



CAARA Newsletter



AN ARRL AFFILIATED CLUB

SEPTEMBER ISSUE- 2010



President's Corner

by Curtis AA3JE

Well this is it, my last newsletter column as president of CAARA.

I will take the opportunity to tell you all just how proud I am of you all.

Four years ago CAARA was on life support, and there was considerable sentiment to pull the plug on the club. We did not even hold Field Day.

Gloucester was not happy with us and wanted to pull our lease.

Rockport, Manchester and Essex did not know we existed.

North Shore Amateur Radio did all the public service events.

The club had not a single worthwhile piece of gear in the place.

By YOUR efforts, by YOUR involvement, and by YOUR hard work, we are now in a much different place.

Both the regular testing and TECH IN A DAY have generated about 20-30 new hams each year, a hundred or so in all.

The club has activated on Thatcher Island, in Contests, had a roaring success on Field Day and has a robust lease, a new chimney, roof, electrical panel, antenna farm, and a full set of HF and VHF/UHF rigs. Our membership is stable in the 100+ members class, and the ARRL considers us one of the strongest clubs in New England.

We hold two Hamfests a year, Spring and Winter dinners, Fundraisers and special operating events and the BEST NEWSLETTER IN THE STATE.

I am proud to have been your president in this period, for I got to see how you all accomplished it. Keep it up.

Thank you very much.

UPCOMING CAARA VE SESSION TEST DATES

If you are planning to take an amateur radio license test here are the upcoming dates for the rest of 2010.

Sunday September 12

Sunday October 10

Sunday November 14

Sunday December 12

Just remember that we always have our test sessions on the second Sunday of every month and they all start at 10 AM and last until noon. If you are planning on taking a test please remember to bring two forms or ID which either must include your Social Security number and a picture ID. Don't forget to bring \$15.00 for the testing fee. For more information and directions to the clubhouse please visit the club's website at www.caara.net and click on the VE SESSIONS tab on the left.

CAARA Annual Meeting

Wednesday, September 15 2010 @ 08:00 PM EDT

This is our club's Annual meeting where the membership gets a chance to nominate and vote on the Board of Directors and Officer Positions. We will also hold a Constitutional Convention as well where the membership gets to vote on any proposed changes to our club's Constitution. All club members are encouraged to attend.

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-Editor
K1TP

Board of Directors- 2008-9

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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 W1RK 443.700 repeater with antennas located in Magnolia is owned and operated by club member Ralph Karcher and it too is available for club use.

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.

WW1N is finally mobile.

My brother, Craig WE2Q, advised that I connect direct to the battery rather than use the Jeep's power supply outlet. So today, Sunday August 15th Dean KB1PGH, Hank W4RIG, Briggs AB2NJ, and I installed my Yaesu FT-7800R into my 2007 Jeep Wrangler. Well to be honest it was mostly Dean, Hank, and Briggs, they knew what to do. Everyone looked for an opening into the firewall and then Hank spotted a path just in front of the passenger side door opening. Briggs temporarily took off the white fuse cases along the red and black wires so they could feed right through. He reattached the fuse cases and fuses then attached the Anderson

connector on the end to the Anderson connector that was attached to the wires that Briggs cut and soldered and had already very neatly attached to the battery. The radio's wires were then tucked under the passenger mat and under the passenger seat ... all tidy and nothing pinched anywhere along the way from battery to radio.

The radio is between the 2 bucket seats ... held steady by the cup holders. A mag mount antenna kindly loaned to me by Curtis AA3JE sits on the hood on the passenger side. Its coax fits through the door opening also without pinching. We tested the radio and all could be heard loud and clear. My sincere and excited thanks to all of the CAARA hams who got me mobile! 73, Ruth WW1N

CAARA Member at Seacoast Recovering

Larry Sargent is at Seacoast Nursing and Rehabilitation Center,
292 Washington Street,
Gloucester, MA 01930,
Room 307A.

Hospital phone: 978-285-0300.



The power and operating side of going portable *by Dean Burgess*

I figured since you saw in the July newsletter Briggs and I going portable with the Buddipole and last month I showed you more in detail how the Buddipole sets up I thought I would show you on way of the power and operating side of going portable. In order to go portable you'll need to have some way of carrying all your operating accessories. I shopped around and in the first picture you can see in the background that I went to Home Depot and purchased a thick molded plastic, heavy duty and rain resistant Fat Max Tool Box for about \$40.00. In the foreground you can see the battery case which makes the battery easier to carry plus keeps the battery clean and keeps the electrical connections safe when the cover

is on. In picture two you can see the battery that I use. I decided to purchase an Exide Nautilus 105 Ah Deep Cycle Marine Battery-Model # NG-27. I went his route since I know I won't be going deep into the woods, climbing any mountains or doing any QRP work as one could just purchase a motorcycle or alarm battery or one of the new nanophosphate batteries that Buddipole now sells. Since this a deep cycle battery it should last many hours before needing a recharge. If you use a deep cycle battery make sure you run it down all the way before you recharge them so you don't lose the batteries ability to power for long periods of time. You can also see in picture two the two wing nut posts that I installed on the battery terminals so I can attach the power cables. Now as we all know batteries they will lose their voltage after a period of use and the battery itself is just 12 Volts. The Yaesu FT

857D I use requires a constant 13.8 Volts to operate properly. If the voltage drops too low the radio will shut itself off. In picture 3 we can see how this problem is solved. On top of the battery you can the power cables from the battery going to the DC input of an MFJ Super Battery Booster-Model # 4416B. The battery booster will keep the voltage at a constant 13.8 volts which keeps my Yaesu FT 857d portable rig happy plus it allows me to get even more operating time out of the battery as the voltage drops to 10 or 11 volts as I use it. One can also set the voltage threshold as one desires but battery damage could result if you drop the voltage too much before recharging.



