

RF



ORANGE COUNTY AMATEUR RADIO CLUB, INC.

VOL. LVI NO. 04

P.O. BOX 3454, TUSTIN, CA 92781-3454

April 2015

The Prez Sez.....

by Tim N6TMT



At this point we have most captain positions filled for Field Day. It is great being part of a club where people are more than willing to step in. Don't worry, if you haven't yet signed up for a position, there are plenty more opportunities where you can contribute and your efforts will be appreciated.



"I know I put that antenna somewhere?"

Our club is made up of many selfless individuals who contribute their experience, their time and efforts towards making our club possible. From those willing to make presentations at our General Meetings, to others who serve as monthly editors of our newsletters, write articles or chip in at our annual auction. These people regularly put out their best effort no matter what task they are asked to complete. They will give of themselves and contribute for everyone's benefit and for that I am greatly appreciative and proud to be a member of OCARC.

May all your signals be strong,
constant and clear!

de N6TMT - Tim

Did YOU forget to pay your OCARC 2015 dues this year???? 2014 dues expired at end of March. We thank you in advance for your support! Bring \$20 for dues to next meeting or mail to address at top of page.

Next Meeting

The next [General Meeting](#) of the OCARC will be held on **Friday, April 17th, 2015**. The presentation will be on:

"Antenna Modeling...."

Ken - W6HHC will talk about what you can accomplish using Antenna Modeling software. Not only can you design your own antennas for HF or UHF, but you can use the software to predict radiation pattern effects. Don't miss this!!

The next general meeting will be on:

**Friday, April 17th, 2015
@ 7:00 PM**

As usual, we will be meeting in the
east Red Cross Building, Room 208.
See you there!

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**ORANGE COUNTY
AMATEUR RADIO CLUB**
www.W6ZE.org



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RF_feedback@w6ze.org

Submit Articles:

EDITORS@W6ZE.org

Monthly Events:

General Meeting:

Third Friday of the month
at 7:00 PM
American Red Cross
600 Parkcenter Drive
(Near Tustin Ave. & 4th St.)
Santa Ana, CA

Club Breakfast:

Second Saturday - March 14
at 8:00 AM
Jagerhaus Restaurant
2525 E. Ball Road
(Ball exit West off 57-Freeway)
Anaheim, CA

Club Nets (Listen for W6ZE):

28.375 ± MHz SSB
Wed- 7:30 PM - 8:30 PM
Bob AF6C, Net Control

146.55 MHz Simplex FM
Wed- 8:30 PM - 9:30 PM
Bob, WB6IXN, Net Control

7.086 ± MHz CW **OCWN**
Sun- 9:00 AM – 10 AM
John WA6RND, Net Control

VISIT OUR WEB SITE

<http://www.w6ze.org>

for up-to-the-minute club
information, the latest
membership rosters, special
activities, back issues of RF,
links to ham-related sites,
vendors and manufacturers,
pictures of club events and much
much more.

Club Dues:

Regular Members	...\$20
Family Members*	...\$10
Teenage Members	..\$10
Club Badge**\$3

Dues run from Jan thru Dec and are
prorated for new members.

*Additional members in the family of
a regular member pay the family rate
up to \$30 per family.

**There is a \$1.50 charge if you'd
like to have your badge mailed to
you.

COAR RACES provides Communication Support for the Orange Police 2015 B2V Running Team

by Ken W6HHC

Each spring since 1985, law-enforcement running teams (from around the world) have entered in a competitive foot-relay-race through the desert. This race, known as "Baker-to-Vegas" (and aka B2V), is a 120 mile long race, that starts outside Baker (CA), runs through the desert to Shoshone, then runs through Pahrump, NV and finishes at the Hilton Hotel in Las Vegas. The B2V race is broken into 20 "legs" or stages. This year, more than 275 different law enforcement teams participated. The runners of the Orange Police Department have been supported for many years with communications by hams belonging to COAR (City of Orange Amateur Radio) RACES, the OCARC members, and Communications Volunteers from Cypress. In 2015, the B2V event began on Saturday, March 28, with runners reaching the finish line on Sunday, March 29. Also this year, twelve OCARC members helped the OPD running team by providing planning, equipment testing, and communications over the entire race course.

The COAR RACES activities for the 2015 race began at least five months before this year's race began. The COAR B2V communications project required the following five phases:

- **Planning and Training Sessions**
- **Equipment Testing Workshops**
- **Equipment Set-up for the Race**
- **Staffing and Operating the B2V event**
- **Post B2V Review Sessions**

The City of Orange RACES plan set up five communications centers along the B2V race course in order to provide a "communications backbone" to support the mobile units used during the race.

