

More than a club, we are family!

N2TY

The **TARA News**

January/
February **2015**

Affiliate of the American Radio Relay League

**BEN SHERON, KC2OTS,
TO PRESENT TALK ON
SOLAR ENERGY**

**January 27, 2015
Club Meeting**

Ben Sheron, KC2OTS, of the Schenectady Museum Amateur Radio Association who currently serves as secretary of the club, will give a brief overview of solar power generation, including the history behind it, along with where and how it is used as an energy source. He will go into detail on the basic components of a solar electric system, as well as which to choose and how to size them. He will talk about this from the perspective of amateur radio, but it will be fairly general.

**WHY DO FLAMINGOES
FLY TO SIBERIA
RISKING DEATH FROM
THE WINTER COLD?**

Two young birds saved after taking a seriously wrong turn during migration.

By The Siberian Times

Four flamingos - all in different locations - got into severe difficulties in Siberia this week after apparently flying north instead of south. One was found hungry and cold by fishermen on the ice of a lake in Tomsk region. They rescued and warmed the bird before sending it to Seversky Zoo, where it is being nursed back to health after suffering mild frostbite.

IMPORTANT NOTICE
CLUB MEETING DATE
CHANGE!!!
Tuesday, January 27, 2015,
6:30 pm
Green Island
Municipal Building



A concerned man cares for a lost flamingo.

Another case ended in tragedy after a young flamingo, believed to be on its first migration, fell out of the sky in the Evenkia district of vast Krasnoyarsk region - only 500 km from the Arctic Circle - by chance landing almost at the feet of a hunter, Petr Sidorkin.

He wrapped the bird in clothes and carried it home where his wife Nadezhda fed it with mashed carrots, beets, fish and minced meat, on the recommendation of the nature care department of the local administration.

On 5 November, the bird was handed over to Royev Ruchey Zoo in Krasnoyarsk, but it did not survive despite the best efforts of staff. 'Sadly, the bird is dead,' zoo spokeswoman Ekaterina Mikhailova told The Siberian Times.

'The bird was severely emaciated and was in a critical condition when it came to Royev Ruchey. The body temperature was extremely low, and its legs were necrotic (due to frostbite).

'There were severe frosts in Evenkiya, down to about minus 30C and the bird could not get food at least several days because the lakes were frozen. Despite all the efforts of our veterinarians, we could not save it.'

More trauma struck another flamingo which landed exhausted near a village on the Turochack district of the mountainous Altai Republic. A local dog bit the surprising visitor but not seriously.

The bird was taken to the pioneering Novosibirsk Centre for the Rehabilitation of Birds of Prey. Here the bird was examined, its wounds were treated and bandaged. Elena Shnaider, head of the centre, then passed the flamingo to Novosibirsk Zoo.

Evgenia Pirozhkova, the zoo's press secretary, said: 'The bird feels better and if all goes well - as we hope - it will stay at zoo, because it cannot be released into the wild due to the injuries. Though it will be our first pink flamingo, we have good conditions for such a bird.'

Yet another flamingo was seen in Mezhdurechensk, Kemerovo region, walking on the snowy bank of the Usa River. Specialists from 'Kuznetsk Alatau' Reserve were summoned and tried to catch the bird. But it went into the river

and crossed to the other side. Later it was seen flying to an island in the river.

'We did not go there to catch the bird. Firstly, it is dangerous, and secondly, once it flies well, it can also fly away for the winter,' said director Alexey Vasilchenko, who was optimistic the flamingo could fly to a warmer climate. The bird needs to rest and eat well to gain strength for the trip.'

He revealed that the arrival of wayward flamingos is not unknown in this part of Siberia.

'In the past 100 years flamingos arrived about two dozen times, but in Mezhdurechensk, this type of bird was spotted for the first time. It was quite a young bird, and has grey colouring. Only on the neck and under the wing could be seen a little pink.



A flamingo is pictured above in unfamiliar grounds.

