

# The *E-VOX*

## The Official *On-Line* Newsletter of the *Lehigh Valley Amateur* *Radio Club - W3OI*



***Allentown, Pennsylvania (Lehigh County) - USA***

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### Repeaters

146.340/146.940 (PL 71.9)  
147.735/147.135 (PL 167.9)  
Club Simplex Freq. - 147.420

### RACES NET

*Every Monday at 7:30 (ET)*  
**146.34 / 146.94 (PL 71.9)**

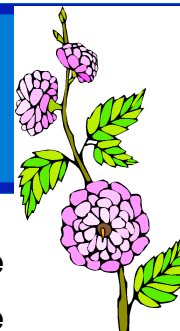
*All are welcome!*

**W3OI Home Page: <http://www.w3oi.org>**





## June, 2006



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## Field Day This Month !





The June LVARC meeting will be held on June 6, 2006 at the Red Cross Building AT 7:30 pm.

Program: "What You Need for the MS 150"  
Presenter: Paul Ryan (NOKIA)



## LVARC / RACES NET

Don't forget to check into the Monday Night  
LC/LVARC/RACES Net on 146.94 (PL 71.9) with an  
alternate frequency of 147.735/147.135 (PL 167.9)  
The Net begins at 7:30 pm local time (ET).

Many club announcements  
will be heard there !

### Monday Night RACES/ARES Check-In Summary - 2006

| <u>Month</u> | <u>Number of<br/>Check-In's</u> | <u>Number of<br/>Mondays</u> |
|--------------|---------------------------------|------------------------------|
| January      | 167                             | 5                            |
| February     | 132                             | 4                            |
| March        | 149                             | 4                            |
| April        | 149                             | 4                            |



"The best way to cheer yourself up is to try to cheer  
somebody else up." - Mark Twain



## **Minutes of the May 2, 2006 Meeting**

de MARK (AK3M), - - LVARC

### **Lehigh Valley Amateur Radio Club (W3OI) Meeting Minutes**



*The minutes of the May 2, 2006 meeting were taken by Mark (AK3M) in Phil's absence.*

The May 2, 2006 meeting was held at the LC EOC and called to order at 1930 hours. The meeting began with the pledge and a moment of silence for silent keys.

There were no corrections to the April's minutes as printed in the newsletter which was moved by Larry (KB3MHT) and seconded by Bob (WB3JSZ).

**Treasurer's Report:** Paul (N0KIA) reported a balance of \$2,159.36 as of the end of April, 2006. \$1,688.42 of the balance is "earmarked" for the purchase of the new 135 repeater. The VE fund has a \$334.00 balance.

### **COMMITTEE REPORTS**

**Repeater:** Three voters are up and running. There will be a new receiver at the hospital.

**VE:** At the April test session, three tested and two passed. Larry (KB3MHT) upgraded to Extra and Levi Pratt earned his Technician license.

**Field Day:** Field Day, 2006, will be at the Tri-Clover Fire Company in Orefield. Plans are to operate 4A or perhaps, 4F which indicates commercial power at an EOC site.

Act 147 was used to get money for HF equipment and a folded dipole for the EO.

### **OLD BUSINESS**

Frank (W3FTU) is still collecting used printer cartridges. There was some left over equipment which was not sold at the March Cherryville hamfest. Frank is trying to sell these items on E-Bay.



The LVARC met their objectives at the LVARC/LVRR 1/2 marathon which was held on Sunday April 30, 2006. Rod sent race information to the ARRL.

The development of an, "Event Worksheet" is planned. This would allow us to determine our participation in an ARES event. Also, a tri-fold brochure will be made to describe to potential ARES planners about what we can do for their organization/event.

The hoagie sale was went well. The club made \$274.20 on the sale.

The EMS Council will be moving to the Tri-Clover Fire Company (Orefield). It may be possible that the LVARC can also occupy space at the fire company. This would allow 24-hour access to members. More on this as details become known.

## **NEW BUSINESS:**

Chris (N3SIG) is planning a combined deep sea fishing and camping trip on July 29 & 30, 2006. (See page 23 for more details).

CONGRATULATIONS to Paul (N0KIA) on his retirement which was official on May 2, 2006.

Paul is now the new "Deputy RACES Officer for Lehigh County !!!!!

A motion to close the meeting was made by Larry (KB3MHT) and seconded by Bob (WB3JSZ).

The meeting was adjourned at 8:11 pm.

