THE TARA NEWS

Affiliate of the American Radio Relay League

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Ham's to Support Veteran's and Troops

Amateur Radio Operators will once again unite to show support to those on Active Duty, our National Guard, Reserves, and Veteran's. On Monday November 14, 2005 from 5:00pm till 8:00pm Amateur radio operators will be on the air providing live messages of support and appreciation as a public service during Military Appreciation Monday. Amateur Radio Operators will set up at locations across the United States, and will be contacting each other, and allowing the general public to participate by expressing their positive messages on the air that our military members, and veteran's are not forgotten.

The event, which coincides with the Golden Corral's National Military Appreciation Monday, will help bring public awareness to the hobby, and serve as a way to recruit new licensed Amateur Radio Operators. This is a good way to get your Amateur Radio club or just a group of Ham's together to demonstrate the good deeds that Ham's provide during emergencies, and disasters.

To get involved visit www.armad.net and click on the "Events" link at the top of the page. Amateur Radio Operators, let's help build up our hobby by "Hamming It Up For The Troops." www.defenselink.mil/news/Feb2005/n02162005_2005021611.html

The Nov. 14, 2005 event will be operated from 5p.m. - 8p.m. EST or 2200utc - 0100utc. We will operate on APRS, IRLP on node 9250, Echolink on Nodes 267069, 16686, and 106819 Linked; and on HF at 14330, and 7230 + or - QRM

ARMAD — AMATEUR RADIO MILITARY APPRECIATION DAY

HAM IT UP FOR THE TROOPS

State of New York Office for Technology

NYS Statewide Wireless Network

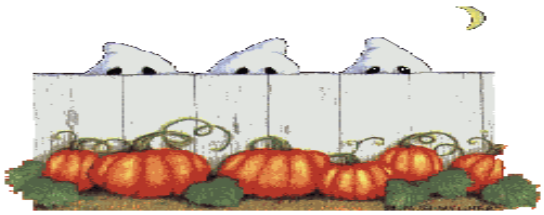
Date: Tuesday November 15, 2005
Time: Doors open at 7PM, Presentation at 7:30PM
Place: Green Island Municipal Center

This month, our TARA monthly meeting will feature a unique presentation by the New York State Office for Technology on the new Statewide Wireless Network. SWN was initially conceived as a new radio system for the State Police, but has grown to a system built on state of the art digital and IP addressable radio technology that will provide interoperability for first responders, governmental users and public safety agencies throughout New York State. This is the first, but hopefully not the last, outreach event from OFT to the Amateur Radio Community in recognition of amateur radio service and support of public service projects. We are especially pleased to welcome David Cook, an OFT Director who also serves as the FCC frequency coordinator for most of New York State.

Directions to the Green Island Municipal Center are on the TARA website - www.n2ty.org.
The Office for Technology SWN website is at https://www3.oft.state.ny.us/swn/index.cfm. We look forward to seeing you on Tuesday November 15th.

More than a Club SKYWARN *We're a Family*

Pumpkin Patrol 2005
A Spooktacular Success



Our Annual "Pumpkin Patrol" which was conducted on Sunday, October 30th & Monday, October 31st was quite a success again this year. I would like to take this opportunity to thank everyone that volunteered their time. The participants are listed as follows:

Margaret Warner N2PEK County Rt. 1 both nights
Craig Woods N2UID Rt. 396 Mon. night
Randy Stein KA2TJZ Old State Rd. Mon. night
Frank Constable KC2NDK Mon. night
Tony Pazzola W2BEJ net control Mon. night
Richard Duffy N2TZQ Rt. 396 Sun. night
Beth Whiting KC2BSC Bunker Hill Rd. both nights
Ken Smith WA2TQK Woodward Rd. both nights
Dick Carter WA2COI back-up Net control Sun. night
Mike Alecksynas N2JVE Shaker Museum Rd. both nights
Mac & Karen Smith KB2SPM & KS2O Rovers Mon. night
Sue Fritts & Ray Ginter KC2IBI & N2ZQF rovers Mon. night
Frank Gagliardi W2FPG both nights
Ken & Marilyn Davis KB2KFV & KB2JZI Rovers Sun. night

KS2O@N2TY.ORG
Thank you,
Karen KS2O

ARRL Soliciting International Humanitarian Award Nominations

Nominations close December 31 for the 2005 ARRL International Humanitarian Award. The award is dedicated to an amateur or amateur group devoted to promoting human welfare, peace and international understanding through Amateur Radio. The League established the annual prize to recognize Amateur Radio operators who have used ham radio to provide extraordinary service to others in times of crisis or disaster.

