

There will be designated stations set up for inexperienced operators to use, complete with an experienced helper. We want to have as many people involved as possible and establish an environment where no one is to feel overwhelmed. We have taken a good hard look at some of the comments members have conveyed to us. Unfortunately, some have felt uncomfortable and out of place with all the contesting going on. That is not the way it should be, or the way it is going to be this year. All members of the Field Day committee agree a strong effort will be made to make this year's event conducive to inexperienced operators and a learning experience for all forms of emergency communications. We have an extended set-up period this year beginning Thursday evening. Anyone wanting to gain knowledge of antennas, feed lines, generators, grounding and other station set up procedures is cordially invited to be on hand. We will be discussing Field Day at upcoming meetings in more detail, so please make a serious effort to attend. See you there.

73, Toby, WT8O

MARCH MEETING MINUTES

The Cuyahoga Amateur Radio Society membership meeting was called to order by President Toby Kolman, WT8O, on the 12th of the month at 7:30 pm. at the Bush Funeral Home Community Room located at 7501 Ridge Road in Parma, Ohio. 23 members and 1 guest were present.

After introductions the February minutes were approved as published in the March Wobbly Oscillator by Toby, WT8O.

President Toby asked that we vote on a prospective new member, Dan McNutt, KD8MVC. Gary, NI8Z, went thru the membership approval process and Dan was voted in.

Bob, W8GC, gave the Treasurer's report and reminded all to please consider purchase of gift cards through the CARS gift card program, of which the club gets a certain percentage commission which goes toward the scholarship

fund. Bob also reported that the new date schedule for club functions are all on the cars web-site.

Toby, WT8O, stated that the statistics for the CARS weekly net will start from 12/01/2012 thru 2013. He mentioned that he would like to have some members try being Net Control for a week just to see how it feels, you might discover a hidden talent you been suppressing. There will be plenty of help for you. Toby also stated that Field Day weekend will be June 22 & 23 and that the class of operation will be decided by the field committee. He mentioned that we can always use more people to help in all facets of Field Day, from beginning to end. If you're a tester, CARS welcomes you to come out and operate. People interested in radio should come out and get their feet wet on the activity.

Toby also asked the members to have respect for the meeting, saying that any conversations should be held before or after the meeting.

Gary, NI8Z, and the program committee are working on programs for 2013. Contact Gary, NI8Z, or Toby, WT8O with ideas you may have for meeting programs.

VP Gary, NI8Z, stated that the license classes will not be at the Independence Civic Center as we need 7 week's in a row and the Independence Civic Center will not let us have that time. Members are looking for new places to have classes.

The "VE" Session took place on Sunday 3-10-13, with 10 people being tested. All passed various classes of license exams.

Gary reported on the Copley-Fairlawn Middle School project, mentioning the School Club Roundup the week of February 12 thru 15th. Gary NI8Z, Tom WB8N, Metro W8MET, Toby WT8O, Ron, WA8ZJV, Terry KB8DTC, plus school radio club advisor, Dave, KD8V, assisted the students in getting on the air. Copley High School advisor Brad Bennett, W8WEN, got the Copley High School students on the air at the high school station. The proper forms and log sheets were sent to the Long Island Mobile Radio Club, which runs the activity for the ARRL, with the activity results.

Gary, NI8Z, announced that he had been

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notified by the wife of Paul Maruna, KD8HWP, that Paul had passed away and that she was looking for assistance in selling his Amateur Radio equipment. Gary was sending a sympathy card and would make arrangements to check out the equipment. Gary also stated that Dave Dressler, KD8V, is using a walker to get around after tearing a ligament in his knee. A get well card for him was signed by all present at the meeting.

Gary asked for each member present to give a quick summary of their ham radio activities, which all did.

Secretary Dwaine, K8ME, reported on the bus to Dayton, saying that the trip leaves on Saturday May 18th and is a one day round trip. The major details can be found on CARS website at www.2cars.org. Try and get your money for the bus in soon, don't wait until the last minute. The cutoff date for reservations is May 1, 2013.

Toby, WT8O, asked that the club thank the refreshment committee: K8VJG, K8DMT, and WB8ROK.

