



Old Virginia Times

The OVH ARC Newsletter



"OLE VIRGINIA HAMS" AMATEUR RADIO CLUB, INC.
Post Office Box 1255, Manassas, VA 22110

Repeater: WA4FPM -- 146.97
WA4FPM -- 224.66

Digipeater: WA4FPM-1 -- 145.09
WA4FPM-3 -- 223.40

APRIL 1990 ISSUE

FROM THE PRESIDENT'S SHACK

ARRL/NRA

One day last week while reaching into the back of a friend's Linear Amplifier, to check the output power, I received a SHOCKING revelation -- why not combine the ARRL with the NRA? The efficiency of management simply could not be disputed!

The thought of having the "Amateur Radio Rifle Association" has a comforting connotation. This could give new meaning to the term "protecting the Bands". (If only these migraine headaches would go away.)

Just a few of the benefits would be as follows:

1. Call signs on our hunting licenses.
2. Teach code a gun safety classes.
3. Automatic increase in the Amateur radio population.
4. Access to one of the best lobbies in Washington.
5. Our own TV commercials.
6. Guns would be referred to as "QRM Eliminators".

It has been difficult to gauge support for this idea since they will not let me use the phone. I can only guess that ARRL and the NRA would

take some time to convince.

My nurse is calling me for therapy so I will have to sign for now. I trust everyone had a happy April 1st and I hope to see you all at the next meeting!

73's

Joe Tutino (AB4QV)

Listen to the Westlink Report at 8:00 pm Thursday Evenings during the OVH Weekly Bulletin.

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Tim Wayne (KB4NR)
Mike Feher (N4FS)
Butch Blasdell (W4HJL)

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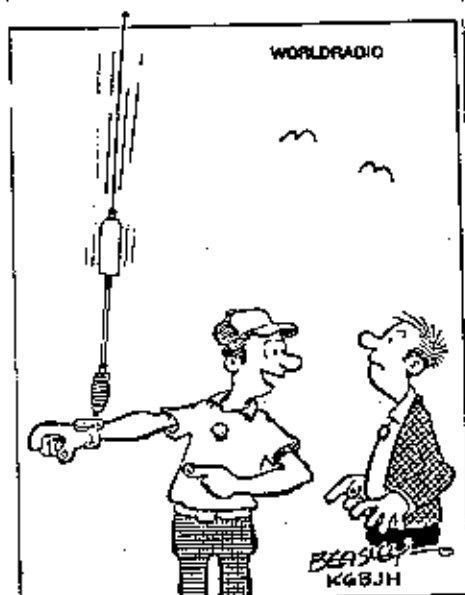
We are always looking for interesting items for the Newsletter. If you see articles, have shack tips, items sale, items wanted, brain teasers, etc., please send them to the Newsletter Editor c/o OVH, Post Office Box 12 Manassas, Virginia 22110; or, give us a landline (361-008 or 690-6547). It is interesting to you, chances it will be interesting to others!

WELCOME!! WELCOME!!

Angie Meade (KC4OYD)
Bryan Streeter (KC4OLD)
Loren Leeper (WA4CQO)
Mike Branco (W3IRZ)
Henry Ahalt (N4AZC)

Welcome to the Ole Virginia
Hams Amateur Radio Club. We
look forward to seeing you at
meetings and Club activities!

(Provided by Jim (WD4QJY))



HOW'S THIS FOR QRP?-- A 15 METER
WRISTWATCH TRANSCIVER!

"THIS IS YOUR LIFE"
de
NS5N

Do you remember your first log? Do you still have it? With over one half million Amateurs in the United States now licensed, I would be the answer is a unanimous "YES", barring, of course, natural disasters and the like.

My first log had just turned twelve years old a few months back and it turned up while I was reorganizing (cleaning) the "shack" once again. Over the years, it has been entered into various makes of computers at least three times in an effort to "consolidate space", but for some reason, I can't toss the original out.

I remember receiving my Novice license and immediately going downtown to Honolulu Electronics to purchase two items I had been dreaming of:

1. A brand new Yaesu FT-101 EX with the extra crystals to fill out the ten meter band; and,
2. My first ARRL Amateur Radio Station Log.

I proudly placed my call, KH6JSG, (never could come up with anything better than "Jolly Sea Gull") on the front cover for one and all to see, along with Book No. One, from 17 Oct 77. My very first entry read: 10/17 ... 17 Oct 1977 ... Novice License arrived...

And that is how my logs have been. Each exam I took was noted along with the arrival dates and new calls (AH2K, KT7S, NS5N) station re-locations and visitors. If it took place in the "Shack" it was noted. Even when logging no longer became required, the entries continued.