The ARRL International Humanitarian Award recognizes Amateur Radio's unique role in international communication and the assistance it regularly provides to people in need throughout the world. Amateur Radio is one of the few telecommunication services that allow people throughout the world from all walks of life to meet and talk with each other, thereby spreading goodwill across political boundaries.

A committee appointed by League President Jim Haynie, W5JBP, will recommend an award recipient to the ARRL Board of Directors, which will make the final selection. The committee is now accepting nominations from Amateur Radio, governmental or other organizations that have benefited from extraordinary service rendered by an Amateur Radio operator or group.

Nominations must include a summary of the nominee's actions that qualify the individual or group for this award plus verifying statements from at least two individuals having first-hand knowledge of the events warranting the nomination. These statements may be from an official of a group (for example, the American Red Cross, The Salvation Army, a local or state emergency management official) that benefited from the nominee's particular Amateur Radio contribution. Nominations should include the names and addresses of all references.

All nominations and supporting materials for the 2005 ARRL International Humanitarian Award must be submitted in writing in English to ARRL International Humanitarian Award, 225 Main St, Newington, CT 06111 USA. In the event that no nominations are received, the committee itself may determine a recipient or decide to make no award. The award recipient receives an engraved plaque and is profiled in QST and other ARRL venues.

Complete information on how to nominate is available on the ARRL Web site: http://www.arrl.org/FandES/field/awards/humanitarian.html. The 2004 ARRL Humanitarian Award winner was Dr Glenn Johnson, W0GJ, of Bemidji, Minnesota.--Chuck Skolaut, K0BOG

Radio Amateurs Helping Hurricane Kids Through Toy Drive

Hams across the country are helping hurricane kids this holiday season. The ARRL has partnered with The Salvation Army to come to the aid of children in the coastal areas of Alabama, Mississippi and Louisiana this season by conducting a nationwide toy drive. Toys are already have begun to arrive at the drive's Memphis, Tennessee, collection center.

"Over the past weeks, we have all heard of the devastation left by Hurricanes Katrina and Rita. Many ham radio operators actually experienced it first hand through volunteer service or on their radios," said ARRL Media and Public Relations Manager Allen Pitts,W1AGP. He's been serving as the ARRL Headquarters "point man" for the 2005 Toy Drive. "Thousands of families are with- out a place to live for the coming holiday season, but hams from all across the country are coming to their rescue again through the League's program."

Between now and early December Amateur Radio operators will be gathering unwrapped toys for youngsters aged 1 to 14 and shipping them to the Memphis facility for distribution over the holidays.
The address is ARRL Toy Drive/The Salvation Army, 1775 Moriah Woods Blvd--Suite 12, Memphis, TN 38117-7125.

The Salvation Army volunteers will distribute the toys collected at the ARRL warehouse throughout areas of the US Gulf Coast where the need is greatest.

Ham Radio Has Role in Five Years of Continuous ISS Human Habitation

Five years ago this week, the Int'l S S Expedition 1 crew of U.S. astronaut and Expedition 1 Commander William "Shep" Shepherd, KD5GSL, and Russian cosmonauts Yuri Gidzenko and Sergei Krikalev, U5MIR, became the first humans to inhabit the ISS on a long-term basis. Bill McArthur, KC5ACR, who commands Expedition 12, the current ISS crew increment, took note of the occasion when he spoke with reporters this week.

"We've done things that were just inconceivable 50 years ago," McArthur said. "I think that we have demonstrated that human beings can live and work in space, and, given the will, we can return to the moon not just to visit but to stay there permanently and in not-too-distant future, send people to Mars."