With no other new or old business, Toby, WT8O, declared the meeting adjourned at 8:37 p.m. The 50/50 raffle was held after the meeting and the winner was Robert Kobe, KD8NBB, with \$28.00 going to him and \$28.00 to the CARS treasury. The winner of the donated transceiver was new member, Dan McNutt, KD8MVC.

Gary, NI8Z, gave a nice presentation on the Dayton Hamvention® experience.

Submitted by CARS Secretary, Dwaine Modock, K8ME.

LONG HAUL TRUCKERS PLAN TAKEOVER OF FM PORTION OF TWO METER BAND

By T. L. Wainwright, KA8YZN

Have you noticed any increased activity on local area repeaters by truckers passing through your area of late? Well you just might in the near future. There is an effort underway right now by a group of long haul over the road truck drivers that call themselves the Long Haul Truckers Association (LHTA) to take over the FM portion

of the 2 meter ham band for their own use. They have discovered that communicating via 2 meter FM repeaters beats using CB radios.

The FCC in their infinite wisdom took the 11 meter band away from hams and made it the "Citizen's Band", which the truckers jumped on and made their own communications system. We all know what a mess that band became. The only problem of the truckers using CB radio for communicating with each other was that their chatter was pretty much confined to the local area they were in, due to the power limits (5 watts) of CB radios. Not to say that the truckers didn't use power amplifiers, or "foot warmers" as they were affectionately called. Now they plan of ruling BOTH bands, 11 meters and 2 meters FM!

There are many truck drivers that have an FCC Amateur Radio license and have 2 meter radios in their big rigs and use area repeaters when they are on the road. That is fine and good! The problem we face now is that some renegade truckers have discovered that they can put up their own repeater systems and link them with other repeaters. This is what the LHTA is planning on doing. They envision a system of linked repeaters from the east coast to the west coast, from Washington State to Florida, from Maine to California, the Atlantic Ocean to the Pacific Ocean, the Mexican border to the Canadian border, and everywhere in between! You get the picture.

But wait, there's more! Not only do they have their plan to take over the FM portion of 2 meters, they feel that because there are so many of them, they think that they won't even have to bother to get an FCC license! In fact, at a recent LHTA meeting in Keokuck Iowa (yes, there is a city named Keokuck in Iowa. I think it's an Indian name.) Mr. Orville P. Thigpin, head of the LHTA was heard to utter "License? We don't need no stinking license! We don't need to show no one a stinking license!" Think about it. With Citizen's Band radio, at first one had to apply for and get a license to operate the 11 meter band. This license came with a call sign which was supposed to be used to identify a station just like hams do. You didn't have to take a test to get a CB license but there was a fee. Then when the FCC became overwhelmed by license applicants, it was decided
Continued on next page.....

that you didn't have to get a license or even pay a fee after all and CB operators began using "handles" such as Big Daddy, Fuzzy Bear, Duker, and others. That's what is going to become of the 2 meter repeater portion of the band if these long haulers have their way.

There will be cheap 2 meter hand-helds and mobile radios, probably made in China, for sale at the truck stops, just as CB radios were. Even the "truck stop cuties" will have 2 meter hand-held radios so that they can set up "dates" with the truckers. I can hear it now..."Hey Big Daddy, this here's Sweet Cheeks. Are you feeling lonely tonight? Do ya'll want some company?" Why, they'll even be able to make a date long distance, over the linked system of repeaters!

Is this what we want 2 meters FM to become? No! Are we going to standby and let the LHTA take over the band? No way! What can we do about it? We have to "nip it.... nip it in the bud" as Barney Fife, Sheriff Taylor's deputy used to say. And if we are going to "nip it", it is going to take some strategic planning and actions on the part of the Amateur Radio community and we are going to have to dig into our pockets to fund our effort. Therefore, I am heading up the Stop The Long Haul Truckers fund (STLHT) in an effort to bring the LHTA to a halt. You can help by contributing to the fund. Any amount will be a big help and will go a long way to keep the FM portion of the 2 meter band for legitimate Amateur Radio use.

I'll have more on this issue later, as the situation develops. 73, de KA8YZN
Editor's note: T.L. Wainwright, KA8YZN, is an Extra Class, having been licensed since 1986. He is a retired civil servant and lives in the Greater Cleveland area. He enjoys Dxing, and rag-chewing on HF, chatting on 2 meter FM, and shooting guns. Mr. Wainwright can be reached through this newsletter at newsletter@2cars.org.

