

# *The VALLEY HAM NEWS*

The Voice of the Yuba Sutter Amateur Radio Club  
A California Non-profit Organization

Y-S ARC Web Page: <http://www.ysarc.org>  
Y-S ARES Web Page: <http://www.ysares.org>

P.O. Box 1169  
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November 2014

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## **CLUB OFFICERS**

**Pres.: Mike Eby, KM6EBY**  
**Vice Pres.: Steve Albecht, KJ6VCF**  
**Secretary: Matthew den Hollander,**  
**AC6MF**  
**Treasurer: Clara Ansley, KC6JPP**

## **BOARD OF DIRECTORS**

**Sheri Goforth-Eby, K6AVW**  
**June McJunkin, N6JEY**  
**Curtis Sylvester-Jose, KF6VFP**  
**Ted Herman, KN6TED**  
**Don Elder, KC6PPX**  
**Herb Pucket, N6HBU**

## **REPEATER TRUSTEE**

**Dave Gartner, WD6AXM**

## **LIAISONS**

**ARES: Steve Sweetman, K6TAZ**  
**ARRL SM: Ron Murdock, W6KJ**  
**VE Liaison: LeRoy Smith,**  
**KJ6DKM**

## **UPCOMING EVENTS**

Dec 2, 6:00 P.M., Club meeting and  
Christmas Party, 2-Bits Cafe, Yuba City  
Dec 16, 6:00 P.M., Board Meeting,  
American Red Cross Building, Yuba City  
Jan 3, 9:00 A.M., VE Test, 715 King  
Ave. Yuba City  
Jan 6, 6:00 P.M., Club Meeting,  
2-Bits Cafe, Yuba City  
Jan 20, 6:00 P.M., Board Meeting,  
American Red Cross Building, Yuba City

Monday nights at 7:00 P.M. – weekly  
net with swap shop and help sessions.

Monday nights at 8:00 P.M. – Butte  
County ARES net, 145.280 MHz –  
offset, PL 110.9

Tuesday nights at 8:00 P.M. –  
GEARS Club net, 146.850 MHz – offset,  
PL 110.9

Thursday nights at 7:00 P.M. –  
weekly ARES net.

Third Thursday of each month at  
7:30 P.M. – the ARRL Sacramento

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Valley Section (VHF) Net, on club repeater followed by an HF Net on 3987 KHz LSB.

Other nets (From the GEARS Radiator Newsletter)

Sac Valley Net, 7:00 P.M., 2<sup>nd</sup> Wed of the month 146.850 MHz – offset, PL 110.9

440 Wed. Night Net, 8:00 P.M. each Wednesday, 440.650 MHz.

Golden Bear Net, 7:00 P.M. daily 3975 kHz.

Willie net, 8:00 P.M. Mondays, 1930 kHz.

CA Traffic Net, 3906 kHz nightly at 6:00 P.M. for traffic listing and 6:30 P.M. for roll call.

Club repeater: 146.085 MHz out, 146.685 MHz in, PL 127.3

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## ***NEXT BOARD MEETING***

The next Board Meeting will be at the American Red Cross on December 16th.

Visitors are welcome to come and join us. The meeting begins at 6:00 P.M.

Bring your suggestions, gripes and offers to help.

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## ***MEMBERSHIP***

It is that time of the year when we begin to remind members to renew their membership for the upcoming year (2015). Membership forms can be found on the club website YSARC.ORG <http://ysarc.org/index.php/about-us/join-our-club>. The form is a PDF that you

can download, completed and mail in or turn in at a club meeting along with your dues.

A reminder, if your ARRL membership is coming due, renew thru the club. The club then gets a portion of your ARRL dues.

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## ***VETERANS DAY PARADE***

The Veterans Day Parade was held 11 Nov. Lonnie Moore, KI6ZYY organized 9 hams who helped the parade participants to find their waiting space and line up in the proper order for the march down D and C Streets in Marysville.

