



Established: 1964

North Shore Radio Association News



member

WINTER 2008

Editors: Kathy (KB1LPW) & Rick (KB1LYJ) Savage

www.nsradio.org

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Peabody, MA 01961-3724

Meetings: Third Monday of the Month (September to June) at 7:30 P.M, at the South Congregational Church, 60 Prospect Street, Peabody, MA (talk-in 145.470/R)

Weekly club NET: Sundays at 20:30 (8:30 P.M.) on the 145.470MHz PL of 136.5 Danvers Repeater

CLUB BOARD OF DIRECTORS

(all emails:
Callsign@nsradio.org)

President:
Mark Caron
N1UGM

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Membership:
Eric Horwitz
KA1NCF

Club Trustee:
Lou Harris
N1UEC

AMATEUR RADIO EXAMS...

Exams are being held on the fourth Saturday of each month, 12:00 Noon, at the Danvers Central Fire Station on High Street. E-mail our Exam Session Coordinator W1DFL at nsradio dot org or W1ZT at nsradio dot org for information (no links to prevent spam).

Upcoming NSRA Exam Dates:

January 26, 2008
February 23, 2008
March 22, 2008
April 26, 2008
May 24, 2008
June 28, 2008 @ ARRL Field Day
July 26, 2008
August 23, 2008
September 27, 2008
October 25, 2008
November 22, 2008
December 27, 2008

MARCH MEETING...

Dave Goldstein will be the guest speaker for the March meeting with a presentation on HD radio and RF transmission concepts. Dave has a long career in transmitter maintenance, in broadcasting and will also join us for the Sylvan Street Grill prior to the meeting, as always please keep the third Monday in March open and join Rowe and myself for the dinner with Dave at the Grill.

ECHOIRLP NODE UNDER DEVELOPMENT...

There is an EchoIRLP node under development for the machine. The node is irlp # 4427 and echolick NS1RA-R. Please DO NOT ATTEMPT TO USE THE NODE unless the information has been released on the NSRA list serve. I do not expect to have the node accessible for users until at least February 1, 2008 as it is fairly difficult to configure and troubleshoot the node, even more so when I have to keep kicking people off!

Lou - N1UEC

In This issue...

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NORTH SHORE ARES/SKYWARN UPDATE...

Old Man Winter has arrived and seems to be nestling in for his 3-month stay in New England. However, that does not stop our ARES/SKYWARN Team from springing into action. We have spent the month of December gathering, logging, and sending in numerous reports of snowfall measurements from the North Shore area to the NWS Forecast Office in Taunton. Thus far, the area has seen over two feet of snow...a sign of things to come the rest of this winter? Stay tuned...weather in New England has a habit of turning on us in mere minutes!

I would like to take this opportunity to remind all operators of the wintertime SKYWARN criteria. It is especially imperative during larger-scale events that we restrict traffic to this list of criteria. Net Controls at the direction of NWS Forecasters or ARES/SKYWARN Coordinators may request additional information at their discretion should it be required. The wintertime SKYWARN Criteria is as follows:

- First 2 inches of snowfall
- Every 2 inches of snowfall thereafter
- Measured snowfall rates of 1 inch per hour or greater
- Final Snowfall Totals * (Especially important)
- Radial Ice accretion of 1/8 inch or greater
- Coastal flooding issues (road closures, damage, etc.)
- Measured 45mph winds or greater
- Storm related damage

Thank you to all operators who helped us with in the October 2007 Logan Airport SET with the American Red Cross. Many lessons were certainly learned as a result of this exercise and we will be reviewing the numerous after action reports in the coming weeks. NSRA operators staffed the Peabody, Cambridge, and Waltham Red Cross offices. Special thanks to Rick-KB1LYJ, Kathy-KB1LPW, and Dave-KB1MSR for helping with the other field offices!

Operations continue to go well from the Peabody Emergency Management Center, and we staffed the center with ARES personnel three times in December. There are numerous people to thank for making our winter ARES/SKYWARN operations a success, but special thanks goes to Nat-NG1Z and Gordon-KX1KTY for NCO duties along with Matt-KB1MRH and Mike-KB1OHZ for their help with PEMA operations. If you live in or near the city and would potentially like to become involved in these activities, please e-mail us at ares@nsradio.org. All personnel will be approved by Eric-KA1NCF for use during operations. However, please note that due to volunteer requirements we may not be able to utilize every person that signs-up, but we will still add you to our pool of operators that may be able to help out during times of need. If you have any questions please contact us.

