



*View from the Bridge...*



**Thanking Those Who Served**

By Ivy Nelson-Groves WA7IVY, President

I'm writing this on Veterans Day. Last weekend was the Veterans Day parade in Auburn, and I was pleased to see so many members of our club helping out with communications at this parade. I've been told that this the largest Veterans Day parade west of the Mississippi. Before the parade, I walked the route and saw the displays in store windows for this holiday. My favorite was the store that had pictures of the owner's relatives dating back to WWI, all wearing their uniforms. There was a delightfully old fashioned appeal to this – like the little bit of America we all wished to have grown up in.

Today I was at Tahoma National Cemetery for their observance. I saw a few members of our club there as well, although not in a Ham Radio capacity. It serves to remind me of the diversity of our membership, in that I can be almost anywhere and still find someone connected to our club. After the observance, I walked in the rain taking stock of the area. Near the entrance of the cemetery was a plaque inscribed with the words of the Gettysburg address. I stood in the rain reading those words and found them still applicable nearly 150 years after they were first spoken. I was surprised by how powerfully those words in that setting touched my emotional core.

To my fellow veterans, I say thank you. To the families of those who served, I thank you as well. You are the unsung heroes of this country; although not in uniform, you support your service member before, during and after their service. I cannot forget your sacrifices. Thank you all.

**M&K Club: Budget, Public Service...**

The end of the year at K7LED is a busy time. The 2012 Budget will soon be submitted the membership; the Flea Market is only a few months away, and public service events are winding down, but not gone. The club will be participating in bell-ringing on December 10th. The Seattle Marathon right after Thanksgiving and the Special Peoples' cruise in early December are coming up and could really use your support.

Oh – the Field Day results have been published in QST. If you notice Richard and me with big grins on our faces the next time you see us, that might be the reason why.

*Thanks for letting me ramble a bit. See ya'll on the 19th...*

**M&K: Salvation Army Bell Ringing**

By Michael Dinkelman N7WA

This year, we will be bell ringing again for the Salvation Army. This is a lot of fun and earns us a gratuitous break in the rental fee of our Club's General meeting location.

The bell ringing will be held on **Saturday, Dec. 10<sup>th</sup>**.

The Club has signed up to bell ring in two locations – Wal-Mart and Fry's. Signup sheets will be available at the Club meeting. You'll be able to sign up in one hour increments with a maximum of two hours. Mind you, this is a standing assignment and you'll most likely be outdoors, so dress accordingly.

**Special Peoples' Holiday Cruise**

Dick WA7NIW

The **Special Peoples' Holiday Cruise** is coming up on the afternoon of December 4. This event is held at Lake Union in Seattle. There is still room for more Ham volunteers to help out with this very worthwhile event.

This is the highlight of the year for approximately 700 special needs people in our area. We have the opportunity to help make sure that it is everything they had hoped it would be. Please contact me if you can help out with this event.

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The *K7LED Relay*, published monthly, is the official newsletter of the Mike & Key Amateur Radio Club. Mike & Key ARC is an ARRL-affiliated club dedicated to the growth and betterment of Amateur Radio.

The club meets at 10 A.M. the third Saturday of every month at Salvation Army Headquarters, 720 S. Tobin Street, in Renton (near the southeast corner of Renton Airport). Anyone interested in Amateur Radio is invited to participate in the Mike & Key ARC and its activities. Annual dues are \$12 for individuals and \$18 for families.

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[www.mikeandkey.org](http://www.mikeandkey.org)

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**K7LED Repeaters:**

146.82 output / 146.22 input  
(PL 103.5)  
Tiger Mountain  
224.120 output / 222.520 input  
(PL 103.5)  
Tiger Mountain

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### **Mike & Key Online – The following Club resources are available:**

**On the Web** – The Club's site at [www.mikeandkey.org](http://www.mikeandkey.org) includes extensive information about Club activities and events, such as: VE testing, membership, past editions of the *Relay* and more.

**Reflector** – The Club's public message board offers an easy and free way to converse with Club members. To sign up, visit: <http://groups.yahoo.com/groups/mkarc> .

**E-Relay** – Help the Club save on printing and postage, Email the *Relay* Editor: kg7ku @ arrl.net.

November 2011

## M&K November Activities

By George Thornton AE7G, Activity Manager

*This month features a presentation on the latest trends in Transceiver design.*

**We are fortunate to have Lyle Johnson KK7P** as the speaker for the November meeting. Lyle is an Electronics Engineer with a fascinating and varied background in communications. An amateur radio operator since age 13, Lyle has had a prominent role in the amateur radio universe. He is a co-founder in Tucson Amateur Packet Radio (TAPR) and is one of the designers of the Elecraft K3 transceiver. For more complete information see [www.kk7p.com](http://www.kk7p.com). He has considerable expertise in digital signal processing and SDR (software designed radio).

Lyle will be speaking on the latest trends in HF transceiver engineering and design. He will be bringing with him a sample prototype of the latest brainchild from Elecraft, the KX3. The KX3 will be a handheld QRP HF rig with most of the capabilities and functions of a single receiver K3, yet small and light enough to fit in the palm of your hand. You can easily carry it with you on vacation and go into operation by stringing out a wire. Or add a compact 100 watt amplifier for a full function base or mobile station.



Reports from other venues where Lyle has spoken have been glowing. Don't miss this most fascinating look into the ideas and plans that point the way to the future in amateur radios.

## M&K November Door Prizes

By Jim Aigner N7MU

*Here's the line-up for November door prizes:*

- LDG RBA-1:1 antenna balun
- Assortment of 39 alkaline batteries with aluminum LED flashlight
- Bencher ZA-1A balun / center insulator for wire antenna (used)
- Green safety glasses for your CERT Go Kit
- West Mountain Radio Rigrunner (used)
- Leader LAC-895 Antenna Coupler (vintage, used) for 80m though 15m
- 12' length of #12 DC zip cord with a dozen Anderson Powerpole connectors
- 2 meter J-Pole antenna (used)
- Mystery box – vintage items for the tinkerer

**K7LED Relay**



## Grand Year-End Door Prize

By Jim Aigner N7MU

Here is the final but by no means the least of this year's yearend door prizes: the ICOM ID-880H VHF/UHF Digital Transceiver! Who among us wouldn't love to have this in our truck or on our desk? This is a very capable radio. With its large, bright display, its 1000+ memories, its 50 watts output on both VHF and UHF, this dual band radio can operate one band at a time in the traditional FM mode or in digital voice and slow speed digital data modes. It also offers a wide receive range and 9600/1200 bps packet capability. Follow the link below to see the review in the January 2010 issue of QST.

[http://www.icomamerica.com/en/products/amateur/dstar/id880h/ID880H\\_QSTReview.pdf](http://www.icomamerica.com/en/products/amateur/dstar/id880h/ID880H_QSTReview.pdf)



<http://www.icomamerica.com/en/products/amateur/dstar/id880h/default.aspx>

It comes with all the basic accessories needed to work your first D-STAR contact – instruction manual, DC power and separation cables, HM-133 mic, mounting screws and mobile bracket. The CS-80/880 cloning software is available as a free download.

If you haven't already bought a door prize ticket this year, buy a few this month to be eligible for this great radio.

November 2011

K7LED Relay

## The Best Value: M&K Door Prizes

By George Thornton, AE7G – Activity Manager

Some things in life are a gamble. Others are a sure thing. The Mike and Key Door prizes are a sure thing.

If you go to Las Vegas to gamble, you start out at a significant disadvantage. The House has set up gaming rules so that a certain percentage of all money gambled goes to the house. That is how they can afford to build those huge, expensive casinos and offer reasonable room rates and \$10 prime rib dinners. The smartest guy at the gambling table is the house, they always win.

The Mike and Key door prizes are another matter. Instead of the House taking money, the Mike and Key House actually adds money to the prizes. *EVERY PENNY SPENT TO BUY A DOOR PRIZE TICKET IS EVENTUALLY SPENT TO BUY PRIZES.* We also receive many donated items that are included for free. Vendors periodically offer us gifts or discount prices for valuable items, and the added value is passed on to the prize winners.

So, the value paid out in Mike and Key prizes is greater than the cost of the tickets. In fact, in some months the value may be as much as twice as much as was spent on tickets.

This is not gambling. This is winning.

Keep in mind also that the more you spend on tickets the more you are supporting the Club. You make it possible for us to offer greater rewards and improve the quality of our meetings.