KEN'S JUNKBOX

By Ken Osicki, K8OAE

For those of you who read my article last issue about the antenna I built during a snowy February day, I'm happy to report that it is working well. Of course, the addition of a new transceiver, an

ICOM IC-718, has been of invaluable help. It's certainly not an expensive unit, but it has been a joy to operate.

Since putting up the antenna and getting the new ICOM I have made 36 contacts, and of these there were 18 DX. Mostly European stations, I have also made contacts in the Caribbean and even to Rio de Janeiro. My most westerly contact was northern Vancouver Island in British Columbia.

While these numbers may pale in comparison to those of you who can make this many contacts or more in a single day, keep in mind that I probably hadn't made more than half that number during the past three years! At least I impress myself and I'm having a barrel of fun making new friends.

Hopefully, my experience will encourage others to try some new things in ham radio. My minimal station of 100 watts max out, tuner, and off-center fed dipole at 15 feet off the ground doesn't compare to the 1500-watters with large antenna fields and high towers that I have contacted, but I thought it was great that my contact in Rio de Janeiro was using 50 watts with a wire hanging from his apartment balcony! Some of us poor hams are just out there having a great time!

A LITTLE PISTOL WORKS THE ARRL SSB DX CONTEST (sort of)

Bob Hinkle, KK8ZZ

I'm a little pistol, in ham radio slang. A guy who runs 100 watts or less with modest equipment, a casual operator. I work a few contacts every week, mostly on HF nets and try to check in on the CARS net whenever I can all year long. It's always fun, and I've been a ham for 45 years. This year, just for fun, I decided to try the 24 hours of the ARRL SSB DX Contest. I wanted to run up my list of DX stations, learn more about operating in a contest, keep a good log while I was doing it, and stay away from anything that looked like a "honey-do" list for most of the weekend. So, waiting until the day of the contest like all good hams, I took stock of my station and thought I'd get ready.

Antennas? Check... oops... uncheck! My trusty old well used bought used for cheap Stepper vertical antenna suddenly showed a high SWR. A *Continued on next page....*

call to SteppIR's tech support suggested that the antenna tape wasn't deploying properly, and to send it back. Took the base apart and yep, problems. All this on the day of the contest. And it was cold. And it was snowing. What to do?

The SteppIR had replaced a DX Engineering 43 foot vertical a few years ago, and I had taken that down and stuffed it in a corner of the garage "just in case". Well, just in case was here ! Reassembling the DXE 43 foot vertical was mostly a matter of pulling out sections until I found the old magic marker lines and Penetrox goop, and retightening the hose clamps on each junction. With two hours until the contest started, the old DXE vertical was up and ready to go.

I've learned from our friends and fellow club members that a good logging program is essential to success in a contest. Though I've tried several, the ease of Ham Radio Deluxe (HRD) seemed to suit me best, so with a link to a DX spotting network brought up, I was ready to go. At the appointed hour of 00:00Z, HF bands suddenly filled wall-to-wall with what sounded like every ham on the planet, either calling CQ or answering one. Pileups on especially rare countries sounded like the clamor of a crowd after an Indians home run. Thinking that I wasn't able to "bust pileups" I passed on most of them at first and went for the low-hanging fruit, strongest signals in common places first. Propagation was great on 40 meters, and the Icom's built-in antenna tuner was able to match the transmitter there with ease. Before calling it a day a couple of hours later, I saw that keeping the old DXE vertical was a great idea after all.

Saturday dawned, and I was ready to reenter the fray on HF! Appointments and other demands killed the morning, and it was noon before I could get on the air again. By then, most of Europe and the Caribbean and some of South American filled 20 meters and above. Ten meters was open, and contacts were easy there for a while until the band shifted a bit. Fifteen meters was good too, and I made an occasional foray down into 20 meters when something good popped up on the DX reflector. With HRD's simple "click and tune" feature, a mouse click on a desired station from the list took the frequency and mode to the Icom and then it was just a matter of calling... and calling... and calling. Part of the challenge of a

contest, I discovered, was figuring out when to call. Some stations took the first signal they could hear, while others let the thundering herd quiet down slightly and took a call they could hear a second or two later. The strategy didn't always work, but often it did, and I learned something about chasing DX from that.