As always, if you would like to become involved in our very active emergency communications network, please contact Eric-KA1NCF or Jim-KB1KQW for more information. We are currently looking for volunteers to assist with Net Control duties, especially during our longer-term activations. There are plenty of opportunities to get involved, and be sure to watch for the return of our ARES training workshops in 2008!

Thanks to all for their continued help and support of North Shore ARES and SKYWARN!

NOTES FROM ERIC...

As far as info the Club Renewals have been coming in and I am slowly getting thru the pile.. Sorry for the delay, But life at the Horwitz house has been jam packed this season. I am just doing what I can to keep up with Life.

(Continued on page 3)



(Notes from Eric - Continued from page 2)

As for the Club we are doing well... It looks like the Public Service year has finally ended and we are already getting dates for next year. Stay tuned for more information.

The December dinner went great and I hope all enjoyed it... Thanks to Tony, N1AP for the food and the Venture Crew for doing all the setup and clean up.

Eric - KA1NCF

VENTURE CREW 47 NEWS “LICENSE IN A WEEKEND”...

Venture Crew 47 is happy to announce that they will be organizing a “license in a weekend” class this April. The class which will run on a Saturday and Sunday will instruct applicants on topics they will need to know for their technician class license, and will hold a special VE session for the students. Instruction will be provided by members of the North Shore Radio Association and the weekend will be open to any scouting related groups or friends and family of NSRA members. More information will come in the next few weeks, so please check the crew’s website <http://crew47.nsradio.org/> for the most up to date information.

Venturing is a co-ed branch of the boy scouts open to anyone who is 14 and has completed the 8th grade and is under 21 years of age. Crew 47 is chartered to the North Shore Radio Association and meets at 7pm before the NSRA meetings. Anyone interested in joining the crew should send an email to crew47@nsradio.org

Mike Griffin - KB1OHZ

VENTURE CREW 47 NEWS...

Over the past couple of months the crew has been busy with events. Right after the last newsletter was published we had a district camp out at Camp Carpenter in Manchester NH. In October we participated in Jamboree on the air or JOTA. During the same weekend as JOTA we assisted in a trip to the Boston commuter rail facility. This included providing communications between groups and the bus that was transporting groups from one facility to another. Over Veteran’s Day weekend we worked on our First Aid Bronze requirements. This included CPR, AED, EPI pen and wilderness first aid. In the upcoming months we will be working at two winter camp outs, running a license in a weekend and participating in a council wide camp out. To see pictures from our previous events and learn more about the crew and our future events, please visit our web page at crew47.nsradio.org or link to us from the main club web page.

Thanks to all club members for their help in reaching our popcorn goal. Our final sales total was around \$1350...far above and beyond what we expected to sell. The crew flag is on order and due to arrive any day now, and we are looking into additional equipment for our events. We do have six extra cans of Caramel Corn with Peanuts leftover from our sale at \$8/ea. If you are interested in one of these please let a member of the crew know.

As always the Crew is looking for more members. If you, or someone you know, is between the ages of 14 and 21, and is interested in joining the Crew contact us by sending an email to crew47@nsradio.org.

Richard Fowler – KB1OFC
Venture crew 47 Secretary/Treasurer



NEW TRAVEL ALERT FOR LITHIUM BATTERIES...

The Department of Transportation has enacted new rules for traveling with Lithium batteries, effective January 1, 2008. As of January 1st, lithium (apparently both lithium and lithium ion) batteries can no longer be carried loose in checked luggage. TSA prefers you to carry them in your hand carry. TSA reserves the right to remove batteries in your checked luggage that don't meet their conditions – a clear statement that they may go looking for them among your things.

There are also rules as to how much lithium you can take on (whether hand carried or checked). That may be a difficult thing for us to measure as travelers and for TSA to measure when they are checking.

