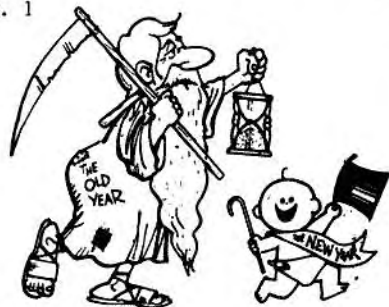


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MAIL STOP

Jet Propulsion Laboratory
W6VIO Calling M/S 264-419
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EDITOR: Eileen McKinney KA6DGV

Club Meetings: Second Wednesday of the month at 12 Noon in 238-543. Everyone is welcome - Bring your lunch!

Board Meetings: Fourth Wednesday of the month at 12 Noon in 238-543. Everyone is welcome - Bring your lunch!

Repeater Mtgs: First Thursday of the month at 12 Noon in 238-543. Everyone is welcome - Bring your lunch!

Newsletter Articles Deadline:

The 7th. day of each month. If the 7th. falls on a weekend, the following Monday will be the deadline. Please submit any articles that you write, ads, articles that you'd like to see reprinted from other sources (with the name of other publication, date, etc.), to the above address. Also if there are any artists or cartoonists out there, we'd love to have your work.

Permission is granted to copy enclosed articles providing credit is given to "W6VIO Calling".

Club officers for 1986 are the following. They were nominated and voted in at the general meeting on 1/8/86.

President - Steven Townes, WB4ILW
Vice President - Carl de Silveria, KG6LG
Secretary - Russell Dow, WA6JCK
Treasurer - Richard McKinney, KA6DAN



W6VIO

CALLING



"ZINC, GOLD AND COPPER" BECOMES SILENT KEY ...

We are sad to report the passing on November 15, of former club member H. R. ("Mickey") Mecke, W6ZGC, as reported in the December 13th issue of JPL UNIVERSE. Mickey had been an active club member a decade ago, having put up the first repeater on Table Mountain (146.16/76) in a cooperative venture with our club. Although Mickey lived in Barstow and his regular work was at Goldstone, he was so frequently at JPL that he could easily attend our meetings and was elected Vice-President for 1974 as part of Merv MacMedan's administration. Mickey served in this capacity only two months, after which he was stricken with a heart attack and went on disability status. Later in the year, Norm Chalfin, K6PGX, was selected by the board to complete his term.

Mickey eventually took his repeater off the 7800-foot mountain to a more accessible location at his home on a hill overlooking Barstow (still on 16/76) and turned the Table Mountain site over to Bill Wood who installed new 2-meter, 220 and 450 machines. These repeaters are in operation today as WB6TZS/R.

We did not see much of Mickey during the last 11 years, but we understand why. Nevertheless, those of us that remember his contributions to our club during our first special event operation (WP6JPL) and his enthusiasm and strong interest in ham radio will miss him. Di-di-di-dah-di-dah Mickey! (N6NO)



DX NEWS

Happy New Year!! Unfortunately, Christmas vacation has come to an end and all, or perhaps most, of us have returned to JPL to be retrained in our respective jobs. N6ET had a ball skiing at Big Bear for 5 whole days. No accidents, thank heavens. The LI DX Bulletin tells us that the ether is absolutely stuffed with DX whose sole aim is to have QSOs with W stations. I've appended a list to assist you in getting your share of these.

ANDORRA-C31JE is active from 1300Z at 14,015 to 14,017 kHz. A bit early for W6, but maybe he stays on for a few hours.

ARUBA-P4/KQ2M will be active from here on 10-80 meters, both ssb and cw from 13 to 20 January. This may count for a new country, since Aruba was just granted independence.

CAMEROON-TJ1AF shows up on 14,210 kHz at 2130Z. TJ1CH is also active on the net at 14,183 kHz from 1900Z.

CHINA-Look for both BY4AA and BY5RA daily on 14,045 kHz from 0001 to 0200Z.

