

PAARAGraphs

Celebrating 66 years as an *active* ham radio club—*Since 1937*
Newsletter for the Palo Alto Amateur Radio Association, Inc.



CALENDAR

- | | |
|--------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| March.....7 | PAARA Meeting , 7:30
Menlo Park Recreation Center
700 Alma Street, Menlo Park |
| March.....12 | PAARA Board Meeting , 7:30
Red Cross Bld., 400 Mitchell Ln., Palo Alto |
| April.....4 | PAARA Meeting , 7:30 |
| April.....9 | PAARA Board Meeting , 7:30 |
| May.....2 | PAARA Meeting , 7:30 |
| May.....7 | PAARA Board Meeting , 7:30

The ARRL has a code practice:
URL http://www.pepractice.com/CW/
-Don KF6JMQ |



PROGRAM

March 7, 2003 7:30 P.M.

Andreas Junge, N6NU
and
Cap Pennell KE6AFE

"APRS"

Join us for pre-meeting eyeball

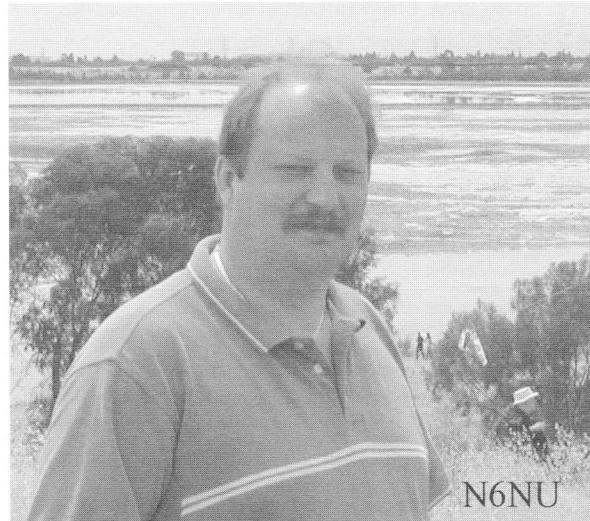
at Su Hong Restaurant , 1039 El Camino Real, Menlo Park
Food will be served at 6:00 sharp, so guests will be on time for the PAARA meeting. Those arriving late will be responsible for their own order and bill.

—PAARA Radio NET every Monday evening at 8:30 P.M..local time—
on the 145.230 -600 MHz repeater, PL tone off

Attention Members and Visitors / March 7th Program:

Andreas Junge, N6NU and Cap Pennell KE6AFE introduce you to APRS and the 21st Century. Open your mind to the possibilities and realities of APRS today!

Our fearless leader and technical guru, Andreas, N6NU will demonstrate his revolutionary new APRS hardware. How would you like to have a small, portable, inexpensive piece of hardware that displays received APRS data on a four line by twenty character LCD display, AND allows you to SEND DATA?



N6NU

Forget about lugging around a PC and a TNC (data modem). Andreas has combined these features in a small, low current, portable application. How would you like to see compass headings with distance displayed to other stations? Imagine the possibilities for search and rescue coordination.

Andreas and Cap Pennell, KE6AFE will talk about what you can do with APRS, how it works, what has changed, along with how the network functions. You will learn about types of messages available, weather, NTS/earthquake, telemetry, and much more. **Do not miss this demonstration and talk because it will open up a New World for you!**

~Jim K6AK

Miscellaneous Dates

ELECTRONIC FLEA MARKET @ Foothill College

Second Saturday of month, March -October, 6 AM-2PM
Perham Foundation Sponsorship has discontinued.
The Flea Market will continue under a new sponsor.

March 8.....PAARA will sponsor

PAARA Palo Alto Amateur Radio Association

meets 1st Friday 7:30 each month, Net 145.230 each Monday 8:30,
 contact: Andreas Junge N6NU.....(650) 233 0843

FARS Foothills Amateur Radio Society

meets 4th Friday 7:30 each month,
 contact: <http://www.fars.k6ya.org>.

NCDXC Northern California DX Club

meets 2nd Friday 7:30 each month, repeater for member info 147.360, Thur 8:00PM,
 contact: Bob Mammarella KB6FEC 408 729 1544.

NorCalQRP Northern California QRP Club

meets 1st Sunday each month,
 contact: Jim Cates 3241 Eastwood Rd., Sacramento, CA 95821.

