

JUNE 2011

THE MONTHLY NEWSLETTER of the SANTA CRUZ COUNTY AMATEUR RADIO CLUB

SHORT SKIP



New Hams Support Kinetic Community

By Don K6GHA

There were 70+ students and 10 student-built kinetic vehicles present for the first GMEC Challenge event May 25th at Soquel High School. A request for event communication and medical aid assistance came from Soquel High's Shop teacher Leif Rovick.

SCCARC new hams volunteered to assist. Cole Taylor (KJ6LBC), Fletcher Arnold (KJ6LDC), and Skylar Merritt (KJ6LDB) volunteered for the all day event held at Soquel High School. (Below - Cole KJ6LBC and Fletcher KJ6LDC check in)



These new hams provided exceptional service to the GMEC event with their dual support roles; supporting event communications and first responder aid. All three hams are currently finishing the EMT training class at Cabrillo, where our own ARES EC Jerry Inman (AE6I) is their lab TA instructor.

Coordinating communication around the 1/2 mile course provided a useful service for Leif, the Soquel High School event coordinator. In addition, there were a few medical incidents which were promptly attended to by the

Continued on page 2

Field Day 1961



How many of these SCCARC members of the 1961 Field day do you remember?
Back row L to R 1.Art Constintine, 2, 3.Dick Damon, 4, 5, 6, 7, 8.Dave Taylor
Front row L to R 1, 2.Frank Carroll, 3.Elmer House, 4.Royce Krilanovich, 5,6

Field Day Fast Approching

Greetings! Field Day is fast approaching (June 25-26). Those hardworkers who help set up on Friday afternoon will be served pizza, compliments of the San Lorenzo Valley Radio Club. This year's lunch on Ben Lomond Mountain will consist of ready-made sandwiches to grab and go, chips, fruit, cookies and beverages. The Saturday evening BBQ will feature hamburgers, turkey (keep your fingers crossed that I don't char it!) and some other meat as back-up (it depends on what is on sale between now and June 24). Salads and desserts are potluck. Sunday breakfast will be fruit, muffins, yogurt and BBQ leftovers.

I will need 3-4 large Weber barbeques to accomplish all this delectible madness. Who can help with that? Any help with the cooking is also appreciated (and you will get first-pick of the finished product!)

Thanks and 73,

Becky (KI6TKB)

CLUB MEETING FRIDAY JUNE 17, 7:30PM



Saturday before going to CAKE at the Abby, I put together a list of possible interests. I started with everything I am interested in (I have wide interests) and then noticed on my other computer screen was the menu for eHam forums, so I added the ones I hadn't covered. A quick 10 minutes later I printed the list and took it to CAKE. I asked for a simple hash mark at any area of interest from the attendees, with little explanation except a mark for "interest". I didn't fill out the survey, but just add one to every category. A few surprises for me.....

General Knowledge. A little surprising at 5 points, behind a couple of others, and probably not well described. I think this should have been 18.

Operating. Again, 5 points, and probably too general.

Antenna Selection. Another 5 pointer, and probably should have been more due to the heavy discussion at almost every CAKE meeting.

Antenna Building. Another 5 pointer, and there were at least 5 with homebrew antennas.

Radio Selection and "hidden options". Only 2 points on this one, and maybe CAKE isn't the prime venue for this type of discussion.

Mod's and Repairs of Radios. Another 5 pointer, and would have been good if these would have been separate categories.

Measurements and Evaluation (Radio) 1 point (Antennas) 2 points (Audio) 1 point. Since these are my interests, and have been frequent CAKE discussions, I expected higher.

Modeling; (Antennas) 4 points (Circuits) 2 points. I'm happy to report these are a bit higher than I expected!

Amplifier Building (General) 2 points (QRO) 0 points (VHF) 0 points. It looks like I'm alone in the VHF Kilowatt amp interest group.

Transmitter Building. 3 points. From the projects seen at CAKE, the QRP and Softrock projects keep this and the Transceiver Building alive.

Transceiver Building. 3 points.

Test Equipment and Building Test Equipment. 1 point. Not too much of a surprise after the low rating of the "Measurements and Evaluations" category.

Station Building (Operating) 3 points (Contesting) 2 points (DX) 3 points This is about what I expected.

HF (CW) (SSB) (PSK) (RTTY) (FM) (JT65) (WSPR) (Packet) (Other) There are 5 each for CW, SSB, and PSK, and 1 each for JT65 and

WSPR. A surprise of 3 points for HF packet may be due to the survey clarity. Cap wrote in Winmor, and is a mode I will investigate.

