



CAARA Newsletter



AN ARRL AFFILIATED CLUB

FEBRUARY ISSUE- 2012



President's Corner

by Stan-W4HIX

Another month has flown by. CAARA was extremely busy this weekend with a CW class, Winter Field Day and our monthly scholarship breakfast. It was good to see so many hams "in the shack". We did a lot of work building stations, troubleshooting antennas and sorting out computer networks and eating bacon and eggs. Sweet!

Good news on the scholarship front, we will have enough money to provide four \$250 scholarships, two for Gloucester High School, one for Rockport and one for Manchester/Essex. It is pretty amazing that we will have collected \$1,000 this year for this project. Congratulations to everyone.

It looks like CAARA will have the use of a 8' x 20' trailer, courtesy of the Gloucester Emergency Management Department. This trailer has a front office area with AC power wiring, lighting and air conditioning. The rear has a fold down ramp, AC outlet and lighting. We will be working out the details on how we will use it, but I have a feeling that it will be very useful for Field Day this year.

The lease for 6 Stanwood has been awarded to CAARA for the next three years. It needs to be signed by about six people from the City, but we're good to go. Now we can get to work on several maintenance items that we need to do to comply with the terms.

Speaking of 6 Stanwood, the upstairs is starting to look like a place you might want to spend some time operating, thanks to Rick WZ1B. There is still a lot of work to do, but it sure looks a lot better.

Next month we start the Field Day planning, and Rick's CW classes continue every Saturday, plus the Marlboro Hamfest is coming up on 2/18 plus I hope a surplus equipment sale at CAARA.

Clerk's Corner

The club is sponsoring a National Weather Service Skywarn Weather Spotter class. The class will be held on Saturday April 21st. The class will be held at the Lanesville Community Center on 8 Vulcan Street in Gloucester. The doors will open at 9 AM, the class will start at 9:30 AM and will go to 1 PM. The class is free and will be run by Rob Macedo, KD1CY who has been teaching this course for years. There is no pre-sign up for this course but if you are planning on attending just let me know so we have an idea of the demand. This course is open to non hams as well. To find out more about the Skywarn program go to www.skywarn.org. As the club is currently going through our members dues collection process the clubs Board of Directors has also made it easy to update all of your membership contact information. We would like to encourage all club members to take the time to click on the link below and fill out the necessary information as we are striving to keep our club records as current as possible. Your information will be forwarded to my e-mail address only and I'll add it to the online membership list information as well. We will also make this link available in the members only area on the clubs website and when you pay your membership dues online through the clubs website you will be directed to this page. So thanks in advance for helping us keep our membership information up to date. Here's the link that will take you to the Membership update page. <http://members.caara.net/update-info/>



73's
Dean Burgess KB1PGH
CAARA Clerk

CAARA Newsletter
Cape Ann Amateur Radio Association
6 Stanwood Street
Gloucester, MA 01930

CAARA Newsletter is a monthly publication of the Cape Ann Amateur Radio Association (CAARA). It is the policy of the editor to publish all material submitted by the membership provided such material is in good taste, relevant to amateur radio and of interest to CAARA members, and space is available. Material is accepted on a first come, first serve basis. Articles and other materials may be submitted by internet to Jon at k1tp@arrl.net. If possible, material should be in Word format. Material may also be submitted as hard copy to Jon-K1TP or any Club Officer.

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Jon Cunningham- K1TP Editor
Dean Burgess- KB1PGH Club Reporter

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Welcome to CAARA:

CAARA, an ARRL affiliated club, operates the 2 meter W1GLO repeater on 145.130 MHz with antennas located on the Cingular tower in the Blackburn Industrial Complex in Gloucester Massachusetts. It has an average effective radius of 60 miles, and serves Eastern Massachusetts, Cape Cod, Rhode Island, Southern New Hampshire, and maritime mobile stations. CAARA also operates the W1GLO repeater on 224.900. The former W1RK 443.700 repeater with antennas located in Magnolia is now located at the CAARA clubhouse and has a very limited range.

The Association is one of the few amateur radio clubs that has its own clubhouse. Located at 6 Stanwood Street in Gloucester, it includes a permanent HF station with rotating beam and vertical antenna along with a 2 meter packet station and 2 meter voice and 220 MHz transceivers.

Amateur radio exams are held on the second Sunday of each month at 10:00AM at the CAARA clubhouse. Anyone who is considering a new license or an upgrade, is welcome to test with us. There is no pre-registration necessary. Contact the head of our VE team Bob Quinn if you have any questions about monthly testing.

Monthly member meetings are held on the first wednesday of each month at 7:30 PM except for July and August.

Each Sunday evening at 9:00pm, the club operates a 2 meter net on 145.130. This is an open and informal net which disseminates club news and prepares operators for emergency communications work. All are invited to check into the net as club membership is not a requirement.

AMERITRON AL 1500 LINEAR REPAIR

by Jon- KJ1G



I ran across what I thought was a real “bargain” for a used amplifier. It was just 11 months old and “rarely used” according to the owner. He had ran across some tough financial times and the price was right for both of us, so another amplifier was soon sitting in my shack. All seemed well, it powered up and I tuned it up on 75 meters and was soon running 1500 watts out to the dipole. I only needed 50 watts drive from my transceiver to get 1500 watts out and the beast will easily run 2500 watts with 100 watts in.

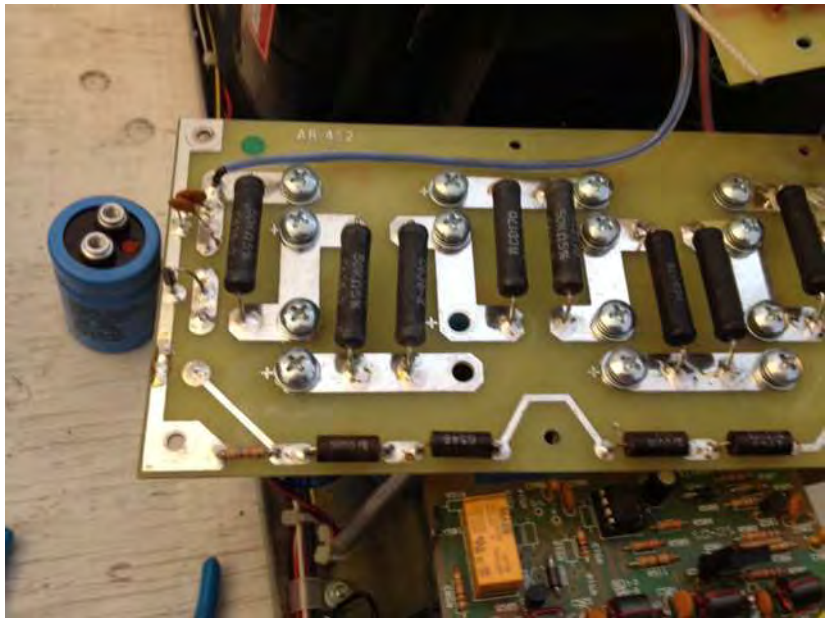
After about one week and a dozen hours of operating, I heard the dreaded cracking sound of a stray electrical discharge in the HV power supply which became more frequent and regular with time.