So buy a ticket, or buy five. This is a sure thing, and you are going to win.

***Please Note: The Club's November General Membership meeting will be your last chance to buy tickets for the Year-End prizes.***

For those of you who don't already know, we set funds aside to offer higher value prizes at the end of the year. For instance, one of our prizes this year will be the Icom dual band D Star radio, the ID-880H. This radio is fully configured for D Star operation out of the box.

### **HERE ARE THE RULES FOR THE YEAR-END PRIZES:**

- 1. All tickets for monthly prizes purchased since last December that did not win are included in the yearend drawing.***
- 2. Yearend drawing for prizes will be held at the December meeting.***
- 3. YOU DO NOT need to be present to win. However, first choice of prizes will be given to winners present at the meeting.***
- 4. ONLY ONE YEAREND PRIZE PER PERSON. Unlike the regular monthly prizes, we will not have one person winning multiple prizes.***

## M&K: Radio Officer Report

By Hal Goodell N7NW

The K7LED two meter repeater is currently experiencing a problem. As most have notice we have a noise which occurs during the hang time after a station stops transmitting. The problem is intermittent which of course makes it more difficult to trouble shoot. The noise will also cover up a very weak station and make copy difficult in that case.

I am in the process of checking out the backup ICOM repeater and expect to go up to Tiger soon for more investigation and possible removal of the Motorola repeater if required for repair. We should be able to install the ICOM at that time, so we can minimize the repeater down time.

The 220 repeater continues to perform just fine, just needs more activity.

I've also noticed a lot of keying up of the repeater with out identifying. I know some times one just wants to see if they are getting into the repeater and don't think that a short key up is a problem. Well, it is to those who monitor the repeater, it becomes a little annoying to hear these key ups, especially with the noise that we now are experiencing. So if you want to check to see if you are getting into the repeater, please key up long enough and identify you station at that time. Thanks.

Hal Goodell, N7NW, Radio Officer

## It's Fleamarket Flyer Stuffing Time

By Michael Dinkelman N7WA

The labeling party we had at last November's meeting was a great success and we completed a majority of the flyers. This year, we are going to do it again.

For the Fleamarket, we'll mail out around 12,000 flyers this year. Each flyer (pre-folded) has to go into an envelope. The envelope flap has to be tucked in and a mailing label applied. Stuffed and labeled envelopes need to be grouped by 5 digit zip with a rubber band and counted.

It works well if people work in groups of 3-5 people with most of the people performing the specific operations and an overseer to make sure the group stays supplied with material and the end results are properly counted and grouped.

Last year, we didn't have a program presenter but we do this year. As such, as a courtesy, I would like the flyer stuffing to stop in the main room while the program is in progress. It would otherwise be rather rude to stuff flyers while someone has made the trek down to present to us.

However, if you don't have an interest in the program, you will be able to continue in the outer room. We will have to move out there anyway after the program as the VE exams will be in the big room.

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**FM Stuffing Time... [Continued from Page 4]**

Because this will run through lunch time, I will try to have some food on hand.

Stuffing and labeling will start before the Club meeting, as soon as people start arriving.

**Celebrate November Members!**

By Dave Smith KB7PSN, Treasurer

As of November 2011, these have been Mike & Key members for the number of years stated. Congratulations to all of you, and thanks for your participation and service. *Each of you makes us who we are:*

Richard Bridges	N7YOB	19 Years
Jack Grimmett	N7IHS	23 Years
Gil Drynan	W7GIL	18 Years
Joe Langjahr	KJ7DG	17 Years
Fred Roberts	W6TKV	16 Years
Mike LaFerla	K7JML	14 Years
Ronnie LaFerla	KC7UFS	14 Years
Dick Radford	WA7NIW	11 Years
Dave Mackin	KB4ERF	10 Years
Hideki Saito	WU7J	9 Years
Tim Kane	K7ANE	5 Years
Robin Carter	WA7BRI	1 Year
David Tebrink	K7NZU	1 Year

**WANDERING – Days of the ‘Bomb Squad’**

By Fred Roberts - W6TKV

In my store of memories, one that frequently pops to mind is the Mount Baldy Repeater, an old but great repeater where all operators were better known as being members of the Bomb Squad, a wonderful gang who frequented the repeater every day in their travels to and from work. Located on a mountain top with a very large coverage, the repeater had a great signal for everyone driving to and from work. The repeater was midway on an east-west ridge of mountains which covered about 65 miles – roughly from west of Los Angeles and almost east of Palm Springs. This repeater provided super communication for everyone in the greater Los Angeles area, especially for a large number of Hams.

An interesting byproduct of our freeway travel time (to and from work each day) was the time we all had to talk to each other. Hams were always on the Mount Baldy Repeater, and very

frequently during rush-hour there was an interesting discussion underway when I checked in - and this was both morning and evening. One morning we got talking about traffic, and everyone seemed to feel an increase with each passing day. That quickly resulted in our getting into to an active discussion with many ideas on how to solve this problem. This day was different; we actually came up with a solution in just our travel time from home to work.

**THE SUPER PLAN:** Whenever a vacation-bound family flew into Los Angeles, they would only be able to purchase one-way airline tickets to LA. Upon each family's arrival, they would only be able to rent a car which would come complete with a driver. And, when they wanted to head home, they would be unable to buy any airline tickets. The visitors, however, would be able to take their rental car complete with its driver and head on home. The benefits of this plan would be a magical and twofold: 1). We would not only reduce the number of cars on the road, but by training homeless people to drive and having them drive visitors home, we would materially reduce the number of homeless people in California. (Ain't it amazing how much can be accomplished when great minds get together.)

On another subject - it just so happened one morning that a bunch of us driving to work found ourselves within a very short distance of each other near a freeway interchange. I commented on that oddity, and asked, "Why don't we all get together around here for breakfast once in a while?" Well, we ended up deciding to get together on the "Third Thursday" of each month at 6:00AM, and in fairly short order, we located a restaurant which met our needs. The next day, another of the fellows joined us and also signed on for breakfast with us - he was, however, really disappointed that he would be unable to make our "Inaugural Breakfast", so I told him we would postpone the "Inaugural Breakfast" allowing him to join us for that event. That breakfast was my first face to face meeting with John Marthens, NU6A. By the way, if you don't recognize John's name and call, just take a peak at the M&K Roster.

Actually, we did hold a breakfast prior to our "Inaugural Breakfast" on Thursday, May 16, 1985 ... just 26 years ago. The earlier breakfast was tagged our "Pre-Inaugural Breakfast" allowing NU6A to attend our "Inaugural Breakfast".

A Bomb Squad Certificate was given to all who attended our "Inaugural Breakfast". We had a lot of other great morning breakfasts, and our Waiter turned out to be a real "magician". The second time in the restaurant, he looked at me

**[Continued on Page 6]**

**WANDERING... [Continued from Page 5]**

and said, "Pancakes, no butter?" and all I could say was "Yes." And, he went around the table with a full series of breakfast questions - no errors or hesitancy at all. Wow!

When the Technician Class license came to be, the Bomb Squad had a very large influx of "new Hams". There were several amusing things that occurred. Hand Held HT's were hot at that time, and newcomers tended to operate with one of these hand-helds "as it came out of the box mode". One fellow discovered that he had a really big dead spot, and of course, he was told he should put an antenna on his car and not depend upon the HT alone.

One morning a few days later, he said he had made the change and the antenna was now on the car roof. Well, that morning he was just ahead of me in the rotation order, and at the point he said, "I'm coming into the spot where I haven't been able to hit the repeater. I'll talk my way through the dead spot to see if I have solved this problem." And, so he talked his way through and we all had 100% copy of his entire transmission. When he got to the point of turning it over to me, however, I keyed my transmit button and started talking in the middle of a sentence, "and so I really don't know how a manufacturer can do that stuff and get away with it. Anyway, let's see if Charlie is out from behind that big rock yet." Of course, his response included a phrase like, "I spent a lot of time and money moving my antenna and it doesn't work. I don't know what to do now. Does anyone have any ideas?" So, I confessed that he was 100% solid all through his dead spot, and told him I had just hit the button as he was turning it over to me. I am not completely sure he ever totally trusted me again.

