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AMATEUR RADIO
STATION W6GTR

VOL. XVII

1973
MENLO PARK, CALIFORNIA
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200000
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AFFILIATED
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PAARA GRAPHS

PALO ALTO AMATEUR RADIO ASSOCIATION, INC.

MENLO PARK CIVIL DEFENSE RADIO CLUB, K6YQT

Sep 73

PAARAGRAPHS is the official organ of the Palo Alto Amateur Radio Assoc., Inc. and the Menlo Park Civil Defense Radio Club.

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SUBSCRIPTIONS & DUES

- 1) Membership dues in PAARA (only) includes a subscription to PAARAGRAPHS. (how lucky can you get???)
- 2) Annual dues are only \$4.00 per annum.
- 3) Members will be dropped from our mailing list when their dues expire -- IMPORTANT -- see notice elsewhere in this issue concerning our new dues policy.
- 4) Subscription to PAARAGRAPHS alone is a measly \$1.00 per year. Less than 100.09¢ an issue!!

Non-subscribers will be dropped from our mailing list as new names are added.

WHERE TO SEND YOUR MONEY \$\$\$\$\$\$

PAARA, P.O. Box 911, Menlo Park 94025

ARTICLES GLADLY ACCEPTED ** WRITE ABOUT ANYTHING!!!
(Well, Almost Everything.....)

SEND ARTICLES TO: RICK FERRANTI WA6NCX
1234 Santa Cruz Avenue
Menlo Park 94025
415-324-1539

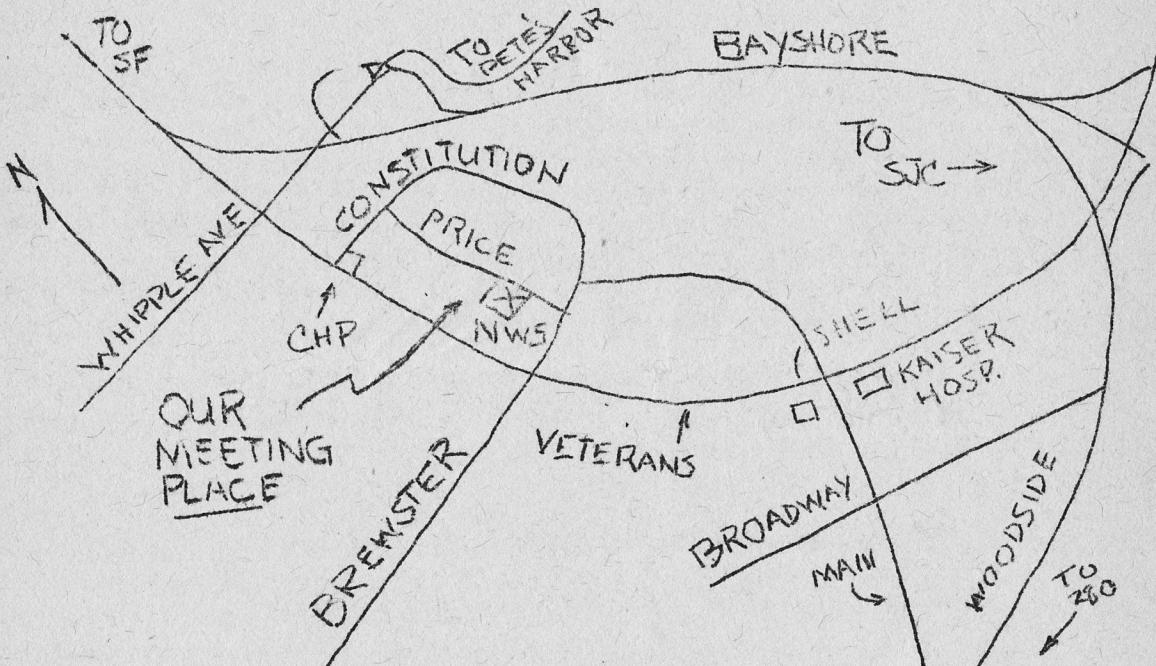
CONTRIBUTE YOUR TIME TO PAARA!