I took off the cover and looked inside and discovered a leaking cap. I called Ameritron and talked to the technician in charge of the AL 1500 repairs and within a few minutes he told me to send the amp back and it would be repaired free of charge under warranty. The thought of sending back the 75 pound Amplifier via UPS did not sound like a great idea to me so I asked if I could repair it myself. He asked me whether capacitors or resistors had polarity and I said caps of course. After being further quizzed on my technical savvy, he felt confident and said he would ship me 8 new resistors and 8 new electrolytics. He told me to replace all the parts....hmmmm....

I received the parts in a week and quickly replaced the bad cap but didn't see why I should replace everything else! I buttoned it up and had it on the air for a few hours when I started to hear the same cracking sound! Yes, I took it apart again and unsoldered the board and replaced all the parts. I found 2 open resistors and another bad cap.

It went together easier the second time and I fired it up and it has been running fine for the last 24 hours

Conclusion: The head technician knows best...if he says replace all the HV bleeder resistors and electrolytics.....REPLACE THEM ALL!





CAARA participates in Citywide Emergency Exercise !!

On Monday January 9th several members of the Cape Ann Amateur Radio Associations Emergency Communications Team participated in a Citywide Tabletop Exercise at the Fuller School Emergency Operation Center that simulated a major blizzard hitting Gloucester. This exercise consisted of the setting up and the running of a city shelter for 72 hours. There were many organizations represented such as the Gloucester Emergency Management Director, the Gloucester Fire and Police Department, the Northeast Chapter of the Red Cross, MEMA, the Coast Guard, the Medical Reserve Corp, the Cape Ann Emergency Planning Team, the Gloucester School Committee and Health Department, several members of the Gloucester CERT team and several members of the Gloucester city government. CAARA was represented by club President Stan Stone W4HIX, CAEPT member Curtis Wright AA3JE and Dean Burgess KB1PGH.

You are a Redneck Ham Operator if...

One leg of your dipole is tied to the outhouse.

Needle nose pliers are needed to turn your transceiver on and off.

You paid more for your mobile antenna than you did for your wife's wedding ring.

You paused for ID every ten minutes while on your honeymoon.

Your spouse says "Honey do you love me?" And your response is ROGER ROGER ROGER!

Your trailer home is part of your antenna.

Your mobile radio costs more than the vehicle it's mounted in.

Your power supply consists of jumper cables hanging out the window of your shack attached to the battery of your truck.

Your HF rig is the latest ICOM or KENWOOD and your Desk Mic came from Radio Shack.

Your idea of RF is REAL FINE audio.

Your homebrew amplifier resembles a moonshine whiskey still in Alabama.

Your TV antenna and 10 Meter Beam are one in the same.

You own a linear amplifier but not a lawn mower.

Antenna Adventures by Curtis Wright-AA3JE

I don't know why it is always winter. There is an eternity of summer days when there is no wind, its balmy and clear, and it would be so easy to do antenna work. For some strange reason, however, summer days tend to fill up with sailing, gardening, trips to the beach, house guests and similar things. It is only on the cold, windy, snow-filled days of December and January that I find myself sitting by the rig wondering if there is anything I can do to improve the miserable reception I always seem to have.

The problem is simple. I have already been divorced once and don't want to repeat the process. When I find the perfect antenna in the latest catalog, and share my find with my spouse, she always seems to ask questions I cannot answer.

Like, "Where are you going to put it?" which is followed by "and where are you going to live, then?"

It seems that the joy of having a 60 foot tower sitting in the back yard is lost on my spouse, who prefers apple trees with small birds flitting among the branches. She is also very firm on strands of copper wire draped in the trees, which she does not think lend a puckish air of informality to the garden.

So I hunt, and hunt, and buy books labeled "Stealth Antennas, Your guide to defeating zoning restrictions." and similar things.

I also tend to look around the property for places I might hide an antenna, where she never goes. This never seems to work well, since her pet dog has a very acute sense of smell, and is always very interested in where I am and where I have been. The dog goes, she follows, and I am discovered holding the end of a wire leading off into the neighbor's yard.

I had pretty good performance with various kinds of loop antennas, fed by a SMARTUNER, but found that they generated a strong magnetic field that had unfortunate effects. The last try ended up setting off the carbon monoxide detector which (to my horror) had a voice chip. I had just tuned up on 80 meters when I keyed down for one last check and was interrupted by a shriek of doom from the machine.

"Danger! Hazardous carbon monoxide levels are present! Evacuate immediately."

I tried holding a towel over the thing while I pushed buttons. It only seemed to make it worse.....

"Curt? CURTIS!, What's going on? You get Beau and I'll get Daisy! meet you on the lawn!"

"It's nothing dear"

"DANGER, DANGER EVACUATE AT ONCE!"

"Nothing? NOTHING! What have you DONE?"

"Just a little technical trouble" I tried a calming voice. This was a mistake.

"I knew you'd poison us someday! I will discuss this outside. AFTER I call my lawyer."

It was a cold December evening and lights were going on in all the neighbors houses. I had just explained what had happened when the fire truck showed up. Seemed one of the neighbors had called to help us out. They

were followed by a police car and a few of the stalwart souls that live by their scanners and are always hoping for (or setting) a good fire. In a few minutes we had a good crowd.

“Defective smoke detector” I lied.

“We need to go in and check it out sir.”

“Ok.”

After all the fuss was over, I made up the couch (I knew I’d get no sleep in the bedroom) and decided that I needed a new antenna.

This was a problem. There were a LOT of really nice antennas in the catalog, but I was not sure if my idea of “nice” would be shared by my spouse. I did not want to risk the R-7000 event again.

The R-7000 was a nice, clean, multi-band antenna that I bought when my spouse said I could have ONE antenna. I started to put it together in the garage. I soon found I ran out of room, so I opened the window in the rear and stuck one end out the back. I kept adding sections and soon ran out of room again, so I opened the garage door, set up a new sawhorse, and kept building. I was just putting the whip on, while standing in the street, when I heard the tapping on the window.

My wife feels that it detracts from the tone to yell, so she taps discreetly to gain my attention. I have come to dread it. She saw I had noticed and gestured that I come to the door.

“Yes?”

“It’s higher than the house. Where are you going to put it?”

“Oh just in back, right up against the eaves.”

“You mean five feet from the smoke detector?”

She had a point. I disassembled it. I got \$20 for it.

I kept looking, and finally, at one hamfest, I spotted an antenna that looked perfect. It was only a three bander, but it was only about 24 feet, light, slender, and best of all it was used and cheap. I never stopped to wonder why it was for sale. I bought it on the spot, found a site on the property, sank a 4 by 4 post, and set out a web of ground radials cut to the right frequencies. I had down-loaded the manual, and started assembling. It was a breeze! I had it up and then realized I had to run the feed line into the house. This caused a brief quandary. In a fit of absent mindedness I had promised my wife I would not drill holes in the house (she gets nervous when I disappear holding a cordless drill and a 1 inch bit) and none of my existing holes were nearby.