KERGUELEN ISLAND-FT8XB will be leaving this island shortly, but he's looking for needy DXers from 1900Z on 14,183 kHz prior to his departure.

MALAWI-7Q7LW can be snagged, if propagation cooperates, from 1500Z at 21,245 kHz. Look for him also at 0300Z on either 7005 or 3505 kHz.

MALDIVES-8Q7CG will operate from here on all bands between 19 and 31 January.

PAKISTAN-AP2ZR is active nightly from 0145Z at 3795 kHz. We might have propagation via the gray line at that time.

SAO TOME-S92LB operates from 14,165 to 14,195 kHz from 1900Z, moving to 14,183 kHz at 2030Z for net operations.

SEYCHELLE ISLAND-S79WHW operates regularly on 14,183 kHz from 1830Z.

ZAIRE-9Q5MA keeps very busy at 14,183 kHz from 2000Z.

ZAMBIA-9J2MO is an easy target on 21,025 kHz from 1800Z. You can get a fast QSL from his manager, W6ORD.

Go get 'em now! Sorry this is so long, but there is a lot to report this month.

73 and Good DX,
Bob, N6ET

EARLY RENEWAL BIG SUCCESS

More than 100 ARC members took advantage of the reduced rate for early renewal of the 1986 membership.

Computerization of the membership process greatly reduced the manual paper shuffling needed to send out renewal notices, but computers do make mistakes (or is it the operator?). If you have not received your renewal notice or forgot to renew early, please do it now.

Reminder: Renewal for 1986 is now \$4.00. (Rick KA6DAN)

PACKET RADIO IS ROLLING!

The club's packet radio effort officially got underway at the packet radio kickoff meeting on December 12, 1985. The attendance was very good and everyone brought a lot of enthusiasm.

Thanks largely in part to the efforts of Rick McKinney, who arranged the meeting and presented short and long range plans, the club now has an organized effort.

Currently, a packet station is being setup in 171-B9, the emergency radio room. It will use one of the club's new Commodore 64 computers, a packet terminal node controller (TNC), and an IC-21A 2 meter rig. When the station is ready to use, I will give orientations to people who are interested in using it. (By the way, does anyone know where the manual is for the IC-21A? Also, has anyone tried before to repair the accessory DV-21 VFO unit?)

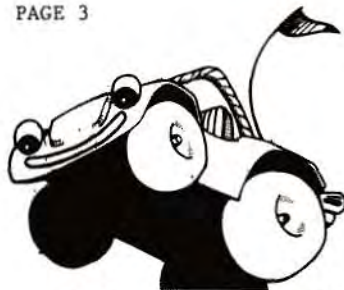
If you did not attend the kickoff meeting and are interested in joining the club's packet effort, let me know and I'll put you on the notice distribution. 73 de KG6NF (Chuck)

Walt Mushagian (K6DNS) reports that while on a desert trip with Garry Stevens (WD6FLY) they discovered three 220 MHz repeaters that are open and linked to the CONDOR net. They are:

224.18 Onyx peak
224.90 Las Vegas
224.94 (or 223.94?) Las Vegas

The 4.94 machine is located at about 4000 ft which they could hear but could not bring up. The 4.90 machine is at a higher elevation which they were able to work easily. In fact they were able to work the control operator whose name is Ron (AA4ID) simplex. This machine was undergoing tests at the time of their contact (LATE DECEMBER) but was expected to be fully operational by the end of January 86. SID, WB6VWH

Club member Dwight Holmes who is normally our man at NASA Headquarters, will be in Australia as a member of the Voyager Radio Science Team during Uranus Encounter. He hopes to work us on 40 Meters if he can find time and a rig. Rick, KA6DAN



RADIO AT THE BAJA 1000

by Don Lawson

"Net control, this is check point #1."

"Go ahead Check 1."