'But the older the bird is, the brighter is the colour. Apparently, it strayed from the flock and got lost here. And could not fly (back) because all the passes (through the mountains) were hit by

heavy snowfall.'

But why do flamingos stray to Siberia? What causes this fault in their navigation system. The birds are greater flamingos, common in Africa, southern Europe, as well as south and south west Asia. It is unclear where these flamingos are from.

The closest population of flamingos is in Kazakhstan, with many birds migrating to Azerbaijan for the winter. The birds do not necessarily migrate but do so if their food source is frozen or threatened.

Still, the puzzle is why they took a wrong turn and ended up in Siberia. Local experts believe the answer is in unusual climactic conditions as they migrated. A warm front may have fooled the birds into flying north but they rapidly encountered the extreme cold. But why do flamingos stray to Siberia? What causes this fault in their navigation system. The birds are greater flamingos, common in Africa, southern Europe, as well as south and south west Asia. It is unclear where these flamingos are from.

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MOLOKAI SAILOR'S MAKESHIFT RADIO REPAIRS TOUCHED OFF DRAMATIC RESCUE

By Rob Shikina, <http://www.staradvertiser.com/>



Ron Ingraham (r.) shares his experience to his rescuers.

Ron Ingraham, who was rescued after 12 days at sea, salutes the Navy for picking up his radio signal after he made makeshift repairs to get his radio working.

"Those guys are like real-live heroes," Ingraham told the Honolulu Star-Advertiser in a telephone interview from Molokai on Wednesday afternoon. He also thanked the Coast Guard for his rescue.

Ingraham and his 25-foot sailboat, Malia, returned to Kaunakakai Harbor at 8:50 a.m. Wednesday with the assistance of the U.S. Coast Guard.

The Molokai-based fisherman had been missing since Nov. 27 when his first mayday call was picked up by the Coast Guard, prompting a five-day search by the Coast Guard and Navy southwest of Maui that ended Dec. 1 without any sign of Ingraham.

The Coast Guard received another mayday call from Ingraham Tuesday morning. He was rescued by the guided-missile destroyer USS Paul Hamilton 64 miles south of Honolulu.

"My radio was out because the mast hit the water," Ingraham said. "I got a piece of coat

hanger and copper wire and stuck it right in the unit and put it out the door. The lady on watch on that destroyer picked up the blip."

He said his rescuers were able to triangulate his signal to find his location.

He said stormy winds blew him hundreds of miles of course, south of where rescuers were searching for him, and he survived on raw fish while traveling back to Molokai. He said his GPS gave him incorrect coordinates, which he relayed in his first mayday call.

"I'm a little tired, but I got cleaned up and I haven't slept yet, but I'm refreshed," he said.

His estranged son says the ordeal has prompted him to reunite with the father he hasn't spoken with since the 1990s.

After the mariner went missing, the Coast Guard contacted Ingraham's son, Zakary, in Missouri.

Zakary Ingraham says he then felt waves of regret for the years of lost contact, but he couldn't shake a feeling that his "tough guy" dad was still alive.

Zakary Ingraham says he's now making arrangements to travel to Hawaii for a reunion.

A CENTURY OF AMATEUR RADIO AND THE ARRL

***Al Brogdon, W1AB
The ARRL Letter***

In early 1999, PSK31 was becoming very popular, with many users considering it to be a replacement for good old RTTY as a keyboard-to-keyboard mode. Also by 1999, amateurs had developed automated meteor-scatter stations for VHF use -- thanks to APRS, good computers, high-speed Morse, innovative software, and ham ingenuity.

On December 30, 1999, FCC issued its Report and Order on Amateur Radio license restructuring. Beginning on April 15, 2000, the FCC would issue just three license classes --

Technician, General, and Amateur Extra -- and impose a single 5 WPM Morse code requirement for General and Amateur Extra applicants. No then-current license holders lost any privileges, and "old" Technician licensees were able to apply for a General license with no further testing.