It took a while but I finally realized I could pop out the casement window and craft a panel (nice one with copper grounding) that I could drill to a fair thee well. I ran cable, affixed feed-throughs, and had it all wired in a minute. I kicked on the rig.

“SWR OVERLOAD”.

Not possible. Oh well, just needed a little tuning. Trouble was that to tune the antenna I had to go outside and dismount it, shift the tubing, and re-mount it. It was snowing. Hard.

I spent the better part of the day doing the tune-adjust-tune-adjust-tune-adjust cycle.

I finally decided to re-read the manual.

“Under no circumstances EVER try to adjust the depth of insertion of the traps in the coil. Doing so will void the warranty as trap adjustment takes special rigs and tuning equipment.”

I had been carefully de-tuning every one of the traps. By mistake.

I carefully dismantled the antenna and bundled it up, taking it to the Rockport transfer station. One word of caution. If you see a nice little tri-bander in one of the local junk shops, be a little cautious.

Me? I'm waiting for next December. I have a few ideas.



SHACK OF JIM- W1DDX IN MAGNOLIA, MA

Top shelf Left to right : Ten-Tec 580 Delta HF Transceiver/ Icom 706, Kenwood TR9000 All Mode 2 meter/ Kenwood 70Cm, Grundig S450XL SW Receiver.

Bottom : Marine Radio/ MFJ 6 meter, Realistic DX-160 MW/SW receiver, Radio Shack Pro-2032 Scanner/ MFJ 941D Tuner.

Antennas : 80 meter dipole, 10-20 Meter vertical dipole, Tonna 2 meter beam, 2 meter J-pole 2, 4 Element 6 meter beam, Log periodic for TV/FM DXing, Marine Band whip

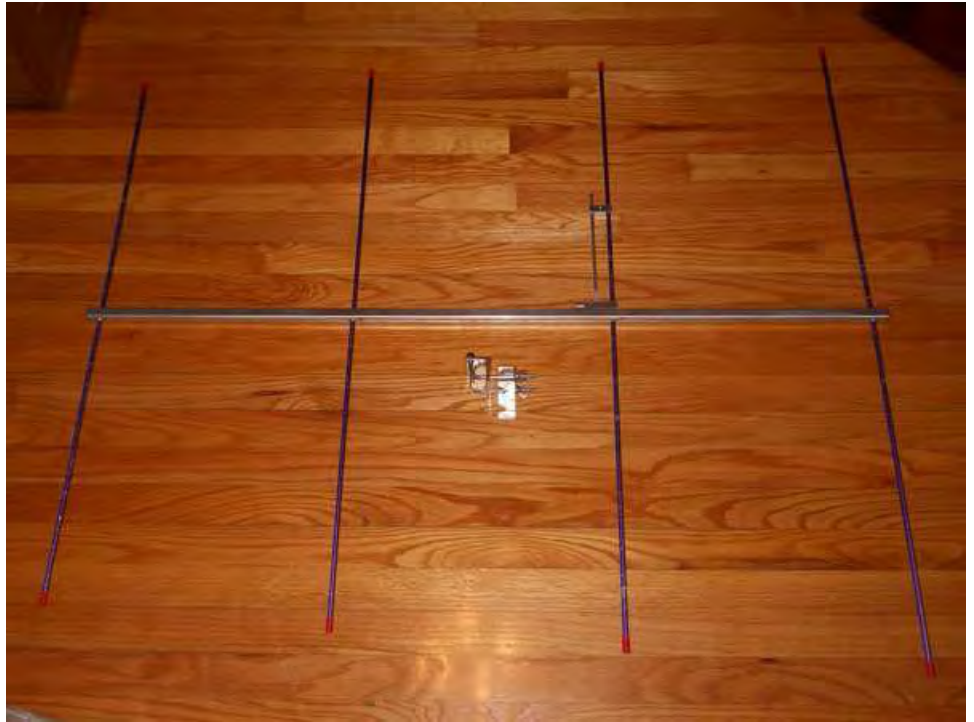
A QUICK LOOK AT THE ARROW 2 MTR YAGI BEAM

by Dean-KB1PGH

Since I bought my Buddipole last year I wanted to also have the ability to operate on 2 Meters with it. The Buddipole can do a 2 Meter horizontal SSB beam with extra parts that I would have to purchase but it can't do a beam in a vertical configuration for VF repeater use. I also watched a couple of amateur radio emergency communication sets ups during disasters and they were using the Buddipole with a 4 element 2 Meter Yagi beam in a vertical configuration so they could reach VHF repeaters far away from the disaster site since the local repeaters were destroyed. I then remembered that last year I had purchased a



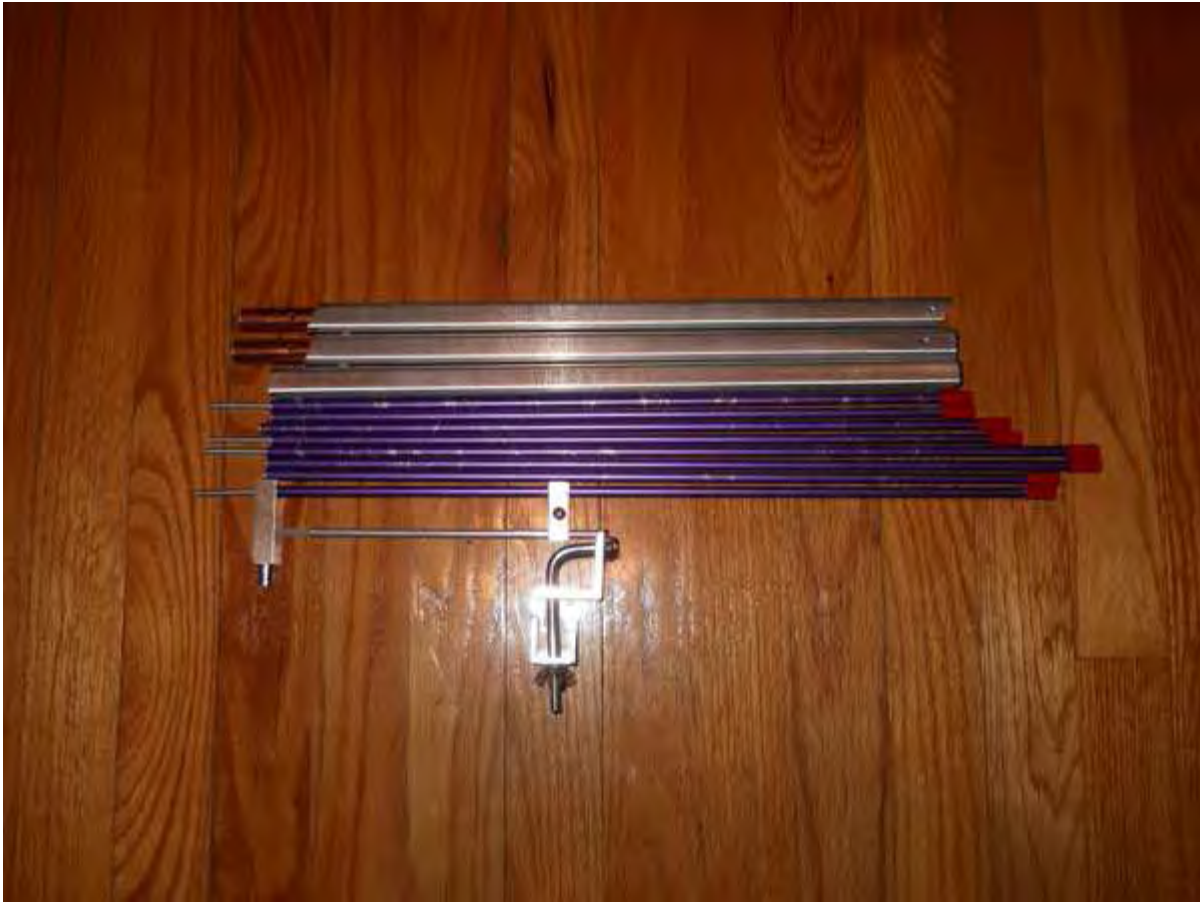
handheld satellite beam from a company called Arrow Antennas. I looked on their website and found that they do sell a 4 element 2 meter Yagi beam. I went online and purchased the Arrow 2 Portable Back Pack Model 146-4BP 4 element 2 meter Yagi beam. The cost was \$55.00 plus shipping. The beam only weights 20 OZ and the beam elements are made out of aluminum arrow shafts. The boom comes in 3 pieces and is foolproof to put together and is 48 inches long when fully assembled. The gamma match comes pre assembled and pretuned and has a BNC connector. It took less than 5 minutes to put together. Arrow antennas also sells the Model M/B 2 antenna mounting bracket for \$9.00 which I also purchased so I can mount it on top of my 19 FT Buddipole mast. I will test the performance of this antenna and the SWR Bandwidth in the spring and will let you know the results. Arrow antenna also sells a full line of VHF and UHF antenna products including a j-pole as well. Their website can be found at www.arrowantennas.com