Perham Foundation (discontinued)

SPECS Southern Peninsula Emergency Communication System

meets each Monday 8:00PM on Net 145.27, 440.80 MHz, www.specsnet.org
 contact: Tom Cascone, KF6LWZ, 650-688-0441 specs@sypal.org

SCARES South County Amateur Radio Emergency Service

meets 3rd Thursday 7:30 each month, San Carlos City Hall.
 Net is on 146.445 [PL 114.8] & 444.50 (PL-100) 7:30 Monday evenings.
 contact:

SCCARA Santa Clara County Amateur Radio Association

Operates W6UU repeater 146.385+ Nets: 2m, W6UU, 7:30 Mon; 10m,
 28.385, 8:00 Thur. meets 2nd Mon each month.
 contact: Barbara Britten, KD6QEI at 293-3847

SVECS Silicon Valley Emergency Communications

Operates WB6ADZ repeater (146.115 MHz+)
 contact: Lou Stierer WA6QYS 408 241 7999

WVARA West Valley Amateur Radio Association

operates W6PIY repeater 147.39+, 223.96, 441.875, 1286.2
 meets 3rd Wed every month.

contact: Glen Lokke Jr. KE6NBO at 408 971 8626, or glokke@pacbell.net

Disaster Services.

PALO ALTO CHAPTER, American Red Cross, www.paara.org

400 Mitchell Lane
 Meets 3rd Wed. each month 7:30PM,
 HF, packet, BBS, ATV, OSCAR Gateway, NASA satellite.
 contact: Mai Millian 650-688-0423 M4CM@paarc.org

SAN JOSE CHAPTER, American Red Cross

contact: Scott Hensley KB6UOO. (408) 967 7924. FSHENSLLEY@NOVELL.COM

VE Exams.

3rd Saturday each month, 10:30AM, 145.23 - PL=100Hz
 Redwood City Main Library, Community Conference Room
 1044 Middlefield Road, Redwood City, CA
 contact: Al WB6IMX@att.net

Swap meet,

LosPositas College, Livermore, 1st Sunday each month.

Contact: Cliff Kibbe (209) 835 6715 or Eliot Ross (925) 606 7710

(please send changes to PAARAGraphs editor: k6uro@arrl.net)

Instructions on how to subscribe to PAARA mailing list

Here are the steps in the long form:

- 1) go to <http://mailman.qth.net/>
- 2) click on: "To Subscribe to Lists Click Here! "
- 3) Find PAARA on list and click on it
- 4) enter your email address and pick a password
- 5) hit the "Subscribe" button

The short form of the instructions are:

- 1) go to <http://mailman.qth.net/> and follow the instructions.
 Andreas, N6NU

Palo Alto Amateur Radio Association, Inc.

PO Box 911

Menlo Park, CA 94026

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(see "Calendar" for Board meeting times, visitors welcome)

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Submit material for PAARAGraphs by the 15th
 Use WORD or rich text, ascii, .pub, or .jpg.

PAARA Website: www.paara.org

PAARA WEB

Thanks to Andreas Junge, N6NU

and

Curt Kolovson, AE6EJ, Webmaster

PAARA has a new web site. Check it out.

WWW.PAARA.ORG



PAARA HONORS Gerry Tucker N6NV

by Terry Finn AF6TF

'Who is building the space station ?'

It was a rainy, dreary day in the Seattle area on May 2, 1939. However, for two young school teachers, it was a bright and wonderful day as they became the happy and proud new parents of one: **Gerald Hugh Tucker**.

Does that name ring a bell with you? It should, because we now know him as our very own **Gerry Tucker, N6NV**. He is one of the more active members of our Association and an all around nice guy !! It should be noted that in the scientific electronic community he is also extremely well known as not only an expert in microwave amplifiers, but as a futuristic designer of such things as the current Space Shuttle lighting system power supplies.

Gerry's parents took him home to Bothell, Washington, located on the north shore of Lake Washington and raised him properly, as school teacher parents can do so well. He became a rather studious and curious individual. For example, some years, for a Christmas present, Gerry's father purchased a number of parts from old radios and electronic equipment. Gerry was thrilled and was able to easily use the parts to build operating radios and other interesting projects.

There was a near by neighbor by the name of **Clare Moyer, W7OVU**, who operated the local pool hall in Bothell. Gerry became a regular at the pool hall learning all he could from this 'Elmer', until Gerry's father caught him at the pool hall and put a stop to that activity. As many of you may recall, hanging out at pool halls in the fifties was considered a no no by most of our rather conservative parents !! It took some convincing by Gerry to convince his folks that he was there for the ham radio information and activity,

not for the other things that allegedly occurred at the pool hall.