PAARA PICKIN'S --- ANNOUNCEMENTS AND SUCH

OUR NEXT MEETING: DATE: Friday Sept. 7, 1973
TIME: 7:30 PM
PLACE: NATIONAL WEATHER SERVICE
660 Price Avenue Redwood City.

NOTE THIS CHANGE!!!!

Bob Baum, W6BFH, arranged this fine field trip for us at the weather station. Here's how to get there:



East bound on 280 -- left on Broadway to Main right on Main to Veterans, right off veterans to Brewster, left off Brewster on Price.

North on Bayshore -- Off at Whipple, left on Veterans, left on Brewster, left on Price.

South on Bayshore -- off on whipple exit, straight on Veterans, left on Brewster, left on Price.

REMEMBER: Nat'l Weather Service 660 Price Redwood City

P.S. Bob is a regular on the 145.24 PAARA net -- Yes!

MORE ANNOUNCEMENTS --- PAARA'S PICKIN'S

FUTURE ADVERTISERS POSSIBLE ADVERTISERS -- Our ad policy in its final form will be mailed to you shortly. We hope that a copy comes to you within the next few weeks, however, if you don't get one, drop me a line. Curiosity seekers please enclose SASE for map showing where to Get Lost.

PAARAGRAPHS has a new cover (or so you noticed??)! Designed by B. Rapp, an art student at the UC Santa Cruz campus, he received the Big Prize of a 3-lb. bag of solder blobs. Still, there is space left for a logo (submissions always welcome) which would be appropriate for the club.

I received another good entry from Ed Fairbanks, W6AIN. He suggests PARKGRAPHS for a new name (comments?) since we needn't forget Menlo Park. I was glad to see Ed's ideas on paper -- we need more participants like him....

Quement Electronics, who has been our good advertiser for so many years, had its ad's SWR bridge line-drawn in for better clarity. Photos come out lousy on the stencil!

The club is short of 145.24 crystals (8068 fundamental) for the Monday Night Club chat. If you are not using any issued by the club, please return them by mail or at the next club meeting. Records show WB6KQZ, WB6KQX, and WA6MPC could return theirs. TNX, Ed ---de W6AIN

PAARA has NAME TAGS available (see Fred, K6YT, at the next meeting) for only \$1.58, very reasonable. These are three color jobs with your handle, call, and Palo Alto etched in plastic.

PAARA NET -- Monday Nites, 8:15, 145.24 AM -- Ragchew, etc.
More Pickin's -- Page 9

EVALUATE YOUR CD/RACES NET
by Harry Whipsnade, K6LVJ

** The views expressed in this article are purely those of the author and do not necessarily represent any official policy of any organizations mentioned herein. **

Why do I check into the Monday night RACES net? It is such a waste of time. First of all, it's the same old fogies every week. In fact, it's been the same ones for the past fifteen years. Very few new faces have appeared. I guess nobody can stand the boredom of the net. Secondly, all I do is give my call and then, if I'm lucky, I get to hear a couple of ARRL bulletins. What a drag!

It would be great if we got a little action to liven up things. We could all have rigs in our cars and drive around town for a couple of hours looking for drunk drivers or accidents. I can hear it now,

"ONE ADAM QFO this is ONE ADAM LVJ possible 1051 at ECR and Jefferson."

"10-4 ONE ADAM LVJ, ONE ADAM FZK cover ONE ADAM LVJ code two."

"ONE ADAM FZK 10-4."

What an exciting CD drill!!!

If the foregoing is your view of the existing RACES activities and how they might be improved, then it might be wise to take a good overall look at the scope and purpose of amateur communications and its relationship to Civil Defense and RACES operations.

The present operation of various RACES groups might not be exactly what one would call exciting. The RACES groups might not even be carrying out the purpose for which RACES was intended. It can be said that the overall purpose of RACES is that of providing emergency communications in the event of a disaster.

This purpose can be broken down into two fundamental premises. FIRST, to provide operational equipment for emergency use that can be relied upon. Reliable equipment is very important. SECOND, to provide trained operators to man that equipment. Operators who can be relied upon.