*Respectfully submitted by substitute Recording Secretary, Mark Miller (AK3M).*

|   |   |
|---|---|
| <b>\$\$\$ W3OI Finances \$\$\$</b>            |  |
| <b>Balance ending May, 2006 - \$ 2,159.36</b> |   |



## This Month In Ham Radio

| Sunday   | Monday   | Tuesday  | Wednesday     | Thursday  | Friday  | Saturday   |
|--|--|--|---------------|---|---|--|
| <div> <div>June 2006</div> </div>  |  |  |               | <div>1</div> <div>LVARC Thursday Night Net 7:30 pm</div>  | <div>2</div>  | <div>3</div> <div>RSGB National Field Day</div>  |
| <div>4</div> <div>RSGB National Field Day</div>                                  | <div>5</div> <div>ARES RACES Net 7:30</div> <div>Paul-NOKIA</div>      | <div>6</div> <div>LVARC Meeting Red Cross 7:30</div> | <div>7</div>  | <div>8</div> <div>LVARC Thursday Night Net 7:30 pm</div>  | <div>9</div>  | <div>10</div> <div>ARRL VHF QSO Party</div> <div>Portugal Day Contest</div> <div>Asia Pacific Sprint SSB</div> |
| <div>11</div> <div>ARRL VHF QSO Party</div> <div>Deadline to schedule test</div> | <div>12</div> <div>ARES RACES Net 7:30</div> <div>Jeff - N3MFT</div>   | <div>13</div>  | <div>14</div> | <div>15</div> <div>LVARC Thursday Night Net 7:30 pm</div> | <div>16</div> <div>LVARC Test Session 7:00 pm</div> | <div>17</div> <div>WV QSO Party</div>  |
| <div>18</div> <div>WV QSO Party</div>  | <div>19</div> <div>ARES RACES Net 7:30</div> <div>Anthony KB3MUX</div> | <div>20</div>  | <div>21</div> | <div>22</div> <div>LVARC Thursday Night Net 7:30 pm</div> | <div>23</div>                                       | <div>24</div> <div>Field Day</div>   |
| <div>25</div> <div>Field Day</div>   | <div>26</div> <div>ARES RACES Net 7:30</div> <div>Robin-KB3GZV</div>   | <div>27</div>  | <div>28</div> | <div>29</div> <div>LVARC Thursday Night Net 7:30 pm</div> | <div>30</div>                                       |  |

LVARC Meeting - Tuesday June 6 - 7:30 - Red Cross Bldg.

Test Session - Friday June 16 - 7:00 pm - Red Cross Bldg.



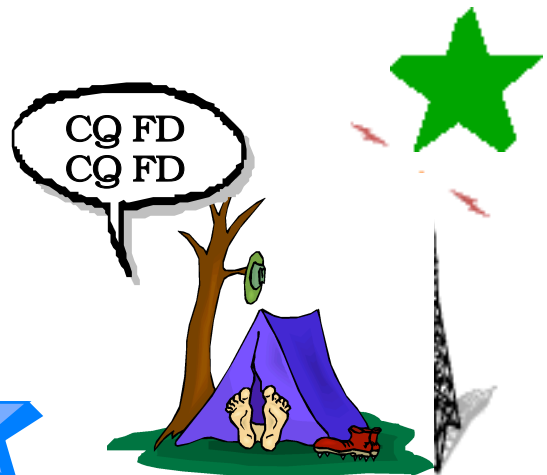
## **LVARC Activities/Events** **Mark your Calendar**

PRINT, CLIP and POST



Monday June 5 --- LC RACES/ARES Net - 7:30 pm (146.94)  
 Tuesday June 6 --- LVARC Meeting (Red Cross Bldg. - 7:30 pm)  
 Thursday June 8 --- LVARC Net - 7:30 pm (147.135)  
 Sunday June 11 --- Final date to register for June 16 test session  
 Monday June 12 --- LC RACES/ARES Net - 7:30 pm (146.94)  
 Thursday June 15 --- LVARC Net - 7:30 pm (147.135)  
 Friday June 16 --- LVARC Test Session (7:00 pm - Red Cross Building)  
 Monday June 19 --- LC RACES/ARES Net - 7:30 pm (146.94)  
 Thursday June 22 --- LVARC Net - 7:30 pm (147.135)  
 Saturday June 24 --- Field Day  
 Sunday June 25 --- Field Day  
 Monday June 26 --- LC RACES/ARES Net - 7:30 pm (146.94)  
 Thursday June 29 --- LVARC Net - 7:30 pm (147.135)

There may be additions and deletions to the above dates. Listen to the Monday Night Net, the newsletter and announcements at meetings for changes.