Hams participating were: Ellie Lester (KJ6KZP) gopher/shadow; Steve Albrecht (KJ6VCF) ramrod/shadow; Cathy Burns (N7WVW), LeRoy Smith (KJ6DKM) and Eleanor Knox (KI6CSO) 6<sup>th</sup> street; John Thordsen (KK6JZK), and Kevin Culbertson (KJ6TXZ) 7<sup>th</sup> Street; and Bob McClard (N6BOB) and Curtis Sylvester-Jose (KF6VFP) 8<sup>th</sup> Street.

In all, over 147 registered participants plus walk-in registrations marched in the parade. There were bands, motorcycle clubs, floats, classic cars, funny cars, tractors (including a camo tractor with a machine gun mount), Boy Scouts, Girl Scouts, military personnel from all services, Pearl Harbor survivors, police vehicles and horses, fire engines, sheriff vehicles and horses, EOD, robots as well as various local dignitaries and the Yuba-Sutter Royal Court. The parade was lead by the Beale AFB Honor Guard.

We started staging the participants

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at 9:00 along 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, and D Streets. At 11:00 the National Anthem and Taps were played and the parade began. We then brought the marchers out of the staging areas in their marching sequence. It was after 12:00 p.m. when the last marchers crossed the parade starting line. It was a busy, fun and fulfilling 3 hours.



Steve (KJ6VCF), Eleanor (KI6CSO) and LeRoy (KJ6DKM).



Kevin (KJ6TXZ) and Curtis (KF6VFP) helping a parade marcher find their staging location.



Eleanor (KI6CSO), LeRoy (KJ6DKM), Kevin (KJ6TXZ), Curtis (KF6VFP), and Kathy (N7WVW) critique their performance.

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## ***Correction***

In the October newsletter Lee and Wilma Sheffield's name was spelled incorrectly. Our sincerest apologies for the error.

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## ***FOX HUNT***

Mike (KM6EBY), Matthew (AC6MF) and Claire (KI6VWG) were ready for the YSARC fox hunt Sunday, November 16. They tuned their handheld radios to 146.430 FM simplex used the Yagi tape measure directional antennas they made last summer. The hunt started near Raley's Supermarket in Yuba City. The first signals came from the elusive fox, Lonnie (KI6ZYY), at about 1:45 p.m. Hams traveled by vehicle to various locations in order to triangulate and locate the signal.

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Don (KC6PPX) and Claire (KI6VWG)  
hunting the fox

Besides learning how to use their handhelds with a directional antenna to get a line on the fox, they learned how to attenuate the signal by holding the antenna close to their body. This was necessary because the signal strength maxes out when you are close to the fox, hence you cannot tell what direction the signal is coming from. They also found out that they needed to orient their antenna to the orientation of the fox's antenna (vertical in this case) in order to receive a signal.



Lee (KC6MCI) instructing Mike  
(KM6EBY)

A special thanks to Lee (KC6MCI)  
and Don (KC6PPX) for their guidance

and suggestions to get the hunt started.

Marsha (KI6CSN)

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## **VE TEST RESULTS**

A VE Test Session was held Nov. 1<sup>st</sup>  
at the Cornerstone Church in Yuba City.

Five people tested and seven  
elements were given. Three technician  
class elements, three general class  
elements and one extra class element;  
resulting in one new technician, one  
upgrade to general class and one  
upgrade to extra class. Congratulations  
to the new ham and those who  
upgraded their license.

Thanks to all the VE's who came and  
helped administer the exams.

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## **NOVEMBER 4 MEETING**

During the November meeting at the  
2-Bits Cafe we held our election of  
officers and board members. For 2015  
our officers will be Dave Gipson (KC9EI)  
President, JoAnne Murdock (N6LYO)  
Secretary, and June McJunkin (N6JEY)  
Treasurer. Board members will be Don  
Elder (KC6PPX), Shari Goforth-Eby  
(K6AVW), Kathy Burns (N7WVW), Bob  
McClard (N6BOB) and Ellie Lester  
(KJ6KZP). Ellie's election to the board  
of directors is conditional pending  
determination that California state law  
allows minors to serve. Congratulations  
to all the new officers and board  
members.

