

# Lenoir Amateur Radio Club

<http://www.lenoir-arc.org>

Lenoir, North Carolina

"Dedicated to Public Service"

**KF4WOD - 147.195 (N4NIN)**



# News & Views

Volume 1 Number 5

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Published Monthly

## GENERAL:

Our Program Chairman, Rick Tilton, N4WYK, has secured several general-interest ham-related video tapes for viewing at our upcoming meetings.

The club repeater (currently signing N4NIN) is back on the air on a limited basis! Due to antenna problems, until a new one is secured, the repeater is located down-hill from its usual location atop the ridge behind James' house. This, of course, limits its range and affects its radiation pattern...but is useful in many parts of town. The frequency is 147.195

## Happenings!



**Bike Ride Postponed!** Due to Hurricane Ivan and its close proximity to the Bike Ride Route during the selected weekend, the ride was postponed to November 14th (bring your jackets!) by Chamber of Commerce ride officials. Reasons were possible flooding and/or lack of emergency and volunteer groups to help manage the ride.

## Upcoming Events

The next scheduled meeting of the Lenoir ARC is set for **October 14th (Thursday), 7PM**, at the Caldwell County Public Library. The October meeting of each year is the month for **nominations for officers** to be voted upon at the November meeting! Please make plans to attend this important meeting!

The December meeting will be an "eating meeting" at *Captain's Galley* on Hwy 321 South on December 9th at 7:00 PM.

## Net-working

The Caldwell Amateur Radio Emergency Services (CARES) Net is called every Sunday Night at 8:30 PM on the 147.33 (Hibriten) repeater. This is a formal directed net and is sponsored by the ARES. Its purpose is to train, and keep in readiness, a pool of qualified emergency radio operators in the event of a local and/or regional emergency. Net checkins will be called by alpha groups and, unless you check in & out, you will be called again during the informal portion to offer any comments, etc. The 147.33 repeater has a tone of 104.3.



**Satellite & APRS by Rick, N4WYK**

A new 2m repeater is now operating on the International Space Station 24/7. The uplink is on UHF 437.80 and the downlink is on VHF 145.80. No tone burst or ctcss is required. The radio used in the repeater is a Kenwood TM-D700 operating in remote-crossband mode. It retransmits on VHF what it hears on UHF...so if you are getting through, you can hear yourself on the downlink. To see where the station is "live", click on this link: [Nasa](#) (To download the pcsat decoder program for making predictions for 3 days in advance, click on: [download](#)).

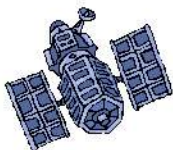
## ?? Did you know... ??

Three hundred and fourteen acres of trees are used to make the newsprint for the average Sunday edition of *The New York Times*. There are nearly 63,000 trees in the 314 acres.

(Reprinted from Isaac Asimov's Book of Facts, 1981 Ed., Pg. 414).



## GPS



Remember when Dick Tracy's "wrist" 2-way radio (later a wrist TV) was so far-fetched that it was considered science-fiction? Well, now that these things are ho-hum, and a wrist pager is also now readily available, it was only a matter of time before the wrist GPS hit the market! Enter the Garmin wrist GPS ForeTrex 201 unit bowing



in at around \$150.00 apiece. Not bad for this kind of technology in today's high-price market!!

## Our "New" Newsletter

It was fully intended (as mentioned in the column to the right) that this issue of the newsletter was going to be in an entirely different format - Microsoft's *Front Page* instead of *Print Shop Deluxe* (one which seems to have its' own idea as to how it formats a page when the newsletter is uploaded to our temporary website by *inserting large blocks of "white space"*). Due to the editor's recent surgery and subsequent convalescence, severely limiting the time spent in front of the computer, learning *Front Page* with a new newsletter format had to be postponed, at least temporarily, until a later date. A new "temporary" website is also being developed and *Print Shop* will be used for that effort also...at least at the start, until *Front Page* can shoulder that responsibility as well. Your patience is requested while we learn and grow!

Thanks!

## Snail Mail

Our Mailing address is: Lenoir Amateur Radio Club, P.O. Box 3276, Lenoir, NC, 28645.

## Speaking of Addresses...

The LARC now has a brand-new web domain identity - thanks to Gary, KD4YTU! He has secured for us the domain address of [Lenoir-ARC.org](http://Lenoir-ARC.org) (and .net) . Gary will set up a number of email addresses using this domain and later will host our very own website on his server free of charge! Additionally, this newsletter will be available on the website for viewing and/or printing simply by clicking on one of the several "options". Work will begin shortly on the design and implementation of the new website!!

## ARRL Affiliation

It is now official...the Lenoir ARC is again recognized as an **ARRL Affiliated Club**, confirmed by eMail last month. (51% of the members must be full ARRL members).

## New (?) Members

No new members were inducted at the September meeting...but 2 visitors were present at the meeting (Clayton Crump, **KE4VJH**, & Tim Honeycutt, **KD4YJN**).