Some Tips for Safe Travel With Batteries

- Keep batteries and equipment with you, or in carry-on baggage - not in your checked baggage! In the cabin, flight crew can better monitor conditions, and have access to the batteries or device if a fire does occur.
- Buy batteries from reputable sources and only use batteries approved for your device – avoid counterfeits! A counterfeit battery is more likely to cause a fire in your equipment – costing you more in the long run, and compromising safety.
- Look for the mark of an independent testing or standards organization, such as Underwriters Laboratories (UL) or International Electrotechnical Commission (IEC).
- Check battery recall information at the manufacturer's website, or at the Consumer Product Safety Commission.
- Only charge batteries which you are sure are rechargeable! Non-rechargeable batteries are not designed for recharging, and become hazardous if placed in a battery charger. A non-rechargeable battery placed in a charger may overheat or cause damage later.
- Only use a charger compatible with your rechargeable battery – don't mix and match!
- If original packaging is not available for spare batteries, effectively insulate battery terminals by isolating the batteries from contact with other batteries and metal. Do not permit a loose battery to come in contact with metal objects, such as coins, keys, or jewelry.
- Place each battery in its own protective case, plastic bag, or package, or place tape across the battery's contacts to isolate terminals. Isolating terminals prevents short-circuiting.
- Take steps to prevent crushing, puncturing, or putting a high degree of pressure on the battery, as this can cause an internal short-circuit, resulting in overheating.
- If you must carry a battery-powered device in any baggage, package it to prevent inadvertent activation. For instance, you should pack a cordless power tool in a protective case, with a trigger lock engaged. If there is an on-off switch or a safety switch, tape it in the "off" position.

Lithium Batteries: Safety and Security

Lithium-ion batteries, often found in laptop computers, differ from primary lithium batteries, which are often used in cameras. Some newer AA-size batteries are also primary lithium.

(Continued on page 5)



(Lithium batteries - Continued from page 4)

While there is no explosion hazard associated with either kind of battery, the Federal Aviation Administration has studied fire hazards associated with both primary and lithium-ion cells, and their extensive research is publicly available. As a result of this research, the FAA no longer allows large, palletized shipments of these batteries to be transported as cargo on passenger aircraft.

The research also shows that an explosion will not result from shorting or damaging either lithium-ion or primary lithium batteries. Both are, however, extremely flammable. Primary lithium batteries cannot be extinguished with firefighting agents normally carried on aircraft, whereas lithium-ion batteries are easily extinguished by most common extinguishing agents, including those carried on board commercial aircraft.

TSA has and will continue to work closely with the FAA on potential aviation safety and security issues, and TSA security officers are thoroughly and continually trained to find explosive threats. TSA does not have plans to change security regulations for electronic devices powered by lithium batteries.

Check out the new rules at:

<http://www.tsa.gov/travelers/airtravel/assistant/batteries.shtm>

and at:

http://safetravel.dot.gov/whats_new_batteries.html

Note that the two sets of guidelines don't exactly match up with each other – so be careful. It might be a good idea to print the rules and carry them with you so you can keep up your end of a discussion.

FIELD DAY RESULTS...

The Score is in:

NS1RA = 10,402 points

#1 in EMA out of 27

#3 in 4A Category out of 126

#41 Overall in All out of 2333

Thanks to all that helped make it happen. Mark your calendars now for the 2008 date which is June 28, 2008.

Thanks again

Eric, KA1NCF & the entire Field Day Committee

USED CARTRIDGES WANTED...

Your used Inkjet and Laser cartridges are worth money and can generate funds for NSRA. I have a vendor that will pay for each cartridge turned in to them for recycling. All proceeds go to NSRA. They are able to accept most brands except for Epson. Cartridges must be in good condition, not refilled or remanufactured. Please bring all your used cartridges to the monthly Monday meetings. If you have any questions please contact Rick Savage KB1LYJ at RPSavage@comcast.net or 781-289-7364

Rick – KB1LYJ

OUT AND ABOUT WITH AL...

It was a cold Saturday Dec 1st when the NSRA held its field trip to the transmitter site of WBZ am 1030. This had been long anticipated and the entertainment and speaker committee had worked with the management of WBZ to set this up.. Rowe A. K1HRA and Al P. W1DUW committee members thanked all who made the trip and had a great turnout of seventeen members and guests for the tour and twelve members stayed to join in a fine luncheon at the famed Red Parrot restaurant in Hull Mass.

Everyone seemed to arrive about 9 AM ready for the tour to start at 9:30 AM, when at 9:15 Dave



Goldstein the Chief Engineer came outside and invited us all in. This began a three hour tour and visit to the transmitter site. Dave began the tour by explaining the Harris 50 kw digital transmitter by comparison with the analog transmitter next to it and now used as a hot standby backup transmitter. It seemed everyone enjoyed the discussion and technical comparison between the analog; and digital methods. One member made the point that with the two different methods and technologies both had the familiar antennae turning sections of load and tune. Dave Goldstein came back and said "great point " and yes some things in rf transmission don't change. Dave also mentioned how much he enjoyed having us visit and the interest everyone had.