I have often thought that someday I might like to write my memoirs, but then again, this would be redundant. For as you see, a radio log is more than just that. For the most part, it is my life, at least the part I'll remember best.

73's

SPRING HAS ARRIVED

"OLE VIRGINIA HAMS"

MEMBERS COLUMNS

SPRING CLEANING

With the Hamfest less than two months away, I want to remind everyone that there will be an OVH tailgate table at the Hamfest once again this year.

The OVH tailgate table will be located just outside the large commercial building on the corner across from the food vendors. This table area will be staffed by myself and other OVH members to provide a place where you can drop electronic, computer, Ham Radio and related items ONLY! These items will be displayed and sold for you while you work or shop elsewhere at the Hamfest.

All items left at the OVH tailgate table should be clearly marked with your call, name and asking price. A log will be kept of all items left at the table and your "lowest price", if you are willing to accept less than the asking price.

So, keep this in mind while spring cleaning your shack, basement, garage, etc.

If you have any questions, or would like to help out, please call me at (703) 830-4150.

Jeff (KB4IWD)

SPRING BIKE TOUR

The Prince William Park Authority will once again sponsor a Bike Tour on Sunday, April 22nd, 1990. The ride will commence and end at the Nokesville Community Park. The ride will be on back roads and will be approximately 25 miles long.

Hams -- more specifically -- Ole Virginia Hams, have been requested to furnish communications for the ride. It seems there will be no other means of obtaining medical help in the event of an emergency.

The ride will begin at 10:00 a.m. and Hams need not be there before 9:30 a.m.

As individual Hams will ride in Park vehicles, each Ham should have battery operation capabilities (most of the vehicles do not have lighter plugs), a magnetic mount and extra batteries (charged, of course)!!!

If you have any questions, or would like to volunteer to help, please contact me at (703) 368-6050.

73's

Harry (W4PVA)

FROM THE TREASURER

This is the last Newsletter to be sent to those whose dues are not paid for 1990.

To renew, send a check, \$6.00 payable to OVH, to:

Post Office Box 1255
Manassas, VA 22110

Steve (N4OGR)



THANK TO WB6JEC-LAS

IT'S A COMBINATION 10 METER HAND-HELD AND A CHAINSAW --- WHEN THE BAND FOLDS, THAT BABY WON'T SIT ON THE SHELF!

GENERAL INTEREST ITEMS

THE ARRL FIELD ORGANIZATION BOOKLET states "Amateur Radio exists because it qualifies as a service. Its continued existence depends to a great degree not on the service we have performed in the past, or on our simple potential for service, but on what we are performing now and will continue to perform in the future. Recognizing this principle, ARRL in 1935 organized what is now known as Amateur Radio Emergency service" (ARES).

(ARES Ltr, 2/8/90)

HINTS AND KINKS:

When removing groundrods — use a pipe-wrench and rotate the rod several times. This seems to loosen the adhesion to the earth. Then use the usual methods to pull the rod!

(QST, 7/68)

REPEATER OPERATING PRACTICES

Monitor the repeater to become familiar with any peculiarities in its operation.

To initiate a contact simply indicate that you are on frequency.

Identify yourself legally. You must identify at the end of a transmission or series of transmission **AND** at least once **EACH 10 MINUTES DURING THE COMMUNICATION.**

Pause between transmissions. This allows other hams to use the repeater (someone may have an emergency). On most repeaters a pause is necessary to reset the timer.

Keep transmissions **SHORT AND THOUGHTFUL.** Your monologue may prevent someone with an emergency from using the repeater. If your monologue is long enough, you may time out the repeater.

Use simplex whenever possible.

If you can complete your QSO on a direct frequency, there is no need to tie up the repeater and prevent others from using it.

Use the **MINIMUM** amount of power **NECESSARY** to maintain Communications. This FCC regulation [97.67(a)] minimizes the possibility of accessing distant repeaters on the same frequency.

Don't break into a contact **UNLESS** you have something to add. Interrupting is no more polite on the air than it is in person. (And neither is talking over someone else [added by the Editor!])



WORLD WIDE FRIENDSHIP THROUGH AMATEUR RADIO

GENERAL INTEREST

Continued

VOA Tech Survives Belize Plane Crash

by Frank Beacham

Punta Gorda BELIZE Gary R. Shirk had a nagging premonition it was not a good day to fly. It only got worse when he boarded the tiny single engine Cessna 206 airplane and noticed some disturbing things in the cockpit.

Though not an aviator himself, Shirk is a technician with the Voice of America (VOA). "I see technical things," he says of himself. So it was troubling to him that he boarded a commercial aircraft with the engine already running.

And it was even more troubling that a red alarm light, indicating low voltage, was lit on the plane's display panel. And why did the pilot not check the magnetos or speak on his aircraft radio before taking off?