## Please note!

**The editor reserves the right to edit and/or paraphrase articles or "news" submitted for inclusion into the LARC newsletter due to time and/or space constraints. Submit articles, etc. to Jim, N4EUX, at [bozo38@charter.net](mailto:bozo38@charter.net). tnx!**

## Editor's Desk



The Bike Ride, had it come off on schedule, would have been a beautiful day for it...with temperatures in the mid-seventies, a slight breeze blowing, and with perfectly clear *Carolina Blue* skies. But their decision to postpone the Ride was a correct one...what with flooding conditons possible due to Hurricane Ivan skirting all around us! Better to have been safe than sorry.

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In the "Rambling, Tidbits, and Parting Shots" section on pg. 4, I used a bit of newsprint space to cover another subject close to my heart...Jeeps! If you don't want to see items of this type in the future, then by all means, let me know!!

## President's Corner

Recently, while surfing the internet, I ran across 2 websites that will be of particular interest to our members. The first deals with frequency charts (airplane, navigation, federal, and ham band allocation charts from Icom). Check it out at this link: [Frequencies](http://www.ac6v.com/frequencies.htm) For those hard-to-find manuals for older VHF and HF equipment, try [Manuals](http://www.ac6v.com/manuals.htm#free) (many are free). Full website addresses for these two are:

<http://www.ac6v.com/frequencies.htm>

<http://www.ac6v.com/manuals.htm#free>.

Enioyl

-73 Tom K44HKK

Got a news item for the newsletter? Send it in!!





## From the history archives...

From the February '86 newsletter (entitled "Lenoir Amateur Radio Newsletter" -after it was adopted as the official newsletter of the LARC but before it was renamed as the "News and Views"), it was observed that the Newsletter was generated using an Atari 800, a Percomm AT-88 disk drive (about 16 MB capacity), and AtariWriter software sending the info thru an Atari 850 interface to a Star Gemini 10X high speed (about 2 ppm!) dot-matrix printer. The system was supported by a Novation J-Cat telephone modem (around 64 kbs!). My, how times have changed!! The setup above, when compared to present-day standards, would rate a good solid 1 on a scale of 1-10. Hi Hi.

## Vintage Equipment

(Each month, a brief spotlight will appear here on equipment you may have seen at hamfest swap tables.

This month it is the **Johnson Viking Ranger**.

The Johnson Viking Ranger has not lost its' appeal since its' introduction in the mid-fifties and are eagerly sought after today, primarily by those interested in crisp, clear audio output on the AM portion of the 80 thru 10 meter bands and its' solid 75 watt punch on CW, and equally as important, by *nostalgia buffs*. While it may be operated as a stand-alone transmitter, many use it as an exciter to drive high-powered amplifiers. A cult-following has ensured that this transmitter will remain elusive at hamfest tables and when found, usually command a premium price (\$300+) if in good condition.



## About your club officers:

### Spotlight on...Tom, KA4HKK, President



1954



1960



1971



1974



2002



2004

Born April 11, 1954 in Caldwell County, Tom attended both Hudson Elementary and Hudson High School. Not finishing High School, he did study for, and passed, his GED Equivalency Exam at age 37. Married in May of 1981 to the former Miss Mavis Crump, the marriage ended in 1996. Two children were born of this union (Travis, now 25, and Phillip, now 23). Tom has worked most of his life in the furniture industry, primarily as a fabric cutter in the upholstery department...but 1992 found him attending Caldwell Community College (taking several business courses) and then ultimately Truck Driver Training. He received his "CDL" (Commercial Driver's License) and began driving for Ploof Truck Lines, a company that pulled flatbed trailers hauling building materials such as steel, prefab buildings, and supplies for Lowe's Hardware and other home-improvement firms in the Southeast. Leaving Ploof, Tom secured a position with Auto Truck Transport, a firm that delivered newly-manufactured Freightliner trucks, et al, to the entire US, Canada, Alaska, and Northwest Territories. It was in this

position that Tom really put on his "traveling boots" and, although he never got to go to Alaska or the Northwest Territories, he did cover the entire lower-48 contiguous states and 3/4 of the Canadian Provinces (it was in this job that we didn't see much of Tom in and around Lenoir! Hi. -Ed). Tom says he probably had the most excitement with this position than any other job he has ever had owing to the fact that it was sometime scary jockeying these rigs that had 3-4 truck cabs all hooked together using large fifth-wheel saddle bolts. When Tom wasn't driving/pulling his earthbound cargo, he was in the air up to three times per week to arrive at his next pickup/departure location, often being away from home a month at a time. After 5 years of this, Tom decided enough was enough! Putting his wonderlust behind him, Tom took a local job with a utility-contracted firm...but it wasn't long before Tom found himself back at the old grind, cutting cloth - a job he says is a lot less stressful and one which allows him to re-ignite his ham radio activities and renew acquaintances with old friends.