Pic above: Here's the Arrow Yagi 2 Meter Beam full assembled on the floor

Pic (right): Here's a close up if the gamma match with the BNC connector





Here's what the Arrow Yagi Beam looks like before assembly. All of the parts are very compact and can easily fit in my portable radio case for transport. You can also see the mounting bracket that fits the 3/4 inch boom of the antenna and will mount to masts up to 1 and 1/2". The bracket fits onto the exact middle of the beam and has wing nuts to tighten by hand.

QST Monthly Digital Edition - coming June 2012!

The ARRL are launching a digital version of their magazine QST that will be available with International Membership for \$39 (£25).

The new format offers several advantages including enhanced content, timely access, and a more interactive experience. The digital edition is easy to navigate; flip pages from cover-to-cover, zoom in/out, search (full text), print and share, and follow live hyperlinks. Each issue will include unique, digital-edition-only content—video, audio features and extra content.

The monthly, digital edition of QST replaces the ARRL Periodicals CD-ROM sent annually to international members who do not receive QST by mail. ARRL will honor existing memberships which include the annual CD-ROM option through term expiration. The annual CD-ROM will continue to be available (sold separately). International members now have 2 membership options:

- International Membership with print and digital QST, \$62 (\$49 for Canada) - Includes airmail delivery of the print edition (standard mail for Canada) and access to the new, monthly digital edition of QST.
- International Membership with digital QST, \$39 - Includes access to the new, monthly digital edition of QST.

Instruction Manuals...Curtis-AA3JE

I have a bone to pick with the guys who write instruction manuals. They are always the ones who designed and built the product and have a clear and profound understanding of how they work. In its worst case this takes the form of the Microsoft software “help” functions (which never help anyone), but even the simplest product has “instruction manual” problems. In my case, it was the instructions for installing a trailer hitch.

When I bought my current truck, I was taking advantage of the drastic slump in auto prices that occurred during what the economists have taken to calling the “Second Great Contraction” but which the rest of us call the “Stupid Big Pigs Wrecking the Global Economy”. Things were so bad at the local car dealers that I was able to get a new work truck for peanuts, but it didn’t have either a front or rear trailer hitch. Since it also had 2-wheel drive and a motor that depended on five mice for power, I had been using the rear bumpers to pull it out of the mud when I got stuck, and the front and rear bumpers were assuming esthetically pleasing, but frankly scary curves.

If you have read this far you already know that my garden is filled with muck. It grows plant great, but in wet weather you get stuck. A lot. Really, really stuck. You end up pulling the truck out with the tractor, the tractor out with the truck, and if your wife isn’t looking, both out with her Lincoln. Hence the need for a hitch.

I checked with the local dealer, and found that they would put a hitch on for about \$300. This seemed a bit much, so I scanned the Internet, and found the hitch I needed, but having had a few troubling times in the past, I downloaded and reviewed the installation manual. I looked over the manual for the \$100 hitch, and decided it was within my technical expertise.

It said:

1. Take out the two old bolts.
2. Lift hitch into position.
3. Put in 6 new bolts.
4. Tighten securely (100 ft-lb)

I assumed that I could buy the hitch, put it on, and save \$200.

That was before I found out that the manual was missing a few steps.

So one bright summer’s day I assembled the tools I needed and set about it.

(Additions to the manual are in italics)

1. Purchase hitch. Be aware that the center of gravity of the big cardboard box in the driveway where the UPS guy left it is in an unusual position. Do not allow any part of your body to get under the box at any time as the hitch assembly weighs 90 pounds.

Cost- Bandages and antibiotic ointment \$20



2. *Before starting take the truck to the carwash and flush out all the dirt and rust from the underbody, including the particles that fall into your eyes (much cursing) and into your ears when you turn your head to avoid having any more fall into your eyes. This will avoid the trip to the clinic to have the rust flushed out of your ear.*

Cost- Clinic visit \$285.

Cost- Car wash \$7.50

3. *Before starting, make sure that you read the owner's manual on how to lower the spare tire. This may not be easy, since you forgot to snap the flimsy Velcro case shut properly the last time you used it and the little bits of junk you need are all scattered under the truck seat, requiring the seat be removed before proceeding. If you can't find all the pieces, even after removing the seat, these tools are available from the dealer. BE AWARE THAT THERE IS NO WAY TO GET THE SPARE TIRE DOWN WITHOUT THE STUPID SPEICAL TOOL.*

Cost- New spare tire removal kit \$60

4. *The bolts that you are trying to remove have been put in place by a robot with the strength of a hundred men, and have gotten a little rusty. Put penetrating oil on them, and WIPE OFF THE EXCESS. This will avoid getting penetrating oil in your mouth. Make sure you have a 4-foot breaker bar and a high impact 6-point socket when you loosen the bolts. This will avoid having the socket explode and the corners of the bolt round off when you use the cheap socket you bought from the hardware store in 1965 and the 3-foot piece of pipe you found in the junk bin. Remove rounded bolt from frame using a 3-foot pipe wrench*

Cost- Pipe wrench \$70.