- **Ibex Pass, California**
- **Shoshone, California**
- **Pahrump, Nevada**
- **Sandy Valley Road (near Rt 160), Nevada**
- **Las Vegas, Nevada**



Fig 1 – Logo for 2015 B2V Desert Race (screen capture by Bob AF6C)

The race started on Saturday March 28 and finished Sunday morning. This year, the Orange PD running team finished very well and placed 45 out of the more than 275 teams. The OPD running time broke the elusive 16-hour barrier for second year in a row. The running time was 15 hours 58 min. The race through the desert had reasonable temperatures for much of the course this year, but still was 100 degrees when the OPD runners started at 4 PM in the afternoon (not as bad as the 110 degree temperatures in 2012).

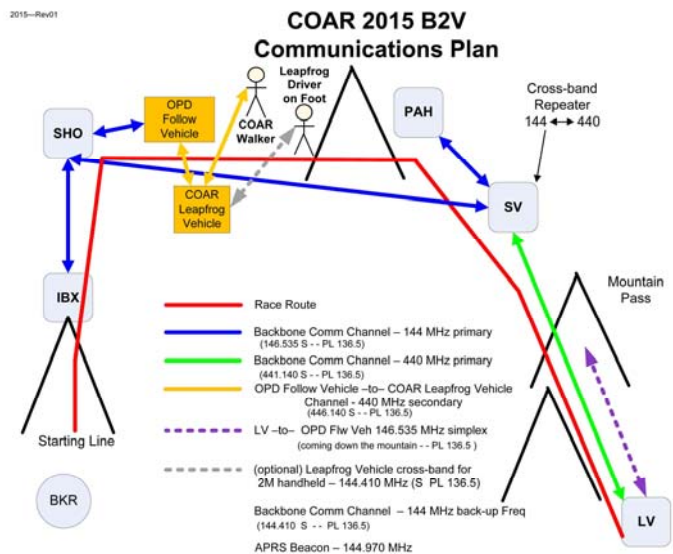


Fig 2 – This Diagram is for 2015 Communications Plan for COAR RACES. The Orange PD runner's Follow-Vehicle was always in contact with one of the five COAR Communications Centers. (diagram by Ken W6HHC)



Fig 3 – Equipment to be used at the Pahrump Comm Center was tested before the race in backyard of Ken W6HHC (seated yellow shirt on left). Hams involved with Follow-Vehicle used Ken's QTH to install radios. (photo by Ken W6HHC)



Fig 4 – Ken W6HHC offered to grill bratwurst for lunch for the hams involved with the Follow-Vehicle equipment testing. A large group came. (photo by Bobbie KG6MIF)



Fig 5 - The desert city of Baker Calif is famous for "the largest thermometer in the world". It had been broken for a few years. It is now working again!! (photo by Quent W6RI)



Fig 6 – At Baker HS before the race, COAR RACES volunteers install radios and antennas in the OPD Follow Vehicle. Helping are Kris W6KJC (L), Will KI6JA (in baseball cap) and Don KØVNJ (R) (photo by Bobbie KG6MIF)



Fig 7 – This photo gives a feel for the activity level that occurs at the check-points....with team "catchers" waiting for their runner and runners arriving and new fresh runners starting and race officials watching and medical people standing by (if needed). This is CP2 at the end of the first leg of the race. (photo by Bobbie KG6MIF)



Fig 8 – The first runner for Orange PD is Officer Lee Valdez (in blue jersey) finishes the first leg of the race and hands the baton to Officer Sara Costa, who will begin Leg 2. (photo by Bobbie KG6MIF)



Fig 9 – The OPD Follow-Vehicle travels along with the runner, Officer Sara Costa, and provides water, food, and an alternate runner (if required). Also inside is a COAR radio operator that is in constant touch with the next Communication Center, plus APRS beacon.
(photo by Bobbie KG6MIF)



Fig 10 – The first Communication Center for COAR RACES was located at Ibex Pass, half way between the start line and the town of Shoshone. David KG6RWU and Polly KI6CUK sat in a nice shady spot and used just a mag-mount antenna to reach the Comm Center at Shoshone.
(photo by Polly KI6CUK)



Fig 11 – As night is approaching, OPD Officer Danny Contreras runs down a small grade.
(photo by David KG6RWU)



Fig 12 – Rich KR6BA sits in front of the second Comm Center in the small town of Shoshone, CA. Not shown is radio operator, Steve KB6ROL (photo by Quent W6RI)



Fig 13 – The third Comm Center is located in Pahrump, NV. Shown is Nicholas AF6CF handling traffic to Las Vegas with Ken W6HHC listening.
(photo by Bob AF6C)