T
***Phase 3D satellite being readied for space:
The satellite promised to be the most
sophisticated Amateur Radio satellite ever.
[AMSAT-DL photo]***

And then came Y2K...with none of the breakdowns of society, communications systems, ATMs, aircraft, ad nauseum. Everything kept running smoothly. But ARRL used the occasion to revamp QST. The editorial staff had spent months developing a profile of the typical ham in order to guide them in making QST the magazine that members wanted. In January 2000, QST began publishing new columns about QRP, mobile and portable operation on HF and VHF, vintage radio gear, and the "QST Workbench." This was in addition to formatting changes to make the magazine more attractive. Starting with the December 2000 issue, all editorial content was printed in full color.

By 2000, several states had proposed bans on cell phone use while driving. ARRL began carefully monitoring the various pieces of proposed legislation, to be sure that operating Amateur Radio equipment while driving would not be included among the prohibitions.

On November 16, 2000, AMSAT-OSCAR 40 -- Phase 3D -- was successfully launched into orbit. Initial testing began, but the spacecraft suddenly fell silent. Following many unsuccessful

recovery attempts, AO-40 came to life on Christmas Day, with many of its capabilities restored.

During the early 1990s, the ARRL sought to convince the FCC to address the problem of Amateur Radio antenna restrictions and prohibitions by CC&Rs. The FCC declined, so the League then began efforts to convince Congress to direct FCC to do so.

MOUNT SAINT HELENS, AGAIN, 34 YEARS LATER

HEART, the Hospital Emergency Amateur Radio Team, spans multiple counties in Northwest Oregon and Southwest Washington, and was active during the Oregon ARES/RACES SET on November 22. Going by the moniker AshEX, the drill centered on a simulated eruption of Mt. St. Helens. HEARTNET, with Kathleen Resburg, KE7AJH at the helm as NCS, effectively handled urgent communications between hospitals in four counties. The simulations involved patients with respiratory problems, alternate transportation of emergency patients via high-clearance vehicles (when air and ground ambulances could not be used because of the ash fall accumulation), hospital water shortages, evacuation and distribution of patients from nearer the volcano in Washington State, reporting patient counts to the Oregon Office of Emergency Management, power and antenna problems, and even an influx of patients who had just returned from Africa and were running high fevers. Messaging was tactical, as opposed to formal, and went well. Lessons were learned, but as always, those will help prepare HEART members for the "big down" down the road. -- Steve Aberle, WA7PTM, ARRL Official Emergency Station (OES), ARRL Western Washington Section

[Resburg is Amateur Radio Coordinator for Portland VA Medical Center in Portland, Oregon, and President, Hospital Emergency Amateur Radio Team (HEART), Portland Metropolitan Area. She

is a member of the Washington County ARES, Oregon. - ed.]

CENTENARIAN ARRL MEMBER SAYS CONGRESSIONAL GOLD MEDAL FOR CAP WAS OVERDUE

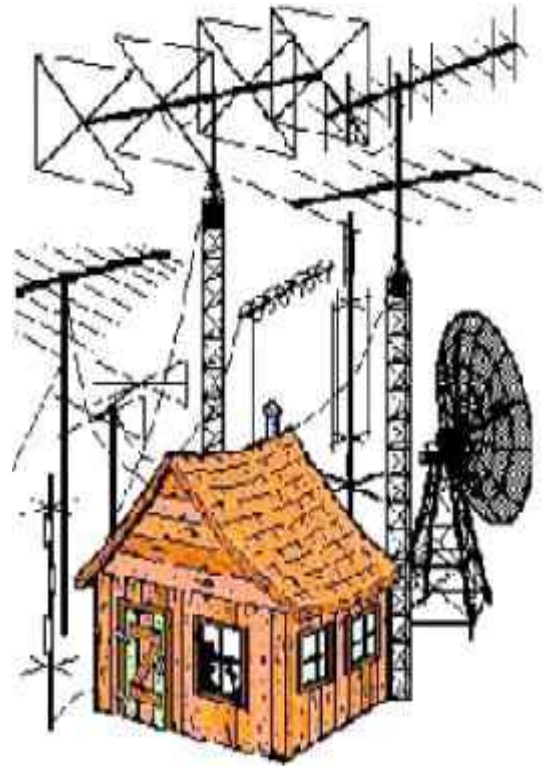
Lt Col Weldon Fields, 100-year-old ARRL member from North Carolina, was among those honored on December 10 when the Civil Air Patrol (CAP) received a Congressional Gold Medal for its World War II service, and, for Weldon Fields, W4AJT, of Greensboro, the recognition was long overdue.