5. *Having removed the old bolts from the frame, and the rust and penetrating oil from your mouth, test fit the new bolts in the holes to make sure they will go in easily. If needed, run a tap through them FIRST to avoid potential problems.*

6. *Before lifting the 90 pound hitch assembly into place, think about how you will support it when you have it lifted into place and need a hand free to thread in the bolt. Be aware that when you are under the truck, the sharp end of the hitch will fall right into your groin if you should lose your grip due to excess penetrating oil.*

7. *Be aware that the new bolts might not slip easily into the rusty holes. BE VERY CAREFUL not to try to insert the bolts at an angle and bugger the threads. See Item #4, above.*

Metric M-14 tap \$12

8. *Having threaded the bolts in finger tight, take the breaker bar and torque them to 100 foot pounds. For those without a 2 foot long torque wrench this means applying about 400 pounds of torque to the stupid little 6-inch ratchet you have. Make sure the FIRST auto store you go to has a big darn torque wrench, as the 3/8 one you bought will snap if you try to use it for this application.)*

Cost- 1/2 inch drive torque wrench \$80.

Cost- Bandages and antibiotic ointment (already available, see above).

9. *Having followed these simple instructions, use and enjoy your new hitch while basking in the satisfaction of the money you have saved installing it yourself.*



Recent painting done by new member, artist Vaughn Hawley- K2PAX

Email Received: HI JON,
I THOUGHT I WOULD PASS THIS ALONG TO YOU .I HAVE BEEN VERY SUCCESFUL IN ELIMINATING MAN MADE NOISE TO HF RADIO AND DOING IT VERY CHEAPLY
THE FIX IS A TAPE YOU CAN GET AT HOME DEPOT CALLED FLEX FIX TAPE IT IS A METAL MYLAR TAPE 1 7/8 IN WIDE BY 360 FOOT ROLL
THE FIX IS VERY EASILY ACCOMPLISHED
ALL THE INTERCONNECTING RF CABLES IN THE SHACK SHOULD BE WRAPPED WITH THE TAPE AND INDIVIDUAL FEED LINES (coax only) SHOULD BE WRAPPED FROM THE TRANSMITTER END 20 FEET
I HAVE WRAPPED ALL MY COMPUTER CABLES AND ALL STATION CABLES HERE AND MY NOISE FLOOR IS SZERO ON ALL BANDS
I HAVE REMOVED ALL FERRITE BEADS THEY ARE NO LONGER NEEDED WALL WARTS THAT ELIMINATE RFI CAN BE WRAPPED SO AS TO NOT TOUCH THE PRONGS FOR AC CONNECTION
THIS IS NOT A FLUKE I HAVE TOLD MANY OF MY FRIENDS THAT HAVE DONE THE 11 DOLLAR CURE AND ARE SEEING THE SAME RESULTS 73 **RAY NR1R**

FINAL CAARA DUES NOTICE !!!

Here's another friendly reminder going out to all those club members who haven't gotten around to paying their 2012 CAARA mmbership dues yet. We did not send out a mailer this year so the ball is on your court. It's easy to do. Just go right now to the club website and click on the 'Payments and Donations' link on the front page. From there you can instantly pay by credit card or from your Paypal account. This saves the hassle

of writing out a check and saves you a stamp. You also have the option of writing a check and mailing it to the Caara Clubhouse on 6 Stanwrod Street in Gloucester Mass 01930. If you want an excuse to stop by the clubhouse on a Sunday morning you can bring your checkbook as well, or you can save the stamp by just leaving your dues payment in the clubhouse mailbox anytime. This will be the final dues notice to club members. A big thank you goes out to all club members that have already paid their dues. As always the Caara Board of Directors appreciates our dues paying members as those funds are critical to the day to day expenses of running the clubhouse and our activities. Just remember that all monetary donations above our yearly dues are fully tax deductible as Caara is an IRS registered 501 (c) 3 non profit charitable organization. One final note, If any member of Caara is in a financial situation where they are not able to pay their dues please let me know at dburg101@aol.com as we may be able to find a sponsor for you as no one should be left out of the fun of ham radio due to their inability to pay.

73's

Dean Burgess KB1PGH

CAARA Clerk and Memebership Committee

ARMY MARS RESUMES USE OF WINLINK 2000

The Army's Military Auxiliary Radio System better known simply as Army MARS is back using WinLink 2000. The ARRL reports that Lieutenant General Susan Lawrence has reversed the decision to phase out the use of the global radio e-mail system by Army MARS members that was issued late last year. Lieutenant General Lawrence stated that the Army, after reviewing its capabilities, had decided that the continued use of WinLink 2000 would be in MARS best interest. She went on to call it a valuable asset to Army MARS members and agencies that were using the service.

On January 5, 2012, the Chief of Army MARS officially notified the membership that the phase out notice had been rescinded. Army MARS members and agencies who had been using the service hailed the decision by Lieutenant General Lawrence and have resumed use of the WinLink 2000 radio e-mail system.

More about WinLink 2000 is on the web at www.winlink.org.



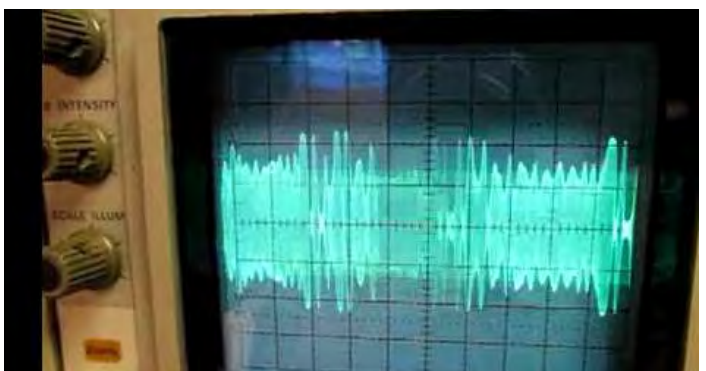
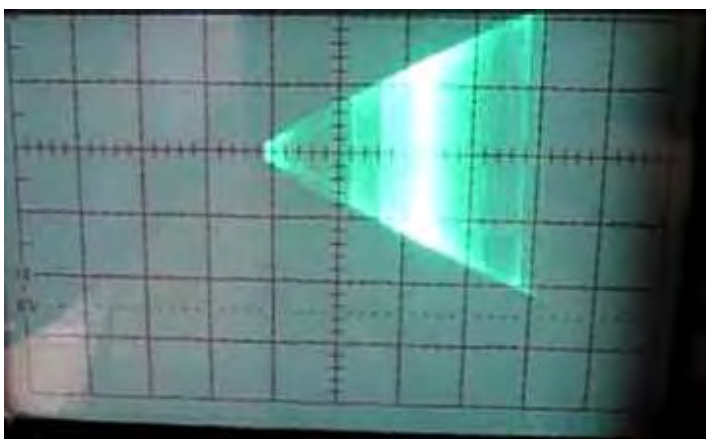
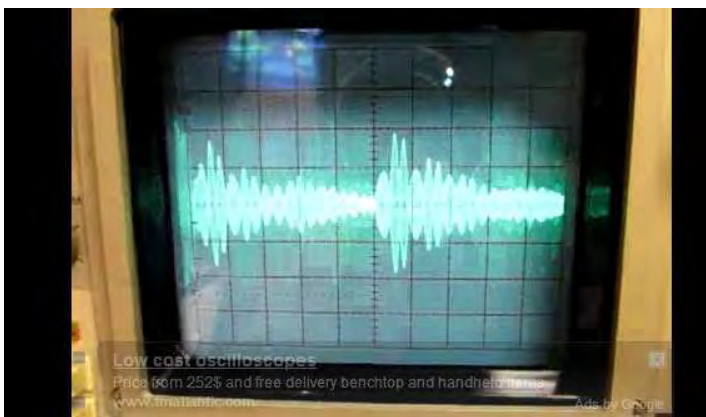
On another note, the Gloucester Emergency Management Department now has an 8' x 20' trailer that will be used for emergency communications. This trailer is partitioned into a storage area and an office area (with air conditioning) and has lighting and wiring for 110VAC, plus a place for a generator. CAARA will be fitting it out as a mobile station and storage for our Field Day operations gear.