Fig 14 – Ken W6HHC and Quent W6RI (assigned as a “walker” for the “leap-frog” vehicle) discuss details on the COAR RACES communication plan for the B2V event in Pahrump.
(photo by Bob AF6C)



Fig 15 – In Pahrump, Bob AF6C takes a turn monitoring the APRS receiver to track progress of the OPD runners. APRS worked better than even last year.
(photo by Quent W6RI)

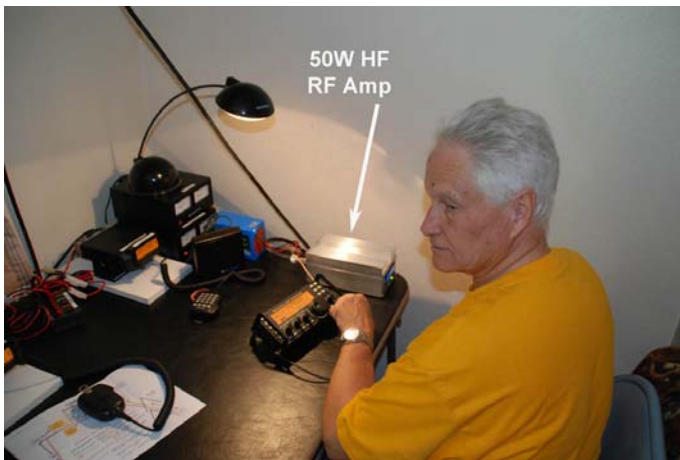


Fig 16 – On Saturday morning before the race started, Nicholas AF6CF set up a small HF station on 20M SSB using an Elecraft KX3 QRP rig, a 50W RF amp and a portable HF antenna.
(photo by Ken W6HHC)



Fig 17 – Just before midnight, Officer Daniel Tennant ran through the dark streets of Pahrump.
(photo by Bob AF6C)



Fig 18 – The fourth Comm Center is located at Sandy Valley Road and functions as a cross-band repeater for each side of Mountain Pass. The motorhome on the right is owned by Mike KF6WRM and has the antennas used by the repeater. The motorhome on the left is owned by Dick N6ISY and had a "back up" cross-band repeater and antennas.
(photo by Christine Groves)



Fig 19 – The Communications Center at Sandy Valley may be in the "middle of nowhere", but they do watch beautiful sunsets.
(photo by Marcia N6ISW)



Fig 20 –Running on the streets of Las Vegas in the early morning, runner Sgt Joel Nigro is on Leg 19 and fast approaching the hand-off to the last OPD runner.
(photo by David KF6RWU)



Fig 21 – The motor home of Vern KG6OXD was called “Las Vegas Annex” and held the antennas for reaching the cross-band antenna up on top of mountain at Sandy Valley. The non-opening windows and lack of balconies at Hilton Garden Inn did not allow for antennas to be at the actual “LV Comm Center”. (photo by Vern KG6OXD)



Fig 22 – Robbie KB6CJZ takes a turn operating in the LV Comm Center Radio room. “LV Radio Room” listened to the antennas at the “Las Vegas Annex” motorhome through a small cross-band repeater (since they could not get coax through the windows). (photo by Steve KI6DDE)



Fig 23 – Steve KI6DDE was another control operator at the LV Comm Center. (photo by KB6CJZ)



Fig 24 – Kevin KG6MIH is one of the net control operators that operated the shifts at LV Comm Center. His service dog is “Gabby”. (photo by Robbie KB6CJZ)



Fig 25 – This is a group photo of many of the COAR members and other volunteers who helped support communications for the Orange PD running team, was taken at one of the many B2V planning meetings. The OPD volunteer coordinator for the COAR RACES organization is Carmen Cardenas, is on the right side of photo with Blue uniform. There are twelve OCARC members in this photo. (photo by Ken W6HHC)



OCARC HAM RADIO ARRL 2015 FIELD DAY

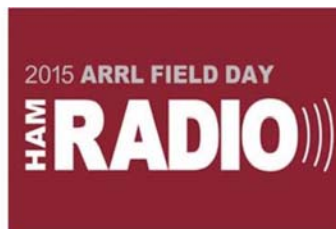
JOIN US

JUNE 27TH & 28TH

DISCOVER HOW REAL AMATEUR RADIO OPERATORS DO IT



COLLAGE BY KEN W6HHC & TOM W6ET



Field Day June 27 – 28, 2015

**Start: 1100 PDT Saturday
End 1100 PDT Sunday**

Next planning meeting will again be at Tom Cowart's W6ETC home in Tustin on May 4 at 7:00 PM.