With the advent of the Technician Class, we had a great many newcomers joining us all at once. It was virtually impossible to absorb them into the procedures used in Ham radio and as a result, they proceeded to create their own lingo. All of them being locals, they had frequent get togethers for lunch or dinner. As an example, their version on Field Day with 20 people turned out to be, 1) a single Field Day operator, and 2) 19 in a full-scale crowded party time. Another habit that evolved was their use of the suffix of their call signs, i.e. instead of saying their entire call, "KA6ABC", they would say, "ABC". I tried to correct them, but it was really tough sailing. One morning on my way to work, one of the 3-letter gang said, "Any one else around? ABC" and I responded "Tango". His response was, "What's Tango, you're supposed to give all 3 letters of your call!" My response to him was, "No, you are supposed to give your full call sign, as in W6TKV.

Using a part of your call is wrong, and could result in your getting a note from the FCC either giving you a citation or canceling your license!" And so the battle went on.

Here's another Bomb Squad adventure with a great bunch of Hams, who certainly made all of my driving to and from work so much easier and enjoyable. When I was working for a start-up company in Los Angeles it involved a number of longer days, and not leaving for home until 6:50 PM which did however have the benefit of missing a lot of the traffic. What makes one evening so memorable was all due to a QSO with a friend who worked for the Los Angeles Times. During the drive, I made a comment that I was "going about 60 MPH". My friend responded by saying, "You should say you were 'going 60 MPH' not 'going about 60 MPH". I responded by saying, "No, it all depends upon the level of arithmetic resolution being used by the speaker. If I'm going 60.1 MPH, that is clearly "about 60 MPH". Well, this argument lasted for my entire drive home - about an hour and a half. Of course, we never failed to reach any agreement on who was correct.

You may wonder why this particular discussion is so memorable for me. It's very simple - when I left home the very next morning and turn my rig on to the Bomb Squad frequency, there was the same discussion of the prior evening still going full blast - "whether going about 60 MPH was or was not proper". For a good part of that trip to work, I was entertained with same argument - I spent a good part of my drive chuckling about the discussion - and staying out of it.

As a final note, I have rigorously kept a detailed log on every QSO for many years - all on 5"X8" file cards. As a result, I have a lot of cabinet drawers filled with 5"X8" cards. Each card holds up to 12 QSOs, and there are some Hams with 8 to 10 file cards. Occasionally, I will receive a note from someone whom I have not communicated with for many years. My practice is to respond touching on the areas my friend has mentioned in his note, plus with his card in hand, I check to see if I made any notes about him, his rig, or earlier interests (i.e. DXing, chasing counties, mobile, child who may be interested in Ham radio, and so on). If I find such an item, I write something as if I remembered it from the past, and make some inquiry about the item, i.e. "I remember your interest in so and so, and I wonder if you are still active with so and so" - just as if I remembered the item. I let the reader presume I have a great memory.

Actually, my memory is very good - after all, I still remember where my card files are located.



## Protecting Tower Thrust Bearings

John Saunders KD7UI

Is it really necessary to protect thrust bearings to some degree on towers? Without some kind of cover they are exposed to all the elements of our environment. I ask myself this question when bolting my rotator in place and installing the mast that will support the antenna. Most bearings of this size used on towers as a "thrust bearing" have an indentation of about a half inch. This area is where water can collect and ice can form in winter. Is it something to be concerned about or just a waste of time to come up with some kind of cover? After all, putting up a tower is not the easiest job. Putting effort out and getting zero return, in my book, is called a waste of time!



But what I keep learning over and over again in the hobby is just take one thing at a time. It's great to think about these kinds of things and keep them in mind, asking the questions again at the appropriate time.

I have heard about thrust bearings seizing up due to no lubrication or icing up and killing the rotator, or just plain rusting out. We do get a lot of rain in this area and it does freeze for days at a time in winter. Only once in a great while do we get hit by an ice storm. So, is it really worth the trouble and time to try to come up with something that would give some protection? That's the question that I asked.

Well, back to the drawing board. I looked at using a tin or plastic funnel or some kind of plastic bottle and ran the gamut on all kinds of things which were way to much work. I had pretty much given up on the idea, which would mean just greasing the bearing and leave it at that.

A few weeks later I was in Home Depot looking in the plumbing section for something unrelated to towers or ham radio. I was mulling through the bins. I can't even remember what I was looking for now! LOL



All of a sudden my brain was back on the bearing question. I just may have stumbled on something that could work. It was the right size. It was sun resistant (UV protection built in) and was durable enough to do the job. The crazy part was when I was looking for something that could do the job without a lot of work, I couldn't find it! LOL

I'm sure all of us have had this kind of thing happen. But normally for me, it's always after the fact, too late to incorporate into whatever project I was doing at the time. This time it worked in my favor. It was simple to convert into a protective cover for the thrust bearing. I think I have about an hour in the project and most of that time was letting the ABS cement set-up.

### ***What I stumbled across was an ABS drain.***

I removed the two screws holding the drain cap in place and then ground off the ears on the main inside body that held the drain plate in place.

When I bought the drain I also picked up a short length of 2 inch ABS pipe. They had 2 foot lengths for sale at the time. At home I had ABS cement and the other things I would need.

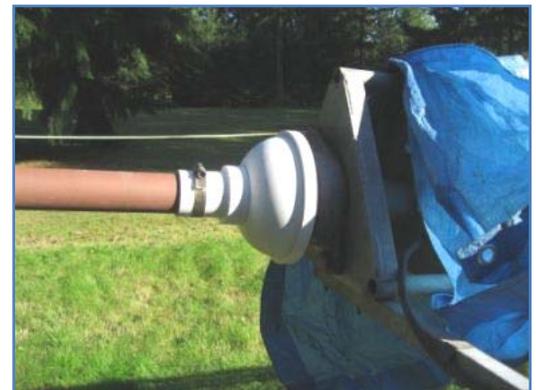
After cementing a 4 inch piece of pipe into the drain body, I then let the cement set. Next, I cut the pipe into four equal sections (two saw cuts) and that was it. ABS plastic is normally black but the white spray paint shows up the cut pipe much better for pictures. That's it, job done except for the install on the mast.

A stainless hose clamp was used to hold the bearing cover in place.

Some wraps of black plastic electrical tape and the job was done.

I think I have less than 10 dollars in the job and that's counting the ABS cement. If the cover ever gets damaged I can cut it off without removing the antenna or possibly the mast too. I also think if I had to install a new cover I could just cut the new (drain) cover in half and cement it together right on the mast.

I don't know just how successful the cover will work but for less than 10 dollars and an hour of time, it was well worth doing this easy job.



**Mike & Key ARC – Elmer Contacts – By Jim Aigner N7MU**

Area	Elmer Coordinator	Email	Phone	Also...
Homebrew, DX, antennas	Jeff Wandling, W7BRS	<a href="mailto:dew7brs@gmail.com">dew7brs@gmail.com</a>	206-605-2278	New Hams, satellite work
Beams and Towers	Alan Hughes, KB7SVU	<a href="mailto:kb7svu@juno.com">kb7svu@juno.com</a>	253-840-4947	Beam antennas and towers, safety
Contesting	Mike Dinkelman, N7WA	<a href="mailto:mwdink@clearwire.net">mwdink@clearwire.net</a>	253-631-3756	Contest operations
CW	Mike Dinkelman, N7WA	<a href="mailto:mwdink@clearwire.net">mwdink@clearwire.net</a>	253-631-3756	Learn CW, operating proficiency
Digital Modes	Earl Palmer, N7EP	<a href="mailto:earl_palmer@msn.com">earl_palmer@msn.com</a>	206-818-9246	Digital modes, software, TNC's
D-STAR	Steve Hatch, WA7DAD	<a href="mailto:stephen@hatch.net">stephen@hatch.net</a>	206-851-8842	D-STAR technology and operation
Emergency Comm	Tim Kane, K7ANE	<a href="mailto:k7ane@arrl.net">k7ane@arrl.net</a>	206-251-7467	CERT, ARES, organizations & Eq't
HF Operation	Dale Tongue AC7NP	<a href="mailto:dale.tongue@gmail.com">dale.tongue@gmail.com</a>	425-432-4254	Eq't, Antennas, best HF operating practices
New Members	Dick Radford, WA7NIW	<a href="mailto:wa7niw@arrl.net">wa7niw@arrl.net</a>	425-828-9791	Getting started, eq't selection and operation
QRP	Frank Qualls, AB7HA	<a href="mailto:franklin_qualls@hotmail.com">franklin_qualls@hotmail.com</a>	425-802-1837	Low power operation, design & construction
VHF/UHF Operation	Dave Smith, KB7PSN	<a href="mailto:kb7psn@yahoo.com">kb7psn@yahoo.com</a>	425-235-5095	6 meters and up; radios, antennas, modes

**M&K-K7LED In-House Contest Ends 30-November – By Michael Dinkelman N7WA****K7LED In-House Contest Rules:**

- Only special event stations listed in the Relay will be worth points.
- Each QSO with a special event station is worth one, at least, point.
- Some of the special event stations each month will be worth bonus points.
- You can work a special event station with Voice, CW, and/or RTTY.
- QSO's with multiple modes is allowed and additional points can be earned for each mode.
- QSO's on multiple bands (same mode) will not count for additional points.
- A multiplier effect will generated by working states. (Points earned by working special event stations multiplied by the total number of states worked in the contest will equal the total points.) A maximum of 50 multipliers (each unique State worked) is possible.
- Participants are encouraged to report their progress to me (N7WA) each month so I can include them in the Relay.