But Shirk remained mum and within minutes, the plane, with one other passenger, was on the runway, about to take off. "As we taxied, I almost tapped the pilot on the shoulder and asked to be let off, but I didn't," he remembers.

Shirk, 41, was on the return leg of a routine flight he makes twice a week for his supervisory broadcast engineering job with the foreign service of VOA.

The Belize VOA office and studio is in Belize City and the transmitter site is 120 miles away in Punta Gorda.

On the afternoon of 14 November 1989, Gary Shirk was en-route to his home in Belize City.

Trouble after takeoff

"About 12 minutes into the flight the whole plane started to shake," Shirk recalls. "We were out over the water at the time, and the pilot knew we were in trouble. He banked to the left and started to head toward land. Oil sprayed over the windshield and limited visibility.

"The plane started to drop rapidly. I told the pilot to call 'Mayday' on the radio and give our location. He said the radio would not work. At about 200 feet or less above ground, the pilot told me to open the side door to my right, which

"Then I'm not sure what happened. I wasn't sure whether I was dead or alive."

Racing at a speed of 101 miles per hour, the plane hit an embankment cushioned by 12-foot high grass in an isolated, swampy marsh 24 miles north of Punta Gorda. The water under the grass was nearly six feet deep.

"The first thing that came back was my vision," says Shirk. "I saw two guys slumped over their seats. I figured they were dead.

"Next thing that came was my hearing. Then my mind started working again. Then I realized the others were just knocked for wind like I was."

Pilot sets off alone

In the first minutes after the crash, a confused Shirk questioned the pilot about the warning light. "He said he was trying to make it back to Belize City," Shirk recalls. The pilot then left the aircraft to get help, wading alone through water up to his neck.

"He lost his phase lock. He was just crazy," Shirk says, adding that the pilot no longer flies airplanes.

Meanwhile, the aircraft was supported by the swamp grass. "I tried shaking the plane," Shirk says. "It didn't move. The nose of the plane was submerged in water. The tail section, where I was, was in the air."

As time passed and Shirk became more coherent, he remembered he had brought his portable 2-meter transceiver in his baggage.

He had charged the battery on the ICOM 02AT the night before. "When I opened my bag, I found the antenna had broken. It was too damaged for repair," Shirk says.

Jerry-rigged setup

"An hour went by and I began to think clearer. I remembered the plane had an antenna on the tail section. I pulled down the head liner trying to find the

coax feed line," he recalls.

"I found it back in the tail section of the plane. With luck it had a BNC connector which fit on my handheld. The antenna was for ELT (emergency locator transmitter) on 121 MHz. It was not cut for my frequency but was close enough."

Shirk put the radio in the scan mode and at 146.76 MHz heard a strong signal. He interrupted the transmission with a "Mayday."

A man, identified only as "Dean," responded in English from his post in San Pedro Sula, Honduras, some 70 miles away. Through "Dean," Shirk was able to communicate with his boss, VOA station manager Fred Haney in Belize City.

Radio advice

Within five minutes, a fleet of British Puma rescue helicopters were en route to the crash site. While waiting for the rescuers, Shirk got more help through his portable radio.

A pilot, familiar with the Cessna 206, got on the air and talked Shirk through cutting off the fuel lines, to avoid a fire

"The nose of the plane was submerged in water. The tail section, where I was, was in the air."

or explosion.

"It was so quiet you couldn't hear anything but the wind blowing through the swamp grass," Shirk recalls. "After I realized I wasn't really hurt, all I had on my mind was spending the night out in that swamp. Then I heard the sound of choppers in the air. 'Thank God,' I said."

GENERAL INTEREST

Continued

About three hours after the crash, rescue harnesses were lowered from the choppers to the swamp crash site for Shirk, his fellow passenger and the pilot, who had wandered back.

Suffering no more than a stomach bruise, Shirk was at home in Belize City two hours later.

Although there were no serious injuries in the crash, Shirk says the day was nevertheless traumatic.

"It took at least ten more plane trips before I got comfortable again with flying," Shirk says. "I should have gotten off that plane. I didn't and I crashed. Next time I won't hesitate if I see something wrong."

A few days later Shirk was back in a Cessna, resuming bi-weekly visits to the transmitter site. The ICOM: cheap, reliable communications in the subtropics—and now a lifesaver—is, as always, in his travel bag.

Radio World March 14, 1990

SWAP & SHOP

WANTED:

360 Floppy Disk Driver (used)
1/2 or full height.

Contact: Joe (AB4QV) at
369-5636

NEXT MEETING

The next meeting of the OVHARC will be held on Monday night, April 16th, 1990, at 8:00 p.m., in the basement Meeting Room of the Northern Virginia Electric Co-Op, 10323 Lomond Drive, Manassas, Virginia.