A Field Day Training Class, targeted at a beginning level operator- who will be using the microphone (phone) on Field Day, will be held at 6:00 PM on Friday April 17th (one hour before our next scheduled General meeting time) at our normal General meeting location 600 Parkcenter Drive in Santa Ana). Topics for this class include:

- Introduction to Field Day – What is it?
- How to call CQ
- What is Search and Pounce, and when to use it
- Use of Phonetics
- Use of the N3FJP Field Day software, with hands- on practice

The OCARC Field Day site as not been confirmed at this time but we are hoping it will again be at the Walter Knott Education Center in Buena Park. We are looking at alternative sites if we fail to finalize permission to use the Walter Knott Education Center this year.

Proposed Stations / Band Captains

Station #	Band / Transmission Type	Band Captain
1	15 M + 40 M CW + SSB	Dan KI6X + Tim N6GP
2	20 M CW	Paul W6GMU
3	GOTA 10 M PSK	Cory KE6YHK
4	20 M SSB	Ken W6HHC + Bob AF6C
5	10 M SSB + (maybe 75 M SSB)	Doug K6PGH
6	10-80 M + 6 M PSK-31 + (Maybe 10-?? CW)	Greg W6ATB
7	2M + 440 FM + SSB	Robbie KB6CJZ

Heathkit of the Month #65:
by Bob Eckweiler, AF6C



**Heathkit GT-18 and
 Heathkit GT-101
 Trail Bikes**

Introduction:

It's April again, a time when your favorite Heathkit author goes a bit crazy! In April fool's issues past, reviews included an imaginary Heathkit - the C-7 Lakoda, as well as some unusual Heathkits: the GU-1810 Gasoline Log Splitter; the F-2587 Candlestick; H\$-3860 Laptop Computer; and the GDP-5457 "Give-Away" Flashlight. This year we are going to look at two Heathkits that were produced between late 1968 and 1974 as best I can deduce. They are gasoline powered trail-bikes. So put on your leathers, gloves and a helmet where required (or smartly desired). Brush yesterday's bugs out of your teeth and get ready to enjoy the ride. These two trail-bike models were designated the GT-18 and the GT-101; they also had nicknames of the "Boonie-Bike" and the "Hilltopper" respectively.

The GT-18 Boonie-Bike:

Discover The Exciting World of the Boondocks...With the Amazing New Heathkit "Boonie-Bike" – so reads the ad in the summer 1969 Heathkit catalog (800/93); this is the first catalog I have access to that lists the kit. It is not among the 14 new kits listed on the front page. I believe the kit came out in late 1968, after the main 1969 catalog went to press. One GT-18 trail bike is claimed to have a license tag dated 1968. The GT-18 had evidently become quite a popular kit by the summer catalog with production lagging orders as noted in a sidebar in that catalog ad (Figure 2).

The GT-18 Trail Bike came with a four-cycle Briggs and Stratton engine rated at 5 horse-



Figure 1: Heathkit GT-18 "Boonie-Bike" with GTA-18-2 Horn and Light Kit

power. It has a two-speed chain drive transmission and an automatic centrifugal clutch. A huge 18 x 8.50 x 8" rear tire gives good traction in *mud, sand, gravel, snow, tall weeds and rough underbrush* according to the catalog ad. A twist-grip throttle on the right handle bar controls engine speed and a lever on the left handle bar operates the efficient Bendix rear brake. A spring-loaded front suspension and a large cushioned seat provides the rider with some comfort. The GT-18 weighs in, less accessories, at 116 lbs. Through its life it sold for \$199.95 plus motor freight shipping (140 lbs.). Higher prices were charged at retail Heathkit outlet stores.

**DUE TO UNPRECEDENTED DEMAND,
 THE GT-18 IS ON RESERVATION
 BASIS ONLY.**

To reserve your GT-18 for future delivery, use order blank (center of flyer), mark "GT-18 Reservation Only", and return to us. We will promptly acknowledge your reservation and assign a priority number. We will contact you in advance of shipping date to confirm your reservation.

Figure 2: GT-18 Notice in the Summer 1969 catalog

Accessories were available for the GT-18 “Boonie Bike” during its production. These included the GTA-18-1 Ski Accessory (Figure 3) - a front-wheel ski attachment for operating the bike in snow (\$19.95); the GTA-18-2 Horn and Lights Accessory (figure 4) - a battery operated horn, front headlamp and rear tail and brake light. (\$29.95); and the GTA-18-3 Battery Charger - for charging the optional 12V, 12-AH battery required for the horn and light kit (\$6.95). The 12 volt 12-AH battery is not available from Heathkit, but was available at the time at most motorcycle shops. In 1971 Heathkit added a fourth accessory, the GTA-18-4 Spark arresting muffler that is approved by the U.S. Forest Service (\$9.95). This is required to use the bike on Federal land.