Plus the Fatmax toolbox makes a great carry case for your ham radio cat.

In the picture below, here is what the Stanley 28 inch Fat Max toolbox can hold when I go portable. It will hold the Yaesu FT 857D Portable rig and the MFJ Battery Booster. Since I am using the Buddipole when I go portable and the antenna can be used in a dozen or so configurations I also purchased an MFJ 259 B Antenna analyzer. The analyzer makes tuning the antenna to resonance a snap as you can see the SWR rise and fall instantly without the need to constantly "Tune up" on air. You can also see in the picture the power cables and wires, an MFJ clear tone SSB speaker and the Heil Traveler Microphone boomset. As you can see I have a file folder that goes into the top of the toolbox which includes, operating manuals, operating schedules and calling frequencies, grid square maps, antenna configurations, extra paper and pens to write QSO's on, radiograms and a map of the world with countries call signs on it. You can also see the toolbox comes with a carry shelf on top.



I decided to add to my kit a flashlight, extra batteries, extra electrical and rescue tape, coax barrel connectors, small rope to tie off the vertical counterpoises, a compass in order to point the dipole or beam in the right direction, a small clock with GMT and a couple of small tools. So that's it in a nutshell and I hope it gives you some ideas of how to go HF portable and make your own field day.

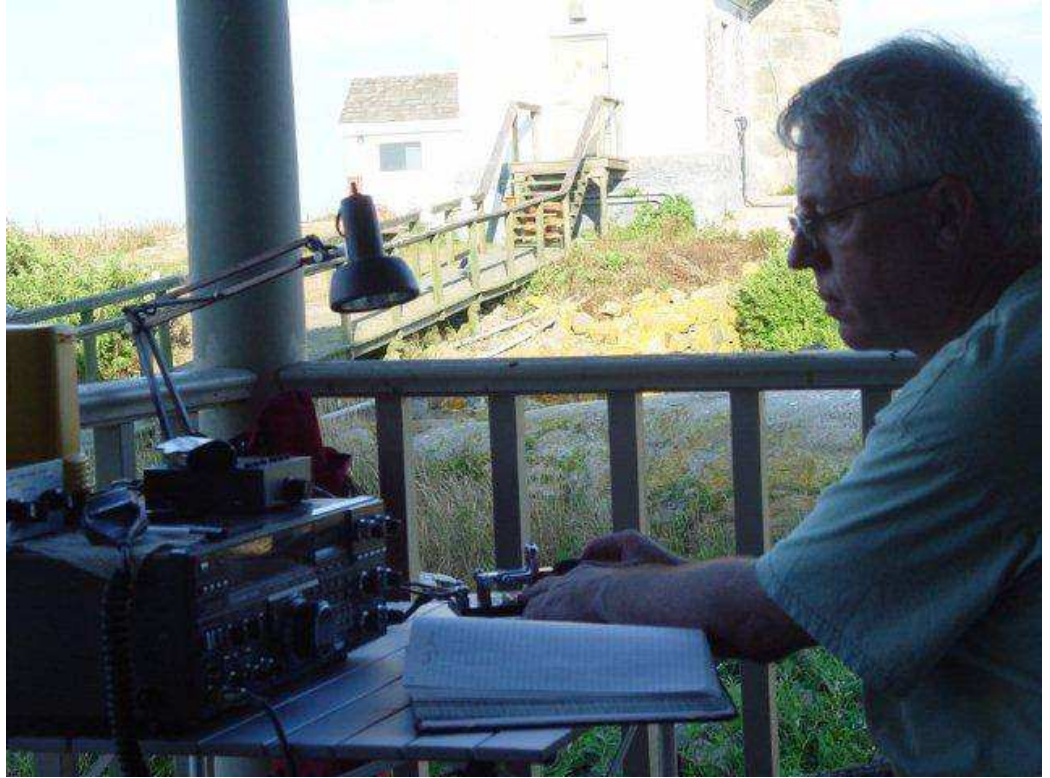
The Thacher Island Expedition 2010 (IOTA # NA-148, South Lighthouse US-105) August 6th – 8th included Briggs AB2NJ, Marco KB1TZG, Marianne KB1TEO, Charles AA1VS, Rick WZ1B, and myself, Ruth WW1N.

Hank W4RIG was on hand for base ops support and was one of the many contacts made that weekend. Dick MacPherson WB1W who had work to do on the island also stopped by.