(Tom, an Amateur Extra Class licensee, is active on VHF on the Hibriten 147.33 repeater and on the HF frequencies. In addition to being an elected club officer as President, he is also the club's liaison to the yearly Bridge-to-Bridge Bike Ride. He was a primary HF operator during the recent Field Day activities and is an ardent member/supporter of ARES and SKYWARN, emergency/weather-related activities. -Ed)

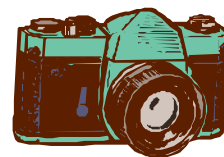


# Tradin' Post

FOR SALE: **Kenwood TR-9130** multi-mode 2m rig, 30 watts, \$100.00; **Kenwood TS-140S**, all-mode HF transceiver, 100 watts, wide frequency coverage (below AM broadcast thru 10-meters), \$375.00; **Ten Tec Argonaut 515** QRP HF transceiver, 5 watts, \$300.00. Contact Tom Land, KA4HKK, at 828-728-2805 or by email for more information on equipment condition and/or status.

If you would like to list an item (FOR SALE, WANTED, SWAP, etc.) in the next newsletter, please email your copy to the editor, Jim Rogers, N4EUX, at email address: [bozo38@charter.net](mailto:bozo38@charter.net) by the 1st day of the month. Thanks! -Ed

## Rambling 'Round, Tidbits and Parting shots...



(What have Jeeps got to do with ham radio you might ask? Well, aside from the fact that two of our members (maybe more) own Jeeps and have mobiles installed in them...they, being off-road vehicles, could likely be volunteered and pressed into our communications/spotters/search/rescue efforts...an extension of our club's public-service capabilities. -Ed)

Continuing from last month on the "brief" Jeep series, it might be well to cover a bit-o-history on the diminutive "Jeep". Surprisingly, the Jeep was **not** a brainchild of Willys-Overland Mfg., the maker of Jeeps during, and subsequent to WW II. The Bantam Corporation actually designed the little vehicle...but due to its' limited production capabilities, the bulk of the military contracts for the war effort were awarded to Willys *and Ford*! No one knows quite where the term "Jeep" came from but some believe it came from the abbreviation "GP" for General Purpose vehicle (ascribed by the Army during WW II). Others say it came from a comic-strip popular at the time in which the main character was known as "jeep" due to the sounds he emitted (jeep-jeep). Whatever...the soldiers of WW II fell in love with the rugged little vehicle and bought many of them on the surplus market after the war. At war's end, Willys continued with the civilian version and dubbed it the CJ-5. American Motors (now owned by Chrysler Corporation) later acquired Willys, expanding the line to include the CJ-7, a stretched-version of the CJ-5, which later evolved into the "Wrangler"...which brings us to the featured Jeep for this month, James & Susan Bradshaw's Jeep Wrangler...

**The**

**GREEN**

**Machine**



Purchased in January 2004, James was asked what motivated him to buy a 4 x 4 in the first place. "Well...for two reasons, really. The first was that we live in a semi-rugged locality (near Collettsville) and needed a vehicle that would 'go in the snow'. Secondly, I just wanted a smaller 'fun vehicle'". Susan quickly added, "It was more of a 'boy toy' thing, although it did come in handy during the snows in January & February". More technically, their Wrangler is a 1997 model with a 4.0 litre engine, manual transmission, factory air, and the "Sahara Edition" trim package (much like the "Eddie Bauer" trim package on Ford SUV's). The trim package affords the distinctive tan fabric top, matching tan leather interior, and other niceties. James says they have been on a couple Jeep Rides, one to Tennessee - returning via Grandfather Mtn. The Bradshaw's state that they like the short turning radius ("We can turn on a dime in the parking lots - a detriment at higher speeds. Since this model has leaf springs, it really has a better ride than one expects". Install a 2-meter radio (they have), and you have a really nice vehicle to jaunt around town & countryside...regardless of WX!!





## ***Your Club Officers:***

***TOM LAND, KA4HKK - PRESIDENT***

**EMAIL:** thomasland@msn.com

**Phone:** 828-728-2805

***RICK TILTON, N4WYK - VICE-PRESIDENT***

**EMAIL:** n4wyk@charter.net

**Phone:** 828-759-7070

***SUSAN BRADSHAW, N4OJN - SECRETARY-TREASURER***

**EMAIL:** n4nin@earthlink.net

**Phone:** 828-754-6119

***JIM ROGERS, N4EUX - NEWSLETTER EDITOR***

**EMAIL:** bozo38@charter.net

**Phone:** 828-758-5320

### ***Other members...as of October 1, 2004***

**Barr, Bill, KG4GSV**

**Email:** kg4gsv@yahoo.com

**Bradshaw, James, N4NIN**

n4nin@earthlink.net

**Gragg, Jerry, KF4PJL**

graggjltj@charter.net

**Holder, Dyke, KC4HIX**

kc4hix@bellsouth.net

**Key, Floyd, KF4PJJ**

keypjj@wmconnect.com

**Livingston, Scott, KC4SWL**

bscout@charter.net

**Manuel, Ted, KF4FLY**

tmanuel@alexleecom

**Rogers, Ruby, KA4CLI**

patchup36@charter.net

**Suddreth, Gary, KD4YTU**

kd4ytu@arri.net

**Taylor, Tom, KC4QPR**

kc4qpr@charter.net

***and room to grow...***

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