Next was a full discussion of the audio feed systems and the backup in the studio to transmitter links, then we moved into the dummy load area and the emergency power backup and fuel feed system for the diesel engine generator. Dave Goldstein ask all of us to standby when he went through the generator startup and how he was going to bring up the standby transmitter for us to observe. We found this interesting then Dave asked one member of the tour to move over to the switch panel and to "pull the big switch" this began the Harris 50 kw AM analog transmitter to filament warm up at 250 watts. Next in about a minute or so, the standby transmitter came to life and 50,000 watts of rf were being dumped into the dummy load. When Dave asked us to go to the dummy load we found it impressive the heat and fans blowing through the banks of large 75 ohm resistors. Dave explained only in a loss of the digital transmitter or maintenance reasons would he ever switch the standby transmitter to the antennae output, to save on wear and avoid any switching problems, when not necessary.

Next followed a comprehensive tour of the upstairs fan and air control of the transmitter area, some old stuff in storage, left over from many years ago, such as a wax disc cutter for records from the mid 1930's what a contrast we found between the old and very latest digital technologies...While the standby transmitter was still running on emergency power. Dave Goldstein gave us a rare tour out the cat walk to the antennae base, showing us the ground system in the marsh area, the loading of the antenna base and full discussion of the phasing and signal path, We moved to the phasing antenna and Dave opened up the small building and said two at a time could go in to hear the audio in the inductance coils and coupling system where high power rf was being phased to present a trapezoidal signal path, with most rf energy pointed for the Midwest America and only about 250 watts was being radiated out into the Atlantic for obvious reasons of where the signal would do the most good.

After this Dave pointed out the remaining feeds of the short wave station that was on the air during the 1940's from the same building and the interesting wire antenna and twin feed lines they had, and the area where the transmitter once was.

About noon we stood by while Dave brought down the standby transmitter and secured the building, thanking all of us for the interest and coming out on that cold Saturday...We then moved to the restaurant as mentioned earlier for a great luncheon, with Dave as our guest. Twelve members, and friends also stayed to enjoy the luncheon ...before we headed back to our QTH's

Dave Goldstein has a great website of the old transmitters of WBZ and other broadcasting stuff. Worth a Visit to WWW.pcswithease.com
Al P. W1DUW



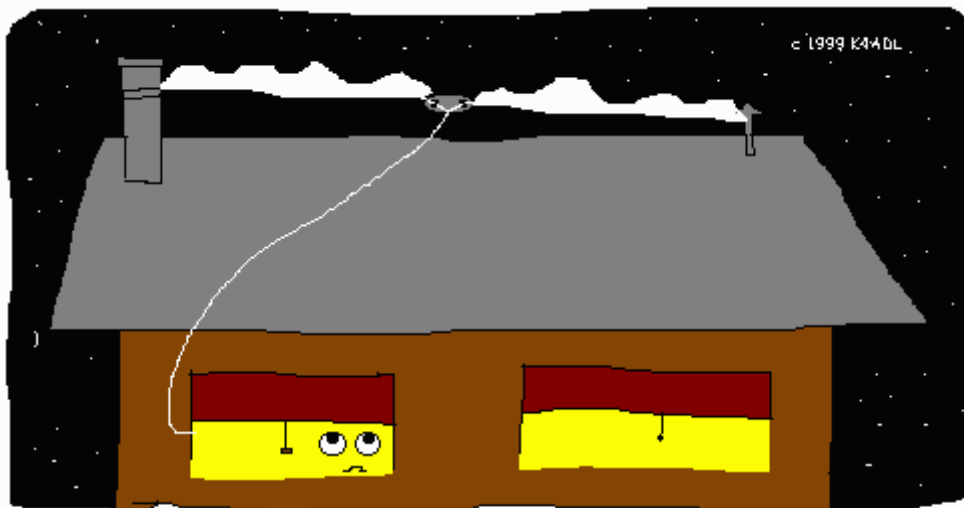
OUT AND ABOUT WITH AL, Part 2...

To some of the older members CW still plays a big role in our Ham radio methods and over time we have discussed this and opinions and comments. But on the recent January 1st Straight Key Night I was not prepared to have one of the most interesting QSO's I have had recently. Due to family and celebration commitments for New Years eve. I finally got on the air about 2:30 PM New Years Day, for the remainder to the end at 7:00 PM EST.