The GT-18 “Boonie Bike” was advertised to be able to be assembled in one evening. I imagine it would have been helpful to have a second person available due to the weight of the kit. (The finished bike weighs 116 lbs, less accessories and battery.) The bike came with steel fenders front and rear, and a welded tubular steel frame. Ground clearance is 6-3/4” and a welded steel skid plate protects the underside from damage going over rough terrain.



Figure 3: GTA-18-1 Front Ski Accessory - from the Summer 1969 Heathkit Catalog



Figure 4: GTA-18-2 Horn and Lights Accessory - from the Summer 1969 Heathkit Catalog

If operating at night, or “on road” the horn and light kit is necessary. The front light is a 5-3/4” sealed-dual-beam 12V headlamp and the tail/brake light is 3-3/4” dia. and uses a standard automotive 12V bulb. Power from the lamp is provided by a 12V lead-acid battery. The horn and lamp kit comes with a holder for the battery that is painted to match the bike; the battery mounts just in front of the engine on the frame.

Riding a Boonie-Bike must be a lot of fun. It’s top speed (over smooth terrain) is on the order of 30 MPH. The wide rear wheel gives it lots of traction in snow and sand. From what I can glean off the Internet, it has a harsh ride, as can be expected with no rear suspension. This is eased somewhat by the extra large cushion seat. You could get the bike in any color your heart desired as long as it was blue and white!

While looking for information on the “Boonie Bike” I came across a blogger who mentioned buying a used GT-18 with license tags. This bike is designed more for puttering around the farm or large estate, or even out in the woods, so I couldn’t see it being a street bike. Perhaps in some states, in the late sixties, you could get it licensed (though I doubt even then that it could have been licensed in California). The light and horn kit would likely be mandatory, even in the most liberal states.

The GT-101 "Hilltopper" Trail Bike:

After two years of production, a second trail bike was added to the Heathkit stable: The GT-101 "Hilltopper" (Figure 5). It probably came out in late 1970 and was heavily advertised in Popular Science, Boy's Life and Popular Mechanics in their April 1971 editions. The GT-101 cost \$299.95 originally, though it was often advertised \$50 less, and sometimes with the front ski accessory included free. Three accessories were available for the "Hilltopper": The GTA-101-1 front ski (\$19.95) - for use on snow; The GTA-101-2 running lights accessory (\$19.95) - for night operation; and the GT-101-3 bumper carrier (\$22.95) - that attaches to the bumper of a car or camper and carries the GT-101 "Hilltopper" or the GT-18 "Boonie Bike".

The "Hilltopper" has many improvements over the earlier GT-18. A Tecumseh engine with a built-in alternator replaces the Briggs & Stratton engine. The alternator powers the optional running lights kit, removing the need for a heavy and messy battery. A rear suspension was added using two external springs with shock absorbers within; the front struts remain undamped springs. The "Hilltopper" braking capability was improved with both front and rear brakes independently operated by left and right grip levers on the handlebars. An ignition "kill" switch was also added. The tire sizes remain the same, but a new automatic torque converter replaces the two-speed transmission resulting in a gain in top speed to 35 MPH. Gas mileage remains pretty much the same as the horsepower remains at 5 HP, but a larger fuel tank results in an approximate 85 mile range. The engine control continues to be a cycle-type twist throttle on the right handlebar.

The "Hilltopper" remained in production into 1974 as best I can determine. It appears in the Christmas 1973 catalog selling for \$249.95 with the front ski included at no additional cost. My catalog collection is missing 1974 and 1975 so I can't give more accurate details. The older "Boonie Bike" stopped production around mid 1972. Specifications for both bikes are given in Table I.



Figure 5: GT-101 "Hilltopper" Trail Bike

Summary:

Heathkit never produced another motorized bike after the "Hilltopper", even though they sold well and are still popular today. The reason was probably the federal environmental and safety requirements that were being rolled out for the automotive industry in the mid-seventies, as well as being open for liability damages. Still this kit is a "reach" for an electronics kit manufacturer and hence is unusual enough for an April Fools article.

A review of the Heathkit GT-101 "Hilltopper" can be found at:

<http://users.infoconex.com/~ramrod/heathkit.htm>

A review of the Heathkit GT-18 "Boonie Bike" was printed in the April 1969 issue of Popular Science (Page 106). It is available by Googling: *Popular Science April 1969* (Google Books).

73, from AF6C



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Remember, if you are getting rid of any old Heathkit Manuals or Catalogs, please pass them along to me for my research.