On the e two premises RACES nets should be based. Now take a look at your net and the old fogies who have been checking in for the past fifteen years. Possibly one fundamental is being fulfilled. By checking in every week, the individual is insuring that his rig is operational. If he didn't do so, an emergency might arise and he might find that his rig was inoperative. The second fundamental, that of suprlying trained personnel, probably is not being complied with. Checking in each week with a call sign does not qualify anyone for handling communications of any type.

So many of our nets today are falling short on this second premise that if a disaster struck, most operators, if they didn't go hide, wouldn't know how to conduct business on an emergency circuit.

I don't like to criticise unless I can offer suggestions as alternatives to my criticism. So here it is.

With regard to the first fundamental premise; Checking into a RACES net is to insure that equipment is 100% operational. If that is all the HAMMING you do, use that weekly check-in for that purpose. If someone has a bad signal, call it to his attention. The best thing to do is use emergency power. In this case, checking in is even more important. Those batteries have to be charged or the generator working to be of any value. If you have emergency equipment or a mobile, use it rather than your fixed 110 AC station. Area net control stations should regard weekly check-ins as an indication of those stations

prepared for an emergency. Stations not heard from for a period of time can be assumed to be inoperative unless otherwise notified. If you are unable to make the net on a regular basis, check your equipment once a week and have the results relayed to net control for you by someone else. That covers the first fundamental fairly well.

The second premise is much more difficult to deal with because it involves people rather than machines. How to train operators is purely a subjective topic. What criteria determines if a person is ready for disaster communications? I feel that most of the RACES nets are falling short of a minimal goal for making operators ready. In our opening example there is evidence to show that while equipment was being checked, operating techniques and practices were being overlooked completely.

What type of training should be undertaken? Certainly the example of playing pseudo-policeman, as CBers might do, does not fulfill the requirements. Operators in an emergency or disaster situation should be able to 1.) handle formal traffic efficiently, 2.) be knowledgeable of a chain of command in which to pass vital operational information, 3.) observe net discipline so as to not disrupt other communications on the circuit, 4.) feel at ease while operating because they know what they are doing.

The third item above is easiest dealt with. If net control runs a well disciplined controlled net, then this objective can be achieved. Silence usually is the key word for operators. Transmit only when directed to do so or when absolutely necessary.

Traffic handling can be accomplished with drill messages. Even normal conversational items can be put into message form for practise. Fun questions can be asked and answered in message format.

Items two and four are the hardest to prepare for. To be knowledgeable of who to pass information of specific natures to is usually dictated by the specific situation at hand. Thus, it is something that can't be prepared for too easily. A knowledge of the CD structure in the local area and important names is useful information. Feeling at ease enables an operator to step into a situation and handle it with confidence. Only practise helps get the butterflies out of the stomach. I was nervous and didn't know what to expect the first time I called role for the county.

In general, practise at traffic handling for fun in a controlled net type situation coupled with net control responsibilities and even mock disaster situations will make a useful and confident operator. Critiques on the air or in person are very useful in pointing out problem areas.

One possibility often overlooked is that a trained operator need not own any equipment of his own on the band where the net meets. Equipment is usually easier to acquire than QUALIFIED personnel. The July 4th parade in Redwood City is a good example of a training exercise where operators are needed more than equipment. It tests the durability of both equipment and operators.

Observe your RACES net. Is it a means of checking equipment? Is control using the information to maintain a status list of operational stations? Is it making operators to feel at ease while they become efficient in net procedures? Is there a reservoir of personnel who are qualified? If a disaster struck while you are reading this, how many of the regular net members would be available? Of those, which ones would you want to depend on?

I hope my observations can improve the CD/RACES activities. It shouldn't have to be dull and boring. It can be a pleasure. Participate...

de K6LVJ AR

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STILL MORE ANNOUNCEMENTS

MEMBERS ** HEAR YE!!

To facilitate your remembering when the nominal club dues are to be paid, and to make club bookkeeping easier, memberships will now be on a calender year basis. To get everyone paid up to Dec. 31st of this year, the following members should remit the sum listed after their call, or name (for those with unlisted calls). Devalued dollars are most acceptable!

