to stay at 13ft. A very serious consideration for mounting the antenna was to have the coil higher than any part of the car. With the antenna mounted on the luggage rack, it is well above the car, and sealed to improve performance. (Though it sure looks goofy!)

Now it would take a roll over or very large bird strike to displace the antenna. (I still have a dummy cord attached, just in case). The shunt coil for the antenna is approx. 10 turns of silver plated solid wire, 1 1/2 in diameter, about 1ft from the antenna, inside a Radio Shack project box, velcroed to the inside of the hatchback. Where the shunt coil connects between the center conductor of the coax and ground will depend on your specific installation.

Ok everything is installed and I am ready to play radio! I hopped in the car, started it up, tuned the antenna to my favorite band and noticed that I had a solid S-9 noise level! What in the world was going on? I tuned to another band and the same thing, I shut the car off and the noise went away? The noise did not increase with throttle response or vehicle speed. Without starting the car I turned the key back on and could hear the fuel pump cycle. (that one, was an easy find) I took a 20' piece of coax and made a RF sniffer. It has a PL259 on one end; to connect to the radio and the other end has the center conductor exposed approx. 1 inch, but rapped in electrical tape.

DANGER--- This is now your antenna! Do not let it come in contact with anything electrical on the vehicle, I would not let it get even too close to large noise emitters. Bad things will happen to your radio. I also took a Radio Shack mobile, non-powered speaker and extended the wire so while walking around the car with the coax sniffer, I could hold the speaker and listen to what the radio was hearing. I suppose headphones would work to, but I chose the speaker so I could also hear what the car was doing. Using the sniffer I went through each band and found each component on the car that was causing noise, and of course once I cancelled/shielded one noise, I would discover another one, and another! It took several weeks of doing this to finally get rid of the noise, now the once noisy little car is good and quiet. My wife Jackie (KL1KB) was very gracious in helping me hold things and push knobs, turn switches, press peddles and so forth, while I listened. Thank You!

Some of the things I ended up doing are as follows:

Grounding, using 1" flat braid on all grounding. (Approx. 30-40ft total)

1) Grounded the exhaust pipe starting at the exhaust manifold, every 2ft with braid connected to the pipe with a radiator clamp then to the frame with sheet metal screws.

2) Shielded the spark plug wires with the 1" flat braid, I took a large punch and opened the braid and shoved the plug wire through it and zip tied it tight on both ends. (looks pretty cool

too). Then the braid is connected to the aluminum tape and braid on the coil.

3) Shielded the coil with aluminum tape and flat braid, then re-grounded the coil to the block.

4) Placed at least one ground strap on each door, hood, and hatchback.

5) Grounded motor in about 4 places to frame.

6) Grounded the transmission to the frame.

7) Placed capacitor across alternator.

8) Placed capacitor across fuel pump lines near the fuel tank.

9) Wrapped ECM with aluminum tape.

10) Shielded various other wires under the hood, with braid.

11) Capacitors across the electric fans.

12) Capacitors across the windshield wiper motors.
Etc, etc, etc...

I think the one noise that took me the longest to find was the transmission. Thinking a standard transmission would not have any electronics in it, boy was I wrong. These newer cars have electronics in everything. It had me puzzled for quite a while; the noise would increase with vehicle speed, but was not RPM dependant, was different, depending what gear I was in, and would go away when I stepped on the clutch, but stepping on the clutch caused a whole new noise. Oh and Subaru does this thing with the Anti-lock brakes to achieve better traction when starting out on slippery surfaces, that sure makes a weird noise on 3.933mhz. That is one noise I will live with, I am not brave enough to mess with the Anti-lock brake system.

Other than hard accelerations, my S meter does not move while driving, (from vehicle emitted noise) even then, it only gets to about an S-1. Unlike my truck that I had to do nothing more than install the radio with good grounds.

I hope this will help someone out when doing the mobile thing. I have had tons of fun and learned so much that I thought my head would pop off. But when I am on the highway on my way to work or back home, and carrying on a qso with someone new in far away lands, or just chatting with a buddy, it makes it all worth while.

I kept this brief and left out the technical stuff due to space, if you have any questions, want more details or just want to talk, give me a holler, when I am mobile you can find me on 146.52 and 3.933. By the way, 75m is a good day time band for in-state stuff, (propagation dependant), although there sure aren't a lot of folks on during the day. This makes it nice to chat when you are out of 2m range, without tying up a repeater.