Thanks - AF6C

Heathkit Trail Bike Specifications:

<u>Specification:</u>	<u>GT-18 "Boonie Bike"</u>	<u>GT-101 "Hilltopper" Bike</u>
Engine Mfr.:	Briggs & Stratton	Tecumseh
Horsepower/Type:	5 H.P. 4-cycle	5 H.P. 4-cycle
Oil Capacity:	20 liquid ounces	
Muffler:	(Spark Arresting optional)	Spark Arresting (standard)
Clutch:	Centrifugal	Centrifugal
Transmission:	2-Speed	Load sensing torque converter
Low:	15 : 1	(n/a)
High:	7.5 : 1	(n/a)
Drive:	Chain	Jackshaft & Chain
Fuel:		
Gas Tank Capacity:	3/4 U.S. Gallon	1-1/12 U.S. Gallon
MPG (Approximate):	80 MPG	80 MPG
Range (Approx.):	2 Hrs - 60 Miles	3 Hrs - 85 Miles
Suspension:		
Front:	Spring Loaded	16" telescoping front fork
Rear:	None	Shocks, adjustable
Brakes:		
Front:	None	Bendix 4-1/2" (internal expanding)
Rear:	Bendix 5" (internal expanding)	Jackshaft band type
Dimensions:		
Overall Length:	59"	
With optional Ski:	70"	
Width (at handlebars):	24-1/2"	24"
Height (at handlebars):	35-1/2"	39"
Height (at Seat):	25-1/2"	27-3/4"
Wheel base:	42"	44"
Ground Clearance:	6-3/4"	
Load Capacity:	400 lbs.	
Tire Size (Diam. x width - Rim Diam.)		
Front:	5.30 x 4.50-6 Tubeless	5.30 x 4.50-6 Tubeless
Rear:	18 x 8.50-8 Tubeless	18 x 8.50-8 Tubeless
Electrical:		
Power Source:	Optional 12V 12AH battery (Lead - Acid)	Built-in 12V Alternator
OPTIONS:		
Front Ski	GTA-18-1 \$19.95	GTA-101-1 \$19.95
Running Lights	GTA-18-2 \$29.95 (w/horn)	GTA-101-1 \$19.95 (no horn)
Battery Charger	GTA-18-3 \$6.95	(not required)
Spark Arresting Muffler	GTA-18-4 \$9.95	(standard equipment)
Car Bumper Carrier	GTA-101-3 \$22.95	GTA-101-3 \$22.95

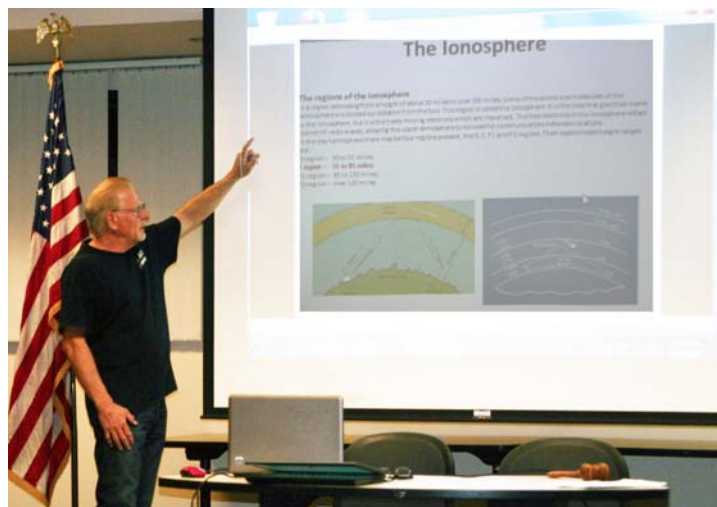
OCARC General Meeting MINUTES 2015-03-20

The OCARC General Meeting was held at the Red Cross Complex on April 20th 2015. The meeting was called to order at 7:01 PM. There were a total of 28 members and visitors in attendance.

Our speaker for the evening was OCARC member **Greg Bohning W6ATB** talking on:

"Meteor Scatter Communications"

Greg explained that Meteor Scatter communications occurs as a result of meteor ionization trails that decay quickly. To have QSOs using these trails that might only last 200 MS to a few seconds, hams use a software program called WSJT that can send QSO data bursts out at over 125 characters a second



Greg W6ATB explains that meteor trails ionize about the same altitude as Sporadic-E clouds

Greg went on to describe that there are two types of meteor conditions:

- Meteor showers (many per hour and known location in the sky)
- Sporadic meteors (occasional meteors and unpredictable location in the sky)

Finally, Greg explained that the maximum distance for a QSO with meteor scatter is about 1200 miles (best case), with 400 miles being a "sweet spot" for distance.