Bill Gerstenmaier, NASA's associate administrator for space operations, called the five-year milestone the first leg of a much longer journey "The experiences we're having on station with crews on long-duration missions are teaching us what it will take to send astronauts on longer missions to the moon and into the solar system," he said. It was on October 31, 2000, that a Russian Soyuz transporter carrying the ISS space pioneers blasted off from Baikonur Cosmodrome in Kazakhstan and docked with the ISS November 2. At the time, Shepherd was only the second US astronaut to go into space aboard a Russian launch vehicle. Krikalev went on to serve as commander of the ISS Expedition 11 crew.

Each of the 12 crews that have lived on the ISS to conduct assembly and research activities has included at least one US radio amateur. McArthur just this week completed the 200th successful Amateur Radio on the International Space Station (ARISS) school group contact. Crews also have gone on the air to participate in such events as ARRL Field Day and scouting's Jamboree On The Air (JOTA) as well as to make casual QSOs. The Expedition 12 crew of McArthur and Russian cosmonaut Valery Tokarev will remain on the ISS until next April. The initial ARISS gear already was aboard the space station by the time the first crew arrived. The Expedition 1 team installed and activated the VHF gear on FM voice and packet under the US call sign NA1SS and the Russian call sign RS0ISS. In late 2003, the ARISS program attained another milestone with the installation and checkout of the Phase 2 Amateur Radio gear. A Kenwood TM-D700E transceiver is at the heart of the Phase 2 station, located in the ISS Zvezda Service Module--the crew's living quarters. Crew members now routinely use the Phase 2 station to conduct ARISS school group contacts. ARISS is looking forward to activation of a Yaesu FT-100 HF/VHF/UHF transceiver and a slow-scan television (SSTV) system in the near future. NASA has been marking the fifth anniversary of continuous ISS human occupancy with special activities and has set up a special Web site http://www.nasa.gov/mission_pages/station/main/5_year_anniversary.html The largest and most complex spacecraft ever built, the ISS is the result of a 16-nation partnership led by the US. More ISS information and photos are on NASA's Space Station page. ARISS is an international educational outreach with US participation byARRL, AMSAT and NASA.

The Hybrid Automobile and the Future of Amateur Mobile Operation

By Alan Applegate – K0BG

I don't know how many amateurs operate mobile, but I'd suspect the number is rather large. The majority operate VHF of course, with a much smaller number on the HF bands. It really doesn't matter which mode or frequency, as all require some amount of current at a nominal 13.6 VDC (although we refer to is as 12 volts). Amperage requirements vary from an amp or two, to as much as 100 amps peak. All of this power is usually supplied by an alternator with the SLI (Starting, Lights, Ignition) battery acting as a buffer. In some installations, there are two or more batteries, and a larger alternator delivering as much as 250 amps. Twelve volts is twelve volts, and if you use good practices, installing mobile equipment is not difficult. I do my best to explain the correct procedures in the various articles on my web site.

I've been operating amateur mobile for many years, and I've seen the change from 6 volt to 12 volt systems; the latter is now so ubiquitous we don't even consider it when buying, or installing a mobile transceiver. Good, bad, or indifferent, there is a change in the wind.

The current gasoline prices notwithstanding, the future has been written on the wall for many years; we have to reduce our dependency on fossil fuels, foreign or otherwise. The EPA, for what it is or isn't, has set standards for fuel mileage and emissions we all must meet. The automobile manufacturers have stepped up to the plate, and given us all manner of technical wizardry to improve mileage, and reduce emissions. Some of these new devices exacerbate the RFI we contend with. One of these, COP (Coil Over Plug), has become the number one bane of HF SSB operation. Unfortunately, there are more insidious demons creeping into our beloved mobile sanctuary. Enter the Hybrid automobile!

I am not an expert on hybrid systems by any stretch of imagination. If you are, great! I wish I had talked with you before I wrote this article. So please, don't get offended, and pick at the details. After all, this is supposed to be generic information. For those who wish to learn more, there are hundreds of web sites dedicated to this new technology.