W6WQD-4	W6MOH-2	W6OEB-2	W6GAQ-2	W6VQV-3	SM5UR-3
K6QNH-3	W6AQL-4	WN6RNO-3	WB6KQZ-3	W6DEU-4	W6OJE-2
WA6DVI-4	W6NQN-2	W6SMF-6	WA6UMMY-6	W6IEF-3	WB6KQX-3
W6IQT-2	WA6JXO-2	WN6SSR-2	W6EM-4	WA6QGX-4	G3PPE-1
WN6LNV-3	W6WMC-1	John Cameron-2	Ed Camp-2	Win Neff-2	
W6OMY-1	Ralph Franks-5		Chas Cary-1		

Missing in Action -- Who Got???? Advise PO Box 911 if you have -- or have dope on -- any of the following:

- 1) Johnson Adventurer Xmtr 80-10 meters
- 2) Tube Tester -- Electronics Measurement Model 200
- 3) Johnson Low Pass Filter 52 Ohm, model 250-20
- 4) Ameco Code Records de W6AIN

FREE FREE --- Manual for Heathkit Monster Transmitter
Model DX-100 -- Call Ed w6AIN or 322-0319
or drop line to editor or Box 911.

On Saturday, July 28, a working party assembled at the Trailer on the SRI location to repair roof of same. Fred Canham, Paul Thekan, Jerry Starkey, John Cameron, Vance Wardlow and Ed Fairbanks scraped and cleaned all the seams in the roof. Fred then sealed it with a butyl compound. Anyone with experience, advice, or materials needed to repair several rust spots on the sides of the body are urged to let us know what's best to do. We have to paint the whole blasted thing once we are assured of a leak-free winter!

PAARA Auction -- Oct 5 -- Ampex Cafeteria -- more next issue.

BOARD OF DIRECTOR MEETING MINUTES -- AUG 8, 1973
NEXT MEETING OF THE BOARD: September 12 at 7:30 PM
SRI, W6OTX Trailer

Fred called the meeting to order at 1930 local time, with five members present and 3 visitors there also.

Business: Motion made, seconded, and carried that part of our treasury be transferred to a Wells-Fargo Savings account. The legal papers were signed.

Discussion followed regarding PARAGRAPHS. Les Vickery had comments regarding the nominating committee stating that he would like more knowledge of the membership. Fred reported the CCRC meeting held in the home of W6LGW in Almo. On Friday October 5 we will have our annual Action and Flea Market. It will be in the Ampex Cafeteria. We are cooperating with the Foothill club regarding the choice of a date. It will require at least ten of our members to take care of the details. These include: refreshments, treasurers, greeting, registration, and ground monitoring. A list of Electronic concerns will be written letters inviting them to donate prizes. A discussion followed regarding the annual Christmas party and the location of same. Then we moved to the challenge by EMARC to FARS, Philco-Ford, and PAARA in the participation in the ARRL sweepstakes, held each November. Terry Conboy and Hal Moore offered to take part from their homes. Fred will bring back the final decision as to the rules. It is supposed to be a practice run for Field Day.

Meeting adjourned at 2145 local time.

P.S. -- Since the Auction and Flea Market will take place on a regular meeting night the results of the nominating committee report will be announced at that time.

73, Hal Moore
Secretary W6DEF

W6QTE Code Practice is still banging away with Q5 signs on 3590 kHz every night except Monday starting at 8:00 PM local time at 5 words per minute. He ends at 10:00 going on 30 WPM or so! Practice makes Perfect!!