Gerry graduated from the Bothell High School in 1957, which as it turns out is the same year that he sat for and passed the FCC initial testing and was issued call sign, **WN7FMY**. He then set off for no other than Stanford University in Palo Alto, California. (You can just imagine his grade point level coming out of high school in a State other than California). The tuition was only \$1,050.00 per year.! Gerry joined the U.S. Air Force ROTC program on the Stanford campus to assist in paying for his education and spent five years earning his degree. He found that he did not know how to study properly, like some of the other students who had come from the 'prep schools'. As a result, his University experience was difficult during the first few years. Gerry lived on campus during the first two years so he could develop his learning skills and compete with the other attendees.

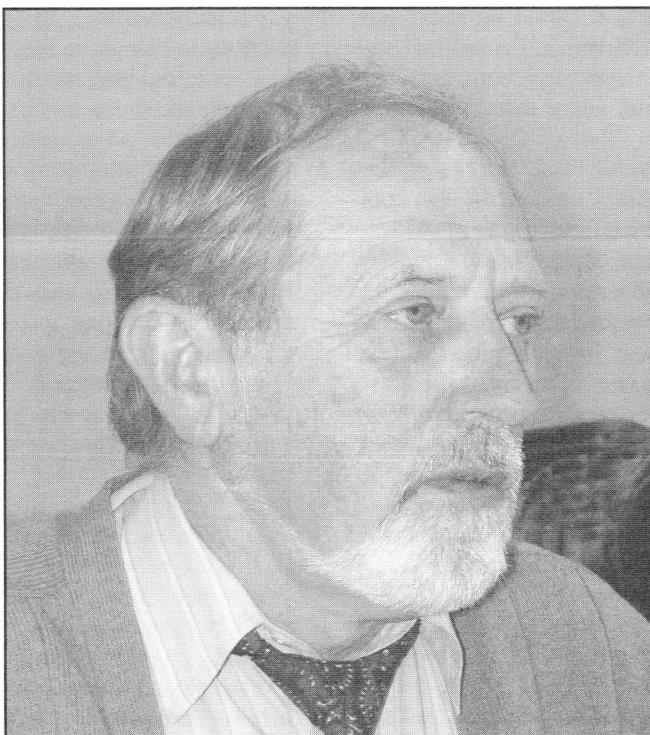
During the summer breaks, Gerry returned home to Washington State and worked at a variety of jobs to earn money for the next school year. One summer he was a laborer in a cement pipe factory that manufactured underground sewer pipe. This plant was located across the street from the original John Fluke Company, which we now know as the Fluke electronic test equipment manufacturer. During another summer break, He was a machinists helper building aircraft parts for the then new Boeing 707. His job was making the framework for the air vent, lights & drop down air mask located above the passenger seats.

The following summer Gerry worked in the largest warehouse building west of the Mississippi River for the Boeing Company. Gerry earned

an hourly wage on this job and received a seventy five cents per hour raise within the first week of employment as a fork lift operator. Within three weeks, he had been promoted to the top (or best) fork lift operator and received yet another raise !

In 1962, Gerry graduated from Stanford University with a hard earned bachelors degree in electrical engineering (BScEE). He was immediately asked to work for SLAC, the new Stanford Linear Accelerator Center where he and his team actually designed and built the initial mock up of the Mark IV project, which later became the two mile long

(Continued on page 20) Gerry Tucker, N6NV



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(Continued from page 19) Gerry Tucker, N6NV
accelerator for splitting the atom.

In March 1963, the Air Force called and sent him to the radar school in Biloxi, Mississippi, for six months training at Kessler AFB. He was then stationed at the radar site in Roanoke Rapids, North Carolina through the summer of 1964. As he was a 2nd Lt. in the Air Force and had the opportunity to learn to fly locally, while serving in North Carolina, Gerry took lessons and subsequently earned his FAA private pilots license.

The Air Force transferred Gerry in August 1964, with his top secret clearance, to an unknown place near Diyarbakir, Turkey, to operate the new, over the horizon radar equipment. Designed to observe any Russian ICBM activity or satellite launches, this facility was his home until the summer of 1965. It should be noted that other Air Force radar of a similar type was located in Alaska for the same reason.