73's



MANASSAS HAMFEST

AMATEUR RADIO AND COMPUTER SHOW

AN ARRL APPROVED HAMFEST

SUNDAY, JUNE 3, 1990

PRESENTED BY THE OLE VIRGINIA HAMS A.R.C., INC.



SPONSORS:
OVH A.R.C., INC
F.D. Microsystems Inc.
ICOM

PRIZES:
1st - ICOM IC-725 HF Transceiver
2nd - XT Color Computer
3rd - ICOM IC-228H

***** FOOD PROVIDED BY PARK WEST LIONS CLUB *****
INDOOR EXHIBIT SPACE AVAILABLE FOR DEALERS AND MANUFACTURERS
GENERAL ADMISSION:
\$5.00 Per-person at gate
No advance sales
Gates open at 8.00 A.M.

TAILGATING:
\$5.00 Per-space in addition
to general admission
Gates open at 7.00 A.M.

PRINCE WILLIAM COUNTY FAIRGROUNDS 1/2 MILE SOUTH OF MANASSAS
ON ROUTE 234, TALK IN ON 146.37/97 AND 223.06/224.66 REPEATER

Ole Virginia Hams Amateur Radio Club, Inc.

CALENDAR FOR APRIL AND MAY

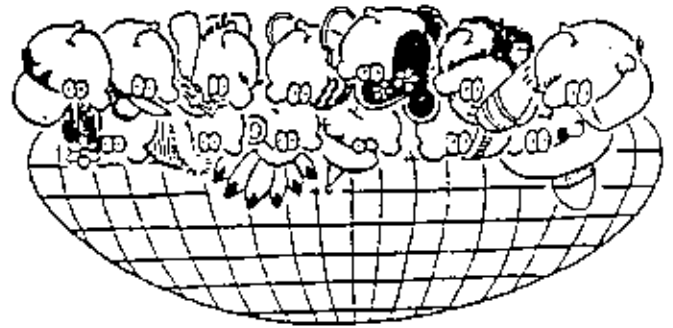
15 AMER EAGLE NET @ 1700 ON 28.340 ----- EASTER	16 OVH CLUB MEETING	17 220 SPRINT	18 NVFMA NET @ 2000 146.19/79	19 OVH NET @ 2000 146.97 224.66	20	20 WOODBRIDGE NET @ 2100 28.440 ----- VEC EXAM CUMBERLAND, MD
22 AMER EAGLE NET @ 1700 ON 28.340 ----- VEC EXAM HAGERSTOWN, MD	23	24	25 NVFMA NET @ 2000 146.19/79 ----- 440 SPRING SPRINT	26 OVH NET @ 2000 146.97 224.66	27	28 WOODBRIDGE NET @ 2100 28.440 ----- VEC EXAM LAUREL, MD
29 AMER EAGLE NET @ 1700 ON 28.340 ----- WIAW QUALIFYING RUN	30	1	2 NVFMA NET @ 2000 146.19/79	3 OVH NET @ 2000 146.97 224.66	4 902 SPRINT	5 WOODBRIDGE NET @ 2100 28.440 ----- VEC EXAMS COLLEGE PARK, MD RICHMOND, VA
6 AMER EAGLE NET @ 1700 ON 28.340	7 NEWSLETTER DEADLINE	8	9 NVFMA NET @ 2000 146.19/79	10 OVH NET @ 2000 146.97 224.66 ----- 1296 SPRINT	11	12 WOODBRIDGE NET @ 2100 28.440 ----- VEC EXAMS WOODBRIDGE, VA FREDERICK, VA
13 AMER EAGLE NET @ 1700 ON 28.340 ----- CARROLL CO HAMFEST	14	15	16 NVFMA NET @ 2000 146.19/79	17 OVH NET @ 2000 146.97 224.66	18	19 WOODBRIDGE NET @ 2100 28.440 ----- VEC EXAMS RICHMOND, VA

- NOTES: 1. For more information on VEC testing, contact Harry W4PVA.
 2. The Powwow net meets daily at 2100 on 28.400.
 3. Dayton Hamvention, April 27 thru 29

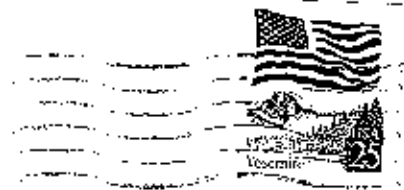
MANASSAS HAMEST -- JUNE 3rd, 1990

APRIL

WORLD WIDE FRIENDSHIP THROUGH AMATEUR RADIO



Ole Virginia Hams A.R.C., Inc.
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Manassas, VA 22110



FIRST CLASS MAIL

LAST ISSUE UNLESS
DUES ARE PAID!