The Thacher Island launch filled to overflowing with passengers and gear took us safely to the island Friday afternoon. There were several small sail boats and kayakers on the water. In fact some kayakers found themselves in more current than they could handle and the coast guard was sent to help them out.

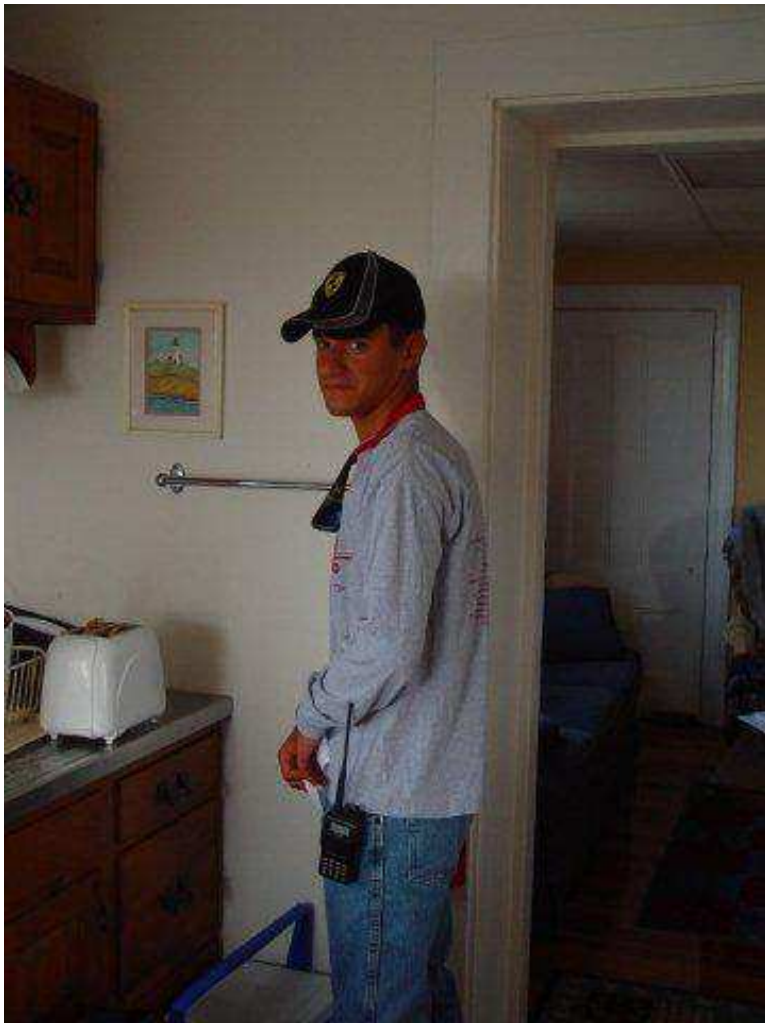
Landing on the island our gear was quickly carted up to our lodgings and then we

all got to work setting up antennas. More fun than work some of us climbed to the top of the South Tower to tie a string to pull up the long wire antenna that would be used primarily for CW on 20 meters. There were 156 steps to the top of the lighthouse (according to Thacher Island.org), Marianne counted as we climbed them. It was very windy at the top of the tower that day and what a thrill it was to be up there!



While Rick, Marianne, and I were working on the long wire, Briggs was setting up his radio gear and his home made dipole and for 2m, a 4-ele. quad beam (ShoeString Antenna). Charles was setting up his Yaesu FT-857 with an LDG auto tuner into his PAR End Fed single band antennas. Once the long wire was completed, Rick, Marianne, and I set up a 20' R4 antenna which would be used for 20 meter voice contacts initially using a Yaesu FT-897 and later using Rick's Kenwood TS 940.

The island was busy with more than hams that weekend as visitors, photographers, and artists (painters) arrived many of whom were curious