If you're thinking about buying a hybrid vehicle, read all of the data on the particular model you can, as some of the data is purposely misleading no matter the manufacturer! This includes, but is not limited to, the application of included warranties, extended warranties, and assumed warranties especially with respect to the requisite assist batteries all hybrids require. While this may sound off the subject, it isn't. In a recent California Supreme Court decision, it was ruled that extended warranties cannot be considered an assumed warranty. By all means, read the fine print carefully, and ask questions even if the wording appears non misleading. Caveat Emptor!

In the future, we may see fuel cell, hydrogen fueled, and perhaps 200+ mile-range full battery vehicles in our driveways. Until then, the main thrust is the battery assisted gasoline vehicle better known by the name hybrid. There are others looming on the horizon, but currently available hybrids are mostly from Honda, Toyota, and Ford, with a few from secondary market suppliers.

There are so many different configurations, it is hard to make a pat statement about any of them. What follows is an overview, and is not specific to any particular vehicle. Each manufacturer is slightly different in their application. If there is one commonality, it is the type of assist battery they employ. Currently, almost without exception, hybrids use Nickel Metal-Hydride (Ni-MH) batteries.

Similar to lead-acid SLI batteries, Ni-MH units are designed to provide copious amounts of power for a short duration, and can be charged at very high rates, with some in excess of 100 amps at 128 volts! Other than the specific battery technology, the main difference is their nominal voltage. An SLI battery may be from 12.2 to about 13.4 volts (slightly more under charge), the typical hybrid battery delivers 120 volts to as much as 750 volts. There are several reasons for the high voltage, not the least of which is an effort to reduce I^2R losses, and the available current ratings of the requisite solid state devices needed to control all of the complex functions.

Complexity is the key word here. The average hybrid has a small gasoline engine which uses modified valve timing to emulate the Atkinson cycle design rather than the more conventional Otto cycle design. Between the engine and transmission is a brushless, permanent magnet DC generator which (in most cases) can be used as a starter motor. There is the Ni-MH assist battery, a brushless permanent magnet DC drive motor-generator usually called the assist motor, and the all-important electronic control assembly. In some cases, there are multi-farad capacitor banks (16 to 64 Farads!). I could go into a long dissertation on the variances in designs, which energy saving algorithm they use etc., but there is so much information available on the net, the effort would be superfluous. Besides, this is suppose to be an amateur radio related article.

The rub comes for us amateurs in the methodology any specific design uses. Almost all use a standard (albeit a little larger in size) SLI battery to supply power for the lights and accessories while the engine is shut down. In some models, like the Honda accord, it is also used for starting if the assist battery is low. In most cases, the SLI battery is charged using the generator, not the alternator. Since the main function of the generator is to charge the assist battery and/or power the vehicle by supplying power to the assist motor, the amount of energy available to charge the SLI and/or power amateur radio equipment remains to be seen.

After spending about 10 hours reading about the various hybrids, and sending a dozen or so e-mails to the manufacturers, I've drawn a blank with respect to the charging current supplied by the generator (I think it is a trade secret). The Honda Accord does have an alternator, but most hybrids do not. One could assume it would have to be as big or bigger than that supplied by a standard alternator (100 to 160 amps), but there is no published data I can find to support the assumption.

(Continued on Next Page)

Hybbrid Cars & Amateur Radio (Continued)

This fact begs the question about how much additional amperage is available, if any. While I cover **alternator** reserves on my web site, until such information is available for hybrids, we're in the lurch. One fear I have is that high power mobile may become a thing of the past.

There is another aspect too. What about all of those high-tech controllers? Are they compatible with amateur radio, and if they are at what frequencies? I do not believe there is enough information disseminated from the manufacturers and/or users to even make a WAG.