(160)(80)(40)(30)(20) (17)(15)(12)(10)(6?) Band distribution was fairly even, as expected, peaking at 40M and 20M. No reported interest in 30M.

VHF + (CW) (SSB) (PSK) (RTTY) (FM) (JT65) (WSPR) (Packet) (Other) Light interest in VHF modes of SSB and PSK, with more than expected Packet, possibly due to APRS.

(6M)(2M)(220Mhz.)(430 MHz.)(900MHz.)(23 cm.)(13 cm.)(Above 13 cm.) Light interest in 6M and 2M, with NO reported interest for the higher bands. This probably explains why I only make VHF/UHF SSB contacts during contests, although location doesn't help.

QRP (Low Power) ("Transceiver" power levels) (QRO) QRP won over QRO 2 to 1.

Contesting. Seems only one contester at the table today, not counting me.

ARES Another 5 pointer.

DX Another 5 pointer and a little higher than I expected from this particular group.

Nets No points for nets, however almost half check in to the weekly 10M net.

Rag Chewing The runner-up for the high score, and practiced at every CAKE!

Digital and computer Modes The surprise top score at 7 points, indicating the group is technical minded, and looking towards the future.

Software Design or Implementation. This one scored 2 points, and even I don't know what I thought it meant.

Boat Anchors and Restoration, including test equipment. The 3 points for Boat anchors surprised me a bit, as I didn't realize any of the group had the interest.

General Homebrew Too vague, but got 1 point from someone that thought they knew what it meant.

Mobile operation (HF) 2 points (VHF) 3 points. I expected a bit higher for the VHF, but maybe the repeater coverage is good enough that most are using handhelds, or from the earlier scores, the group today just wasn't that much into VHF.

Repeaters The 5 points for repeaters fit the group at the table, and is probably a key interest to many in the club.

Remote Operation No reported interest, and probably matches ratio of remote users of the club station.

Satellites Another big surprise of 6 points, several operate the satellite modes, and can offer advice to new users.

D-Star was added as a write-in, and got 3 points. Out of a group of 18 that is good interest.

Another write-in was "Shack Visits", an activity that has been discussed but never taken off. This has been proposed as either after CAKE or on the alternate Saturday.

CAKE Attendees (The usual suspects) noted:

Art WF6P	Chris KG6DOZ
Jeff AE6KS	Dallas K6KEB
Larry WB6MVK	Reed N1WC
Jeff W6NA	Oliver KJ6LDD
Jean KI6DXX	Don K6GHA
Dave KG6IRW	Frank K6BDK
Lou KJ6CAI	Tom KW6S
Kerry K3RRY	Rich W1WUH
David WS2I	Cap KE6AFE
—Tom KW6S	

Kinetic continued



EMT's in the team. In one case, a call for "all EMT's" was placed via radio. Within seconds they arrived at the location of the accident and administered aid to the people involved.

The event was classified by Leif as a "great success" in a large part due to the communication and aid services provided by these new hams. Thank you Skylar, Fletcher, and Cole for volunteering your service, representing Ham Radio, and providing EMT medical assistance for this local community event.

Treasurer's Report

The April 30, 2011 Treasurer's Report presented to the Board of Directors showed that the SCCARC treasury had \$4,134.34 in cash and bank accounts (total less encumbrances: \$3,498.51). At that time all financial obligations for which invoices had been received had been met, including the annual equipment insurance premium. The full Report, incorporating the current working budget as well as actual and projected income and expenditure figures for the full calendar year, will be available for review at the June 17 Club meeting.

WELCOME NEW MEMBERS!

The following members joined us during May 2011:

Bill Henley N6RHF

Duane Titus KC7AEM



By Art Lee WF6P

CHATTER

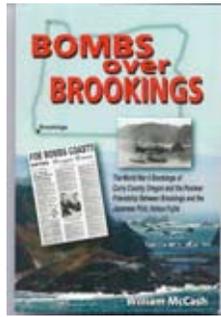
I received a nice package in the mail yesterday from our long-time club member Pat Henry, WA6PKM. He now lives in Gold Beach, Oregon. Knowing of my interest in WW II History, he sent me clippings of the Japanese bombing of Oregon. Now it is in an autographed copy of the book, Bombs Over Brookings, by William McCash. (Maverick Publications, Bend Oregon. 3rd edition, 2009). I am anxious to read the book but in a quick scanning, did not determine if the float type aircraft (referred to as a Glen) was launched by rails on the submarine or made a water takeoff. It had been carried in a special hangar on the main deck, taken out and reassembled for flight. The intent of the attack was to create forest fires and disrupt wood production. Although a couple of the bombs exploded, little damage was done. Wet foliage did not ignite easily, as hoped.