"We have an accident near our location. One vehicle rear-ended another and there are injuries reported. The medics from this Check point are on the way."

"Net control, this is Check #4. Vehicle #100 is upside down between Check 3 and Check 4. No report of injuries."

"Net control, this is Check #5. Vehicle #205 is broken between Check 3 & 5. Driver is OK."

"Break Break, this is Check 2. We have bandits, with a shotgun and rifle, robbing people in this area."

"Check 2, this is Net control. We have called the authorities and they are on the way to your location."

"Check 7, this is Net control. We have a helicopter going to check on the driver of car #100. The helicopter crew will be on 2 meters (146.490) and aircraft frequency (123.450). Can you monitor either of these frequencies and relay any messages on 80 meters?"

"This is Check 7. Yes, we can monitor both of those frequencies and relay on 80 meters as requested."

This was a sample of the communications that took place November 8th. & 9th., 1985 at the Baja 1000 Race. We were at Check #7 overlooking Bahia San Luis Gonzaga and manning our radios for this annual event.

We had an 80 meter inverted "V" set up at this very beautiful location and were in contact with Net control in Ensenada, as well as, all the other ten ham stations around the approximate 900 mile loop race course.

Except for the bandido incident, the rest of the above communications were about typical for any of these Baja races. Robbery is a very rare occurrence in this sparsely populated and unspoiled part of Mexico. However, our venture into Baja did take some very considerable commitment by all the people in our group. In fact, our destination was so distant and included such bad roads that it was more convenient for some of the people to fly. Because there are no phones or radios in the area, we had to arrive some time before the race to determine the best landing strip for the people who were going to fly and then find an appropriate spot for the check point.

Our crew accomplished these tasks the day before the race and that evening, using Harry's large vertical antenna, we checked in with Net control to let them know we were on location. Our radio crew consisted of three JPL Club members. Harry Enmark (W6IUR), Don (WA6SQF) and Betty Lawson (KA6JER). Terry Neal (AA6TN), a friend of Harry's, was also most helpful and a dedicated member of our crew. He was the only one whose car was not tied to a stationary antenna so he was able to be mobile when necessary.

The race started at 6 AM; however, our location was more than 500 miles into the course so it was not necessary for the race officials to be there until several hours after the race had started. Consequently, they did not arrive in their plane until about 1 PM. They were escorted by Betty's brother (a veteran Baja pilot) and his wife who had volunteered at the last minute to help in this somewhat precarious endeavor.

We greeted the planes using our handheld aircraft transceiver and directed them to our selected airstrip. They landed in a brisk cross-wind with only one problem. One of the planes was overloaded which made it drop down sooner than expected and it sheared off a mesquite bush at the end of the runway.

Our people, undaunted by the not inconsiderable damage to the one plane, began off-loading equipment from both planes into Terry's 4x4. He barely managed to squeeze everything and everybody into his blazer for the rough 4 mile trip to join us at the check point site.

Upon arrival at our site, the race officials immediately began setting up their paraphernalia necessary for their job and were all set when the first racers came through. The job of the officials was to stop all the race vehicles, give them a check stub, log the vehicle numbers and their passing times before waving them on to the next check point.

The first race vehicles arrived at our location before dark and continued to pass through our check point all night long and until our closing time at about 3 PM the next day. There were 211 entries ranging from off-road cars, pickup trucks, 4 wheel drives and sedans to motorcycles and all-terrain vehicles. Only 120 of these vehicles made it through our check point which was a little more than half-way through the course.

All our communications and check point duties were carried out flawlessly and our mission was considered a success. Before our departure from this beautiful and memorable spot, we all drank to our accomplishments with very large margarittas made in a large blender powered by a special power supply designed for just this purpose.

By the way, for the first time, we gringo hams had our own personal Mexican call signs. Our final communication at the check point was:

"Net control, this is XE2HNJ at Check 7, San Luis Gonzaga, Baja del Norte in Mexico, signing clear."