Stan
W4HIX





New winter project: An RF sampler so you can watch your rf signal on your oscilloscope.K1TP



History This Week

1807 London's Pall Mall became the first street of any city to be illuminated by gaslight.

1839 Michael Faraday publicly announced for the first time the existence of photography.

1851 The first trial trip of an electric locomotive was made in Washington, D.C.

1878 The first commercial telephone exchange in the U.S. was installed at New Haven, Connecticut.

1880 Thomas Edison received a patent (#223,898) for his electric incandescent lamp he invented on 21 Nov 1879.

1886 Karl Benz applied for a patent for his Benz Patent Motorwagen, a three-wheeler with one-cylinder four-stroke gasoline engine.

1896 Wilhelm Roentgen first made a public lecture-demonstration of his X-ray device, in Würzburg, Germany.

1911 Glenn Curtiss piloted the first hydroplane flight at North Island, San Diego, California.

1939 The uranium atom was split for the first time using the cyclotron at Columbia University in New York City.

W1AW Gets New Antennas

The freak snow storm in late October wreaked havoc on the ARRL HQ antenna farm. According to W1AW Station Manager Joe Carcia, NJ1Q, both of W1AW's M-Squared 40 meter Yagis were severely damaged, as was the 80 meter cage antenna, and an element on the north tower's 10 meter Yagi was twisted vertically. The antennas atop the ARRL Headquarters building for W1HQ, the station for the Laird Campbell Memorial HQ Operators Club, also received damage: the Gap Titan vertical was turned into something that looked like a pretzel, and the Pro-Sis-Tel rotator was also damaged.

“Until we could get these antennas replaced, we had some temporary fixes so we could still send out the bulletins and provide a station for our visitors,” Carcia explained. “For 40 meters, I homebrewed a ‘fat dipole,’ and for 80 meters, I strung a simple dipole off the north tower.”



I got the peg legs for my FT817 and just (carefully) installed them. Little itty bitty parts, hard to pick up! ... but once installed it's pretty clever. You hardly notice them looking at the radio because they sit flat when not in use and then drop down when you want to prop the radio up. They seem to be really solid. It comes with spare parts and spare foot covers for the pegs. Neat! Ruth- WW1N



Rick-WZ1B has spent many hours cleaning and reorganizing the upstairs of the clubhouse. As you can see, Rick has finished an area where club members can come and use the test bench to troubleshoot gear, build cables, build a small kit, etc.

Much of the test gear and tools has been donated from club silent key estates.

Membership in CAARA has major benefits....tech area, club radio stations to use, Sunday morning coffee group, club repeaters, monthly meetings, etc. !

CAARA Member Shack: Jake- K1LDL



The Johnson Ranger was My novice transmitter:
Description: This is a plate modulated, AM transmitter. It uses a single 6146 rf power output tube. It operates on 160, 80, 40, 20, 15, 11, and 10 meters with a built-in VFO. The output power is about 50 watts (carrier level).



Spectrum Analyzers: Teksan VSM-2 needs a manual! A **spectrum analyzer** measures the magnitude of an input signal versus frequency within the full frequency range of the instrument. The primary use is to measure the power of the spectrum of known and unknown signals.



The station just kinda grew here on the kitchen table!

CLUB ACTIVITIES IN JANUARY



New code class that started Saturday, January 28



Instructor Rick-WZ1B chats with Ruth-WW1N



Club President Stan- W4HIX solders up a cable

WINTER FIELD DAY AT THE CLUB-HOUSE ON JANUARY 28-9



Dean-KB1PGH with the head protection, Dick-WB1W, and Stan-W4HIX trying to solve some wireless network problems during the contest.



Bill operating on SSB on 20 meters using the TenTec SSB rig.



operating the other second floor station during the contest.



January CAARA Scholarship Benefit Breakfast on Sunday morning.

A big thank you goes out to club President Stan Stone-W4HIX, Club Treasurer, Hank McCarl- W4RIG and Ruth Hodsdon- WW1N for all the hard work in cooking another delicious breakfast for the CAARA Scholarship benefit breakfast on Sunday morning January 29th at the clubhouse. The breakfast included healthy servings of scrambled eggs, pancakes, sausages and bacon.

You can't beat the low price of just \$5.00 a person for all this food and all proceeds go to benefit the CAARA Scholarship fund.

Just remember all members to be at the CAARA Clubhouse the last Sunday morning of every month from 8:30 to 10 AM to get in on this deal.



CLUB EQUIPMENT AUCTION NOTICE

An auction of donated equipment excess to the club's needs will take place tentatively in February. Listen for details on the Sunday Evening net on 2 meters and also on the CAARA Website.



February Member Meeting

The CAARA monthly members meeting will be this Wednesday, February 1st at 7:30 PM at the clubhouse on 6 Stanwood Street in Gloucester. This month we have a guest speaker, a new CAARA member Jeff Demers- N1SNB.

The title of his presentation is "A Year of Radio-37,000 QSO's in one big year of amateur radio". Jeff will be talking about operations from this past year from Sable Island, Bermuda, and Senegal plus the development of a world class contest station at his home QTH in Haverhill Mass. Jeff's talk will focus on the challenges of organizing a successful DXpedition to a place, outside of commercial travel routes, like Sable Island: a fun turn key DXpedition like operating in Bermuda and his trip November trip to Senegal to operate the CQ WW DX Contest in November. Contesters, DXers, travel aficionados and folks that just plain like a good story will find something interesting in this presentation.

Hope to see you all there!
Dean Burgess KB1PGH
CAARA Clerk

Life's Too Short

by Anthony K3NG

Harvey Adkins, K1ZWK, was found dead in his apartment in New Haven, CT this week of apparent natural causes. Adkins was first licensed in 2000, shortly after retiring from over 30 years of service at Lockheed Martin.