Field Day, 2006 will be held at the **Tri-Clover Fire Company**. The fire company is located at 4801 Kernsville Rd. (off 309) in North Whitehall Township, Orefield, PA.



## Suggested Field Day Gear

### Amateur Radio

- \_\_\_\_\_ HF radio
- \_\_\_\_\_ AC Outlet strip(s)
- \_\_\_\_\_ spare fuses
- \_\_\_\_\_ power supply
- \_\_\_\_\_ key (telegraph)
- \_\_\_\_\_ headphones
- \_\_\_\_\_ antenna(s)
- \_\_\_\_\_ appropriate RF connectors
- \_\_\_\_\_ tools
- \_\_\_\_\_ HT
- \_\_\_\_\_ spare batteries
- \_\_\_\_\_ AC extension cord(s)
- \_\_\_\_\_ antenna tuner

### General Supplies

- \_\_\_\_\_ flashlight/lantern
- \_\_\_\_\_ paper (pads)
- \_\_\_\_\_ clock/watch
- \_\_\_\_\_ pencils/pens
- \_\_\_\_\_ AC desk lamp for night operation

### Personal Gear

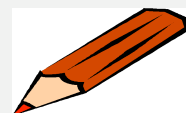
- \_\_\_\_\_ folding chair
- \_\_\_\_\_ sleeping bag
- \_\_\_\_\_ pillow
- \_\_\_\_\_ sunglasses
- \_\_\_\_\_ appropriate clothing
- \_\_\_\_\_ snacks
- \_\_\_\_\_ book/magazine
- \_\_\_\_\_ personal toilet items
- \_\_\_\_\_ cell phone
- \_\_\_\_\_ eating utensils/cup
- \_\_\_\_\_ tent
- \_\_\_\_\_ duct tape
- \_\_\_\_\_ bug spray

**Note:** The above items are suggested items only. They are not required but depending on your length of stay, they may make you more comfortable.

**REMEMBER:** The LVARC offers amateur radio testing. If you want to obtain your entry level license or if you wish to upgrade, the LVARC can help.

Test sessions are given the 3rd Friday of each month.

**REGISTRATION IS REQUIRED!!!** Registration must be made no later than the Sunday before the Friday test session.



To schedule a test or for more information, contact Mark (AK3M) at [AK3M@rcn.com](mailto:AK3M@rcn.com) or call 610-865-9183.





# Walk-In Testing To Be Offered At Field Day



The Lehigh Valley Amateur Radio Club will hold “open,” or Walk-In license testing at their 2006 Field Day site at the Tri-Clover Fire Company (Saturday June 24) !!

## **NO PRE-REGISTRATION IS NECESSARY!!!**

Testing for Technician, CW, General and Extra classes will be available. The hours for testing will be **9:00 am until noon ONLY**. Those testing are then invited to stay and observe/participate in the Field Day activities.

### **TO TEST, YOU WILL NEED:**

1. 2 proofs of ID
2. \$14.00 EXACT CASH for EACH test
3. A COPY of your license (It will NOT be returned to you.)
4. You may take a calculator but it may NOT have any formulas stored in memory.
5. 2 sharpened pencils

**Get your license or upgrade and  
stay for the fun of Field Day !!!**

**ANY/ALL ARE WELCOME TO TEST**



## Katrina - Gone But Not Forgotten

Submitted by  
Larrie Sutliff (W2UL)



### “A FAILURE OF INITIATIVE”

Final Report of the Select Bipartisan Committee to Investigate the Preparation for and Response to Hurricane Katrina Report by the Select Bipartisan Committee to Investigate the Preparation for and Response to Hurricane Katrina

"The NCS maintains the Shared Resources High Frequency Radio Program (SHARES), which provides a single, interagency, voluntary message handling system using over 250 High Frequency (HF) radio frequencies when other communications are unavailable.

A network of government, military, and **Military Affiliate Radio Service (MARS)** radio stations (an organized network of Amateur Radio stations affiliated with the different branches of the armed services to provide volunteer communications), and more than 90 federal, state, and private industry organizations participate in the SHARES program.

Within days following Katrina's landfall, the NCS coordinated participation by 431 SHARES stations across the nation and assisted first responders conducting search and rescue missions by relaying information to appropriate government agencies; relayed logistical and operational information between FEMA's EOCs in Georgia, Mississippi, and Louisiana; relayed health and welfare messages between volunteer agencies in Georgia and the national headquarters of the **American Red Cross** in Washington, DC; established radio contact with deployed U.S. Navy ships detailed to New Orleans; and provided frequency coordination between federal agencies, Louisiana and Mississippi's EOCs, and the Civil Air Patrol.