**So, with the end of November, the internal Club contest we have been running will be coming to an end.**

**If you have been participating, I would like to get your scores spreadsheets, logs, or whatever you have been using to track your progress. I would like them by December 10<sup>th</sup>.**

**Winners will be announced and prizes granted at the December Club meeting.**

**M&K General Meeting Minutes**

By Robert Grinnell KD7WNV, Secretary

**Meeting held October 15, 2011**

Meeting was called to order at 1003 hours by the President, Ivy WA7IVY.

Pledge of Allegiance.

Announcements:

The Mike & Key ARC is affiliated with the ARRL, which members are encouraged to join. Everyone, including visitors, should sign the rosters. Visitors are reminded not to vote on membership matters.

Introductions

**Officer Reports:**

**President** – Ivy WA7IVY: Report was in the *Relay*.

**Secretary** – Robert KD7WNV: Will not be present at the December general membership meeting. Dick WA7NIW is a possible fill-in, but would like to have a backup if he is ultimately not available.

**Treasurer** – Dave KB7PSN: At the November Board meeting, we will begin work on the 2012 budget. If you have any input you would like considered, pass it along to Dave. See him if you have dues to pay, a receipt for reimbursement, or would like to examine the books.

**Activities Manager** – George AE7G: We need someone to step forward to chair the Christmas Party, or we will not have it. The Salvation Army HQ is already reserved, for December 3<sup>rd</sup>. The speaker

today is Scott Currie, NS7C, on D-STAR. The November program will be presented by Lyle Johnson, KK7P, of Elecraft, discussing the company's latest work, including the upcoming introduction of the KX3 transceiver. George would like to hear any ideas or request that you have for future programs.

**Chairman of the Board** – Tim K7ANE: Nothing to report.

**Radio Officer** – Hal N7NW: Not present.

**Quorum present.**

Is there a motion to approve the minutes of the previous meeting as printed in the *K7LED Relay*?

Sam N7RHE made a motion to approve the minutes; seconded Greg W7HRC. Motion passed.

**Vice President** – Kathy KB7QMO: Reminded everyone that when you see your name in the *Relay* section listing membership anniversaries for the month, it's time to make sure that your dues are paid up. Membership applications: Chuck Burgess, KF6TWW; Aaron That, KF7JWO. Both approved by the membership.

**Relay Editor** – Gary KG7KU: Not present.

**Webmaster** – Jim KD7BAT: Not present.

**Standing Committee Reports:**

**Strategic Planning** – Mike N7WA: Still accepting pictures and documents about Club history.

**Facilities** – Daniel KL7WM: Not present.

*[Continued on Page 9]*

## November 2011

### ***M&K General Mtg Minutes... [Cont'd from Pg 8]***

**Education** – Tim K7ANE: Most Technician classes are already started. Snohomish County Hams will offer a weekend General class October 21-23 and a weekend Tech class November 11-13; contact Grant Hopper via their website. The Red Cross is offering a General class, Monday nights from October 24 through November 21, 6:30 – 9:30 PM. Contact Kevin Kopp.

**Public Service** – Robert KD7WNV: After a lull in public service event activity, we have three important events coming up in November and early December.

Ivy WA7IVY discussed the Veterans' Day parade, November 5 in Auburn. Gene WA7AKA and Fran N7FWZ discussed the Seattle Marathon, November 27. They will need more hams this year than ever before. Robert noted that the Marathon is the largest public service event in western Washington, in terms of number of hams involved, and encouraged members to join in. Dick WA7NIW discussed the Special People's Holiday Cruise, on December 4.

**Technical** – Steve KD7IQL: Not present.

#### **Other Committees (as appropriate)**

**VE Exams** – Scott AG7T: We had 4 people take exams last month. Awarded 4 Technician licenses.

**Field Day** – Ivy WA7IVY: We have the Wagon Wheel reserved for the week of Field Day 2012.

**Logo** – Jim N7MU: Nothing to report.

**Club Contest** – Mike N7WA: The contest is rapidly coming to a close. The remaining targets were published in *Relay*.

**Flea Market** – Hal N7NW/Mike N7WA: The date for the 2012 Flea Market is March 10. We had our first organizing meeting this past week. Worker signups begin in November. We will have flyers to stuff next month. We will do it before and after the program, and maybe during the program if we can be quiet. We need a Tickets chair.

**Old Business: None**

#### **New Business:**

**Bell Ringing** – Mike N7WA: Bell ringing for the Salvation Army will be on December 10 at Fry's, and maybe WalMart. Shifts are one or two hours.

**Alligator Award** – Dale AC7NP happily passed the award on to Mike W7XTZ.

#### **Good of the Order:**

Kathleen KF7MUD: The Federal Way ARC is offering two opportunities for the Beginner's D-STAR Workshop, October 22<sup>nd</sup> and 29<sup>th</sup>. See the FWARC website for more information.

**Dave WA7DTM**- brought in a couple boxes of wire, etc. They are in the Lobby.

**Greg W7HRC**- Boy Scouts' Jamboree On The Air (JOTA) is happening today. Gil W7GIL noted that if you Google "JOTA," you can find their operating frequencies.

**Gene W7AKA**- read part of a letter from a long-time Marathon participant Bob Phelps, K7UW.

**Dan N7QHC**- mentioned that 10 meters is open.

## ***K7LED Relay***

--The next Mike & Key Board meeting will be on the first Tuesday of the month, November 1 at 7:00 pm, at the Salvation Army in Renton.

--The next Mike & Key General Membership meeting is the third Saturday, November 19, 2011.

**Greg W7HRC** made a motion to close the meeting, seconded by Scott AG7T. The motion was passed. Meeting adjourned at 1046 hours.

*7 guests; 64 members, 51 ARRL members*

**Attested: Robert Grinnell KD7WNV, Secretary**

## **M&K Board Meeting Minutes**

*By Robert Grinnell, Secretary*

**Meeting held November 2, 2011**

#### **Officers present**

**X** *President* – Ivy Nelson-Groves (WA7IVY)

**X** *Vice President* – Kathy Martin (KB7QMO)

**X** *Secretary* – Robert Grinnell (KD7WNV)

**X** *Treasurer* – Dave Smith (KB7PSN)

**—** *Activities Manager* – George Thornton (AE7G)

**X** *Radio Officer* – Hal Goodell (N7NW)

#### **Trustees present**

**X** *No. 1* – Mike Dinkelman (N7WA)

**—** *No. 2* – Kathleen Weiss (KF7MUD)

**X** *No. 3* – Tim Kane (K7ANE) (CoB)

**X** *No. 4* – Alan Hughes (KB7SVU)

**X** *No. 5* – Daniel Stevens (KL7WM)

#### **Other officers (non-voting)**

**—** *Relay Editor* – Gary Bryan (KG7KU)

**—** *Webmaster* – Jim Etzwiler (KD7BAT)

**Visitors** - None

Chairman of the Board Tim K7ANE called the meeting to order at 1912 hours.

**Minutes:** A motion to approve the minutes of the previous board meeting was made by Ivy WA7IVY, seconded by Alan KB7SVU. Motion passed.

#### **Officer Reports**

**Chairman of the Board** – Tim K7ANE: Nothing to report.

**President** – Ivy WA7IVY: Nothing to report.

**Vice President** – Kathy KB7QMO: New member applicants: Charles Graff, K7CHV; Leslie Johnson, N2YNK and Denise Johnson, KF7RSK (family membership). All recommended for approval.