It is always a shock to see the name of someone you worked closely with appear on the Obituary page of your local newspaper. Such was the case on May 17th when KB6EXB Clive Ridpath's name came up. Clive was a very active club member in the 1980s and 90s, and especially as a strong member of ARES under the direction of Rich Hanset, KI6EH. Clive always had a smile and a good word for everyone and was well prepared for emergency communications. He was a Royal Air Force pilot in WW II flying DC-3 type cargo aircraft. He once told me of his adventures flying radio gear, guns, ammunition and saboteurs into France. Under utmost secrecy, he went in at night, landing in unprepared airstrips or pastures. He would fly back to England with Allied pilots smuggled out by the French underground. As a Navy flight mechanic, I have hundreds of flight hours in Navy R4D (DC-3) aircraft and only landed on prepared runways – and those landings were difficult enough in daylight. I couldn't imagine doing what Clive did – nor the punishment if he crashed or was captured. He said it was scary, even to him.

Read a very interesting book loaned me by my pal Leon Fletcher, AA6ZG. Christopher Buckley's well-written Steaming To Bamboola,

held my interest. The story took place aboard a former Liberty ship turned tramp steamer. The radioman operated Morse code mostly, was described this way: "Sparks had been at sea since he was seventeen. With his white hair, sunken chest, spindly arms, thick, black-rimmed glasses and white T-shirt, he was like some kind of wireless jockey hunched over his transmitter. He was good, the kind of man who'd stay on the key until the ship went down. Radiotelegraphy had changed considerably since he had shipped out with the navy forty-two years ago. Now a thick book listed the right acronyms for everything. In real emergencies, the old ones –SOS, CQD –were still used but in situations like this there were procedures. Sparks finally said, "SITCASREP. Hell, the directions are a page long."

Our May club meeting was fun and gave everyone a chance to rag chew as well as to buy a raffle ticket or two for a chance on various donated artifacts. Our President, Bruce, AC6DN, was out of town so David, WS2I, club secretary, took over for him. Dave ran the raffle, circulating around the room with the well-worn raffle ticket box, having members draw tickets. Kathleen KI6AIE, Treasurer, did her usual good work with the finances.



Dear OM Lee,

Having just read your article in the May Short Skip, I am reminded of another event similar to one you mentioned.

In the late 1950s my partner and I opened a TV repair shop on Soquel Ave. For that first Christmas I put a small artificial tree in the display window, with a string of NE2 lamps operated by a battery, and using R-C combinations to control the timing of the neon flashes. The fairly large capacitors were disguised with aluminum foil.

After the first of the year, that was all taken down, and the battery placed on a shop shelf with other batteries.

We had a pleasant young man helping us, who claimed he could test batteries by licking them. I warned him not to do that, but he persisted. When he picked up the longest

battery, I yelled, "Stop Gene! Not that one!" Too late. The 90 volt battery hit the back wall, and Gene hit the front wall. After he regained what was left of his composure, he said he had seen a bright flash. A lesson learned the hard way.

Thanks to you and the rest of the SCCRC membership for all the good things you do.

—73 Gino Campioni WA7NUH ex WA6LCK

Clive Ridpath KB6EXB SK

Clive Ridpath passed away peacefully surrounded by family on April 30, 2011 at the age of 87.

Born on January 11, 1924 in London, England, Clive embarked on his adult life by graduating high school at age 16. Driven by the European war efforts in 1937, Clive went to work driving ambulance rescue vehicles in his home town while attending the Air Training Corps School Squadron. Inducted into the Royal Air Force in early 1941, Clive was sent to Canada for combat flight training near the end of 1941.

With training completed, Clive returned to England and continued the war effort as a pilot in the Royal Air Force flying a C-47 Dakota in the Northern Europe and Indian theaters. Clive was very proud of his participation in the Battle at Arnhem, the Battle of the "Bulge" and his efforts returning P.O.W's home to England at the conclusion of the war.

After the war, he returned to England and attended college. Clive completed his post graduate work to achieve a degree in engineering. Clive worked for various aerospace companies in England, Canada, and California, including 30 years of employment with Lockheed in Sunnyvale and Santa Cruz until his retirement in 1998.

Clive enjoyed dancing, with his true love being ballroom and swing. His other interests included "Ham" radio and communications. Clive had been a member of the Coast Guard Auxiliary and volunteered for the Red Cross.

Clive is survived by his children, Simone Young of Santa Cruz, Derek Ridpath of Santa Cruz and Carol Ridpath, his grandchildren Heather, Kristen, Brian, Sylvia and Savanna and his only great-grandchild Kael.