In addition, the proposed budget for

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was presented. The budget for 2015 was the same as for 2014. It was approved by a majority of the quorum present.

We are still in need someone to volunteer to be Vice President.

Update. Under California law a minor cannot enter into contracts without adult consent. Since one of the duties of the Board of Directors is to enter into contracts Ellie cannot serve. She can however, as can any club member, present her ideas and recommendations to the board.

Update. New member Mike Sangria (AG6IP) volunteered to be a board member next year. The board approved a motion for him to serve as a 2015 board member.

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## **ARISS**

ARISS: Your Students Could Be Among the Next to Speak with the Space Station Crew via Ham Radio

December 15 is the deadline for schools and educational institutions and organizations -- formal and informal -- to submit proposals to host an Amateur Radio contact with a member of the International Space Station crew. The Amateur Radio on the International Space Station (ARISS) program recently announced the opening of the application window. ARISS is especially interested in arranging contact events that will draw large numbers of participants and integrate the radio contact into a well-developed educational plan. Schools and

educational organizations may apply individually or with other institutions or organizations. ARISS anticipates that the ham radio contacts between students and the space station will take place between May 1 and December 31, 2015.

For more information: <http://www.arrl.org/amateur-radio-on-the-international-space-station>.<sup>1</sup>

1. The ARRL Letter for November 6, 2014
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## **TRIVIA**

Can you name the person these electrical units are named after, what the unit they measure and what the person was famous for. Answer after the editors comments.

Ohm, Hertz, Volt, Ampere, and Joule.

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## **TECHNICIAN, GENERAL AND EXTRA CLASS QUESTION POOL REVIEW**

From the Technician Class question pool:

T1F08 Which indicator is required by the FCC to be transmitted after a station call sign?

- A. /M when operating mobile.
- B. /R when operating a repeater.
- C. / followed the FCC Region number when operating out of the region in which the license was issued.
- D. /KT, /AE or /AG when using new

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license privileges earned by CSCE while waiting for an upgrade to a previously issued license to appear in the FCC license database.

The correct answer is D. While waiting for their new class of license to show in the FCC Database hams who have a call sign can use their new status by appending the appropriate indicator. A novice who upgrades to a Technician license could immediately use their new technician class privileges by appending /KT to their call sign. This does not apply to new hams who did not previously have a call sign. Similarly, any ham who upgrades to general or extra class can begin using their new privileges by appending /AG or /AE to their call sign. /AG is for a general class upgrade and /AE is for an extra class upgrade.

From the General Class question pool:

G1B08 When choosing a transmitting frequency, what should you do to comply with good amateur practice?

A. Review FCC Part 97 Rules regarding permitted frequencies and emissions.

B. Follow generally accepted band plans agreed to by the Amateur Radio community.

C. Before transmitting, listen to avoid interfering with ongoing communication.

D. All of these choices are correct.

The correct answer is D. You should always listen first to be sure the frequency is not in use. Use the band plan. Other operators will appreciate it; after all; you wouldn't want someone else to trample all over your CW contact by making a nearby SSB contact whose bandwidth overlaps the frequency you are on. Finally, you are responsible for following the FCC Part 97 Rules. If not sure, check to see what frequencies and modes you are permitted to use.

From the Extra Class question pool:

E1A10 If an amateur station is installed aboard a ship or aircraft, what condition must be met before the station is operated?

A. Its operation must be approved by the master of the ship or the pilot in command of the aircraft.

B. The amateur station operator must agree to not transmit when the main ship or aircraft radios are in use.

C. It must have a power supply that is completely independent of the main ship or aircraft power supply.

D. Its operator must have an FCC Marine or Aircraft endorsement on his or her amateur license.

The correct answer is A. You can legally operate onboard a ship or aircraft as long as the person in command of the craft allows you to. I have not heard of any airline that allows you to operate while they are in flight. Marsha and I have gotten permission from a cruise line to operate while aboard ship. We wrote to the cruise line headquarters

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asking permission, included a copy of our license, and told them what frequencies we would be operating on. When we check in the Captain verified our licenses and gave us permission to operate.