My brother Evan, K0HYG (sk), ran a 100 watt Yaesu, and an ATAS 120 antenna in his Toyota Prius without any apparent problems. He never used the radio except on highway trips where the engine runs constantly. I recently spoke to an amateur in Georgia who was using a Honda Civic hybrid, and an Icom 706. His only comment was the excessive ignition noise while the engine was running. With respect to egress RFI from the various parts, until hybrids become common place, our current view may be distorted. Fixing any egressed RFI may end up being a dangerous undertaking. The 128 volts the Toyota uses, to the nearly 750 volt system used by ISE, there is a new level of concern not only for our use, but crash responders as well.

There are a couple of other technologies on the horizon we need to think about too. One of those is the 48 volt system. Several GM models are slated to have 48 volt systems as early as 2007. While they are supposed to have 12 V accessory outlets to run existing devices like cell phones, the available amperage is too low for even a moderate amateur radio power level.

Pure battery vehicles may be a ways off, but undoubtedly they will use higher voltages than we are used to. Further, it is certain that accessory devices will become available to run off of what ever voltage level becomes standard (if any). We certainly don't have to worry about Icom, Yaesu, Kenwood, and others as they will supply whatever equipment is necessary to preserve sales. This primarily because their thrust is commercial, not amateur; we're just along for the ride.

Not everything is dank and dark. If GM does introduce a 48 volt system, assuming it will not be a hybrid, the nominal 54 VDC output will make high power mobile much easier to accomplish. In fact, this is a high enough voltage to easily allow 1,000 watts out if the alternator proves to be sufficient. As a side light, think of all of the new light bulbs, head lamps, and instrumentation this changeover will cause. Maybe it's time to invest in General Electric, as they make both assist motors and light bulbs.

Nonetheless, I'm looking forward to the first articles to appear in the pages of QST describing switching converters to supply 13.6 VDC from a 128 or higher voltage assist batteries to power our transceivers, and other goodies. Heck if they can supply 12kW or more energy to an assist motor, surely they can power an Icom IC-7000 via a converter.

No matter your feelings in this matter, hybrids, fuel cells, hydrogen, and new battery technology are happening now, and the sooner we start thinking about their impact on our mobile operation, the better we'll be equipped to meet the challenges.

Alan Applegate, K0BG

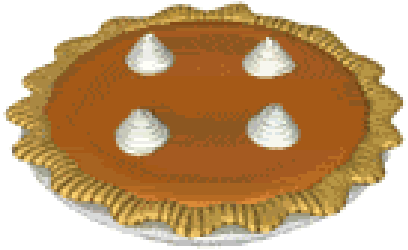
Rensselaer County ARES/RACES Nets Meet

Each Wednesday Night at 7:30 PM on 145.17 Repeater

Except the Third Wednesday - No Net held

New Meeting Night is Changed to

the Third Thursday of the Month at 7:30 PM



Happy Thanksgiving!

The Magic Band - 6 Meters

In my last installment, I was getting ready to go to Paris for a week's visit. I am happy to report that it was a marvelous time and I actually got to play radio a bit …. though not as much 6M as I wanted to. First off, I followed my own advice about the how to's for overseas travel with Ham Radio equipment. I made sure I had my copy of the C.E.P.T. Agreement, a copy of my Passport. and my U.S. license with me at all times.

My actual go bag was a lap top carry case minus the lap - top. It had room for my FT-857D, my VX-5R, and all the various accoutrements I have outlined before...especially a 6M resonant feed-line dipole. Something nagged at me in the back of my mind about taking an extra 75' of #20 vinyl coated wire...I was glad later that I did. Going through Albany international Airport was a breeze. Even though I work there and have an Airport Clearance, the TSA folks made it a point to check out my lap top case's contents. They were no more inquisitive than I have seen them be over inspecting a lap top. I had all my Ham Credentials ready but TSA didn't look at them. After answering a few questions, I was on my way. Getting on the connecting flight at Philadelphia went the same way. And, at Point of Entry at Charles De Gaulle Airport in Paris, I again got through with out incident.