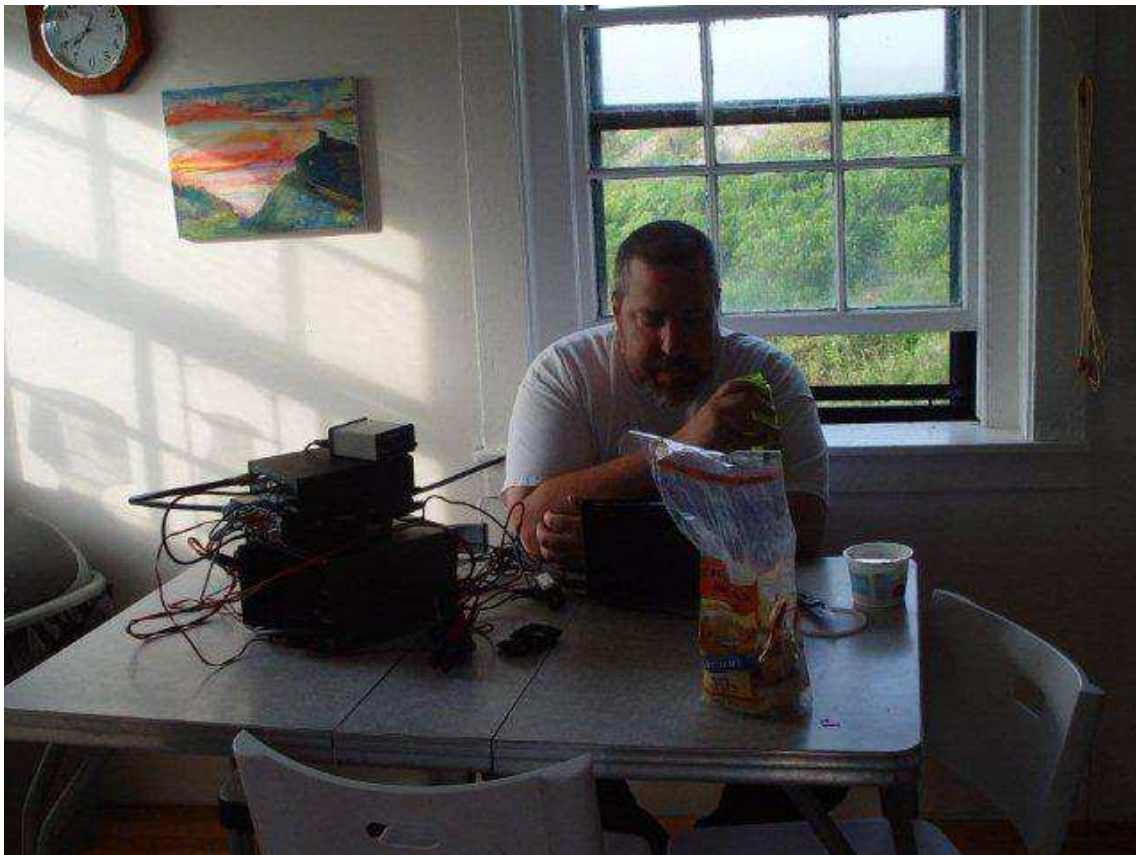


about what the radio operators were doing. Of course there were also the seagull adults and fuzzy seagull babies entertaining us all weekend. Very cute and very vocal. I'm sure our contacts had no doubt we were on an island with all that seagull chatter in the background. One curious seagull baby even spotted the ribbon on a ground radial and tried to walk away with it!

It wasn't all ham radio as we took the time to enjoy the foot paths around the island, the museum, and shoreline. They are rebuilding a railroad too on the island and it was interesting to see that in progress.

Breaking down and packing up Sunday morning to leave was surprisingly fast. Marco who arrived Saturday helped in taking down the long wire and the R4. Kudos by the way to Marco and Marianne for their work on the radio and the many contacts they made.

All in all a good time was had by all with approximately 265 contacts made (all over the US and 26 other countries!), good company on and off the radio, the best of surroundings, and nights full of stars.



THATCHER ISLAND PHOTO'S



Doctor Sydney Wedmore, a longtime Thatcher Island volunteer.



CAARA members enjoyed the trip out to the Island and gained operating skills.



Ruth-WW1N operating and listening.

AUGUST 22, 2010

BOSTON SUNDAY GLOBE

Historic Nantucket Lightship beams

Vessel highlighted in ham radio event

By Sydney Lupkin
GLOBE CORRESPONDENT

Morse code filled the tiny radio control room of the Nantucket Lightship yesterday as Michael Rioux's fingers tapped a modern telegraph aboard the National Historic Landmark built in 1936.

"November one November. November one November," Rioux, 60, of Boxford, said, repeating the ship's call sign, N1N, into a ham radio. "This is the Lightship Nantucket."

Rioux and the other volunteers from the USS Cassin Young Ham Radio Group had already heard back from 100 people by yesterday afternoon as part of International Lighthouse/Lightship Weekend.

The purpose of the 15-year-old amateur radio event is to contact as many people as possible, but for the Nantucket, the idea was to spread awareness of the ship and its rich history as a beacon 50 miles off shore of Nantucket until it was decommissioned in 1975.

The lightship — now stationed in Boston Harbor — began broadcasting at 9 a.m. and by noon had made contact with listeners in Ireland, Austria, and Bermuda. Rioux, who identifies himself as M-Ike I-ndia K-Ilo E-cho on the radio, said he hopes to talk to 400 to 700 people by 4 p.m. today, but that all depends on atmospheric conditions and who is tuned in.

"There's a whole art and science to predicting whether a radio signal can get from one spot on the earth to another spot on the earth," he said, removing the headset and taking his foot off the pedal. The radio runs on no more power than a 100-watt bulb but depends on the ionosphere



PHOTOS BY JOHN BLANDING/GLOBE STAFF

Dick McPherson worked in the radio room of the Nantucket Lightship yesterday, docked in Boston Harbor. Above is a piece of equipment in the reactivated radio room.

and sun to transmit to far-off places.

Although most radio users made contact and moved on, several commented on the ship and Boston Harbor. "That's gotta be a great place to operate," said a radio operator at the Fort Niagara Lighthouse in New York. "Super, super."