A private memorial service is planned with family members.

In lieu of flowers, the family requests memorial donations be made to the Santa Cruz County Red Cross, 2960 Soquel Avenue, Santa Cruz.

Published in Santa Cruz Sentinel on May 16, 2011

SCCARC Board - 2011

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MONTEREY BAY REPEATER ACTIVITY

Santa Cruz County	K6BJ 146.790- PL 94.8 Santa Cruz (linked to KI6EH) KI6EH 147.945- PL 94.8 Watsonville (linked to K6BJ) K6BJ 440.925+ PL 123.0 Santa Cruz (not linked) • SCCARC Net Monday 7:30 PM 146.79- /147.945- /147.180+ linked • SCCARC 10 Meter Net Monday 7:00 PM 28.308 MHz USB
ARES Net	SC County Wide ARES Tuesday 7:30 PM on 147.180+ PL 94.8 and 443.600+ PL 110.9 linked
San Lorenzo Valley	WR6AOK 147.120+ PL 94.8 Ben Lomond • SLV Net Thursday 7:30 PM
Loma Prieta	AB6VS 440.550+ / AE6KE 146.835- PL 94.8 (linked for net) • LP ARES / LPARC Net Tuesday 7:15 PM
Monterey 94.8)	K6LY 146.97- PL 94.8 / 444.700+ PL 123 (linked for net) Monterey • Monterey Co. ARES Net Wednesday 7:30 PM K6LY 146.970- (PL 94.8) • NPSARC Net Wednesday at 8 PM on K6LY/R
LPRC	WR6ABD 146.640- PL 162.2 / 442.900+ PL 162.2 (winsystem.org) • LPRC Net Tuesday 8:00 PM 146.640-(PL 162.2) • Amateur Radio Newline broadcast Tuesday
	• Santa Clara Valley Section Traffic NET Tuesday 9:00PM 146.640- (PL 162.2)

FOR MORE INFO SEE: <http://www.k6bj.org/freq.html>

SCCARC Calendar of Events

ARES Meeting (prior to club meeting)	Friday	Jun 17
SCCARC Meeting	Friday	Jun 17
Cake Meetings	Sat	Jun 11
Board Meeting	Thursday	Jun 23
Field Day	Sat-Sun	Jun 25-26
Short Skip articles due	Mon	Jul 4
SCCARC Meeting	Friday	Jul 15

MONTHLY MEETINGS.

The SCCARC Meets at 7:30 PM, on the THIRD FRIDAY of the each month (except December). Meetings are at Dominican Hospital, Education Center, 1555 Soquel Drive, Santa Cruz.

Short Skip is published 12 times per year.
Free to members.

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FEMA Admin Praises Hams

By Dan Romanchik, KB6NU

At the Earthquake Communications Preparedness Forum, held on Tuesday, May 3, 2011 in Washington, DC, FEMA Administrator, Craig Fugate, had some kind words to say about ham radio. He noted that ham radio really is valuable "when all else fails."

The Web page describing the conference <<http://www.fcc.gov/event/earthquake-communications-preparedness-forum>> has a video of all the talks given at the conference. Fugate's remarks begin at the 18:45 mark. His remarks about amateur radio start at about 29:20.

I think it's great that the head of FEMA thinks so highly of hams. Before you get all excited about this, though, listen to all of Fugate's comments. He has some interesting comments about all of the different ways that responders gather information and provide information to the public in an emergency. I think listening to all of the remarks will help give those of you who are involved with emergency communications more of an overall perspective, and may even help you evolve our role into something that's more useful in the future.

At one point, for example, Fugate held up a cell phone and told the audience to think of this device as both a data point and a sensor. Folks with cell phones can help emergency responders by sending video and audio of the situation, preparing the responders for what to expect when they do arrive. I don't know how many ARES/RACES groups have incorporated video into their emcomm plans, but it sounds like it should be.

Also important, says Fugate, is a solid knowledge of communities, local geography, and place names. I'm not sure if that's normally a part of emcomm training, but it sounds like it should be.

I'll be the first to admit that I'm not an emergency communications geek, so perhaps I'm talking through my hat. It seems to me, however, that it's important to listen to what guys like Fugate are saying and work with them to make amateur radio even more relevant and useful in emergency situations.

Rocky Mountain High Radio Rescue

Following a recent news story, a few people have asked me to provide a few more details, so rather than tie up the bandwidth, here goes.