"He was an engineer's engineer," said Walter Roomberg, a former co-worker. "Any challenge you placed in front of him he would attack with vigor. He was always trying to do "one better" than anyone else and would always succeed."

"After he retired, Harvey was bored and needed something to do. He knew about amateur radio for years, but dismissed it as too simplistic," said Roger Smith, a local ham friend. "At work he was on complex high tech multi-million dollar defense projects."

We spoke with Adkins' ex-wife, Mildred. "We divorced in 2010. He had always been successful all his life but was failing at this new thing he was working on with his radios called QRP. It became an obsession and he was failing at it. It took such a toll on our marriage that I had to call it quits after forty

years," she said sadly.

Adkins excelled in amateur radio shortly after getting his ticket. He acquired Worked all States on four bands within his first three months. DXCC was achieved a few months later and within three years he was approaching the honor roll.

"Harvey operated all the modes at that time, except for CW and some of the slower digital modes," stated Smith. "He had to learn the code in order to get his license, which he did easily, but he had no interest in CW. He saw it as slow, simplistic, and too low tech, and enjoyed the ease with which he could conduct a conversation with other modes. In addition to phone ragchewing and DXing, he was doing all kinds of cool stuff like EME and writing his own DSP software, using the engineering capabilities he developed in his professional career. 'Life's too short for CW!' he would say."

Another club member, Elmer Keglovits, gave a similar profile of Adkins. "He was the Renaissance man of amateur radio. He did it all. Some modes he briefly did but found too mundane or just not that challenging. PSK31 was one of those modes. He tried it for a short time but found the nature of it, macros and all, to be a bit mindless and boring. But he would never put down the mode, and if you ever asked him about PSK at a meeting, he could immediately tell you exactly how it worked and even draw on the whiteboard the modulation technique. It was the same with CW. He learned it to get his license and felt he knew enough about it, and moved on to other more interesting things, for him. He wanted to try everything in amateur radio and learn the underlying technical details. He didn't find it necessary or worthwhile to dwell on modes that got in the way of his 'journey of discovery' as he often called it."

"One night he was talking about his achievements at our monthly club meeting and someone chuckled and said that anyone could do what he did on QRO and phone and that if he wanted to be a real ham he should do all CW. Something snapped in Harvey that night," said Smith. "Throughout his professional career he was accustomed to being recognized for everything. He had thought he had reached the pinnacle of amateur radio achievement and was insulted, but also challenged by this."

Adkins became introverted and isolated after the encounter, Rogers explained. "After that night he changed. He studied and practiced CW again and increased from a rusty 5 words per minute to 30 in a

matter of two or three weeks. It was amazing. He made some contacts on the air, but he was frustrated as it seemed too easy to bang out quick QSOs, and he felt too encumbered to ragchew like he did on phone. On the other hand, once enjoyable phone operation didn't interest him anymore with the mode considered tainted, in his mind. That's when he vowed to go all CW and QRP. He sold all of his gear at Dayton later and proudly purchased and built an Elecraft K1 and began operating a relatively spartan station compared to his previous setup. But for some reason he just couldn't make a contact, any contact, at all with the rig."

Rogers had offered to help Adkins determine what was wrong with his new radio, but Adkins steadfastly refused, seeing it as a failure if he had to seek help. "At that point our relationship deteriorated," said Rogers. "He had gone for about four months without being able to make a CW QRP contact. He bragged in an email to the QRP-L reflector about diving into the QRP CW lifestyle and how much he was enjoying it, but unfortunately was banned for life when he mentioned a Rockmite that he had acquired on eBay." The ban from QRP-L added to his angst and focused him even more, but his downfall was beginning. He began gaining weight, his marriage fell apart and after a messy divorce funds were limited so he had to move into an apartment where no outside antennas were allowed. This fueled the obsession, with the necessity of [stealth antennas](#) adding to the challenge. Two years later and fifty pounds heavier he still had not made a QRP CW contact.

"Local hams could hear his signal very weakly, but no one dared work him," said Rogers. "Knowing Harvey, we didn't want to ruin his challenge. We weren't rare DX so it probably would have made him go over the edge if someone a mile away worked him."

But Harvey was already going over the edge. Analysis of files on his computer showed that he had created an anonymous email alias and fake callsign and was frantically emailing QRP-L.org, the other main QRP "watering hole", for suggestions. Unfortunately his emails were HTML formatted which was forbidden by the reflector, and his emails were silently discarded without anyone seeing them or responding. The lack of response which mimicked his on air struggle was apparently more than Adkins could bare.

After nearly three years of no QSOs, Adkins was found dead in his apartment full of Elecraft rigs, Rockmites, straight keys, and various homebrew

stealth antennas. Roger Smith acquired all of the rigs and coordinated an estate sale at the request of estranged relatives who declined to be involved. "Each rig was modified. There was a resistor pad on the output of each one, reducing the power output. Apparently five watts was too much power for him, or he thought someone would up the ante on him again with an even lower power challenge. All of his rigs were putting out less than a milliwatt. It was very strange."

No services are planned for Adkins, however local amateurs are planning to honor him by acquiring his ashes and compressing them into an Altoids tin and storing them at their clubhouse in New Haven. Harvey Adkins was 74 and is survived by two children and one grandchild.