The U.S.A.F. honorably discharged First Lt. G. Tucker in August of 1965. The U.S. Secretary of Defense at that time was the Honorable Mr. McNamara. Based on what was considered 'excess inventory' of Officers in the military, the Secretary allowed many serving Officers an 'early out' from their service contract. As a result, Gerry missed the Vietnam debacle by only six months.

Before heading for home in August 1965, Gerry stayed at the BOQ (bachelor officer quarters) in London, England. There he met another discharged officer who also had an interest in Jaguar cars, so they traveled together to Coventry to visit the Jaguar plant. Although it was a weekend and the plant was closed, a salesman they met gave them a wonderful guided tour and showed them the plans for the new XKE 2 + 2 sports car. Gerry was so excited about this new car that he custom ordered it based on a handshake with the salesman. No money was exchanged! Gerry did not even have a job at that point and certainly not enough money to purchase a new sports car. More than a year later, around Christmas of 1966, the factory shipped the new sports car to Gerry via the Port of San Francisco after he had sent them about \$5,800.00.

When Gerry arrived back in the U.S. he met with his brother Bob who was serving in the Air Force in New York and had been storing Gerry's 1953 Jaguar XK 120. He drove the car across the Country and arrived back in California looking for work in the fall of 1965.

In recalling the first job interview that he went on, Gerry remembers responding in the negative to most of the questions asked of him. His electrical and electronic education had been all about tubes, not transistors. In fact, when Gerry was in University, Professor Linville was just starting to write his now famous book on transistor theory. However, the employers hired Gerry on the spot as a technical scientist or specialist in the lab at Stanford University working on a project for G.E. Microwave. It was located at California Ave and the El Camino Real, just behind where the Wells Fargo Bank is today in Palo Alto.

Within six months, the G.E. lab and project were bought

out by Varian, Inc., and Gerry's office moved to the 'Old School House' building, which is still there today. The Varian brothers had built the building just like a school house in case their business failed and they could sell the building to the Palo Alto School District.

Gerry was involved with 'traveling wave tubes', during this time. Today, we would know this technology as microwave amplifiers and power supply equipment. He has been doing this continuously for the past 38 years and is considered an expert in the area.

In 1968, Gerry was managing over 25 scientists and technicians in the tube power supply group at Varian. His new boss had just come over from EIMAC, Inc., and wanted a friend of his to run this department, so he fired Gerry. It should be understood that EIMAC, Inc., had just been purchased by Varian, so there was all sorts of political infighting and back biting happening during the power struggle. (As there is today in many organizations)

That was happening just as Gerry purchased his home, which had been built in 1904, for the rather large sum of \$22,500, in Palo Alto. Next year, his home will be one hundred years old and worth well over 1.5 million dollars in today's market! He was also becoming interested again in amateur radio, so he renewed his license and was issued call WA6LNV after passing his advanced exam.

Since Gerry was un-employed, he did what every smart businessman does, he offered his services as a highly expensive consultant starting in the fall of 1968. He has never looked back and has been continuously hired as an expert in electrical engineering specializing in power supplies for the 'traveling wave tubes' or the magic world of microwave technology. He continues to work to this day and there are some in the industry who claim that anywhere you go there is a power supply device that has been designed by Gerry Tucker!

Gerry claims that in 1975 he attended a conference on power supplies and realized that he did not know anything about what he was doing? He then dedicated the next ten years to educating himself and becoming the very best and most knowledgeable expert in this area, anywhere. It is believed by many, that he still is!

He purchased his own aircraft about this time so he could earn his commercial pilot's license and his instrument rating. He has since sold his aircraft but maintains his interest in and knowledge of aviation.

In 1976, Gerry was bitten by the love bug. He finally made the right decision and married the charming Jacqueline Mary on June 26. He missed the ARRL field day weekend that year! Gerry is still married to his lovely wife of twenty-seven years and is very proud of his two daughters. One is attending College in Denver and the other is graduating from High School.

Gerry remembers joining PAARA about 1970 and has served in many positions within the organization, including President, Secretary, Board of Directors member, etc, and is

(Continued on page 21) Gerry Tucker, N6NV

(Continued from page 20) Gerry Tucker, N6NV

currently the property master. He is an avid supporter of the Association field day activities and is in possession of the PAARA field day plaque; generator and portable antennas. He up-graded his license in 2000 to Extra class and had a new call sign issued of N6NV.