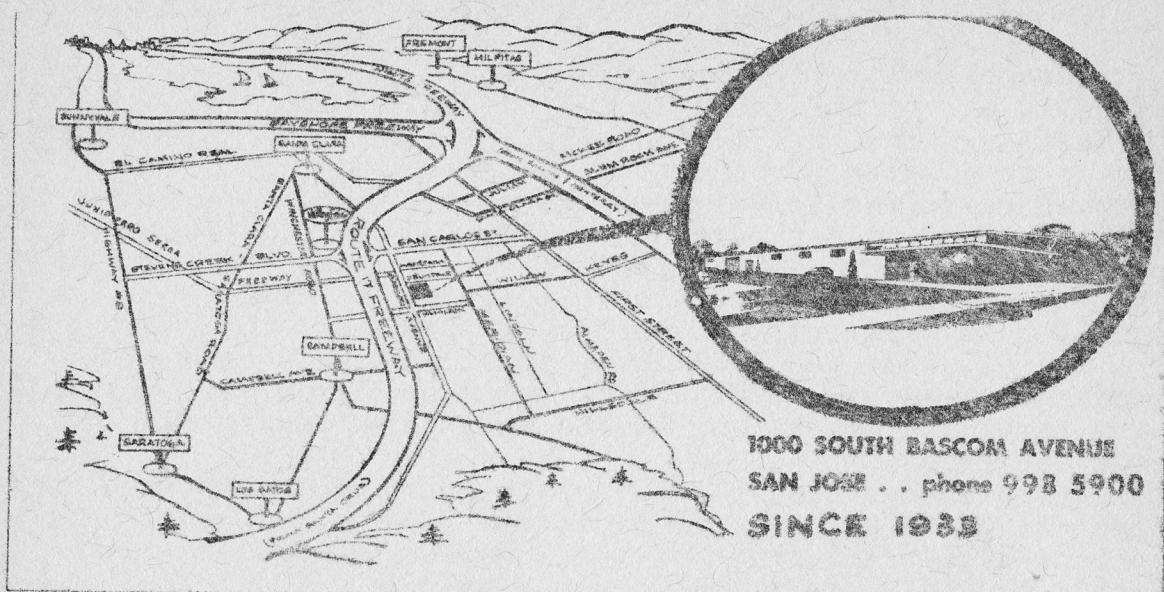
George Hart, W1NJM is the Communications Manager for the A.R.R.L. and in the August issue of QST he says that the word "missionary" can be applied to anyone involved in a task having to do with persuasion to a cause. The "cause" is Amateur Radio Public Service. He states that since public service work is less pure, unadulterated fun than most other ham radio pursuits and since there is a greater necessity for it in safeguarding the amateur's future, the need for missionaries is paramount. Therefore it is spread the word, preach the gospel, beat the drum for better, more organized emergency preparedness, more efficient net operation and above all more participation by the brethren in this important amateur radio activity.

It has been said before but it can stand repeating. The combination of the Amateur Radio Emergency Corps, the Radio Amateur civil Emergency Service and the National Traffic System is the Amateur Radio Public Service Corps. There is a definite move on the way now for the cooperation by the Military Affiliate Radio Service (MARS) with the ARPSC.

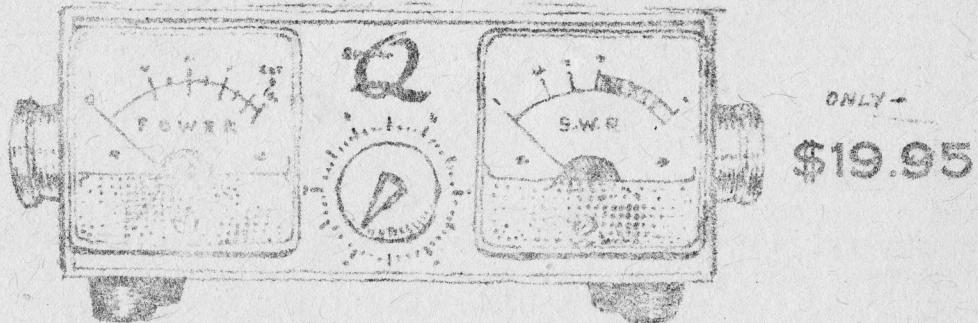
The practical way, and we must be practical, is the passing of good solid messages addressed to third parties (your friends, relatives, and neighbors) to localities outside of the immediate area. Messages that will not compete with Western Union or the Phone Company. These are messages of good will, birthday, wedding anniversary, baby birth announcements, etc. If your dog or cat has puppies or kittens you can use it also.) W6DEF is a member of the Northern Calif. Net which is part of the National Traffic System. Try it, you'll like it. I mean originating something for some-one via the CD net.

Am in receipt of a very funny series of stories by Henry Cady, W6PSY, up there in Clear Lake. Next issue when I have more room, I hope to be able to print one. Much better than one of my (in)famous "Origin of Ham Radio" efforts...

73, Rick
WA6NCX



SWB-2



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