Some of the older hams may remember talking with their buddies mobile on 75m, prior to 2m FM, well it still works, granted not quite as nice as FM, but none the less, it works!

73 de KL1HO
Mike Sanders

There is a good chance that Mike will do a follow-up article that focuses more on the technical side of quieting a mobile installation. For those of us with noisy cars and trucks, we can look forward to that article. I understand the article might even have photos to show us more detail. AL7FS

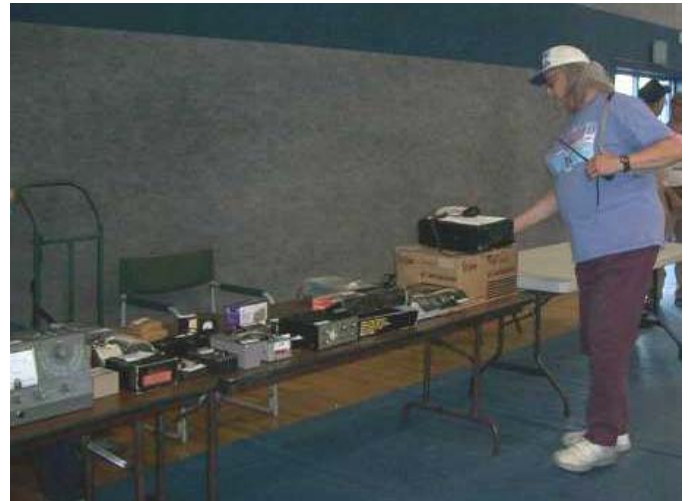
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Kenai/Soldotna Flea Market a Success!!

The first Kenai flea market was a whole lot of fun for those hams that participated. Here are a few photos from that event. Hopefully they will hold this again next year and more of us can make it down.



KL7DR, Dan O'Barr flies the AMSAT flag



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Girl Scouts – Morse Code Sounder Project Feedback



Dear Ham Radio Operators,

Thank you Sooo much for all the time and effort you took to make us happy. It must have been stressful having to teach so many girls. Morse Code was by far the funnest thing we did. I want you to know how grateful troop 56 and I are .

**Thank you, Thank you, Thank you.
Sincerely , Meggie.**



Thank you so much for donating your time and money to teach us about the morse code ! But most of all , thank you for empowering our lives with the use of "power" tools ! The girls had a blast putting together their circuit boards and to see them actually work, was the epitome of all ! They were beeping through the night and the following day until they realized that they could be sending an "absurd " message to someone who could actually understand their bleep noises ! Thank you ! Your huge preparation was much appreciated !
Eagle River Troop 56 Juniors.

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N2CQ QRP CONTEST CALENDAR
August 2005

Summer FOX Hunt - QRP 20M CW
UTC: Every Fri thru August 19, 0100z to 0229z
EDT: Every Thur thru August 18, 9 PM to 1029 PM
Info: http://www.cqc.org/fox/summer_rules.htm

Adventure Radio Spartan Sprint (CW) *** QRP CONTEST!

Aug 2, 0100z to 0300z (First Monday 9 PM EDT)
Rules: <http://www.arsqrp.com/>

Ten-Ten QSO Party (PH) ... QRP Category
Aug 6, 0001z to Aug 7, 2359z
Rules: <http://www.ten-ten.org/calendar.html>

TARA "Grid Dip" Contest (PSK/RTTY) ... QRP Category
Aug 6, 0000z to 2400z
Rules: http://www.n2ty.org/seasons/tara_grid_rules.html

North American QSO Party (CW) ... 100W Max. (/QRP noted on entry)
Aug 6, 1800z to Aug 7, 0600z
Rules: <http://www.ncjweb.com/naqprules.php>

Worked All Europe DX Contest (CW) ... 100W category
Aug 13, 0000z to Aug 14, 2359z
Rules: <http://www.darc.de/referate/dx/xedcwr.htm>

Maryland/DC QSO Party (SSB/CW) ... QRP Category
Aug 13, 1600z to Aug 14, 0400z
Aug 14, 1600z to Aug 14, 2359z
Rules: <http://www.w3cwc.org>