Curtis (KF6VFP)

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## **EDITORS MESSAGE**

YSARC's Christmas dinner will be held Tuesday, Dec. 2<sup>nd</sup> at 2-Bits Café. Pictures of the 2014 and 2015 board members and officers will be taken. The \$1 ticket prizes will include a \$50 gift certificate from Ham Radio Outlet, and a ARRL Handbook. The grand prize drawing will be a \$150 gift certificate from Ham Radio Outlet. Tickets are \$2 each for the grand prize drawing.

Marsha (KI6CSN) and Curtis (KF6VFP)

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## **TRIVIA ANSWERS**

**Ohm** Unit of resistance or impedance named after George Simon Ohm a German physicist and mathematician who developed Ohm's law.

**Hertz** Unit of frequency named after Heinrich Hertz a German physicist who proved the existence of electromagnetic waves.

**Volt** Unit of Electromotive Force named after Alessandro Giuseppe Antonio Anastasio Volta an Italian physicist and inventor of the battery.

**Ampere** Unit of current named after André-Marie Ampère a French physicist and mathematician and is generally regarded as one of the main founders of the science of classical electromagnetism (electrodynamics).

**Joule** Unit of work, energy or quantity of heat named after James Prescott Joule an English physicist and brewer who developed the First Law of Thermodynamics.

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The following story was submitted by Bob Wohlers (KJ6JFW) of Discovery Off Roding.

### **Death Valley, Hypothermia, 4WD, and the Need for More Ham Radio Operators**

Summer or winter, Death Valley National Park can be unforgiving to the unprepared. This is especially true of the park's thousands of acres of remote backcountry. Relentless summer heat can reach 130° F. At high altitude in the winter, the park's many mountain regions can sustain freezing temperatures at night and even most of the day.

It's February, and after a hotel nights stay in Ridgecrest, my wife Margie and I begin our semi-annual 4WD trek to Saline Valley. This portion of Death Valley National Park is one of the most remote areas in all of California. Most of the park's Rangers dislike venturing into the valley, except when absolutely necessary. In this region of the park,

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you better have everything you need in your vehicle – tools, spare parts, food and water for at least several days, fire starting equipment, shelter, and of course, a way to reach out should you break down or experience any type of mishap. A journey to Saline Valley means you accept the fact that you are totally on your own. Without a ham radio, Satellite Emergency Notification Device (SEND), or Personal Location Beacon (PBL), you are off-grid and alone. Cell phones rarely connect in Saline Valley. Only the well prepared or stupid venture into this inhospitable valley.

To get to Saline Valley, we first cross over Hunter Mountain from Panamint Valley via South Pass Trail. In the winter, this trail can be treacherous. Snow and ice, along with the unevenness and questionable condition of the trail itself requires constant driver attention in a high clearance 4WD vehicle outfitted with snow chains. As we often do, Margie and I take a short morning break at the summit for a warm beverage and a snack. On a clear day, the summit provides a spectacular view of Panamint Valley below. Even though the sun is out, the Jeep's temperature display reads 29° F.

During our break, Margie spots two gentlemen off in the distance walking directly towards us. Getting my attention she simply covers her face with her hands in disbelief, and says, "Bob look. No jackets and plastic bags tied to their tennis shoes while wading in 3 feet of snow." At first I think they are a phantasm – as we rarely see anyone on Hunter Mountain summit in February. Realizing we'll have to put our vacation on hold for a while, I too begin to shake my head in incredulity.

On foot, I meet the two gents halfway to our vehicle. As I approach them its obvious that they are very hypothermic and in trouble. One is displaying blue and puffy skin, difficulty walking, and mild confusion – all dangerous signs of severe hypothermia. I refraining from asking any questions, and get our sleeping bags out of the Jeep, remove chemical heat packs from my wilderness first aid kit, and have Margie set up the camp stove to warm a sweetened drink. After placing the warm packs in their armpits, wrapping them in the sleeping bags, and instructing them to down the warmed drinks, I begin a dialog with them.