**Secretary** – Robert KD7WNV: Nothing to report.

**Treasurer** – Dave KB7PSN: The budget status was sent out by email. Notable expenses this month were for the Picnic, 3<sup>rd</sup> quarter meeting hall donation, and the *Relay*. Discussion of 2012 budget begins tonight, under New Business.

**Activities Manager** – George AE7G: Not present. Emailed report to Board members prior to meeting: *Activities Director tasks are being well handled. We have confirmed Lyle Johnson KK7P as the speaker for the November meeting. He will be speaking on the latest trends in receiver design. He will be bringing a KX3 prototype. Lyle has spoken previously at the WWDX club and was well received.*

**[Continued on Page 10]**

**M&K Board Mtg Minutes... [Cont'd from Page 9]**

*I will do up an article for him. The December meeting will be focused on the Salmon Run and Dink is in charge. We have completed our final acquisition for the end of the year auction [Sec.: door prizes], the ICOM dual band D STAR mobile radio, ID 880h. We will have the radio at the Club meeting for show. We have a complete line of door prizes for November: LDG 1:1 balun, battery assortment with LED flashlight, 12" DC zipcord and 30A Anderson Powerpoles, Bencher ZA-1A balun/center insulator, safety glasses, RigRunner (used), Leader antenna coupler, 2-meter J-pole (used), Mystery Box. I am waiting to see how Gene Underwood is doing before making decisions about the January meeting program. February and March are devoted to Club business, so the next open slot is April, 2012.*

**Radio Officer** – Hal N7NW: The courtesy tone on the 2-meter repeater is distorted. Not sure of the exact cause, but sure it is being induced by the transmitter. May be getting some AC into it. Will try hooking it up to DC power, but if the problem comes and goes a bit, so that may not be conclusive. It may require taking it off the air to take it in and have it looked at by Day Wireless.

**Relay Editor** – Gary KG7KU: Not present.

**Webmaster** – Jim KD7BAT: Not present.

**Standing Committee Reports**

**Strategic Planning** – Mike N7WA: Nothing to report.

**Facilities** – Daniel KL7WM: Nothing to report.

**Education** – Tim K7ANE: Daniel KL7WM mentioned that the Federal Way ARC D-STAR workshop is Saturday the 5th. The discount period ends on the 3<sup>rd</sup>. Cost is \$35 with the discount, \$45 thereafter. They are expecting about 40-50 people. Robert KD7WNV noted that the current ESCA classes will hold their exam session on Monday, November 14 at 7:00 PM at Brier

City Hall. Exams for all license classes will be available. It is open to the public, but we would appreciate advance notice if possible. Contact Robert at the email address listed in the *Relay*.

**Public Service** – Kathleen KF7MUD: Not present. Robert KD7WNV reported that the committee met after the October General meeting, and most of assignments for content updates and advertising recruitment for the 2012 booklet have been made.

**Technical** – Alan KB7SVU: Nothing to report.

**Other Committee Reports**

**By-Laws** – Dave KB7PSN: Nothing to report.

**Logo** – Jim N7MU: Not present.

**Field Day** – Ivy WA7IVY: Results will be in the December QST. We did well—19<sup>th</sup> place overall in the nation, and 1<sup>st</sup> place in the 7<sup>th</sup> call area, in Washington state, and in Class 6A nationwide. Have a couple of items for consideration in the 2012 budget.

**Flea Market** – Mike N7WA / Hal N7NW: Vendor letters have been sent out. Mike has 12,000 folded flyers and envelopes for us to stuff at November General Membership meeting. Flea Market worker signups will also begin at the November meeting (as well as signups for bell ringing).

**Old Business** - None**New Business**

**Budget for 2012:** Proposals and discussion. Dave KB7PSN will include proposed adjustments in a budget at the December Board meeting, for further discussion and recommendation for approval to General Membership.

**Good of the Order** - None

There being no further business, Tim K7ANE adjourned the meeting at 2058 hours.

**Attested:** *Robert Grinnell KD7WNV, Secretary*

**Wear the Mike & Key Club Logo**

By Jim Aigner N7MU

Over the last few months you may have noticed the Mike and Key logo prominently displayed on fleece jackets and an assortment of shirts. Our logo was digitized in two sizes, a small version for the chest suitable for embroidery on the front of shirts, vests, and jackets and a large version for use on the back of sweatshirts, vests, and jackets.

You can buy new clothing with the club logo or have your own items embroidered by a vendor or do it yourself. There are a few vendors who have our logo and can do the work for you. You can find just about everything - shirts, vests, sweatshirts, and jackets in the online catalog: <http://www.sanmar.com>. Prices with the logo are about 10% less than catalog list prices.

If you have questions, see a Logo Committee member: Jim Aigner N7MU, Dawn Humphrey KC7YYB, or Dan Humphrey N7QHC. Let's continue to wear the Mike and Key logo proudly at club meetings, the summer picnic, and Field Day.



## Seattle Marathon 2011

Saturday, November 26, 2011 – Kids Staged Marathon & The 5K Run & Walk

Sunday, November 27, 2011 – Half Marathon Run, Half Marathon Walk,  
Full Marathon Run, & Full Marathon Walk

Special Orientation/Assignments Meeting – 10am/2pm – Sat., Nov. 19 or Sunday, Nov. 20

There should be over 16,000 participants in this year's Marathon. About two to three thousand volunteers are needed to make this possible. Of that number, **we need over 150 Hams to properly cover the course.** Each ham's effort will provide several services to both the participants and organizers.

About 10 APRS equipped Hams will communicate as the "Pooped Out Participant Pickup Patrol". Other Hams will staff the several Seattle Center communications positions, shadowing the event organizers, supporting the Recovery Area, etc. There will be a need for several Hams, with their radios, on bicycles, to provide coverage and assistance for the last several miles of the event. Handheld radios on the 440MHz band are almost always sufficient to support this event.

**The Kids Staged Marathon will still be held on Saturday, the 26th of November.** This is a 1.2-mile run around the perimeter of Seattle Center. We need about 10 Hams for this short event. A 5K Run/Walk will also be held on Saturday, the 26th of November. We will need a few Hams for this event.

There will be four meetings at our home – to orient you and to deliver the materials to you, that will make it possible to handle whatever assignment we ask you to take. (You will be asked to come to one of the meetings). As in past years, there will be ID badges, tee shirts and orange baseball caps for identification, as well as orange vests for your safety. Our next e-mail will give the details, but please reserve a couple of hours on Saturday, Nov. 19 or Sunday, Nov. 20. The PowerPoint presentation will shorten the meetings. There will still be apples and Krispy Kreme donuts for your enjoyment.

Please confirm your participation as a member of the great ham radio support team for this year's Seattle Marathon as soon as possible so we can finish our recruiting before this probable surgery.

Thank you! – Gene W7AKA, & Fran Underwood N7FWZ – Home 425-226-4115 Gene's cell 425-890-5752.

Please e-mail your reply as soon as possible – [w7aka@comcast.net](mailto:w7aka@comcast.net)

## Pacific Northwest Hamfairs & Events

Source: PNW Hamfair webpage at <http://www.n7cfo.com/amradio/hf/hf.htm> .  
(Used with Permission)

**February 18, 2012.** Salem Hamfair & Computer/Electronics Swapmeet. Rickreall, Oregon at the Polk County Fairgrounds. <http://www.w7sra.com> .

**March 10, 2012.** Mike & Key Swap Meet. Puyallup fairgrounds exhibition hall, Puyallup, WA. For information, contact [dmdink@yahoo.com](mailto:dmdink@yahoo.com) or [n7wa@arrl.net](mailto:n7wa@arrl.net) .  
<http://www.mikeandkey.org/flea.htm> . [Flyer in PDF](#). (298K)

**March 31, 2012.** MicroHAMS Digital Conference. Redmond, WA.  
<http://www.microhams.com/softcontent.aspx?scld=58>

[Statements as posted on the Website:] Please email any comments, corrections, questions, etc. to n7cfo [at] n7cfo.com.  
N7CFO-Disclaimer: I do my best to keep up with scheduling changes on these events, but there is always the chance that one will be canceled or re-scheduled and I will not find out about it. Please verify all dates and locations with the sponsor.

## Skywarn Weather Spotter Training

By Tim Kane K7ANE

During periods of significant Northwest weather the National Weather Service (NWS) uses diverse sources of information to confirm what the weather is actually doing throughout the region, and to report and predict its track and potential impact. These reports can also be used by media and area Emergency Managers to encourage people to take proper actions to keep their families, friends and



pets out of harms way from wind storms, floods, snow/ice storms, etc.