While in Paris I operated a lot of EchoLink via the F1TDI/F1UOT system there. While there, my call was: F/N2NEH. Even though 6M cannot be used in the Paris area of France due to Low Band T.V., I was able to do a lot of listening on my FT-857D. I merely hung the resonant feed-line dipole over our Hotel's 4th floor balcony railing and I was in business. There was a lot of activity due to some Es...I could hear stations from Switzerland, Germany, Belgium, and even Italy. On ground wave there wasn't a whole lot happening.

6M in Europe is operated a bit more formally....On SSB, 50.110 is the International Call Frequency and it is enforced as such. 50.115 is the local/regional SSB call frequency and is also enforced as such. Many Europeans do listen to 50.125 in hopes of hearing NA/SA traffic. While in France this time, things were dead to the U.S. However, there were openings to the U.S. & Carribean. Just check out www.UKSMG.org daily for the log listings. The openings are there, even now...it's just that we don't hear them here.

While in Paris, Jean-Claude (F1AKE), his XYL, and Didier (F5MNH) came to Paris for a little rendez-vous. J-C and Didier are members of EGARA and we have visited each other many times. After a day's visit, Didier went back to Nantes and J-C and his wife and Jo Ann and I hung around Paris for another day.

When we went to Nantes to visit J-C and his family for a few days, I did take my radios...good thing too. While there, I set up my FT-857 in J-C's back garden. He wanted to try it on 40M so we were scrounging around looking to lash up an antenna. Then I remembered the 75' of #20 wire in my pack. We set up a 1/2 wave 40M loop not much more than 15' or so above the ground, fed it directly with my travel RG-8X mini, a Budwig center connector, and 4 snap on ferrite chokes at the feed point.

Six Meters - The Magic Band

My MFJ 945E tuner working against a metal rod in the ground was able to tune the system and we spent the afternoon chatting away on 40M (7.050)....at 20 watts PEP because we were on my battery power. J-C received a cell phone call and I was able to follow most of the rapid fire French...seems that 6M was open. Without batting an eye, we switched to 6M and the antenna tuned there without any problem. We worked scads of Italian, Spanish, Croatian, & Slovenian stations...all at 20 watts PEP and with an antenna only about 15' above the ground. Why did the system work? Well, a bit later, and a glass or two of Cognac later, we figured it out. That extra 75' of #20 wire we cut for the 40M 1/2 wave loop just happened to be about 3 wavelengths long on 6M...ie: gain. Did we luck out? Or, was it good planning to go overseas? You can be the judge.

Included in this artilce are two pictures from France. One shows me working EchoLink from Place D'Italie in Paris back to East Greenbush. The other shows me with Jean-Claude, MarieAnne, and Didier. As always, if anyone has any questions or comments, I can be reached at: n2neh@arrl.net

73,

Chris

Chris N2NEH operating ECHOLINK from PARIS, France to East Greenbush, NY

Silent Key - W2GFP

James R. Barrett EAST GREENBUSH Family and friends are mourning the death of Buffalo native, James R. Jim Barrett. Born March 10, 1913, the eldest child of Robert E. and Mary C. Barrett. James died October 20, 2005 in Troy, N.Y. after a period of declining health. Jim was married in November of 1940 to the late Mary Jane Browning. They were married for 60 years. Jim was predeceased by his brother, Raymond L. Barrett. Jim was a graduate of Buffalo's East High School and Canisius College, class of 1935, where he earned an M.S. degree in chemistry. As a USNR petty officer, Jim served as a radioman on a four-stack destroyer. In 1937, Jim joined the Buffalo Police Department as a dispatcher and expert in telegraphic and radio communications. He also worked as a police crime lab coordinator with an expertise in scientific criminal investigation. Promoted to lieutenant, Jim studied bomb disarmament during World War II in the event Buffalo came under attack. Jim moved to the state capital in 1947 to work in the NY State Division of Safety. In 1960, Jim was appointed NY State director of driver safety. From about 1968 until retirement in 1978, Jim was on the staff of the Interdepartmental Traffic Safety Committee, a federal/state program. Jim, who was proud of his Irish Catholic heritage, was an avid amateur radio **(W2GFP)** enthusiast and a parishioner of Holy Spirit Roman Catholic Church in East Greenbush, N.Y.