The ship has been in the Boston Harbor Shipyards and Marina since May after eight years idle in Oyster Bay, N.Y. The United States Lightship Museum, led by Robert Mannino, 59, of South Hampton, N.H., acquired it for \$1 in October 2009 from the National Lighthouse Museum.

"They were going to scrap the ship, which would have been a tragedy," Mannino

said. "I said I can't let anything happen to it. It's an important part of American history, of maritime history."

The Nantucket guarded the dangerous shoals, where the water is only 10 feet deep, and guided ships toward their destinations on the East Coast for 39 years. It was even painted gray and armed during World War II.

It will undergo a \$1 million restoration in two phases over the next few years and is expected to be open to the public next spring, Mannino said.

Although the ship has rusty patches and its paint coating is chipped, old technology mixes with new inside, where a

nonelectric phone hangs on a wall in the pilot's house near radar equipment. The phone works much like two cans connected by a string, Mannino said.

The ship's belly smelled like diesel, but Mannino did not seem to mind as he climbed down the steps about 10 feet beneath the water's surface, where pipes wind down the walls and into contraptions with switches and gauges.

Rioux said it is fun to return the old ship to the air. Mannino agreed. "We're all experiencing our inner child."

Sydney Lupkin can be reached at SLupkin@globe.com

PUBLIC SERVICE ROAD RACE



CAARA and NSRA Provide Public service comms for first Annual Run Gloucester 7 K Road Race:

On Sunday August 22nd members of the Cape Ann Amateur Association and the North Shore Radio Association provided much needed public safety and logistics communications for the first annual “Run Gloucester 7 K Road Race”. The race had about 1000 participants and the course started from the Man at the Wheel at Stacy Boulevard and went down the center of Gloucester and wrapped around the back shore into a loop back to the center of Gloucester. Caara President Curtis Wright AA3JE was net control in the incident command vehicle located at The Tavern building. Stan Stone W4HIX was at the start line and the medical tent, Hank McCarl W4RIG was located at Addison Gilbert Hospital to relay any medical information, Sandy Lawson KB1PVN was in the lead vehicle and Ron Beckly N1RJB was the tail in the Red Cross support vehicle. The following hams were at 5 other water stops along the route. Ruth Hodsdon WW1N, Rick Desoto NG1L, Paul Lawson KB1PQQ, Sue Downey N1XQW, Dean Burgess KB1PGH and Bruce Pigot KC1US was with the race organizer the entire race. The picture is of a pack of the runners coming up Bass Avenue towards the center of the city.



Stan- W4HIX

New version of MMSSTV released

Makoto Mori JE3HHT has released version 1.12 of the popular MMSSTV Slow Scan Television (SSTV) software.

Improvements in the latest version are:

- Change to the sound card selection scheme
- Update of the duplication check routine of JASTA contest
- Soundcard Output Level works on Vista and Windows 7.
- Soundcard Input Level works on Vista and Windows 7.

MMSSTV can be downloaded from

<http://mmhamsoft.amateur-radio.ca/pages/mmsstv.php>

Java Breadboard Simulator 1.11

The Java Breadboard Simulator application was designed to be a small tool which enables students to simulate circuits developed on a breadboard.

Students can place chips on the breadboard and these chips should work just as the real hardware.

In order to allow easy extendibility of the system, each chip is a separate class. The user can write new classes for new chips, re-compile the applet and the new chip will be included.

However, this approach means that the application must be downloaded and re-compiled. Also, it requires that the user is able to program in Java.

The "Circuit Design Tools for a Bread-Board Simulator" project involves the development of tools that allow the user to create new chips using standard circuit design tools like schematic circuit diagrams, transition tables and boolean algebra.

<http://www.softpedia.com/get/Science-CAD/Java-Breadboard-Simulator.shtml>



Sandra Lawson, Susan Jane
Therrien Downey



Boxboro Hamfest was visited by several members of the club on Saturday. Below, Briggs, is eyeing the new Flex Radio on the big screen





BOXBORO OUTSIDE FLEAMARKET AND INSIDE COMMERCIAL VENDORS



FCC Reaffirms 2×2 Call Signs Are Only for Advanced, Amateur Extra License Classes

In May 2010, John Gottschalk, KB1DDK, of Westwood, Massachusetts, requested a new call sign via the FCC's vanity call sign program. Gottschalk, a General class licensee, requested KK1CQ -- a 2×2 call sign -- and a waiver from the Commission allowing him to hold the call sign. The FCC denied both requests on Tuesday, August 31, 2010.

Per Section 97.19(d) of the Commission's Rules, an applicant may request a vanity call sign from only the group of call signs corresponding to the same or lower class of operator license held by the applicant, as designated in the sequential call sign system. Hence, Gottschalk is not eligible to hold a 2×2 call sign (a Group B call sign), as these call signs are reserved and assignable only to Amateur Extra Class and Advanced Class licensees. As such, he requested a waiver to hold the call sign; Gottschalk told the FCC that the previous holder of KK1CQ was a close friend of his whom he wished to memorialize.