First I met W0SKP from Tennessee and although I wanted to get numbers of QSO's I found "Rick" just wanted to have a long QSO with straight key CW. I found this great and after about a half hour we managed to pass our final 73's. So it went for the next few hours and a long series of respectable contacts.

Then at 6:30 PM I met "Becky" on eighty meters CW portion...There she was a young lady at 17 years old sending a very nice 8 words (or so) CW on her straight key. This young ham from Virginia was going at it with a enjoyment and good hand CW. Old Al just had to take note...There was a young ham licensed a few years earlier, on straight key night enjoying the day and doing a fine job, on Morse code, back to the oldest method used, to pound out those dot's and Dashes.. I paused and thought how this moment held my interest and concluded with these words to "Becky" KS4RX. "Carry on Becky what a joy to meet you, its no secret to many I have enjoyed CW for many many years in many many settings, and now its your time and yes I have had some doubts on Morse Code and the recent developments concerning code, but tonight you put all that to rest. I can't say in words how nice it's been to meet you and how you have showed me that Morse Code will carry on with you and others, Best 73's and lets meet again down the line,

Al W1DUW



WILBUR ASSUMED HIS MAGNET-WIRE DIPOLE WAS INVISIBLE TO THE HOMEOWNERS' ASSOCIATION, BUT THE FIRST SNOWSTORM OF THE SEASON PROVED HIM WRONG.

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NSRA Repeaters

- All the following repeaters has the club callsign of **NS1RA**
- **145.470- Danvers (PL of 136.5)**, full functions including phone patch.
- **146.880- Salem, (PL of 118.8)**
- **223.880- Danvers (PL 136.5)**
- **442.800+ Danvers (PL of 136.5)**, full functions including phone patch
- **53.850- Danvers (PL 71.9)**

All CTCSS tones on repeaters have the option to be turn off if needed. Dial "11" to turn off so that a non PL user can use the repeater, Please remember to turn PL back on with the code of "10"

Digipeaters

- **144.390 in Danvers, APRS Digipeater** under the Call of NS1RA-1
- **144.390 in Beverly, APRS IP-Gate**, Callsign of NS1RA-2
Go to to the APRS page for more information on this mode.

Repeater Status -- As of 11/19/07

53.850 (-)	PL 71.9	Danvers	OPERATIONAL — PL REQUIRED
145.470 (-)	PL 136.5	Danvers	OPERATIONAL - PL REQUIRED *ON SPLIT ANTENNAS - REDUCED COVERAGE IS POSSIBLE***
146.880 (-)	PL 118.8	Salem	OPERATIONAL — PL REQUIRED
223.880 (-)	PL 136.5	Danvers	OPERATIONAL
442.800 (+)	PL 136.5	Danvers	OPERATIONAL - NO FUNCTIONS
144.390		Danvers APRS	OPERATIONAL
144.390		Beverly I—Gate	DOWN UNTIL FURTHER NOTICE

Crew 47 photos...



North Shore Radio Association Membership Application

Date: ___/___/___ ___ New ___ Renewal ___ Update Info ___ Donation
Call sign: _____ Class: _____ Year first licensed: _____
Name: _____ Name on air: _____ B-Day: _____
Address: _____ City: _____ State: _____ Zip: _____-_____
Phone (Home): _____ (Work): _____ ARRL #: _____
E-Mail address: _____ Web Page: _____
If on the Internet: ___ Newsletter via Internet ___ YourCall@nsraio.org mail Address
Your capabilities (bands, modes etc.): _____
Other hobbies & interests: _____
Referred by (if any): _____

Type of membership requested (check one):

___ Full ___ Student (full-time) ___ Associate (family member)

If Associate, Call sign of the Full member in your household: _____

Dues:

Full = \$20 Student = \$5 Associate = \$5 **New members add \$5 initiation.**

Partial Year: Sept. - Nov. = \$20, Dec. - Feb. = \$15, Mar. - May = \$10,

June - Aug = \$20 (Credited to next year's membership. (3 months free)

[New members will receive a personalized NSRA Club badge with their call and on-air name displayed.]

Amount enclosed: _____

Mail to: NSRA RENEWALS PO BOX 3724 PEABODY MA 01961-3724

FROM THE EDITORS...

If you like what you see and would like to contribute an informational article, cartoon or other ham related information, the deadline for the next newsletter will be April 1st. Please send your information to KB1LPW and KB1LYJ at newsletter at nsradio.org.