One of their primary sources of “ground truth” are trained volunteer weather spotters, who augment weather radar and other technological means. Amateur Radio operators are a natural fit for this service, as they can both observe the situation and have the means to communicate the information to NWS, even if normal power and phone systems are inoperative due to the inclement weather. NWS maintains on-the-air amateur radio stations during hazardous weather.

The NWS is presenting three “Skywarn” weather spotter training sessions in the next month, in Kent/Federal Way, Kitsap County, and Tacoma:

This is a great opportunity to learn some valuable (and interesting) skills, and to provide a valuable and important service to your community.



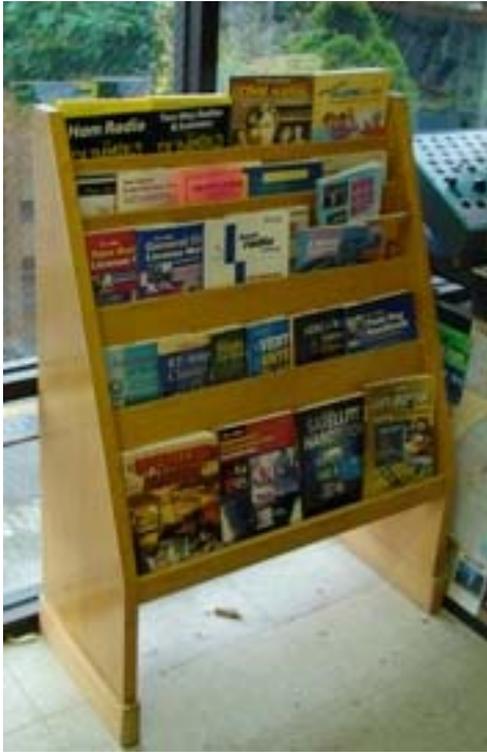
**Kent Fire Station 73**  
 26512 Military Rd. South, Kent  
 Monday, 21 November, 1830-2100 hrs  
 Reservation required: 253-835-2712 or  
[Ray.gross@cityoffederalway.com](mailto:Ray.gross@cityoffederalway.com)

**Kitsap County, Poulsbo Fire Station 71**  
 911 Liberty Road, Poulsbo  
 Monday, 28 November, 1800-2030 hrs  
 Call: Michelle Moen, 360-307-5871 or  
[www.kitsapdem.org/classes.aspx](http://www.kitsapdem.org/classes.aspx)

**Tacoma Fire Dept Training Center**  
 2124 Marshall Avenue, Tacoma  
 Monday, 12 December, 1830-2100 hrs  
 RSVP: 253-594-7980 or  
[uweber@cityoftacoma.org](mailto:uweber@cityoftacoma.org)

## M&K-K7LED Club Library

By Tim Kane – K7ANE



If you drop by the club library at Toku's (AD7JA) TV repair shop in Skyway in the coming weeks or stop by the library table at the next Club General membership meeting you'll find five new books. The books were selected based on the preference survey we held at the general meeting a couple months back, plus input from the board and others.

The nice weather and the impulse to get outdoors seems to have influenced the results. Antennas are clearly the number one interest of club members at present, as reflected in the fact that three of the five new acquisitions relate to this key outdoor element of our stations. The other two publications focus on mobile amateur operations, by car, boat, and even airplane.

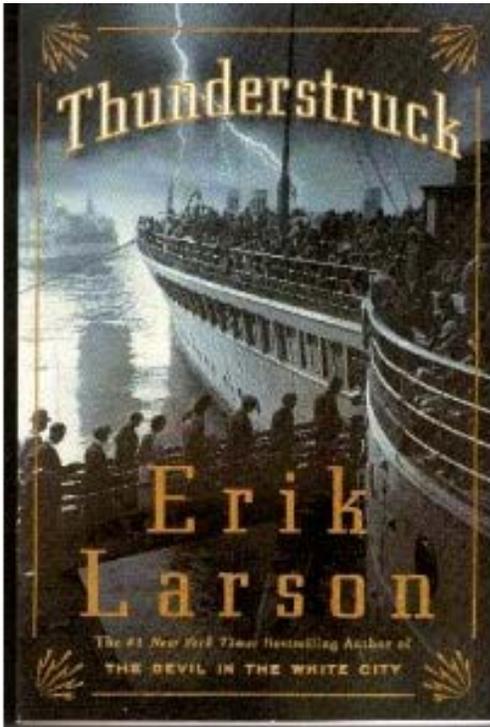
Based on what you told us the new books include:

- *Stealth Antennas, 1<sup>st</sup> Edition, 2010*
- *Amateur Radio on the Move, 1<sup>st</sup> Edition, 2005*
- *GPS and Amateur Radio, 2007*
- *ARRL Guide to Antenna Tuners, 1<sup>st</sup> Edition, 2010*
- *Small Antennas for Small Spaces, 1<sup>st</sup> Edition, 2011*

If you don't see a book on your primary interest, don't worry. We'll put in another order or two later in the year, working from the survey, and member input. Let me know if there's something you'd like to see the club acquire, that's not already on the list.

In the meantime, take a look at the new books at the library at Skyway TV & Radio Service, 11818 Renton Avenue South, Seattle. Enjoy some of the benefits of your membership, expand your knowledge, or just have a nice summertime read.





## Of Murder and Radio

A Book Review by Tim Kane K7ANE

Shortly before the turn of the twentieth century, a young Italian got a crazy notion that it was possible to send invisible electrical waves through the air to communicate by telegraphy over great distances, without connecting wires.

With barely a rudimentary education, and only a newspaper familiarity with the scientific principles then being discovered and articulated by the great physicists of the day like Heinrich Hertz, twenty year old Guglielmo Marconi decided to build a novel device for wireless telegraphy.

Pursuing his dream, he built and took his “magic box” to England to try to gain financial, scientific, and most importantly, political support for his enterprise.

At about the same time an American homeopathic doctor, H. H. Crippen, was transferred to London to manage the European office of the patent medicine company for which he worked.

“*Thunderstruck*” is the fascinating true story of the improbable intersection of these two lives in Edwardian England, and the surrounding scientific and criminal events which captivated the interest and imagination of the entire civilized world.

A Seattle-based author, Erik Larson, was formerly a feature writer for the *Wall Street Journal* and *Time* magazine. He has written four intriguing books intertwining monumental historical events and lives of real people from the late 1800s to the mid 1900s: the Great Chicago exposition, the devastation of Houston by a 1900 hurricane, and living amid the rising fascism of pre-war Nazi Berlin.

In this book, Larson follows Marconi’s obsessive pursuit of his vision of trans-Atlantic radio communication, his successes and failures, the scientific and intellectual rivalries and politics that plagued – and in some ways, fueled -- his efforts. Larson’s parallel narrative describes the romantic and financial events which thrust Dr. Crippen into the international spotlight of murder and intrigue, and into the confluence of Marconi’s Hertzian waves.

The story doesn’t always maintain the exciting pace possible in a fictional science or crime novel. But this isn’t fiction. Marconi’s technical struggles, compounded by his (and everybody else’s) lack of understanding of radio waves, the atmosphere and propagation, present a compelling insight into the creative process that brought radio communications to reality. Meanwhile, Crippen’s story creates a popular backdrop of illicit love and criminal drama, which focuses the attention of the world on the magical phenomenon’s practical application.

“*Thunderstruck*” is a good read, but especially for amateur radio enthusiasts, for its insightful examination of the early development and evolution of our hobby, and the world-changing creation of radio.

***Thunderstruck*, Author: Erik Larson, Crown Publishers  
New York City, NY, 2006, ISBN 13:978-0-7393-2676-3**



## HamRadioBooks'dot'Com

By Andrew Baze AB8L

You're reading the serialized version of *The Road Home*, which is available in full form in your **Mike & Key library** (as well as **HRO, Universal Radio, and Amazon.com**). You can experience "the rest of the story", which includes the adventures of a few more characters, and additional radio and emergency preparedness details (non-fiction), by reading the paperback or Kindle ebook.

Whether you're only reading the shortened serial or the full book, I hope you love the story!

And for more preparedness tips, including the class-by-class review of my recent CERT course in Redmond, you can go to [www.PreparedBlog.com](http://www.PreparedBlog.com).