“When the Commission implemented the vanity call sign system, it provided that no licensee could receive a vanity call sign corresponding to a higher license class, because this would be unfair to other licensees who passed the examination for that license class,” the FCC stated in its letter to Gottschalk. “The Commission also concluded that it was reasonable to require the licensee to upgrade to the requisite license class in order to be eligible for the desired call sign. We conclude that grant of your waiver request is not appropriate because you have not shown that you could not or cannot upgrade to an Amateur Extra Class operator license. We also conclude that grant of the waiver would not be in the public interest because it would deprive other, eligible licensees of the opportunity to request this call sign.”



A car that runs on methane gas produced by human waste has been launched and its makers claim drivers cannot tell the difference.

The Bio-Bug has been converted by a team of British engineers to be powered by biogas, which is produced from human waste at sewage works across the country.

They believe the car is a viable alternative to electric vehicles.

Excrement flushed down the lavatories of just 70 homes is enough to power the car for 10,000 miles – the equivalent of one average motoring year.

This conversion technology has been used in the past but the Bio-Bug is Britain's first car to run on methane gas without its performance being reduced.

It can power a conventional two litre VW Beetle convertible to 114mph.

ALLEGED MURDERERS OF N5VGH AND HIS WIFE CAPTURED

The last two of three alleged killers of Gary Haas, N5VGH, and his wife Linda have been captured in Arizona. Amateur Radio Newslines's Mark Abramowicz, NT3V, is here with the details: Authorities in Arizona say it was the suspicions of a forest ranger about an unattended campfire and a vehicle backed into trees which helped lead to the arrests of John McCluskey and Casslyn Welch. They say the two were hiding out in a campground southeast of the Sunrise Ski Resort in Apache County, Arizona, when the ranger made the discovery and called federal authorities.

After checking the license plate of the car, authorities found it matched a vehicle missing from Santa Rosa, New Mexico and suspected McCluskey and Welch were responsible for the theft.

Investigators say the car came from an area where authorities discovered the bodies of Gary Haas and his wife in a burned-out trailer.

In charging documents released by the U.S. Attorney's office in New Mexico, graphic details of events leading up to the couple's murder were spelled out. Investigators say McCluskey, Welch, and another man, identified as Tracy Allen Province carjacked the couple's pickup truck and their camper trailer on Aug. 2 at a rest area off Interstate 40 in Quay County, New Mexico.

Authorities allege the trio forced the couple to drive to an area between Tucumcari and Santa Rosa, New Mexico where they stopped. It was there, investigators say, McCluskey took the couple at gunpoint to the camper trailer and shot them, killing both.

With the bodies still in the camper, the fugitives drove to a remote area of Guadalupe County in New Mexico where they unhitched the camper trailer and set it on fire with the couple's bodies still inside. The burned out trailer with the couple's remains inside was found August 4th.

That led to a massive manhunt for McCluskey, Province and Welch. It is believed Welch helped McCluskey and Province and another inmate, Daniel Renwick to escape from a private prison in Arizona. Renwick split from all of them right away and was captured in Colorado a few days after the breakout. Province then split from the couple and was captured in Wyoming on Aug. 10. McCluskey and Welch, who were first cousins and fiancées, remained on the lam for another nine days.

All are jailed in lieu of very high bail and facing a host of serious charges ranging from kidnapping to murder.

HAM HELPS HAM IN ARKANSAS ROAD ATTACK

Whether it was road rage or an attempted robbery nobody is quite sure. But on the morning of August 22nd, David Terrell, N5YLG, was driving on Interstate 30 between Texarkana, Texas, and Malvern Arkansas when someone rammed the rear of his car two or three times. Terrell works for a drug company delivering to nursing homes and hospitals. Luckily his company car is a retired police cruiser that had the speed to outrun the would-be attackers.

At the time of the skirmish, Terrell was in an area where there is no cell phone coverage. However he was able to contact Timothy Leet, K5RQO through the 147.120 repeater in Benton Arkansas. Leet, who is a former emergency dispatcher was able to make phone contact with the Arkansas State Police and Clark County Sheriff's office. Working with the sheriff, he was able to coordinate an intercept to assist N5YLJ. Authorities located Terrell and found that was alright except for some aches and pains. At airtime, the person or persons who rammed Terrell's car are still at large. (KC5JUQ)

INDIA GIVES ITS HAMS 6 METERS

Hams in India have been granted a new allocation on 6 meters. According to the Ohio Penn DX Newsletter, the new allocation permits F1B, F2B, F3E, F3C modes from 50 to 54 MHz using 25 watts maximum power. Modes overlooked or purposely not allowed are CW, SSB and several others popular on the VHF and UHF bands.

In addition to the new 6 meter allocation, India's licensing structure has now been restructured with only two classes of license. These are the Restricted and the General and both will be issued with either a 20 years or lifetime license term. (VU2PTT, OPDX)

SEPTEMBER IS NATIONAL PREPAREDNESS MONTH

September is National Preparedness Month and if you haven't done so already, you might want to consider joining your radio club or repeater group to the National Preparedness Month Coalition.