(Katrina - Continued on page 11)

**REMEMBER: Registration for the monthly VE test session, must be made NO LATER THAN THE SUNDAY BEFORE THE TEST!**

**Contact Mark (AK3M) at [AK3M@rcn.com](mailto:AK3M@rcn.com) or call 610-865-9183**



(Katrina - continued from page 10)

Additionally, the NCS coordinated the frequencies used by the nearly 1,000 **Amateur Radio Emergency Services (ARES) volunteers** across the nation who served in the Katrina stricken area providing communications for government agencies, the Red Cross and the Salvation Army. Emergency communications were conducted not only by voice, but also by high-speed data transmissions using state-of-the art digital communications software known as WinLink. In Mississippi, FEMA dispatched Amateur Radio operators to hospitals, evacuation centers, and county EOCs to send emergency messaging 24 hours per day.

According to Bay St. Louis Mayor Edward A. "Eddie" Favre, amateur radio operators were especially helpful in maintaining situational awareness and relaying Red Cross messages to and from the Hancock County EOC. At airports in Texas and Louisiana, radio amateurs tracked evacuees and notified families of their whereabouts. **The Red Cross** deployed amateur radio volunteers at its 250 shelter and feeding stations, principally in Mississippi, Alabama, and Florida.

**The Salvation Army** operates its own Amateur Radio communications system using Amateur radio volunteers, known as **SATERN**. During the Hurricane Katrina response and recovery effort, SATERN joined forces with the SHARES program and received over 48,000 requests for emergency communications assistance utilizing federal frequencies made available via the SHARES program."

<http://a257.g.akamaitech.net/7/257/2422/15feb20061230/www.gpoaccess.gov/katrinareport/mainreport.pdf>

Don't Forget the LVARC's  
***THURSDAY NIGHT NET***  
at 7:30 on the "135



**Remember to save your used ink cartridges.  
Give them to Frank (W3FTU) at a meeting !**





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## **Ramblings On The PA Dutch MS-150**

de Paul Ryan (N0KIA) --- Part 2



### **SETUP**

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Its 0530 Saturday morning and you arrive at the velodrome (or your assigned rest stop) dragging your roller case behind you. Your first task is to seek out the on-site amateur coordinator for any last minute changes and to help locate your vehicle. Try to park near your vehicle for ease in setup. I usually carry much more equipment in my car than I'll take along on the event and the shorter the trip between the two, the better! You might also consider things like extra coax, extra connectors, duct tape, small ladder (I'm vertically challenged!), coffee (I've never seen coffee available at the start, or rest stops, for that matter), and anything else that will ease setup. For me, the coffee is probably the most important.

Once you've located your sag wagon/ambulance/staff car in your semi-conscious state, size up your assigned vehicle and introduce yourself to the driver/crew. Let them know what you'll be doing and ask if they have any special concerns about your planned configuration, then start the setup. I usually do the antenna first, since that takes the most rigging. I plunk the antenna on the roof and route the RG-58 through the right doorway. If your mag mount has a rough base, you may want to cut a sheet or two of plastic from a shopping bag to use under the magnet. A small moistened cloth to clean and dry the area first will also help prevent dirt abrasion from the magnet. I use poster putty to secure the coax to the gutter and door pillar so it will clear the top corner of the door and also to keep in from flopping about and getting caught in the door jamb. Try to use the original, blue, hi-tack putty. I've found it works the best and won't let go like the white stuff. It also releases cleanly when you're done.

When running the coax, remember, RG-58 doesn't stand a chance against a 100 pound door swinging shut! And pinched/shorted coax doesn't transmit well at all. I route the coax outboard of the shoulder harness/seat belt and behind the passenger seat. Make sure it's clear of any crew cases so it isn't pinched while underway. Also, beware of heavy ice chests filled with provisions that may shift underway. Keep your coax from ending up beneath it and being ground into the floor. Finish the antenna installation by running the coax to the radio location and securing any extra coax length where it won't get tangled or underfoot. You may want to secure the extra looped coax with a baggie tie or nylon tie. Throw a dozen or so in your kit, just in case. Velcro ties work as well, but are expensive.