Gerry has several hobbies, outside of amateur radio, which keep him rather busy, when he is not working his ten hour consultant days. He owns a collection of antiquarian books on the early exploration of the Canadian Rockies and a small, but fabulous collection of Jaguar cars, including two 1950 Mark V sedans, three 1953 XK 120 sports cars and a 1967 XKE. Years ago, Gerry was an active member of the National Association of Watch and Clock Collectors, however that hobby has been put aside for the time being.

Outside of Gerry's activities with PAARA, he has been one of the prime movers with the PERHAM Foundation, which many of us know is the museum to preserve the Doug Perham collection of electronic artifacts. This was the umbrella organization for administering the flea markets at Foothill College and managing the electronic museum at the same location. The entire collection and the funds from the Perham Foundation have been deeded to: 'History San Jose', which is another museum organization who can better use the resources and protect the artifacts.

Gerry has also been handling parts of the estate of non-ham Ken Sherwin who was a long time electronic technician at Stanford. The equipment from his estate and many items for re-sale at the flea markets have been turned into money which has been generously donated to PAARA by Gerry.

Mr. Gerry Tucker, an extraordinary person and workaholic has actually designed and worked on the power supplies and lighting systems in the current Space Shuttle program. He is, as we speak and read, working on the Japanese Experimental Module (JEM) for the new space station. Gerry is also, the responsible engineer for the sequential shunt unit which is the regulator for the solar array on the space station being designed and built by Loral, Inc.

What a guy! Our Association is very proud of you and glad that you are a member of PAARA.

Respectfully submitted by: Terry Finn, AF6TF.

Look for the following PAARA members' captioned photos in the news:

WORLD RADIO, March 2003 Pages 32 and 33:

Ron Panton W6VG
Curt Kolovson AE6EJ
Rick Huisman N6DQ
Jack Troster W6ISQ
Marguerite Troster KC6NFE

-Vic Black, AB6SO

Soap Box Operations

by Jay Melvin WA6SBO@arrl.net

Charlie WD6FAF, Silent Key

(cont., cf. Vol 51, No. 11)



Valentine's Day was when Charlie's family scheduled his Memorial at San Joaquin Valley National Cemetery in Gustine, CA. Besides some fourteen of the Grandjean family in attendance we hams amounted to eleven more. We all met at Anderson's Split Pea Soup Restaurant for rendezvous and food where we chatted and reminisced. Daughter Nan introduced me around. I sat next to Charlie's son Andrew who'd come from Harlingen, Texas. There was a birthday cake and we sang Happy Birthday together for Charlie.

From the restaurant we caravanned to the National Cemetery and gathered at the pavilion where we were met by the Honor Guard from the VFW Post at Los Banos and Reverend Morgan Berry and the Cemetery's hostess. Each of us received a commemorative card with more than a dozen photos of WD6FAF from throughout his life – most conspicuous was one from his sailor days back in the forties. The card made special mention and thanks to the Amateur Radio community for "the years of wonderful comradery, friendship, kindness and support its members have extended to our family, and especially to our father."

There were prayers and biblical quotes by the minister and we prayed the Our Father together. Taps was played by bugle and the Honor Guard presented the American Flag to Andrew for the family after the three gun rifle salute. One of his children said, "Anyone who knew him might have thought, 'my, this man will be late to his own funeral', and so here we are." (He died last October.) Another of Charlie's kids noted that he had gifted us all with a bigger world! I especially liked this poem from Charlie Grandjean's Committal Service card:

*Do not stand by my grave and weep,
I am not there, I do not sleep.
I am a thousand winds that blow,
I am the diamond glints of snow.
I am the sun of ripened grain,
I am the gentle autumn rain.
When you awake in the morning's hush,
I am the swift uplifting rush of quiet birds circling in flight.
I am the stars that shine at night.
Do not stand by my grave and cry,
I am not there, I did not die*

Abdee

BADGES

to order one contact

Don Trask KF6JMQ

at next PAARA meeting or kf6jmq@arrl.net

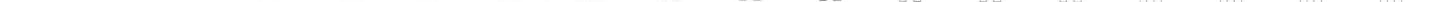
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FOOTHILL FLEA MARKET

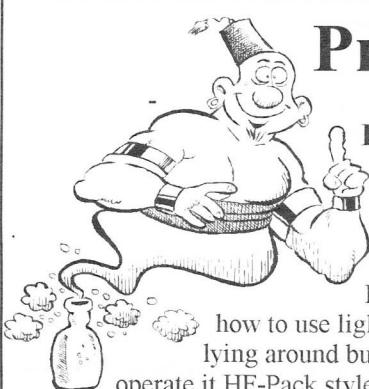
PAARA Sponsored

March 8



Presidents Corner

Andreas Junge, N6NU



Dear PAARA members,

It is good to see the level of activity in our club meetings. I was surprised when 25 people showed up at the pre-meeting dinner at the Menlo Park Su-Hong restaurant I believe that was an all time record.