73, -Andrew, AB8L

### *From last time...*

After the earthquake, Robbie and his father Jeff eventually made it down the mountain to the truck, so that they could drive home to reunite with the rest of their family. Jeff's injuries prevent him from driving, so Robbie got to learn quickly! To make matters worse, a tree had fallen across the roadway as a result of a mudslide, but Robbie was able to stop quickly enough to prevent any serious damage, and even with an injured ankle, Jeff was able to use a small chainsaw he had in the truck to cut through the main part of the tree.

### *And back to our story...*

Grunting and pushing with all of his strength, Robbie was able to move the heavy section out of the way. He pushed it all the way over to the side of the road and made sure there was enough room for the truck to get by.

"Let's go," said Jeff.

Robbie slowly backed the truck up about ten yards, then changed gears and drove forward, carefully guiding the truck around the rest of the trunk poking into the roadway. They were back on track.

After about 15 minutes, they reached Interstate-90. Robbie stepped on the brakes as the highway came into view. It was a nightmare.

With the Cascade Mountains to the east, Lake Washington sitting between Seattle and Bellevue, and the waterways of the Puget Sound to the west, there were very few major routes out of Seattle. I-90 was the only way to go east for many people. With this as the obvious option, it only took about two hours for it to become completely filled with fleeing vehicles. In addition to locals trying to get out, knowing that their destroyed homes weren't worth sticking around for, there was the added problem of the several thousand people who were only in town for the baseball game. Hotels previously jammed to capacity were transformed into dangerous, dark, stinking caves, some with serious structural damage and all without power to run the air conditioning or running water to flush the toilets.

To make matters worse, gas pumps no longer functioned, even if people somehow found a way to pay. More and more cars were running out of gas as they sat in traffic, engines running, waiting, hoping for the road ahead of them to magically clear up.

Occasionally, a few people would work together to push a vehicle to the shoulder so that others could crawl past, but for the most part, drivers kept pressing forward. It didn't take long before the cars with empty tanks were effectively pinned in, solidifying the gridlock. It was getting worse and worse. The clogged roadway started in Seattle and continued through Bellevue to the east, toward Snoqualmie pass, the last real bottleneck on the way to Eastern Washington.

Robbie and Jeff sat in the truck on the shoulder of the onramp overlooking the highway, and stared in amazement at the honking flood of vehicles inching eastward. They even saw a two RV's with Mariners flags hanging limply.

"Dad, what's going on?" Jeff cracked the passenger window, and they could hear the honking clearly now.

"Well, they probably realize things won't be back to normal in the city for a while, and their power and water and cell phones and TV's probably aren't working, so the only thing they can think to do is to get out of Dodge."

"Dodge? Huh?"

"It's an expression. I mean they'll want to get out of the area, out of Seattle and Bellevue and the other towns around here. 'Get out of Dodge' is a saying from the old West."

"We're still going home, right?"

"Darn right, we are. We have to get back to our family. Your mom and sister are waiting for us. And we need to be together. A family belongs together."

*[Continued on Page 16]*

*HamRadioBooks'dot'Com... [Continued from Page 15]*

It looked as if only a few people had the same idea, since there were only occasional cars visible driving westward, toward the disaster area.

"Let's go," Jeff said. Robbie pulled onto the highway, glad that they weren't trying to go the other way, but afraid of what lay ahead.

As Jeff scanned the airwaves for any more news or conversations that could reveal useful information about whatever was ahead of them, Robbie was thinking.

"Dad, why don't people leave town using both sides of the highway?"

Jeff stopped turning the dial and thought for a second. "You would think some people would be desperate enough to try, wouldn't you? Well, take a look at the area between both sides of the highway — the median. See how every so often you can see a car stuck in there? They probably tried getting across and got stuck. It's actually not that easy around here to just cut across the highway. But as traffic gets worse and worse, I bet more people will figure out how to cross without getting stuck. They may even spot one of those areas where the State Patrol can make U-turns. People will cross at those spots for sure. Eventually, it'll be just as hard to get into the city, because there will probably be a traffic jam on both sides of the road, both headed east. I-5, which goes north and south along this side of the state, is probably broken and impassable in many places.

Tacoma to the south and Everett to the north are probably in the same bad situation that Seattle is in. I-90 is probably one of the best ways out of the area. If Snoqualmie Pass isn't blocked by landslides, that is. Either way, we need to get home while our side of the highway is still usable. We'll be driving head-on into this mess. We need to keep going while we still can."

Robbie pushed down on the accelerator a bit harder as they turned toward Bellevue and whatever was waiting for them.

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Robbie and Jeff drove west on I-90 for about 25 minutes. While traffic in the opposite direction was heavy and often stopped, traffic back toward Seattle was almost nonexistent. They were both quiet, thinking about the crazy day they'd had, as well as wondering whether the women at home were safe, injured, busy, frightened, in need of help, or out helping others. Maybe they were downtown when the earthquake struck. Nobody wanted to think about that possibility.

As they drove past the city of North Bend, they were able to see about two hundred yards ahead before the highway curved to the right. Robbie pushed down with a bit more pressure on the accelerator, since the coast was clear.

Jeff continued to change the dial on the truck's radio, listening for any useful news. At the same time, he let the handheld ham radio scan a variety of frequencies, listening for news, eyewitness descriptions of what was going on, anything. The lack of information was beginning to wear on them both, and Jeff wanted to replace the worst-case scenarios playing out in his head with some real scenarios that weren't that bad.

Although radio stations around the state and country were all broadcasting information about the earthquake, none of them were getting up-to-the-minute updates, because nobody in the disaster area was able to communicate effectively yet. The government was still in complete disarray. Their reports were far too vague to help Jeff and Robbie understand what they were driving into. Either way, Jeff continued to scan, hoping to hear something useful.

As Robbie continued down the roadway, something ahead of them moved. It wasn't like the earlier confusion in the day, when the quake knocked him down. But with the extra adrenaline in his system, his awareness was heightened, and he lifted his foot from the accelerator. About 200 yards ahead of them, Robbie saw movement as the hillside started to move. A falling tree had alerted him like a waving flag.

Jeff sensed the change in velocity and looked up from the radio dial. His eyes widened and he cried out "Stop!"

However, even as Jeff was just starting to look upward, Robbie had already moved his foot to the brake pedal and started his downward stomp. Moments later, they had stopped completely, about thirty yards from the edge of the new wall of rocks, soil and trees that completely blocked this side of the highway.

"Dang it!" Jeff shouted. Once again their environment had transformed in front of their eyes.

Robbie sat there, head spinning, realizing that if he had been going just a bit faster, they could have been directly under the slide, they could have been trapped or hurt or... He didn't even want to think about it. He sat there with both hands on the wheel, heart pounding, not saying a word. In the back of his brain, he wondered how many surprises he could get in one day without having a heart attack. Sure, he was young and healthy, but this was ridiculous.

All three westbound lanes were covered with several feet of soil, boulders, and from what they could see, at least two large trees. Fortunately for the drivers moving away from the disaster zone, the blockage didn't extend past the median, so their path was still clear.

Instead of slowing down and rubbernecking, as most people do when they witness some kind of accident on the roadway, the drivers in the other lane continued driving as fast as they could. However, due to the heavy traffic, nobody was able to actually increase speed, so all that really changed was a significant increase in honking from cars that were approaching the landslide area. Many of the drivers worried that another landslide might block their side of the road too, so they honked in a futile effort to get the cars in front of them to hurry up and get out of their way. Traffic continued at a crawl.

Robbie and Jeff sat dumbfounded, staring at the thousands of tons of wall that had been placed directly in their path. Though Robbie's experience driving a four-wheel-drive truck could be counted in minutes, he knew that the truck wouldn't be able to pass this obstacle. ."

*[Continued on Page 17]*

*HamRadioBooks'dot'Com... [Continued from Page 16]*

"What now, Dad? I guess we get to go back?"

Jeff took a deep breath and then exhaled just as deeply. "Yes. We can't cross the median here, because of the concrete barriers, and trying to drive the wrong way on the other side would be suicide

"I guess I should turn around." As soon as he said it, Robbie realized how dumb his statement sounded. At the same time, the idea of driving the wrong way on the highway seemed weird.

Jeff was also trying to make sense of their situation. It took him a couple seconds longer than it normally would to respond. "Yeah, we need to turn around quickly, before someone else shows up. The last thing we need now is to have cars backing up behind us. Put it in reverse, back up toward the shoulder over there, and start driving back."