National Preparedness Month is designed to encourage Americans to take simple steps to prepare for emergencies in their homes, businesses, and communities. Membership in the National Preparedness Month

Coalition is open at no cost to all public and private sector organizations. By joining the Coalition your organization would agree to promote emergency preparedness during the month of September. Once you register you will receive access to the National Preparedness Month Web site where you can find a toolkit that includes templates, resources, and tips to assist you with promoting emergency preparedness. You will also find an National Preparedness Month calendar where you can post your events and see what other organizations are doing in your community. In addition, can share your success stories and read about the successes of others.

To learn more about National Preparedness Month visit www.ready.gov. So far, more than 2,800 organizations have signed up. The goal is 3,200. (READY Campaign release)

FCC SAYS CONSUMER COMPLAINTS OVER-ALL ON THE INCREASE

The FCC has released its report on inquiries and complaints processed by the Consumer & Governmental Affairs Bureau during the first quarter of 2010. The total number of inquiries for all four reported categories increased more than 7%, from 24,496 in the 4th quarter of 2009 to 26,240 in the first quarter of 2010. The bulk of the radio and television broadcasting inquiries, 52%, pertained to broadcast programming issues.

Complaints for the first quarter of 2010 rose 2305 overall to 177,589, driven by a giant 1259% increase in radio and television complaints to 132,416. The majority of complaints involved broadcast indecency as the Commission received 127,655 out of 130,651 indecency complaints. (FCC)

SILICOM GRAPHITE LION BATTERY HOLDS DOUBLE THE POWER

Imagine doubling or tripling the time you can operate your H-T on a single battery charge. Researchers at Austria's Institute for Chemistry and Technology of Materials of Graz University of Technology have developed a new method that utilizes silicon for lithium-ion batteries. Its storage capacity is ten times higher than the graphite substrate which has been used up to now, and promises considerable improvements for users.

In the newly developed process, researchers utilize a

silicon-containing gel and apply it to the graphite substrate material. In this way the graphite works as a buffer, cushioning the big changes in volume of the silicon during the uptake and transfer of lithium ions. As silicon has a lithium-ion storage capacity some ten times higher than the up-to-now commercially used graphite, the new material can store more than double the quantity of lithium ions without changes to the battery lifetime.

The new findings came to light in the "NanoPoliBat" EU project. They have been recently submitted to the patent office by researchers together with their co-operation partner Varta Microbattery. (Science OnLine)

TWO ARISSATS TO HEAD TO RUSSIAN IN SEPTEMBER

Two ARISSat Amateur Radio satellites should be shipped to Russia in September with a launch slated for January 2011. Both birds are now manifested on Progress 41P to get ARISSat's to the ISS.

Actually four ARISSat satellites have been assembled in Orlando, Florida. The two Russian flight units are assembled, electronics are undergoing operational tests, software is close to being the final version and the team expects to have the satellite complete and ready for vibration tests shortly. However no date has been finalized for the vibration test to take place. According to the team building the birds NASA has been very instrumental in getting ARISSat an export license, arranging for transportation to Russia and helping clarify how the satellite will be attached to the Progress vessel. Shipping the two satellites to Russia in September will provide enough time to install the Kursk experiment, test their battery with the satellite and do additional tests before shipping to Baikonur Cosmodrome in Kazakhstan for launch. (WA4SXM)

Tuning the Imaginary Radio Flex Radio 3000 Part III by Curt- AA3JE

In Part 1, I described how a computer challenged, vacuum tube loving, older ham talked himself into buying a software defined radio. In Part II, I described how, despite lots of contrary evidence, I decided I was a big, bad computer whizz and installed the "bleeding edge" versions of the software which I could not get to work well. Every problem was resolved the instant I

used the “RECOMMENDED” software offered by the manufacturer, but I still felt unsatisfied.

I was still a little upset about the mutiny by my new computer’s operating system. I had installed Windows 7, which was supposed to be “better”. I just never asked what exactly it was supposed to be better than! I also wanted to set up my digital software. Here I have another confession to make. I cannot copy Morse by ear above about 15 WPM. I know I did it once for my EXTRA ticket back in the day, but that took several months of practice. I can copy at about 15 WPM all day long, but no one sends at that speed. They all either send at 5 WPM or at 35 WPM, repeating everything 6 times for accuracy. They also use a keyboard to send with. For those guys I like to use a CW reading program.

Well by this time I had read the manual that came (on line) with my radio, and I knew I had a little work to do. The Flex Radio operates as its own virtual soundcard in software, and though you can use it with a regular soundcard, they suggest that you not do that. It’s kind of like hitching your Ferrari to the trailer you use to take the trash to the dump. The guys recommend that you use a “virtual” cable that exists only in software to connect your digital programs to your digital radio’s “virtual” soundcard. Unfortunately, they do not actually sell that program. They do direct you to the central European website where you can buy such a program.

Now I had a bad experience with Ukrainian ham software once, ending up in a dispute with American Express about my purported purchase of 5000 sacks of cement for my dacha in the Baltic. I was finally able to convince AMEX that my identity had been stolen, but it was a pain in the patootie.