I was blessed with a "retirement antenna" as my second signal pumper, a nice used Yagi on the roof. Though I thought this would be THE antenna for the contest, I often found that in switching between the vertical and the Yagi the signals on the vertical were louder and had less noise. I worked many stations on the vertical instead of the beam until nearly dark, when the Yagi became the better antenna. Interesting !

So, what did I learn from my first big step into DX contesting? In no particular order, it was this, and your list may vary - make sure all antennas, cables and connections work like you want them too BEFORE the day of the contest. Rearrange your gear to make it easy to change antennas or use the rotor. If you're using a computer for rig control or logging, move the screen close to the radios. Get a good logging program and learn how to use it. Learn how to use eQSL and Logbook of the World to save money on QSL confirmations. DX spotting lists may or may not be something you want to use, but it sure beats "hunt and pounce" in a contest, if the contest allows their use. Change bands whenever one seems to run dry. Take breaks and remember to greet the XYL every now and then. Learn from your mistakes and mistakes of others on the bands. Learn from your friends in CARS and other clubs. Relax and take time to enjoy what's happening. I didn't set out to win a contest and my operating was casual at best. Did I have fun? Sure ! Did I increase my list of DX stations worked? Yes! Lastly, be "in the chair and on the air", and you'll be amazed what another day of ham radio can bring.

A HAM'S TRIBUTE
By Dave Kushman, K8DV

The time has come for me to say goodbye to the full time broadcast industry. I will be retiring soon. Before I go, I would like to thank two really great men. James Kirk (Sandy) Sanderson, W8WNA, and Joe Prechtel, W8DRR, (SK).

These two were the most instrumental, knowledgeable and generous with their time and willingness to take someone who had, what I consider, a small background in electronics and teaching me all that they could.

Obviously some of it stuck but I'm sure not as much as was thrown at me. They probably forgot more than I knew.

When I started on this journey 46 (April 2013) years ago. The world was half black & white and half color meaning tv programs where either one of the two at any given hour. I would never had dreamed I would be in any one place longer than a couple of years but to be at one place all these years must say something about their help in getting me to this time in life.

There was something that Joe said to me one night that I never forgot. I think it was in the early 70's when he said "someday there's going to be tv transmitters in the sky". I didn't doubt him at all. And, he was right on.

We spent a lot of midnight shifts together. There were plenty of tests and measurements. The main thing was quality of the transmitted signal. Not sure if many places think like that now. I sure tried to keep up the tradition the best I could.

Just a few days ago I was on the phone with our daughter, now a lawyer in the Toledo area. I told her I was going to write a little tribute to two guys from the early days. She interrupted me and said "I know who one is, Sandy". Apparently I spoke of him often and I'm sure it was all good.

The day shift with Sandy was FCC rules and regs, learning monthly reports and of course transmitter meter readings every half hour and more info on how the transmitters worked, all five of them and of course the audio and video chains. You could get some idea of a transmitter about to get a problem from reading the meters. Still holds true today to some extent but at UHF and solid state except for the output tube, it's a bit different.

Today, like in any business, training time just isn't there for the most part. Was amateur radio a

part of this? Of course. When the 6146's became too soft for the broadcast transmitter, they were fine for the ham rigs. We had plenty of them. So, thanks guys. It's been really worth your efforts. I didn't forget Jim Brooks & Howard Spiller. They took a chance on me and I guess it worked out fairly well.

Dave is a long time CARS member, and is retiring after a long career as a broadcast engineer with WKYC TV, Channel 3. Good luck in your retirement Dave, and hopefully we'll be seeing more of you now. 73, de Ed

CARS MEMBERS EARN AWARDS
K8ME EARNS DXCC AWARDS

By Dwaine Modock, K8ME I've been in ham radio for 47 years and wanting to achieve the different awards offered by the ARRL. After working the DX on all bands, it has finally happened. After doing a 2013 Logbook of the World submission, I didn't give it much thought but on March 22, I received a box from Fed-Ex. There they were, Two ARRL DXCC Honor Roll Plaques, one for SSB and one for CW. I already had the Honor Roll plaques for mixed modes. Don't get the impression that it will take you that long to do it. Many do it sooner.