With the antenna in place, look to your radio setup. Connect mike, speaker, antenna, and lastly, the power. I've had great luck with green RV anti-slip matting sold by Rubbermaid. Place it under the radio, speaker and SLA battery and the gear will stay put like it's bolted down! Cut the pieces to size before you leave home or take a scissors along. Oh yes, now's a good time to try out that microphone clip you've been working on. When all the gear's in place it time to power up. If you're using the onboard 12 V socket, you'll need the driver to switch it on. Call net control for a radio check. With some luck, they'll come back with "Sounds great" or "Radio check OK". With that, the vehicle's comm/nav position is ready to go.

When everything's working, clean up any extra coax, adapters, spilled coffee, and police the area. I usually take a few minutes to return extra items to my car and stow the roller case on the spare jump seat. On the edge of the opened case I slide my cell phone and spare HT tuned to the simplex frequency or tuned to net control if I'm venturing out of the vehicle. Next, I'll get the appropriate route sheets for the day and put them on the clipboard. File the backup data sheets nearby, but not in the way. Get the ballpoint ready and pre-position the rain gear, just in case. Last item is to brief the driver and assistant on our assigned role, in case they're unfamiliar with the operation of the MS-150. Finally, buckle up, and for me in the ambulance, I'm done. Check with the vehicle crew and if they're ready, let net control know that "Vehicle so-and-so" is ready to go.

## OPERATION

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This is it! Net control's cleared us to start on the route. If it's your first event, you'll probably be a bit anxious. That's normal. Just remember to keep net control in the picture and try to keep your assigned position on the route. If you're not driving, you'll have to keep the front office crew apprised of any instructions from net control. They'll be busy just keeping the vehicle on course. Let net control know when you arrive and depart any assigned stops. In general, you'll be keeping half your attention on the radio, and the other half on being aware of your position and event situations. Listen to the radio, even if the traffic isn't yours. Try to keep the event's "little picture" in mind for your part of the route, even though you'll be hearing only some of the traffic. Only net control has the total "big picture" available, since they're monitoring all the event's frequencies and cell phones.



Remember back in the setup section I called my station a comm/nav position. Why did I call it a nav position? Well, most ambulance crews work well together. The right seater is reading the route sheet and relaying checkpoints, mileage, “next” and “next after” position instructions to the driver. It's great to see them function as a team. But not always! There are the few right seaters who wouldn't read the route sheet even if their life depended on it. It's then that your radio position on the team has to take over the role of navigator. You'll call mileage to the next check point, street name and left/right/straight turns to the driver. Once he/she sees that you know what you're doing, it becomes much easier. It also helps you keep track of your position on the route sheet. It's a bit of a bother in the ambulance, since you'll be riding backwards, twisting your neck around a'la "The Exorcist" trying to see through the front window, but it can be done. You can also spot street signs thru the back window as a double check on your position.

When the driver gets comfortable with following the route markings, you can ease back and just double check your progress by matching the turns to the sheet. An occasional cross check for confirmation every few minutes is best. It's not as bad as it sounds, but you may find yourself having to take the lead in getting the vehicle rolling on the proper course. In many cases, the amateur will be the most experienced MS-150 participant in the vehicle. You'll have to explain terms such as "sweep", "proceed on course" vs. "proceed direct", "without delay" and "hold" in the context of the event. Be sure to offer information when it seems appropriate, like when you notice bits of Sullivan County landscape drifting by, or you find your vehicle crossing the Delaware River eastbound. Try to keep them on course! And try to know where you are at all times – net control wants to know.

That brings us full circle back to net control. With rare exception, they will be the only station you communicate with during the event. Net control may call you, such as "Net control to Ambulance Alpha.". Your response should be "ID, position", such as "Ambulance Alpha at foxtrot niner." or "Sag Bravo approaching charlie eleven." Unless you are already aware that net control knows where you are, it doesn't hurt to update them when they call. In fact, that may be the only reason they're calling you, to see where you're at! For instance, compare the following exchanges:



## EXCHANGE 1

"Net Control to Ambulance Bravo."  
"Ambulance Bravo approaching Foxtrot 5."  
"Thank you Ambulance Bravo. N3KU"  
"WB3ZZZ."

## EXCHANGE 2

"Net Control to Ambulance Bravo."  
"Net control this is Ambulance Bravo."  
"Ambulance Bravo, what is your position?"  
"Ah, er... Standby net control"  
(ten to twenty second pause)  
"Net control this is Ambulance Bravo."  
"Go ahead Ambulance Bravo."  
"Net control, Ambulance Bravo is between Foxtrot 4 and Foxtrot 5."  
"Thank you Ambulance Bravo. This is net control, N3KU."  
"This is Ambulance Bravo, WB3ZZZ."