Greg's presentation held the attention of the club members

OLD Business

The meeting had a quorum with all OCARC officers were present except KK6RK and W6GMU.

Field Day – FD co-chair Don N6XBP gave a brief report of FD planning. He handed out a list of band captains who had volunteered this year. Don explained that It looked like OCARC would mostly operate as Class 5A.

OCARC Survey Results – Tom W6ETC explained that preliminary survey results should a lot of interest in learning to understand antenna design and antenna construction.

NEW Business

ARRL Website – Tim N6TMT reported that the OCARC information contained in the ARRL web site had now been updated.

ELMER Q&A – the main discussion was centered on a problem that Ron W6FPS was having with a homebrew 813 RF amplifier that he had built. No RF power output and also one resister kept on "blowing out" with a bang from overheating. Several suggestions were considered.

Respectfully submitted by:
Ken W6HHC - secretary

OCARC BOARD MEETING MINUTES 2015-04-04

The OCARC Board meeting was held at the Marie Callender's Restaurant on Grand Ave in Santa Ana on April 04 and called to order at 8:20 AM. There were a total of 9 directors and members attending. There was a quorum of Directors with Tim N6TMT, Robbie KB6CJZ, Don N6XBP and Roland WW6RK absent.

DIRECTOR REPORTS:

- **Treasurer** – Greg W6ATB reported there was \$6,118 in the Credit Union (before accruing for outstanding checks). Greg will adjust financial reports to account for outstanding checks in the future.
- **Membership** – Don N6XBP was not present, but the board noted that a Membership Roster for 2015 needs to be published soon.

OLD BIZ:

• Newsletter Editors

- Apr – Ken W6HHC
- May – Greg W6ATB
- Jun - Tom W6ETC
- Jul - Nicholas AF6CF

• Presenters for Club Meetings

VP Tom W6ETC announced:

- April will be W6HHC on "Antenna Modeling Software"
- May will be AF6CF on "small portable HF station"

• Field Day 2015

- The "cq_fd" Yahoo group forum (originally set up by Dino KX6D) is no longer available to the OCARC. Ken W6HHC will set up a new **OCARC-FD** Yahoo group forum for OCARC usage.
- OCARC is receiving some push back at Walter Knott Education Center because of grass field and sprinkler improvements by the soccer center at also uses the field. A back-up plan for Los Alamitos JFTB is being pursued by W6GMU.
- The next FD planning meeting is planned to be held on Monday May 4.

- **Review of Door Prize** – Tom W6ETC led discussions to continue the \$50 door prize approach at General Meetings. Nicholas AF6CF suggested members could donate other prizes for the drawing (if they wished).
- **Location of Next Board Mtg** – The next Board meeting (and breakfast) will be held on the **FIRST Saturday**, May 02 at Marie Callender's Restaurant at 1821 N. Grand Ave, in Santa Ana (North of 17th Street).

GOOD OF CLUB:

Baker-2-Vegas – Nicholas AF6CF, Bob AF6C and Ken W6HHC all reported that the B2V race by Orange PD and comm support by COAR RACES was a great success. [editor's note – see article on B3V in this newsletter]

Respectfully submitted by:
Ken W6HHC - secretary

Past-member John Roberts W6JOR has accident and resigns from OC RACES

Long time past-member of OCARC, John Roberts - W6JOR had an accident while working on an antenna, as reported below in the OC RACES newsletter. John previously was issued the call WA6LAB.

Farewell to John Roberts, W6JOR

John Roberts, W6JOR, has submitted his resignation as a member of County of Orange RACES. Due to medical reasons, he feels he is no longer able to participate in accordance with the requirements of membership. John has been with OCRACES for many years, including years as an officer and T-hunter. He has considerable RF knowledge, especially in the configuration of antennas. For example, he put together a very effective HF off-center-fed dipole, which we have used during our Field Day operations. Unfortunately, an accident he had while working on antennas at his home led to some of the medical difficulties he is now facing. John is an excellent radio operator, and we hope he will continue to enjoy 160-meter operations from his home. Thanks to John for his many contributions to OCRACES.

OCARC BOARD MEETING MINUTES

2015-03-14

The OCARC Board meeting was held at Jäger-Haus Restaurant, 2525 East Ball Road, Anaheim, on March 14 and called to order at 8:20 AM. There were a total of 10 directors and members attending. There was a quorum of Directors with only Roland WW6RK absent.

DIRECTOR REPORTS:

- **Treasurer** – Greg W6ATB reported that he filed a CA 199N report for OCARC.