N8LRS EARNS SSB DXCC
By Metro Sinko, W8MET

In the beginning my wife, Linda Rose, was intrigued by my ham radio hobby. She studied for the Technician Class license and passed and was awarded her first callsign of KD8DFQ in March, 2006 which she changed for her present vanity call of N8LRS in June, 2006. She studied for the General Class license and passed that exam in January, 2008. This opened up a whole other world
Continued on next page....

for her and she began working SSB on HF and checking in on nets. She made many contacts with other states and countries and she eventually earned awards such as Worked All States (WAS) and Worked All Continents (WAC). Linda just recently received her DXCC award from the ARRL for establishing two way communications with Amateur Radio stations in 100 countries. She has made me proud!

CARS MEMBER EARNS BS DEGREE

Submitted by Metro Sinko, W8MET
Steve Riley, N8IS, has earned his BS degree. Steve is a longtime CARS member and a past recipient of the CARS scholarship program. Congrats Steve!

APRIL BIRTHDAYS

Vince Bak N8OVW 4-22-49
Dawn Barbour KC8WBG 4-18
Gary Berkowitz K8REF 4-19
Joseph Bergartt k8JMB 4-27-51
Bob Check W8GC 4-29-41
Metro Sinko W8MET 4-27-52

CARS BUS TRIP TO DAYTON

If you are planning to take the CARS Bus to Dayton for the Dayton Hamvention® and have not yet made your reservations, now's the time to do it! The deadline for reservations is May 1st. And if there are not enough riders signed up for the trip by that date the bus will be cancelled and everyone's money will have to be refunded. You can make your reservations and order your Hamvention® tickets online on the CARS website at www.2cars.org. Don't get shut out!

CARS GIFT CARD PROGRAM

The CARS gift card program is doing well, but could do better. This program is to fund the CARS scholarship fund and doesn't cost YOU a thing! If you are going to spend the money anyway at one

of the many retailers participating in the program, why not get a gift card from CARS? CARS gets a small commission from each card sold and every little bit helps. You can order gift cards online on the CARS website or direct from Bob Check. You can also see what retailers cards are available and what cards Bob Check has in stock online. Please consider purchasing 1 or 2 cards a month from the program.

CARS SCHOLARSHIP PROGRAM

The deadline for the CARS scholarship applications is May 31st. If you or a family member are planning on applying for the scholarships this year, please don't wait until the last minute. You can find all the information on this fine program on the CARS website. Just click on "Member Info" in the left hand column, then you can click on Scholarship Eligibility or Scholarship Application. Good luck.

RECENT SILENT KEYS

Louis Chararifsky, XE1L, of Mexico, passed away on March 18 of a heart attack. He was a well known contester and DXer. He was 69 yrs. of age.

OH2TK, Osmo Antero Wiio passed away on February 20th. He was 85. Osmo was an author, journalist, professor and former member of Finland's Parliament. He was probably best known for Wiio's Laws. Check out:
http://en.wikipedia.org/wiki/Wiio%27s_laws.

THE RANDOM WIRE

By Tom Wayne, WB8N

WHAT GIVES?

Ok, it's springtime already, and I'm getting a little tired of this Northeast Ohio weather! March came in like a lion and is supposed to go out like a lamb...not a lion. Someone is lyin' here! And what about those two ground hogs, Puxatauny Phil and ole Buckeye Chuck? They need to be taken out and shot! They both predicted an early spring. Yeah, right!

BRIGHT SPOT ON THE HORIZON

There is a bright spot on the horizon though. The great Dayton Hamvention® is just around the corner, about a month and a half away, and I'm really looking forward to it again this year as I have in years past. If you've never been there please try to make it this year. If you can't spend 2 or 3 days there, at least take the CARS bus down and experience everything there is to see and do. Even if you've been there before, go again and take in one or two of the forums that will be held on Saturday. Spend some time chatting with the indoor vendors and the flea market vendors. There's always something new and exciting to see and do.

NI8Z'S SURVEY

At the March meeting Gary, NI8S held a little impromptu survey of the attending members, asking what they were doing lately in their ham radio hobby. Everyone present reported that they were doing *something*, even if it was just listening. It was very interesting.

APRIL FOOLS'

In the spirit of April Fools', you will find at least one article in this issue that may not be completely factual or truthful. You be the judge.