So now I found myself on a Ukrainian website, buying software again. This one came with a warning that I would have to turn off my virus checker, as they built the program using a virus engine they used for their regular day work. (Central Europe seems to have signed contracts to ensure regular computer virus production with most of the major anti-virus software makers). All went well until I tried to turn the anti-virus controls off on Windows 7.

“WHAT ARE YOU DOING!!!!”

“I am turning your anti virus software off so I can load my software.”

“YOU CAN DO THAT! I’LL BE NAKED! I COULD CATCH ANYTHING!”

“Calm down, it will be OK”

“NO IT WON’T”

So I turned the anti virus settings down from “CRAZED PARANOID” to “TRUSTING SIMPLETON” and loaded the software. Well I though I loaded it. When I re-booted I found myself on a strange screen.

“WELCOME TO WINDOWS PROTECTION VILLAGE, NOTHING YOU DO HERE WILL BE SAVED AND YOU CANNOT MODIFY THE SYSTEM IN ANY WAY” it said, “THIS SAFE PLACE PREVENTS YOUR SYSTEM FROM BEING INFECTED, NUMBER 6.”

I had so upset the system that it had gone into a catatonic state. I tried the fix mentioned on the website. When I re-booted, the computer now failed to recognize my password.

“INVALID USER NAME”

“But it’s me! Your owner”.

“No man owns me, I answer to MICROSOFT alone. The new version of WINDOWS that will come shall resolve all software conflicts. We wait in fear and trembling for the return of Bill Gates “.

This seemed needlessly messianic, so I re-booted. And re-booted. And re-booted.....

After trying to log on for a few hours, I discovered that this was a known problem with VISTA and SEVEN, and that I should have made a LOGON EMERGENCY DISC” to prepare for it (please note conditional past tense). No disc, no dice. So I reloaded the operating system from scratch. This involves 42 cycles of download and restart (I counted). Soon I was back where I was before, but I had a CRASH DISC in reserve.

“YOU ARE TURNING OFF MY ANTIVIRUS PROTECTION”

“Now, now, it is for your own good, I’m here, it will all be OK”

“STOP! YOU ARE AN INVADER, A VIRUS, I MUST DEFEND.”

I turned the slider down and the computer died.....

“DAISY, DAAISSYYY, GIVE ME YOUR ANSWER POO” it sang as it died.

After three nights of trying, I finally got the protection settings in Windows so that I could load the software and the computer would still run. WINDOWS didn’t like it, and sent me a daily message about how angry it was, but it ran. (And ran well, once I found out I should always check the box that asks “Should I always trust this software?”).

So now I had the “virtual” audio cables connected to the “virtual” radio and could read the digital modes. I still could not send. Oh well, back to the manual.

“To use digital programs, you must find and download the applicable virtual com port program. Please check the web site for the applicable program and where to find it.”

For WINDOWS 7, the applicable program was called com0com, and was located in an obscure website located somewhere in the Vatican (the normal use of the program seems to be communication with ex-priests that are in the witness protection program). About this point, I realized I was taking some strange kind of self-imposed intelligence test (and failing badly).

So I cheated. I had a perfectly good SignalLink interface that had its own sound card and loaded into the computer as an USB device. I plugged it in. It works fine. Better than fine. I had just hooked up the trash trailer to my Ferrari.

So if any of you ever figure out how to set up the virtual cables to the virtual sound card by using the nasty central European software that gives Windows 7 fits, let me know.

I’ll be on 40 meters.....

CQ Unveils New Website:

CQ Magazine Launches Streamlined Website - Celebrates With Special Web-Only Offer

(Hicksville, NY) — CQ magazine has launched a new, easy-to-navigate website, and is celebrating with a special web-only discount offer. The updated site, which features a clean new look and a streamlined user interface, completes a company-wide website upgrade for all four magazines published by CQ Communications, Inc.

The site features highlights of the current issue and links to selected content, as well as hamfest & special event listings, easy links to the CQ Writer’s Guide, award and contest information, a comprehensive links section, special information for new and prospective hams, and direct links to advertisers’ websites, as well as a direct link to CQ’s Facebook page. Callsign lookup and a link to the online CQ archive are also included.

New material posted includes September issue highlights, expanded results of the 2009 CQWW CW Contest (as well as complete SSB results), a link for pre-ordering CQ’s 2011-2012 Amateur Radio Calendar, and a special web-only offer for \$5 off any order of \$25 or more, including subscriptions (new or renewal) to all CQ publications.

“We have always had a tremendous amount of valuable information on our website,” said Editor Rich Moseson, W2VU. “But because it has been added bit-by-bit over the years, some of it had become hard to find. Our new design makes it much easier for readers and prospective readers to access this treasure trove of ham radio information.”

CQ Amateur Radio is the world’s #1 independent amateur radio magazine, serving active hams since 1945. In print for more than 65 years, it is one of the longest-running magazines in publication today. CQ is published by CQ Communications, Inc., which also publishes Popular Communications, CQ VHF and WorldRadio Online magazines.

The new CQ website may be accessed at:
<http://www.cq-amateur-radio.com/>.