See the difference. Exchange 1 took 8 seconds; Exchange 2 took at least 30. Same information is conveyed in both. Strive for the exchange 1 format. Notice, also, that net control signed with his FCC call sign in his second sentence in exchange 1, indicating the communication was completed and giving Ambulance Bravo a tacit prompt to likewise sign. Clean. Efficient. Professional.

What if you have to call net control? Why not start the info transfer with a position update, just in case net control has a relief crew sitting in who may not be aware of where you're at. For example, Ambulance Bravo has been sitting at Hoppes Farm for an hour and wants to go over and grab a turkey and cheese hoagie:

"Net control, this is Ambulance Bravo at Hoppes Farm."  
"Go ahead Ambulance Bravo."  
"Request permission to leave the net for ten minutes."  
"Permission granted. Contact Net Control when you're back on frequency."  
"Understood, WB3ZZZ."  
"N3KU"

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Notice the succinct, but clearly understood use of tactical IDs. Notice that they're not needed with every spoken sentence. Notice the initial use of a position identifier. Notice that the stations cleared with their FCC call signs to keep it legal. Nice flow, clean communication, mission accomplished.

When net control gives instructions, they expect them to be followed in a timely manner. If your crew cannot comply, notify net control and seek an alternate solution. Don't just ignore net control. And don't try to second guess them. You may think you know a better way to solve the current problem, but net control has more oars in the water than you do. There may be other situations they're trying to deal with that impact you without your knowledge. Listen, confirm and comply. In that vein, I've started to read back to net control all but the most basic of instructions just for clarification. I've misunderstood or misinterpreted too many instructions in the past! Here I have a pet gripe. <GRIPE> If net control wants you to stay at a position, then they should use the term "hold", such as "Hold at F3" or "Hold your position at French Creek." The ambiguous term "stay", such as "stay on course" or "stay at your current course location" can be easily misconstrued into something it's not. "Hold" is much more concrete -- it means "stop moving!". </GRIPE> That's also a prime example where read back for confirmation would help.

Also, when you've been given instructions, and you can comply, such as "Ambulance Bravo, when possible, proceed on the 75 mile route. Advise when you're underway.", then let net control actually know when you're underway. They're trying to keep their parade of support vehicles moving about the course and would really appreciate knowing if and when you actually resume on course. If you're going to be a few minutes before proceeding, let net control know so they don't have to waste time querying you status. Strive for efficient communications and anticipate questions before they need to be asked.

After an hour or two into the event, you'll be relaxed and getting the knack of efficient communication. With luck, your crew will be working as a team and you'll be relaxed enough to enjoy a break at the next rest stop. You can count on water, sports drink and fruit at all the stops, and sandwiches at the lunch stop. Assorted candy has been spotted in the past at the rest stop with the dancing Hershey's Bar. And for the brave, there's the peanut butter and banana sandwiches! Oh, that reminds me, NEVER pass up a chance to use the PortaPottys at the rest stops. You never know when you'll be on extended deployment along the route attending to an injured cyclist or trying to find a lost one.

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## WRAPUP

There you have it. That's a lot of information to digest. I'll be creating some check sheets for packing items, spares kit, radio requirements, etc., and will be sharing them on the web. That way, you won't have to read this whole article all over again next May when you're getting ready to volunteer. And I hope you WILL volunteer. One objective of this article was to take away some of the "unknown" factor and made you feel you're ready and able even if it's your first time on the course. Trust me, you can do it, it's really worth your time and it's a great way to pay back for the privileges we enjoy as hams. Everyone benefits, you'll feel tired but proud, and you'll probably be ready to sign up for the next year's event as soon as the last rider rolls into the velodrome! Looking forward to riding with you next year and perhaps you'll also share your experiences with the rest of the community.