In very broken English, one of the lost wanderers explains that they are from Taiwan. They began their journey in San Francisco with a rented Chevy Malibu and GPS. They wanted to see Death Valley, and in particular a very famous location within the park called "Racetrack Playa."

The gravel road into Racetrack from Scotty's Castle is very well maintained. Any vehicle can make the journey. Where they went wrong is that they did not return to the paved highway along this well-traveled and graded gravel road. At Racetrack they realized they were low on gas and perhaps it may be "fun" to travel a different way back to the pavement. Interrogating their GPS, they noticed a single gas station "only" 40 miles from their location. To get to that gas station, they turned off the graded gravel road, traveled through Hidden Valley, and headed toward Hunter Mountain.

Here are several important details... As you no doubt know, most vehicle GPS devices do not display topography or the condition of the road; they simply show you a route from a point A to B. Their GPS does not show them that their route includes a



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7500-foot climb over Hunter Mountain summit. It also doesn't show them how difficult a trail is – it's simply a "line" on an LCD screen. As they turn off the graded gravel road, the trail to Hunter Mountain steadily degrades and begins to slowly climb to altitude. After thirty miles of difficult trail, increased elevation, progressively colder temperatures, a setting sun, and an almost empty gas tank, they finally get their vehicle completely stuck in the snow and mud only a third of the way up Hunter Mountain. They decide to stay the night in their vehicle, running the engine and heater as long as they can. No food. No water. No warm clothing. No survival equipment. Oh, and by the way, they have their two wives with them in the back seat. Nighttime in most of Death Valley is pitch black – wondrous if you are safe in a comfortable camp, frightening if you are lost. When morning comes, the two husbands head off on foot to "get help."

After warming our two "guests," I get on my ham radio to reach out and make an emergency contact. Via the Silver Peak Repeater (146.940 – 103.5; serving the Owen's Valley and beyond) I make a poor contact with another amateur in Bishop, Ca. Via his relay, I'm able to indirectly talk to the Ranger Station at Furnace Creek. While conversing with the Rangers, another 4WD vehicle miraculously approaches us from the Saline Valley side of the trail. As luck would have it, this vehicle has two seats available to transport the two Chinese gentlemen to Panamint Springs Resort some 25 miles away. Once at the Resort, the two can eat, rest, and further rewarm. Panamint Springs Resort along Highway 190 is the location of the gas station the gents were trying to get to.

Again via my ham radio, I further advise the Rangers of this developing new information, and tell them that Margie and I will travel down the trail to see how the two women are doing since they were left in the car. Before signing off, the Rangers inform us that they will send a vehicle out to our location to pick up the passengers. Once off the mountain, the Rangers can then reunite everyone at Panamint Spring Resort. The rental car will be left on the mountain, as Park Rangers are restricted from towing or helping with stuck vehicles. No doubt the rental car company will eventually have to be dealt with. Ouch. It's a \$4000 tow off the mountain by John Miller's Towing in Lone Pine.

When we arrive at the Chevy, the women are hypothermic and worried. Their elation at our arrival was immeasurable. I don't think we've ever had a more enthusiastic or joyful greeting. Offering them warm drink and our sleeping bags, the warming process begins. After an hour or so, the Ranger's arrived to transport them away, thanking us for our efforts.

What is the moral of this story? There are many, but six that come quickly to mind:

- Don't indiscriminately follow a GPS route. "Death by GPS" is becoming more common in today's society. Paper topographical maps are not outdated.
- Always travel remote backcountry locations with a survival bag that can sustain you for at least 72 hours. Items for your bag should include: food, water, shelter, warmth, fire starting items, and self-defensive gear (knives, handgun or rifle, and ammo). In fact; forget about remote backcountry

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locations; if disaster strikes, anywhere you may be in your car could require these same supplies to stay alive.

- Regarding ham (amateur) radio – get trained, reach out, and be prepared. We need more ham operators in the world. The more of us there are, the better and safer our society will be.
- Don't violate the terms of your rental car agreement by taking it off-road. This can and will cost you. Murphy's Law is real.
- Avoid angering others because you decide to be stupid.