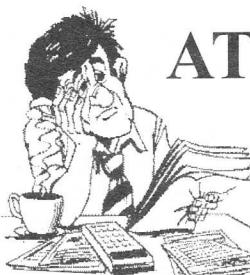
Vic, AB6SO, counted about 80 attendees at the actual meeting.

Bonny Crystal sure knows how to attract the crowds. Bonny's presentation showed us how to use lightweight transceivers on-the-go. I do have a K2 with internal battery and a extra hamstick lying around but I never thought of packing it into the backpack or have it dangling in front of my belly to operate it HF-Pack style. Now there is a new thing for me to try. My wife keeps on bugging me to go hiking with her. Well, now I have a reason to go!

Even after the meeting the unusually large group of 25 showed up for the usual post-meeting Pizza & Beer. It is safe to say that PAARA is a very social group. As **Vic, AB6SO**, likes to put it: "Every meeting is a small Ham Fest!"

See you at the meeting!

Andreas, N6NU



ATIS Messages

by Vic Black AB6SO

It's often important to know current local weather conditions when traveling or participating in public service events. You may have already programmed your HT to

recall the NOAA weather reports, which are available on FM frequencies 162.400, 162.425, 162.450, 162.475, 162.500, 162.525, and 162.550 MHz. Not all frequencies are available in all locations; 162.400, 162.450 and 162.500 are mainly used in the Bay Area. For a complete listing of frequencies used for each state plus transmitter locations, go to <http://205.156.54.206/nwr/nwbro.htm>.

Most new HT's also receive the AM aircraft frequencies from 113.000 to 138.000 MHz although some 2 meter FM HTs receive only a portion of the band, such as 118 – 136 MHz. Local weather reports are available in this frequency range.

Notice that the aircraft band uses AM instead of FM, SSB or an advanced digital mode. That's because signal integrity is important when you're traveling at high speed in contact with an Air Traffic Controller. Communications on the aircraft band must be easy to hear over engine noise without constant attention to receiver tuning. Single Side Band clarity is dependent on tuning accuracy. FM gives good fidelity, but the strongest station captures the frequency and weaker stations won't get through (this is called the "FM capture effect"). If two equally strong FM stations transmit simultaneously on the same frequency, neither one gets through. With AM, it's possible to talk over another station and quite often both can be understood, although there may be a squeal, or heterodyne, from the two carriers interacting. There's also the "legacy factor" to consider. There is a large installed base of AM users all over the world. Changing to another system would cause chaos and introduce potential safety problems.

Take advantage of some of your extra memory capability to store ATIS frequencies for your area. The Automatic Terminal Information Service, or ATIS, features recorded messages, which play over and over reporting current conditions at local airports. This frees up air traffic controllers from having to answer frequently asked questions from incoming pilots or pilots preparing to take off from the airport. An entire message lasts only about 15 seconds so it's more convenient than listening to NOAA weather forecasts, which cover a larger area and take several minutes to complete.

A typical message will sound something like this: "San Carlos Tower, Information Mike. Time: one niner, four seven Zulu. Wind: three five zero at one zero. Visibility: two zero. Sky: clear. Temperature: two one. Altimeter: two niner niner eight. Right traffic. Runway three zero in use. Remarks: noise abatement procedures in effect. Advise on

initial contact you have information Mike."

Incoming pilots are expected to identify and amend their message "landing with Mike". "Mike" is the phonetic for the revision letter of the message. If conditions change substantially, the air traffic controller will announce the changes. As conditions change, the revision letter of the message will advance to the next letter of the alphabet, in this case "November".

The wind direction indicates the direction the wind is coming from. Distances and speeds are given in nautical miles and nautical miles per hour, or knots. Temperatures are expressed in degrees Celsius. The altimeter reading is the current barometric pressure in inches of mercury. It must be entered into a barometric pressure operated altimeter as a correction factor for best accuracy. Right traffic means that incoming aircraft must turn right to approach the end of the runway. At San Carlos this means approaching from the bay side rather than the freeway side in order to keep noise levels low for San Carlos residents living near the airport.