With Jeff's mostly unneeded guidance, Robbie turned the wheel hard, backed toward the side of the highway, then turned the wheel hard the other direction and drove forward again, this time headed east, back toward the east side of North Bend.

Robbie accelerated down I-90, in the wrong direction.

"Get on the far left shoulder," Jeff said. "We don't want someone running into us head-on."

No sooner than Robbie moved over to the shoulder, they saw a compact car flying by in the other direction, in the middle lane. It slowed down slightly as it passed them. Robbie honked his horn, trying to alert the man to the problem that waited for him around the bend, but the man only gawked at them, then increased speed again, driving unknowingly toward the landslide.

"Well, you tried," Jeff said. "Take the next exit. We have to go through town. We'll be exiting the wrong way, but there should be enough room to avoid a collision if someone is exiting onto the highway. Take it slow and we'll be fine. I think we'll be able to drive back through town, go around the landslide, and get on the highway on the other side.

"Let's see if I can warn anyone. Jeff fished a compact repeater guide from the glove box. It was the ARRL Repeater Directory, and it was jam-packed with repeater listings for the entire US, which made it handy for travelling. It listed repeaters by area, including the frequencies, offset, tone, power rating, and other information. He quickly flipped to the Washington State section and found the North Bend area. He picked out what he thought might be a frequently-used repeater for the area, turned to the correct frequency, and programmed the other necessary settings. Pressing the transmit key on the radio, he asked, "This is NM8J, doing a signal check. Can anyone hear me?"

There was no reply, and even more disconcerting, there was no telltale beep that would have indicated the repeater had received his transmission and was functioning correctly. Jeff tried again. No beep, no reply. This repeater, like the others he'd tried after the quake, was not working.

Jeff pressed a button and turned a dial on the radio. "I'm going to change the frequency to the repeater's output frequency. That way anyone who is scanning for that frequency within range of our radio will hear me transmit. Soon enough, people will realize that they need to transmit on the same frequency because the repeater is down."

"This is NM8J with emergency traffic," Jeff called into the radio, after listening for a moment. "I think the repeater is down, and I'm transmitting only on the repeater's output frequency. If you're listening, you need to know that the highway headed westbound is completely blocked by a landslide about a half mile past Exit 31. If anyone can hear me, please reply by transmitting on this same frequency. Again, the repeater is down. Please reply by transmitting on this same frequency, 145.110 megahertz."

Jeff stopped and listened. There was no response. He transmitted the message again.

Robbie approached the exit that they'd passed just a few minutes earlier and turned onto the ramp. Apparently, nobody wanted to leave town and head toward the big city, which was fine with him. He didn't feel like dodging traffic after what they'd been through already today.

Jeff sighed, wondering if anyone in the area had a working ham radio. He looked over at Robbie. "You're still doing better than me on my first driving adventure," he said with a smile.

Robbie beamed at the compliment. He felt bad about driving slowly, because he wanted to get them home as quickly as possible. At the same time, he knew he didn't have a choice. His dad's support helped.

The radio squawked, catching them both by surprise. "NM8J this is KD9PW. I received your message. I had to change my transmit frequency, and it took a few seconds."

"OK," Jeff replied. "You got my message, right? The highway is completely blocked westbound."

"Yes, received, I-90 blocked westbound, just west of exit 31."

"Correct. What's your name? I'm Jeff."

"I'm Larry. That was some quake."

"Listen Larry," Jeff started, with a tone that indicated there was no time for small-talk. "We need to let people know about this. There may not be a lot of people headed back into Seattle, but if you don't want to see a traffic jam out here, and a bunch of refugees who run out of gas and evacuate into North Bend, you should see if you can get someone to put up detour signs before exit 31. We just took that exit — it's the only way to continue westward. They'll need to exit there and drive through town in order to get back on the highway."

"Well, I'm not sure that's going to happen anytime soon. It's a real a mess here. And your assumption may be wrong. They might not be able to drive through town either."

As Robbie continued toward the end of the exit ramp and they got a better view of North Bend, they realized what Larry was talking about. About half of the visible buildings were on fire.

## 2011 -- Ham Nets &amp; Events -- NOVEMBER / DECEMBER

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<b>13</b> 1700 – NWWA-LDS Net 147.34 (Weekly) <b>2000 – King Co. ARES</b> Net 147.08 (Weekly) <b>2015 – Kids Net</b> 145.49 (Weekly) <b>2200 – NW Astronomy</b> Net 145.33 (Weekly)	<b>14</b> 0545 & 1645 – Weather Net 145.33 (M-F) <b>1700 – Evergreen State</b> <b>Traffic System Net</b> 145.19 (Daily) <b>1830 – WA Emerg. HF</b> <b>Net-ARES</b> 3.985 (Weekly)	<b>15</b> 2000 – Seattle Red Cross Comm Team Net (incl. 'Emer's Corner') 147.080 (Weekly) <b>2000 – Snohomish Co.</b> <b>ACS/RACES Net</b> 146.92 (Weekly)	<b>16</b> 2000 –Evergreen Intertie Gen/Tech Info Net – 145.33 (Weekly) <b>2000 – Educational</b> <b>Radio Net – PSRG</b> 146.96 (Weekly) <b>2100 – NWSOAR Net</b> 146.82 (Weekly)	<b>17</b> 1900 – M&K Public Service Net 146.82 (Weekly) <b>2000 – Computer &amp;</b> <b>Packet Net</b> 145.33 (Weekly)	<b>18</b>	<b>19</b> <b>1000–M&amp;K Club</b> <b>Meeting, Renton</b> <b>1230– M&amp;K Ham</b> <b>Radio Exams, Renton.</b> <b>Scott- <a href="mailto:ag7t@arrl.net">ag7t@arrl.net</a></b>
<b>20</b> <b>Seattle Marathon</b> <b>Information Mtg</b> <b>[Nov 19 &amp; 20]</b> <b>10am &amp; 2pm.</b> <b>Contact: Gene</b> <b><a href="mailto:w7aka@comcast.net">w7aka@comcast.net</a></b>	<b>21</b> 1900 – Seattle ACS Net 146.90 (Weekly) <b>1930 – PSRG Net</b> 146.96 (Weekly) <b>2000 –YL Net</b> 145.33 (Wkly)	<b>22</b>	<b>23</b>	<b>24</b>	<b>25</b>	<b>26</b> 0900 – WA State Emerg. Net (WSEN) ARES HF Net 3.985 (Weekly) <b>Public Service: Kids</b> <b>Marathon &amp; 5K</b> <b>Run/Walk, Seattle.</b> <b>Contact: Gene</b> <b><a href="mailto:w7aka@comcast.net">w7aka@comcast.net</a></b>
<b>27</b> <b>Public Service:</b> <b>Seattle Marathon</b> <b>Contact: Gene</b> <b><a href="mailto:w7aka@comcast.net">w7aka@comcast.net</a></b>	<b>28</b>	<b>29</b>	<b>30</b> <b>M&amp;K: Internal</b> <b>Contest Ends</b> <b>23:59:59</b>	<b>01</b> <b>–December–</b>	<b>02</b>	<b>03</b> <b>M&amp;K: Holiday</b> <b>Pot Luck</b>
<b>04</b> <b>Public Service:</b> <b>Special</b> <b>Peoplea€™s</b> <b>Holiday Cruise,</b> <b>Lake Union. Contact:</b> <b>Dick <a href="mailto:w7rlw@arrl.net">w7rlw@arrl.net</a></b>	<b>05</b>	<b>06</b> <b>M&amp;K Board Mtg</b> <b>Salvation Army Bldg</b> <b>Renton, 7pm</b>	<b>07</b>	<b>08</b>	<b>09</b> <b>Relay Articles</b> <b>Due – 23:59:59</b>	<b>10</b> <b>M&amp;K: Salvation</b> <b>Army Bell-Ringing</b> <b>Contact: Jim</b> <b><a href="mailto:kd7bat@arrl.net">kd7bat@arrl.net</a></b>
<b>11</b>	<b>12</b>	<b>13</b> <b>M&amp;K Flea</b> <b>Market Mtg</b> <b>Dinkelman N7WA</b> <b>Residence 7pm</b>	<b>14</b>	<b>15</b>	<b>16</b>	<b>17</b> <b>1000–M&amp;K Club</b> <b>Meeting, Renton</b> <b>1230– M&amp;K Ham</b> <b>Radio Exams, Renton.</b> <b>Scott- <a href="mailto:ag7t@arrl.net">ag7t@arrl.net</a></b>