During the war, Fields volunteered to become a member of a CAP contingent at Base 16, near Manteo, on North Carolina's Outer Banks. CAP pilots were carrying out anti-submarine missions to thwart submarine attacks off the US East Coast, and volunteers like Fields were needed to provide aircraft-to-ground radio communication. According to CAP, Fields, who became a CAP lieutenant colonel, was responsible for maintaining communication from the base to the planes. He also contributed his own Amateur Radio gear to the base, back in an era when equipment was anything but small and lightweight.

"I took my radio down there, and lo and behold, the stairs to the second floor [where the radios were located] were about as wide as my radio," Fields recalled. "We got it up there, and it worked okay, but it was kind of a chore." CAP observer planes flew each day from sunrise to sunset, Fields recalled, keeping the radio operators busy modifying and repairing aircraft radios. While his primary work was as a communications officer, Fields also flew some 200 to 300 hours as a mission observer.



Lt Col Weldon Fields, second from right, enjoys a moment with fellow CAP members (L-R) Sgts Edsel B. RivenBark, Bill G. Haire, Tyler B. Dunlap Jr, and Carl E. Lucas. Capt Edwin T. Howard is on the right. This photo was taken in 1944 at Tow Target Unit No 21, Monogram Field in Suffolk, Virginia. [Photo courtesy of CAP via the North Carolina Archives]



"The wartime communications systems and procedures put in place by Col Fields and his peers laid the foundation for what is now a world-class, nationwide communications system operated by Civil Air Patrol, said CAP Col David Crawford, the North Carolina Wing commander.

"I'm proud to say that from the day we sent the first flight out, there was not another sinking of our boats or any kind of ship," Fields said. Once the German submariners learned of the CAP air patrols, they were afraid to surface.

Forty-six founding CAP members were on hand in Washington, DC, for the presentation, representing the more than 200,000 CAP volunteers during World War II.

The following insert page will be the featured topic of discussion at our next club meeting.
February 17, 2015

Troy Amateur Radio Association, N2TY

Officers:

Karen Smith, KS2O	President
Randy Stein, KL7TJZ	Vice-President
Beth Whiting, KC2BSC	Secretary
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Citizen Preparedness Corps Training

Prepare, Respond, Recover: What to do When Disaster Strikes

In partnership with New York State, the American Red Cross is offering *FREE* Citizen Preparedness Corps training sessions entitled *Prepare, Respond, Recover: What to do When Disaster Strikes*.

Learn how to be prepared - **take the training NOW!**

Date: xxxx,xx,xxxx
Time: 0:00 PM
Location: xx
 xx
 xx



A trained Red Cross representative will conduct an approximately one-hour session of the Citizen Preparedness Corps training program, which provides a comprehensive overview on how to prepare for, respond to, and recover from natural and man-made disasters.

New York State is at a high risk for man-made, technological and natural disasters. Governor Andrew Cuomo's Citizen Preparedness Corps training program provides residents with the knowledge and tools to prepare for emergencies and disasters, respond accordingly, and recover to pre-disaster conditions as quickly as possible.

NATURAL HAZARDS

- Hurricanes/Tropical Storms
- Flooding
- Thunderstorms & Lightning
- Tornadoes
- Winter Storms/Ice Storms
- Wildfires
- Earthquakes
- Drought
- Extreme Temperatures
- Pandemics/Public Health
- Animal Disease
- Space Weather
- Tsunamis
- Landslides & Debris Flow

For more information contact Burgundy Magoon at burgundy.magoon@redcross.org or call 518.694.5117.