Jim is survived by one son, Brian F. Barrett of Baltimore, Md.; numerous nieces, nephews, grandnieces, grandnephews and cousins. Funeral will be from the W.J. Lyons Jr. Funeral Home, 1700 Washington Avenue, Rensselaer Wednesday morning at 8:30 and 9:30 at the Church of the Holy Spirit, 667 Columbia Turnpike, East Greenbush where the Liturgy of Christian Death and Burial will be offered. Relatives and friends are invited and may call at the funeral home on Monday and Tuesday from 4-8 p.m. Interment will be in Holy Sepulchre Cemetery, East Greenbush. In lieu of flowers, contributions may be made to the charity of one's choice or to AFSC or Catholic Worker in memory of Mr. Barrett.

Condolence page at: www.wjlyonsfuneralhome.com

W1AW 2005/2006 Winter Operating Schedule

Morning Schedule:

Time	Mode	Days
1400 UTC (9 AM EST)	CWs	Wed, Fri
1400 UTC (9 AM EST)	CWf	Tue, Thu

Daily Visitor Operating Hours:

1500 UTC to 1700 UTC - (10 AM to 12 PM EST)
1800 UTC to 2045 UTC - (1 PM to 3:45 PM EST)

(Station closed 1700 to 1800 UTC (12 PM to 1 PM EST)

Afternoon/Evening Schedule:

Time		Mode	Days
2100 UTC	(4 PM EST)	CWf	Mon, Wed, Fri
2100	" "	CWs	Tue, Thu
2200 "	(5 PM EST)	CWb	Daily
2300 "	(6 PM EST)	RTTY	Daily
0000 "	(7 PM EST)	CWs	Mon, Wed, Fri
0000	" "	CWf	Tue, Thu
0100 "	(8 PM EST)	CWb	Daily
0200 "	(9 PM EST)	RTTY	Daily
0245 "	(9:45 PM EST)	VOICE	Daily
0300 "	(10 PM EST)	CWf	Mon, Wed, Fri
0300	" "	CWs	Tue, Thu
0400 "	(11 PM EST)	CWb	Daily

Frequencies (MHz)

CW: 1.8175 3.5815 7.0475 14.0475 18.0975 21.0675 28.0675 147.555
RTTY: - 3.625 7.095 14.095 18.1025 21.095 28.095 147.555
VOICE: 1.855 3.990 7.290 14.290 18.160 21.390 28.590 147.555

Notes:

CWs = Morse Code practice (slow) = 5, 7.5, 10, 13 and 15 WPM
CWf = Morse Code practice (fast) = 35, 30, 25, 20, 15, 13 and 10 WPM
CWb = Morse Code Bulletins = 18 WPM

CW frequencies include code practices, Qualifying Runs and CW bulletins.

RTTY = Teleprinter Bulletins = BAUDOT (45.45 baud) and AMTOR-FEC (100 Baud). ASCII (110 Baud) is sent only as time allows.

Code practice texts are from QST, and the source of each practice is given at the beginning of each practice and at the beginning of alternate speeds.

On Tuesdays and Fridays at 2330 UTC (6:30 PM EST), Keplerian Elements for active amateur satellites are sent on the regular teleprinter frequencies.

A DX bulletin replaces or is added to the regular bulletins between 0100 UTC (8 PM EST) Thursdays and 0100 UTC (8 PM EST) Fridays.

In a communications emergency, monitor W1AW for special bulletins as follows: Voice on the hour, Teleprinter at 15 minutes past the hour, and CW on the half hour.

FCC licensed amateurs may operate the station from 1500 UTC to 1700 UTC (10 AM to 12 PM EST), and then from 1800 UTC to 2045 UTC (1 PM to 3:45 PM EST) Monday through Friday. Be sure to bring your current FCC amateur radio license or a photocopy.

The W1AW Operating Schedule may also be found on page 100 in the November 2005 issue of QST or on the web at, http://www.arrl.org/w1aw.html

Rain Event in the Northeast Brings Out A.R.E.S.