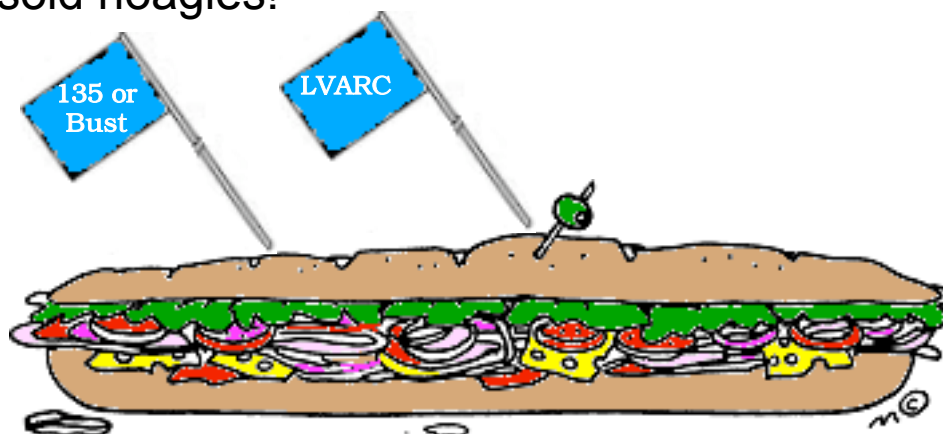
73,  
Paul, N0KIA



**LVARC Hoagie Sale  
Is HUGE Success!**

The LVARC made  
\$247.20 on their first  
hoagie sale. The money

will go into the 135 repeater fund. A big TNX to all  
who sold hoagies!





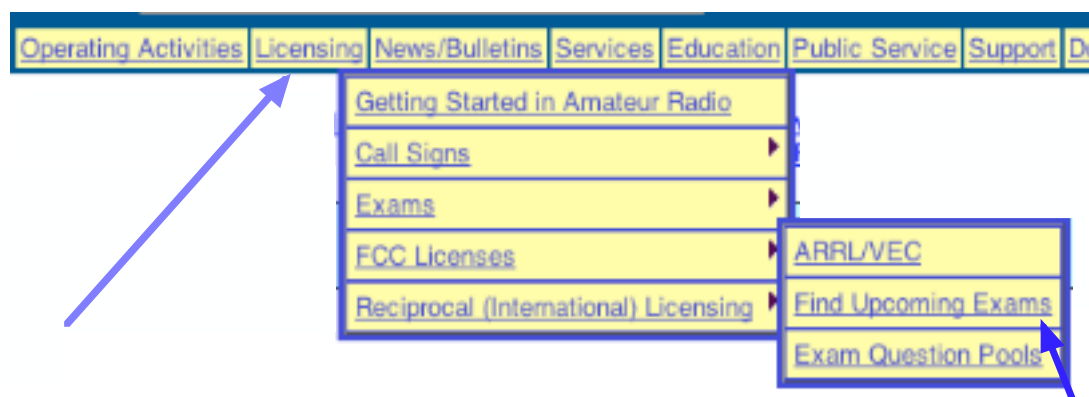
At the April 21, 2006 test session, three tested and two passed.

CONGRATULATIONS to **Larry Snyder (KB3MHT)** who earned his **Extra** class

license and **Levi Pratt** who is now a new Technician. Levi is from Utah and will be getting a "7" in his new call.



## The LVARC Field Day Test Session Is Listed on the ARRL Website



24-Jun-2006

**Sponsor:** LVARC - W3OI

**Time:** 9:00 AM (Walk-ins allowed)

**Contact:** MARK S MILLER

(610)865-9183

**Email:** [AK3M@RCN.COM](mailto:AK3M@RCN.COM)

**VEC:** [ARRL/VEC](http://www.arrl.org/vec)

**Location:** FIELD DAY TESTING

TRI-CLOVER FIRE COMPANY

NO REGISTRATION REQUIRED!

[HTTP://WWW.W3OI.ORG](http://www.w3oi.org)

OREFIELD, PA 18069





## Emergency Communications ... *More Than A Drill ?*

de Mark (AK3M)



Do we really expect to use our emergency communications skills and equipment or do we just practice with nets and drills? As I was reading the The ARRL Letter Vol. 25, No. 16 April 21, 2006, I was surprised to see that three of the articles dealt with disasters and we here in the L.V. are not even into severe weather season yet! Below, are three headlines from that issue:

***“Severe Weather Ravages Tennessee, Hams Heed the Call to Help”***

***“Fires and Local Events Keep New Mexico Hams Busy”***

***“Iowa Hams Support Tornado Recovery”***

Although we don't normally experience the brunt of hurricanes here in the Lehigh Valley, we do occasionally see tornadoes, severe thunderstorms and fires. Are you ready? Do you have a “Ready Box?” Drills are fine but they are scheduled as are ARES activities. Severe weather and local emergencies are not scheduled which means we need to be ready with our equipment. We have had presentations about what to keep in your “Ready Bag/Box, Immediate Response Gear,” or whatever you wish to call it, so we will not discuss that here but have you prepared your equipment yet?