LAST MAN STANDING

I don't know how many of you watched the show Last Man Standing a couple of episodes ago in which amateur radio was featured, but I myself thought that they did a good job, even though they did take a few liberties, such as the daughter who discovered her father's ham radio station in the basement transmitting on it even though she was not licensed. The other actors operating did use callsigns and gave them phonetically. All in all, not bad. It IS a funny show!

PULLING THE SWITCH

That's all I've got for this month guys and gals. Hope everyone has a great Easter and hope to see you on the air and at the next meeting.

73 for now,
de Tom, WB8N

GUESS WHO ?

One of the members of CARS has added some new body art. Can you guess who this arm belongs to? The answer will be in next month's issue.



BUSH FUNERAL HOME GIVES CARS NOTICE

The Busch Funeral Home where CARS holds its monthly membership meetings has given CARS notice that it will have to find somewhere else to hold its meetings if something isn't done about their loud and noisy meetings. It seems that the management feel that the CARS membership that attends the meetings is being too loud and boisterous and one person in management there was heard to say that the noise was enough to wake their subjects. CARS officers has taken this notice under advisement. We all know how roudy ham radio operators can get at times and the members will be asked to tone it down in the future.

PHOTOS FROM MARCH MEETING
By Ken Osicki, K8OAE



NI8Z, W8GC, WT8O, & K8ME
at the head table.



NI8Z giving his
presentation



New member, Dan McNutt,
KD8MVC

FROM THE GEARVAKf (the f is silent)
Submitted by Tom Wayne, WB8N
**Tests Of “Broadband Technology To Save
Railroads” (BRT) Hits Snag**

By KB8WFH, W8FYO, W8LCZ, W8OG, et al.
The new initiative to transfer broadband over power line (BPL) technology to broadband over railroad tracks (BRT) has hit unforeseen problems during early testing. The Gearvakf Scientific Studies Committee reported that it’s experiments with broadband transmissions over the Gorbinski & Ohio Rail System (G&ORS) has caused an unusual number of derailments over the twelve month testing period. Although no specific cause has been pinpointed, Committee Chairman, Dr. Avruell U. Harnishe, thinks that broadband activity is widening the gauge space between the rails.

The Wobbly Oscillator is a monthly publication of the Cuyahoga Amateur Radio Society, P.O. Box 31264 Independence, OH 44131-0264. Articles appearing in this newsletter may be reprinted in any Amateur Radio publication provided that credit is given to this newsletter and the author, if known. All submissions should be e-mailed to newsletter@cars.org by the 27th of the month for inclusion in the next month’s issue. By reading this, you have committed yourself to attending as many CARS meetings as possible, checking in on the weekly CARS net, and taking part in as many CARS activities and functions as you possibly can. You must also attempt to recruit at least one new CARS member every year.

Please go to
www.2cars.org to
reserve and pay for your
**2013 Dayton Hamvention
Bus Trip**

**Saturday May 18, 2013 CARS
is again sponsoring a Bus trip
to the Dayton Hamvention.**

*Nearly 25,000 hams & non-hams
attended Hamvention® 2012. Every
amateur radio operator in the world*

*probably dreams about going to the Dayton Hamvention at least once. Please join
us in 2013, it is an incredible event and offers something for everyone.*



The Bus trip will cost \$48.00 dollars per person, we will stop for
breakfast on the way down, plus have a fast food stop on the way
home. You are responsible for both your food and Hamvention tickets.
Go to <http://www.hamvention.org/tickets.php> to order your tickets.

*Stop 1: The bus will leave promptly at 3:30 am from the Kmart parking lot at the
intersection of Engle and Bagley Roads, in Middleburg Heights, Engle Road is a
1/4 mile west of I-71, Kmart is behind the Gas station. Vehicles will be safe, there
will be security.*

*Stop 2: The bus will also pickup riders at I-71 & Rt 303 at the SE corner of the
Kmart parking lot and will depart for Dayton at approximately 4:00 am.
When ordering tickets please tell us which stop you will be at.*

Bus tickets must be purchased and paid for in advance.

*If you have any questions please see Dwaine at a CARS meeting, call
440-582-3462 or go to www.2cars.org and click on the Dayton Bus trip
link to pay using PayPal. Checks can be mailed to: CARS, P.O. Box
31264, Independence, OH 44131-0264 attn. Dayton bus*

73, Dwaine, K8ME