The runway number in use, in this case 30, doesn't mean that there are over 30 runways at the airport. Add a zero to the number and you'll have the compass direction of the runway for take offs and landings. In this case, 30 means the runway points at 300 degrees. If the wind shifts and planes are expected to land from the opposite direction, the runway number becomes runway 12 (300 degrees minus 180 degrees equals 120 degrees. Drop the last zero and you have runway 12). A sign visible to incoming aircraft at one end of the runway will say 30 and another sign will say 12 at the opposite end of the runway. The wind comes from the northwest on the SF Peninsula most of the year. During the winter, just before storms, it shifts to come from the south. In the east Bay, such as Alameda, the wind often comes from the west.

Only airports with manned control towers have ATIS operating. Some local Northern California airport ATIS frequencies, in MHz, are: Concord (124.700), Hayward (126.700), Livermore (119.650), Modesto (127.700), Moffett Federal Airfield (124.175), Monterey (119.250), Napa (124.050), Oakland International (126.000), Palo Alto (120.600), Reid Hillview in San Jose (125.200), Reno International (125.800), Sacramento Metropolitan (126.75), Sacramento Executive (125.500), San Carlos (125.900), San Francisco International (135.450), San Jose International (114.100), Santa Rosa (120.550) and Stockton (118.250). While traveling in unfamiliar territory you can scan through this part of the band to find active ATIS stations since they transmit the information over and over. These are low level, low power VHF signals so you may not hear them from very far away. Elevation helps a lot (that's an advantage that aircraft have). I was able to receive eight stations from 500 feet elevation in the Redwood City hills using my handie-talkie. I received three more when I climbed to 2500 feet.

(Continued on page 24) ATIS Messages

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PAARA PROJECT 2003

Terry Finn, AF6TF

Field Day Trailer Project

Our field day trailer project is now in full swing and requires the assistance of any Association member,

non member ham or friend of amateur radio to make this communications vehicle something we will all be proud to use and display at events.

We need capable, hands on workers for this project. Initially, we would like to have some heavy mechanical types to inspect, replace or repair the trailer brakes, tires, wheels, hitch & undercarriage. Our primary concern is the safety of the unit for pulling to field day sites.

At the same time, our low voltage electrical people can examine, inspect, replace or repair the wiring, both internal & external, that controls the brake, clearance, tail & operational lights. The electrician types can also look over the availability or installation of alternating current wiring for radios and ancillary equipment used for field day. Don't forget that the Association also owns a large generator on wheels that can be brought along with the trailer for special occasions.

The carpenters and carpet layers among us can inspect, remove, design, repair and install new equipment benches, storage areas and carpeting. The painters can do the same both internally and externally. The graphic artists can measure, prepare and install the required new signage & colors. For those of us who have absolutely no skills and are unable to get out to the storage site, we would suggest that you donate your money to the Association and mark it as specifically for the Field Day Trailer Project.

The trailer storage site has no electricity, water or rest room facilities. It is open daily from 8 AM to 4 PM and is located in the rear RV parking area at Harbor Village, 3015 East Bayshore Road in Redwood City. There is lots of available parking in the storage area where we will do most of the work. Remember, this project should be completed before June 2003 so the hams of PAARA can proudly move the trailer to a site and use it for Field Day.

The following is a preliminary list of work days planned:

Saturday, **March 15/03**, 9 AM to Noon.

Saturday, **March 22/03**, 9 AM to Noon.

Saturday, **April 05/03**, 9 AM to Noon.

Saturday, **April 19/03**, 9 AM to Noon.

Please bring your own tools, equipment & supplies.

We will not be working on Saturday, March 8 or Saturday, April 12 as those are the flea market mornings at the College. The Saturday, March 22 date may be changed if we don't have enough workers available as it is the same

date as the Monterey Ham Winter Fest. Those capable volunteers will be notified if things are cancelled for that date.

Our leader for these work days is Gerry Tucker, N6NV. He is the official PAARA Property Master. He may be assisted by Terry Finn, AF6TF. Please do not attempt to contact these rather busy Association members during the week as they have lives and jobs of their own. However, please come to the work party functions with lots of ideas, equipment, tools and supplies. This is YOUR Field Day trailer project and we want and need your input and assistance.