My son Ian called me recently after completing a flight as pilot of a twin turboprop Beechcraft 1900D loaded with passengers, from Denver to Farmington, New Mexico. "Hey Dad, I have a cool story to tell you, it's kind of crazy, just like in a movie." He makes several of these commuter flights every day when he's on duty as a pilot for Great Lakes Airlines. This one was a little different however, and he was excited about the day's events as he told me about it. In fact you may have read about it in the paper or heard it on the news, but Ian's name wasn't mentioned as the airline pilot in the story as released by the FAA on May 27th.

A small plane flying at 17000 feet, over the Rocky mountains had caught caught his attention because the pilot wasn't making sense and seemed to be suffering from lack of oxygen. The air traffic controller also recognized this and asked if he wanted a lower

altitude, but the pilot just kept repeating the last three letters of his callsign. Suddenly there was a long period of silence and a very frightened female voice came on the radio asking for help, just like a scary movie, except this was really happening. The pilot had lost consciousness, and she had no idea how to fly the airplane. The controller asked if anyone on the frequency was familiar with the Cirrus SR-22. Although he was on a scheduled flight with a full complement of passengers, Ian offered to help. His new job was to help the pilot's terrified wife to control the plane, in cloudy, high-altitude mountain conditions, as well as deal with the details and responsibilities of his own flight and passengers. After engaging the autopilot, Ian told her how to set it to begin a gradual descent. Things were looking better, but after several minutes, the terrified wife was heading toward high terrain. "One Alpha Whiskey, the terrain's a lot higher there, you need to turn South reference that terrain." The controller in Denver, Charlie Rohrer, was offering headings and clearance to a lower altitude where there was more oxygen and he could still communicate and follow her on radar, but the wife didn't know how to comply. Ian spoke up after the Cirrus failed to turn, a wrong move could send the plane spiraling out of control, and a cloud layer over the Rockies can be an unforgiving place to learn unusual attitude recovery. "There should be a button on the autopilot panel that says 'H-D-G' for heading... You want to push that. .. There should be a big knob you can turn to the left and right..."

Little by little, with the help of the controller's radar vectors and Ian's help with the controls, the plane broke out of the clouds going away from the mountains. Ian said he used his collision avoidance equipment to locate the plane and trailed it visually. As the plane descended, the oxygen was more plentiful and gradually, the pilot started to regain consciousness.

There were some tense moments ahead as the pilot regained consciousness, took over the controls, and when asked for his intentions, said he wanted to try again for Colorado Springs, his original destination. That would mean going back up to 17000 ft. If he climbed again likely he would lose consciousness again. Fortunately, Ian and the controller persuaded the pilot to fly to lower altitude and land. Just in case, as the aircraft was handed off to the control tower at Farmington, New Mexico, Ian asked the controller to scramble the rescue helicopter. For the whole trip to Farmington, Ian escorted the little airplane with his turboprop

airliner, making big "S" turns behind it, until it made a safe landing, worried he would have to tell the wife to deploy the plane's emergency parachute system if the situation deteriorated... The pilot was taken to the hospital by ambulance, and Ian's passengers arrived a little bit late but with a story to tell. For the pilot's wife, it probably seemed the longest hour of her life.

Ian's a typical Santa Cruz kid. He played four years of football for Monte Vista, and was an Eagle Scout at the Twin Lakes scout troop. After high school, somehow he convinced me he really wanted to fly, but in retrospect, it wasn't too hard... his grandmother had her pilot's license at sixteen, before she could drive. And, who knows, Ian may have had some extra help that day... Sixty-six years ago to the day, May 17, Ian's grandfather, at that time Lieutenant Tom Norris, was in the air, flying a twin-engine plane, with the exact same height, length, and airspeed as Ian's. But it weighed twice as much, and was flying low and slow, over the Shuri Ridge on Okinawa.

Here are some links to the news story...

Santa Cruz Sentinel (The only one that mentions Ian's name)

http://www.santacruzsentinel.com/ci_18202696

KTLA Los Angeles evening news with video:

http://news.yahoo.com/video/losangeleschs2-15750780/wife-takes-control-of-plane-after-pilot-husband-suffers-hypoxia-25365587;_ylt=AiIKtMvQUDSiVZtWIrPm oruz174F;_ylu=X3oDMTEwdXU5MmFjBHBvcwMxBHNlYwNjbGlwcmRzbGsDd2lmZXRha2VzY29u

Reuters new service:

<http://www.reuters.com/article/2011/05/27/us-colorado-plane-idUSTRE74Q0RV20110527>

Denver Post AP:

http://www.denverpost.com/breakingnews/ci_18147054?source=rss_emailed

Audio of radio transmissions

http://extras.denverpost.com/media/mp3/2011/N591WA_redacted.mp3

73 de Barry

NR6S