This Summer, we will undoubtedly experience severe thunderstorms and there is always the possibility of a local large scale fire. We may or may not be needed to provide emergency communications but if we were needed, could you respond to an emergency in a few minutes? Would you know where your radio gear and supplies are?

**The unexpected must be anticipated!**



## The First LVARC/LVRR 1/2 Marathon Coverage Goes Off Without A Hitch!



The collaboration of the LVARC and the LV Road Runners' half-marathon was held and went off without a hitch. About 3,000 runner's arrived on Sunday April 30, 2006 which started at William Allen High School at 8:00 am. A directed net was established for the event shortly before the start of the race at 8:00 am. In addition to following race leaders, there were five calls for a "sag wagon" or ambulance and although we were not assigned to these vehicles, we were able to assist. Below, are pictures submitted by Craig (N3TSY) and Willie (AB3BS). See article in May 1, 2006 Morning Call.

A big TNX to participants, **Paul** (N0KIA), **Craig** (N3TSY), **Larry** (NR3R), **Bob** (KB3MHZ), **Earl** (KB3MHY), **Anthony** (KB3MUX), **Jeff** (N3MFT), **Frank** (W3FTU), **Dave** (W3AMC), **Charlie** (KB3FDM), **Willie** (AB3BS), **Larry** (KB3MHT), and **Bob** (WB3JSZ).







The start line  
(left)



The start line  
(right)



The finish line at  
the ASD stadium  
(left)





# **Lehigh Valley Amateur Radio Club** *2nd Semi-Annual Deep Sea Fishing* *And Camping Trip*



**DATES:** 29 and 30 July, 2006

**Location:** Fishing – Barnegat Light, NJ

Camping - Bass River State Park- Tuckerton,  
 NJ

(20 Min South of LBI)

**Cost:** Camping – FREE! Bring your own Tent!

Fishing - \$45 for a 6 Hour Fishing Charter on the,  
*Deep Sea Fishing - Florida - New Jersey*



*90' long, high speed  
 catamaran with  
 twin engines*

Join us for our 2nd club fishing trip. Our first trip in 2001 was a big success! We had great fishing and lots of fun. Join us this year for another round of Ham Radio on the High Seas!

New this year is the addition of the “Camping Option”. Reserved are 2 tent camping sites at the Bass River State Park in Tuckerton, NJ. This is a newly renovated park with very nice facilities. Since it's a long drive home after a few hours on the boat, spend the weekend with your ham friends. If there is enough interest camping may be available for the night of the 28th. There are options for activities in Tuckerton on Sunday including Kayak rentals and





## Keep your Email Current! - de Mark (AK3M)

In preparation for the 1/2 marathon, I have had to send several emails to LVARC members. I collected the email addresses from the club's web site to use to spread information. I have had many emails returned which means valuable information did not reach all members and potential volunteers were lost.

Check your email address on the club's web site and update it if incorrect. You can update your email address by contacting Paul (N0KIA) at N0KIA@arrl.net.

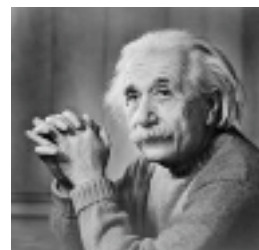
To verify your email address, you will need to go to the w3oi.org site and log in and use the password which Paul has devised. If you do not know the username or password, contact Paul.

## FCC Is Fast Issuing New Calls/Upgrades

On Wednesday April 26, 2006, **Larry Snyder's (KB3MHT)** upgrade to Extra and **Levi Pratt's** call issued as **KE7HOP**, were both made official, only five days after their exam, including a weekend!

**"Only two things are infinite, the universe and human stupidity, and I'm not sure about the former."**

**-- Albert Einstein**



**Q: How do you greet a ham radio operator?**  
**A. With a short wave**





Following the May 2, 2006 meeting, Rod presented a

**Winlink! 2000**  
program about Winlink 2000 and its use in emergency communications. He used powerpoint for a nice presentation.



A BIG TNX to Tom Nervine, Director of Lehigh County Emergency Management Agency for hosting the May 2, 2006 meeting. Tom's address to the group included a reminder to all to take IS 100 and IS 700 certification before October 1, 2006. These certifications are **necessary** if one wants to be a "first responder and active member of LC RACES."

Tom also mentioned that new ID's for RACES members will be created within the next few weeks.

We thank Tom for his visibility, patience, cooperation and support of Lehigh County RACES!! We also understand that he skipped dinner so he could attend this meeting. Perhaps at Field Day, we can make it up to him. TNX Tom !!!!!