See you there !! Terry, AF6TF

Attention Members and Visitors:

Raffle Prizes

for the
March 7th PAARA Meeting:



Come try your hand at winning the
FIRST prize,

Yaesu FT-1500M
2 meter, 50W
FM Transceiver

as well as participate in the

SECOND,

THIRD, and

FOURTH place, prize drawing.

Because of **YOUR** overwhelming response to our previous raffle ticket sales, your dedicated board members have given approval to raffle even BETTER PRIZES! WE THANK YOU for making PAARA's meetings EXTRA SPECIAL! Enjoy our fabulous speakers, free refreshments, chatting with your friends, and the chance to take home an unbelievable prize. Don't forget about Round Table after the meeting!

~Jim, K6AK

Contact Kyle, KG6MSK for tickets

(Continued from page 23) ATIS Messages

ATIS works best near urban airports. If you're planning to go to remote areas, check the forest service Remote Automated Weather Stations (RAWS) on the Internet before you leave home. RAWS reports hourly updates of temperature, humidity and wind conditions.

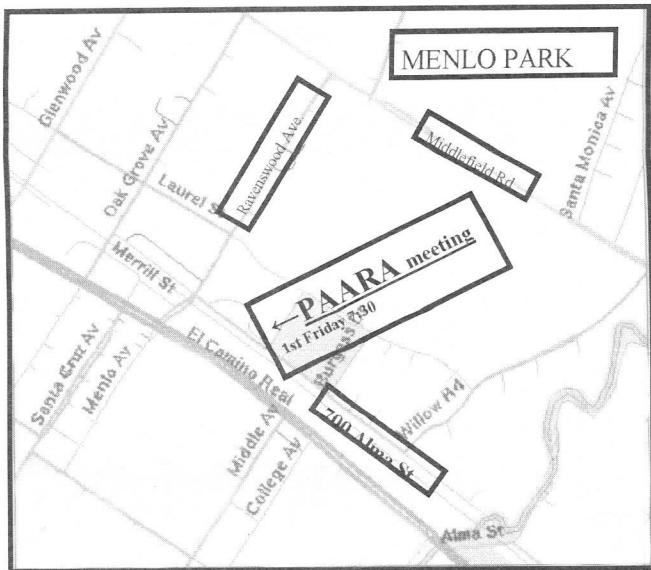
For Northern California, go to:

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For Central California, try:

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Join us for pre-meeting eyeball

QSO March 7th gab & gobble

Food will be served at 6:00 sharp, so guests will be on time for the PAARA meeting. Those arriving late will be responsible for their own order and bill.

6 pm—at Su Hong Restaurant
1039 El Camino Real
Menlo Park

—across from Kepler's Book Store—



PAARA Radio NET

every Monday evening
8:30 P.M., local time
on the
145.230 -600 MHz repeater

PL tone off

control operators

1st Mon KG6ILA, Pinkney Foster
2nd Mon N6NU, Andreas Junge
3rd Mon AD6FX, Jon Zweig
4th Mon AA6PA, Bill Rausch
5th Mon tba

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1. Not for profit ads by association members for ham-related items and wants. No cost for business card size ads (additional space at \$2.50 per business card size).

2. For Profit organizations and/or individuals: \$5—business card size, \$25—half page, \$50 full page or back cover.

These fees may be reduced or waived in exchange for a valuable consideration that is given to the Association or its general membership. Such consideration must be in addition to any existing arrangements with the association.

The PAARAGraphs editors reserve the right to reject any ad deemed to be not in the best interest of the Association. All fees payable in advance by the year with "scanner-ready" copy or text-only ads. Give payment and copy to Bob Korte

PAARA · Palo Alto Amateur Radio Association · P.O. Box 911, Menlo Park, California 940260911

- Club meetings are on the first Friday of each month, 7:30pm at the Menlo Park Recreation Center, 700 Alma Street, Menlo Park, CA•
• Radio NET every Monday evening, at 8:30pm, on the 145.230-600 MHz repeater, PL tone off•

Membership in PAARA is \$12.00 per calendar year which includes a subscription to PAARAGraphs, \$6 for additional family members (no newsletter).

Make payment to the Palo Alto Amateur Radio Association.

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PAARAGraphs March 2003

Palo Alto Amateur Radio Association, Inc.
PAARAGraphs Newsletter
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