The last couple of weeks saw many straight days of rain in the region causing major flooding, evacuations, injuries and deaths. New Hampshire SEC Dave Colter, WA1ZCN, reported that ARES worked the southwestern part of the state, especially around Alstead and Keene, supporting Red Cross, the state Bureau of Emergency Management, and the City of Keene during the flooding emergency there. Northern New Jersey SEC Steve Ostrove, K2SO, said that the Passaic County ARES/RACES supported the Office of Emergency Management there. Western Massachusetts SM Bill Voedisch, W1UD, reported that the Franklin County EOC was activated after flooding in Greenfield.

In Rhode Island, the Pawtuxet River started to overflow its banks in Cranston and West Warwick. People in Cranston's flood zone were to be evacuated, with a shelter opened. The state's EMA opened its Command Center and called for an ARES net to be started. Within one hour, ten ARES members were on hand, ready for assignment.

In West Warwick, ARES opened the Wakefield School shelter, equipped with Amateur Radio gear. The Warwick EMA used ARES and its repeater for communication with West Warwick for coordination of shelter volunteers. Red Cross HQ had ARES member Ludgerio Fernandes, K1LAF, on the repeater for communication with the Smithfield EMA, Warwick EMA, West Warwick Shelter, West Greenwich Shelter and the Rhode Island SEC Seán Brennan, KE1AB.

This was the first time in a long time that Amateur Radio was used in Rhode Island during a shelter and EMA event. Perhaps it is due to the fact that 99% of those operating for the Red Cross and local EMAs are members of the recently revitalized Rhode Island ARES. [Thanks Seán Brennan, KE1AB, Rhode Island Section Emergency Coordinator ke1ab@arrl.net

At press time, in Eastern Massachusetts, ARES has been activated in the city of Taunton for the potential collapse of the Whittenton Pond Dam on the Mill River. This story made CNN yesterday. The Taunton EOC is activated along with one shelter to support evacuees being asked to leave an area that would be susceptible to flooding in the event of collapse of the dam. Eastern Massachusetts ARES SEC Rob Macedo, KD1CY, and Region II RACES Radio Officer, Bob Mims, WA1OEZ are monitoring the 147.135 MHz Taunton repeater.

Local officials have stated that potentially, the dam could fail at anytime. See the NWS Taunton Flash Flood Warning Statement at this link: http://kamala.cod.edu/ma/latest.wgus51.KBOX.html See also http://ares.ema.arrl.org for Eastern Massachusetts ARES information and sitreps. [Thanks to SEC Rob Macedo, KD1CY, for this report].

Clarification: Modification of Amateur Radio Equipment for Use by MARS, CAP

MARS and CAP operators may and frequently do legally modify Amateur Radio equipment for their use in the MARS and CAP frequency bands, which are deliberately near amateur allocations for exactly this purpose. Indeed, neither MARS or CAP require certificated equipment, precisely so that modified ham equipment can be used. We regret any confusion stemming from a related item published in a previous issue of the ARES E-Letter - K1CE

FCC extends filing deadlines and Suspend Vanity Call Processing

FCC further extends filing deadlines for Katrina-affected licensees: The FCC has extended from October 31 until November 30 filing and regulatory deadlines for Wireless Telecommunications Bureau (WTB) licensees directly affected by Hurricane Katrina. The WTB said it was taking the action "because of the continued devastation and recovery efforts in parts of the affected states and to further alleviate any additional burden that may be caused by our filing requirements and regulatory deadlines." After November 30, the WTB said, it will consider waiver requests related to Hurricane Katrina on a case-by-case basis. The WTB already has extended filing & regulatory deadlines for licensees affected by Hurricane Rita to November 21 and by Hurricane Wilma to December 22, 2005. Because the deadline extensions affect the two-year renewal "grace period" for Amateur Radio licensees, the FCC also has suspended vanity call sign processing until further notice."

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THE TARA NEWS

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Visit us on the Internet
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Regular monthly Meeting
Tuesday, November 15, 2005
at 7:30 p.m.
Green Island Municipal Center
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Green Island, New York
Ample Parking
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