SARTG WW RTTY Contest ... Low Power Category
Aug 20, 0000z to 0800z
Aug 20, 1600z to 2400z
Aug 21, 0800z to 1600z
Rules: <http://www.sartg.com/contest/wwrules.htm>

BUBBA Summer QRP Sprint *** QRP CONTEST! ***
Aug 20, 1600z to 2200z
Rules: <http://www.kkn.net/archives/html/QRP-L/2004-08/msg00456.html>

North American QSO Party (SSB) ... 100W Max. (/QRP noted on entry)
Aug 20, 1800z to Aug 21, 0600z
Rules: <http://www.ncjweb.com/naqprules.php>

NJ QSO Party (CW/SSB)
Aug 20, 2000z to Aug 21, 0700z
Aug 21, 1300z to Aug 22, 0200z
Rules: <http://www.qsl.net/w2rj/>

RUN FOR THE BACON (CW) *** QRP CONTEST! ***
Aug 22, 0100z to 0300z
Rules: <http://fpqrp.com>

Hawaii QSO Party (CW/SSB/Digital) ... QRP Category
Aug 27, 0700z to Aug 28, 2200z
Rules: http://www.karc.us/hi_qso_party.html

TOEC WW Grid Contest (CW) ... Low Power category
Aug 27, 1200z to Aug 28, 1200z
Rules: <http://www.qsl.net/toec/contest.htm>

Ohio QSO Party (CW/SSB) ... QRP Category
Aug 27, 1600z to Aug 28, 0400z
Rules: <http://www.oqp.us/>

SLOVENIA CONTEST CLUB RTTY Championship .. 100W Category
Aug 27, 1200z to Aug 28, 1159z
Rules: <http://lea.hamradio.si/~scc/rtty/htmlrules.htm>

Kentucky QSO Party (CW/SSB)
Aug 28, 1600z to Aug 29, 0400z
Rules: <http://www.ky4ky.com/kyqsopartyrules.html>

QRP BARBERSHOP QUARTET CONTEST (CW QRP)...
QRP Contest!
Aug 31, 2100 EDT to 0300 EDT
Rules: http://www.io.com/~n5fc/barbershop_contest.htm

72 de
Ken Newman - N2CQ
N2CQ@ARRL.NET
<http://www.amqrp.org/contesting/contesting.html>
<http://www.n3epa.org/Pages/Contest/contest.htm>



ALASKA STATE FAIR VOLUNTEERS

To: AMATEUR RADIO OPERATORS
From: ANCHORAGE AMATEUR RADIO CLUB
Re: ALASKA STATE FAIR

We need Volunteers to Staff our informational booth at the Alaska State Fair. Fair Dates are August 25th through September 5th. The booth must be staffed on weekdays from 12-10PM and 10AM to 10PM on Weekends and Labor Day.

We will provide you with an admission ticket and a parking pass for your vehicle.

Additional details and to volunteer, email Judi Ramage at damage@gci.net or call 688-0290.

You can check the schedule calendar at <http://www.JimLarsen.us/>

We had loads of fun last year and met lots of wonderful folks. Come join us at the Fair.

From: Neil Thalaker KL7BGZ
<NThalaker@msn.com> 276-7106

For Sale:

Icom HF transceiver IC 720 allband manual/ mike
Icom power supply IC P515
Icom IC AT500 HF Full Auto Antenna Tuner
Katsumi Message Keyer model MK 1024
Yaesu FT 208R Hand held
Small power supply 12 volts 1.75 amps
small general electric speaker
MURA CBM20 swr,power,fs meter
headphones KOSS K6
heathkit HD 1416 code oscillator
crank up tubular tower
rotor CDE Tailtwister control
three band six element beam



Data You Can Use:

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Mike Wood - KL1RO, kl1ro at arrl.net
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AARC web page & Email contact addresses:

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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
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 Hz 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>

Practice Exams : <http://www.AA9PW.com/>

Fairbanks AARC: <http://www.kl7kc.com/>

Yukon Amateur Radio Association:

<http://www.klondike.com/yara/index.html>

Links for Homebrewers & QRPers

<http://www.amqrp.org/misc/links.html>

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](mailto:JimLarsen2002@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](mailto:JimLarsen2002@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, 10:00 AM: Brunch NW corner of Debarr and Bragaw. 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