Save the Date! Take a Virtual Tour of W1AW on February 12

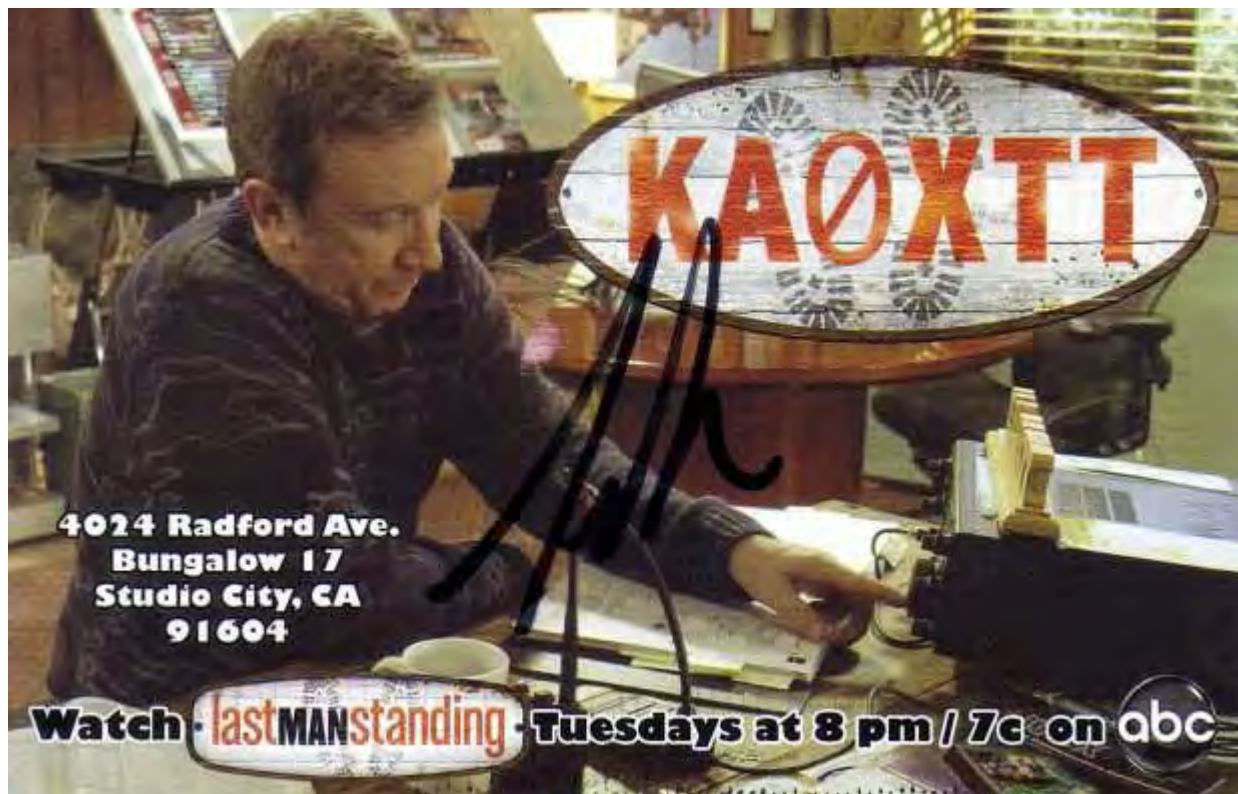
Join W1AW Station Manager Joe Carcia, NJ1Q, on a virtual tour of **W1AW, the Hiram Percy Maxim Memorial Station**, the Amateur Radio station at ARRL Headquarters in Newington, Connecticut. Carcia will lead this tour via a live webcast on Sunday, February 12 at 5 PM EST (2200 UTC). Anyone with an Internet connection will be able to watch the tour here. (<http://www.awecast.tv/channels/arri/>)

"We want viewers of this live Internet tour to feel as if they are actually at W1AW," Carcia explained. "If you came to W1AW in person, you would see the same things that we are going to show on the virtual tour: The three operating stations, the W1AW workshop, the transmitter racks that we use to send out our bulletins and use for the code practice transmission, the control console and "Old Betsy," Hiram Percy Maxim's personal spark gap transmitter."

Al Petrunti, KA1TCH, of the New Day Group, will follow Carcia as he leads viewers through the station. ARRL Staff members, including Media and Public Relations Manager Allen Pitts, W1AGP, and Chief Operating Officer Harold Kramer, WJ1B, as well as local television weatherman Geoff Fox, K1GF, will also be on hand at W1AW during the tour.

"Hams around the world know of W1AW, and thousands have made contacts with this impressive station — but most hams never get to see it," Pitts said. "Thanks to Al Petrunti's group, we hope that folks enjoy seeing what's at the other end of the signals. As in all live broadcasts, you never know just

what might happen. We invite you to join us.” Pitts is producing the live web tour.



Check out the QSL card I received! (QSL card above)

by Cliff KU4GW

I received this QSL card in the mail Saturday January 28th. It is autographed by actor Tim Allen. He used to be Tim “the toolman” Taylor on the TV sitcom “Home Improvement,” but now he is Mike Baxter on the new ABC sitcom “Last Man Standing” that airs Tuesdays at 8 PM on ABC. Tim isn’t really a ham, but on the TV show he is and the ARRL was instrumental in helping make it as realistic as possible. He chose the callsign KA0XTT to represent KA0 X Tim Taylor. You can read all about it on the ARRL’s web site at <http://bit.ly/A3Auch>.

Last Man Standing also has a Facebook page at <http://www.facebook.com/KA0XTT> If you would like to have one of Tim’s cards for your collection simply mail him one of your QSL cards (NO SASE required) to:

Last Man Standing
4024 Radford Ave.
Bungalow 17
Studio City, CA 91604

Procedural Signals (Prosigns) for Morse Code

C Q - Calling any station (does any ham *not* know this one?)

AR - “+” over, end of message

K - go, invite any station to transmit

KN - “(“ go only, invite a specific station to transmit

BK - invite receiving station to transmit

R - all received OK

AS - please stand by

SK - end of contact (sent before call)

CL - going off the air (clear)

**HAVE YOU FORGOTTEN
TO PAY YOUR 2011-12
DUES?**

Common abbreviations for CW work

AA - All after	DX - Distance	OB - Old boy
PBL - Preamble	TNX - Thanks	73 - Best Regards
AB - All before	ES - And	OC - Old chap
PSE - Please	TT - That	88 - Love and kisses
ABT - About	FB - Fine Business, excellent	OM - Old man
PWR - Power	TU - Thank you	OP - Operator
ADR - Address	FM - Frequency Modulation	OPR - Operator
PX - Press	TVI - Television interference	OT - Old timer; Old top
AGN - Again	GA - Go ahead	
R - Received as transmitted; Are	TX - Transmitter	
AM - Amplitude Modulation	GM - Good morning	
RCD - Received	TXT - Text	
ANT - Antenna	GN - Good night	
RCVR - Receiver	UR - Your; You're	
BCI - Broadcast Interference	GND - Ground	
RX - Receiver	URS - Yours	
BCL - Broadcast Listener	GUD - Good	
REF - Refer to; Referring to; Reference	VFO - Variable Frequency Oscillator	
BK - Break, Break in	HI - The telegraph laugh; High	
RFI - Radio frequency interference	VY - Very	
BN - All between; Been	HR - Here; Hear	
RIG - Station equipment	WA - Word after	
BUG - Semi-Automatic key	HV - Have	
RTTY - Radio teletype	WB - Word before	
B4 - Before	HW - How	
SASE - Self-addressed, stamped envelope	WD - Word	
C - Yes	LID - A poor operator	
SED - Said	WDS - Words	
CFM - Confirm; I confirm	MA - Millamperes	
SIG - Signature; Signal	WKD - Worked	
CK - Ccheck	MILS - Millamperes	
SINE - Operator's personal initials or nickname	WKG - Working	
CL - I am closing my station; Call	MSG - Message; Prefix to radiogram	
SKED - Schedule	WL - Well; Will	
CLD - Called	N - No	
SRI - Sorry	WUD - Would	
CLG - Calling	NCS - Net Control Station	
SSB - Single Side Band	WX - Weather	
CQ - Calling any station	ND - Nothing Doing	
SVC - Service; Prefix to service message	XCVR - Transceiver	
CW - Continuous wave	NIL - Nothing; I have nothing for you	
T - Zero	XMTR - Transmitter	
DLD - Delivered	NM - No more	
TFC - Traffic	XTAL - Crystal	
DLVD - Delivered	NR - Number	
TMW - Tomorrow	XYL - Wife	
DR - Dear	NW - Now; I resume transmission	
TKS - Thanks	YL - Young lady	