OLD BIZ:

• Newsletter Editors

- Mar – Paul W6GMU
- Apr – Ken W6HHC
- May – Greg W6ATB
- Jun – Tom W6ETC
- Jul – Nicholas AF6CF

• Presenters for Club Meetings

VP Tom W6ETC announced:

- March program will be W6ATB on “Meteor Scatter”
- April program is still in flux
- **Field Day 2015** - FD co-chair Don N6XBP reported that quite a few members had signed up to be Band Captains during Field Day.

[Editors note – see up to date list on Page 10]

- **OCARC Survey** – Tom W6ETC reported that forty members had completed the club survey. A summary will be published in near future.
- **OCARC Holiday Party** – President Tim N6TMT reported that the club December Holiday Dinner was now reserved for Dec 04.

NEW BIZ:

- **Location of Next Board Mtg** – The next Board meeting (and breakfast) will be held on the **FIRST Saturday**, April 04 at the Marie Callender's Restaurant on Grand Ave in Santa Ana.
- **BYLAWS Review** – the Board discussed forming a BYLAWS review committee after Field Day is completed.
- **OCARC Net Control Ops** – the Board discussed rotating members periodically for the OCARC Nets. Corey KE6YHX has shown interest.

Respectfully submitted by:
Ken W6HHC - secretary



Hams in Europe try Narrow-Band Digital-ATV on 2 Meter and on 6 Meter Bands

by Ken W6HHC

Hams in Europe have been busy using the narrow-bandwidth advantages of Digital-ATV modulation technology to experiment with DATV signals on 2M and even 6M bands. Older analog ATV modulations needed at least 6 MHz bandwidth. Now DATV is being tested at 0.5 MHz and even narrower.

Last October in England, the OFCOM (similar to FCC) allowed hams to experiment with digital protocols in a temporary opening of 2M 146-to-147 MHz ham segment. Using DATV-Express transmitters and Tutuone-based receivers, Rob MØDTS and Terry G1LPS succeeded in having perfect digital video QSO of 50 KM, using a bandwidth of 0.5 MHz (333 KSymbols/sec) using DVB-S protocol with H.264 video compression.

On 6M last February, using experimental licenses, Dave G8ADM sent great video 40 miles (about 64 KM) to Mike G8LES. The bandwidth used was 1.4 MHz, on an experimental basis using a center frequency of 51.200 MHz. They are hoping to reduce the bandwidth to 0.3 MHz in their next 6M experiments.

Digital Modes Decoder for Sale by Universal Radio

I have a Universal M-8000 Communications Decoder that hooks up to HF receivers and allows decoding of a variety of standard and non-standard modes plus ARQ-M2/4, FEC-A, FEC-S, ARQ-E, ARQ-E3, ARQ-S, SWED-ARQ, POL-ARQ, Packet, Piccolo, etc.

I have the manual and could benefit from someone who could offer "quick start training". I would bring the decoder to a club members house (who may be basically familiar with it) and share the discovery of the abilities of this fascinating device.

My phone number 949-394-6167 – leave a message.

Thank You,
Ken Diaz
WB9YCJ/6
Santa Ana

HAMCON 2015

HAMCON 2015

The 2015 ARRL Southwestern Division Convention is September 11-13, 2015, at the Torrance Marriott South Bay Hotel, 3635 Fashion Way, Torrance, CA 90503.

Check our website at:

www.hamconinc.org

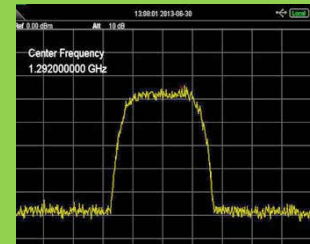




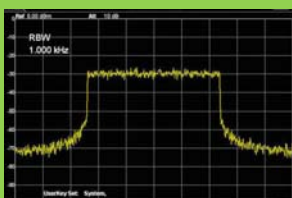
Digital Amateur TeleVision Exciter/Transmitter

now available from

DATV-Express



- A more affordable DATV exciter can now be ordered
- Fully assembled and tested PCBA
- DVB-S protocol for DATV (using QPSK modulation)
- Can operate all ham bands from 70 MHz-to-2450 MHz
- RF output level up to 10 dBm (min) all bands (DVB-S)
- Software Defined Radio (SDR) architecture allows many variations of IQ modulations
- “Software-Defined” allows new features to be added over the next few years, without changing the hardware board
- As extra bonus, the team has been able to get the board to transmit DVB-T 2K mode, however we cannot guarantee the performance of that protocol. Caveat Emptor!
- Requires PC or ODROID running Ubuntu linux (see User Guide)
- Price is US\$300 + shipping – order using PayPal



For more details and ordering
www.DATV-Express.com

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