
SIGNALS

**Rockwell
Collins**

Monthly Newsletter of the

Amateur Radio Club

Volume 38 Issue 12

Web Site <http://www.w5rok.us>

September 2017

RCARC Membership Meeting

**Tuesday 26 September 2017
1700 Social 1730 Meeting
1800 Program**

**Methodist Richardson Medical Center
At Bush/Renner/Shiloh Intersection
Conference Room A in Hospital Building**

**Subject:
RCARC Club Shirt Design**

Crime Watch Patrol Jim Skinner WB0UNI participated in Richardson Duck Creek Crime Watch Patrol (CWP). CWP members, after successful completion of Richardson Police Department Training, patrol their neighborhoods and report all suspicious activities to the Police Department.

Amateur Radio Volunteers Respond to Historic Hurricane Irma

Hurricane Irma is history, but the recovery continues. ARRL West Central Florida (WCF <http://www.arrlwcf.org>) Section Manager Darrell Davis, KT4WX -- who is also Hardee County Emergency Coordinator -- reported that the storm's eye passed over the Hardee County emergency operations center just before midnight EDT on September 10. The storm, which left death and destruction in its wake, eventually moved inland, carrying with it heavy rainfall and consequent additional flooding. By mid-week, FEMA had flagged most of the Florida peninsula for "significant river flooding," imminent or occurring. Irma also has left many in Florida without electrical power.



Local Club News

Meeting Notice

The event for this month's program will be the design of new club shirts. Every member who attends will have the opportunity to suggest ideas for the artwork, So, come to the meeting on Tuesday, 26 September and participate in the design.

RCARC Community Service Activities

Siren Testing Dennis Cobb WA8ZBT, John McFadden K5TIP and Jim Skinner WB0UNI participated in the Richardson emergency siren testing. The testing was performed on 6 September 2017. Most sirens worked well, however, at least one siren was reported as totally nonfunctional. The siren testing is performed at 12:00 on the first Wednesday of each month. The sirens are monitored by amateur radio operators and reports made using the Richardson Wireless Klub (RWK) repeater at 147.120 MHz. Siren testing occasionally uses the University of Texas at Dallas (UTD) repeater at 145.430 MHz, which is designated as the backup repeater.



Davis said he was grateful for the Ham Aid <http://www.arrl.org/hamaid> equipment -- four handheld transceivers and one mobile transceiver -- that ARRL sent to Florida as Irma's arrival was imminent. The once-powerful and persistent Category 5 hurricane made landfall near Naples, Florida, on September 10 as a Category 2 storm, after raking the Florida Keys.

Thirty Florida counties were under mandatory evacuation orders, and thousands took advantage of Red Cross shelters.
(Continued on page 3)

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church building. For further information contact Dave Russell W2DMR, at 972.690.9894 or E-mail warhog4@tx,rr.com.

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President and VP Messages

See you at the meeting & 73's,
Gene, K1GD
RCARC Vice President

VE SESSIONS

Dallas tests are held on the fourth Saturday of each month at 1000 hrs. 13350 Floyd Rd. (Old Credit Union) Contact Bob West, WA8YCD 972.917.6362

Irving tests are held on the third Saturday of each month at 0900. Fifth and Main St. Contact Bill Revis, KF5BL 252-8015

McKinney VE test sessions are held at the Heard Museum the first Sunday of the month. The address is 1 Nature Place, McKinney TX. The time of the testing is 1430, ending no later than 1645. **Note: no tests given on holiday weekends.**

Garland testing is held on the fourth Thursday of each month, excluding November, and begins at 1930 sharp. Location is Freeman Heights Baptist Church, 1120 N Garland Ave, Garland (between W Walnut and Buckingham Rd). Enter via the north driveway. A HUGE parking lot is located behind the church. Both the parking lot and the Fellowship Hall are located on the east side of the church building, with big signs by the entrance door. Contact Janet Crenshaw, WB9ZPH at 972.302.9992.

Plano testing is on the third Saturday of each month, 1300 hrs at Williams High School, 1717 17th St. East Plano. Check Repeater 147.180+ for announcements.

Richardson The Richardson Wireless Klub (RWK) VE team hold license testing on the third Thursday of each month at St. Barnabas Presbyterian Church, 1220 West Beltline Rd. Testing begins at 1900 hrs in room 12. Enter through the Northern most door on the east side of the

Secretary's Report

22 August 2017

President Mike Schmit WA9WCC called the meeting to order at 1740.

The following were present at the meeting:

Mike Schmit	WA9WCC
Jim Skinner	WB0UNI

No business was conducted due to lack of attendance.

Adjournment:

The meeting was adjourned at 1800.

Amateur Radio Volunteers Respond to Historic Hurricane Irma *(Continued from page 1)*

SKYWARN <http://www.skywarn.org> nets activated in the West Central Florida Section and elsewhere to gather severe weather information, and Florida's Statewide Amateur Radio Network (SARnet <http://www.sarnetfl.com/>) conducted a coordination and assistance net to help communicate between the county EOCs and the State EOC and to provide assistance to Amateur Radio operators in other ways, time permitting. The priority during the weekend was tactical shelter communication, EOC communication, and SKYWARN nets as Hurricane Irma approached.

"At our own EOC, the data from APRS stations was very important to our decision makers in the EOC to allow Fire and EMS back on the road, post storm," Davis reported. "Our repeater went off the air due to power failure. I went to reverse and listened to the repeater input and transmitted on the output, and we maintained communications through the storm."

Davis said the Ham Aid mobile transceiver went to the area's special needs shelter, primarily due to the fact that a handheld's signal was hampered by the building.

Northern Florida SM and Florida Emergency Support Functions 2 (ESF2 -- communications) Liaison Steve Szabo, WB4OMM, said on September 13 that the Florida EOC may need Amateur Radio operators to provide communication support in the Florida Keys. Volunteers will need a dual-band handheld with earphone/headset, external gain antenna, spare batteries, and a charger. Food and sleeping quarters are available, but responders must be self-sufficient for other personal needs. Deployment requests will vary.

"Do not self-deploy," Szabo stressed. "These missions will be filled through the State of Florida EOC ESF2 Liaison." Interested hams should register <https://www.volunteer-florida.org/irma/>, selecting "Casework/Recovery" under Type of Work, and "Amateur Radio" under Volunteer Skills. Potential volunteers will be notified and can accept or decline an assignment. Volunteers may be required to pass a background check.

The Salvation Army Team Emergency Network (SATERN <http://www.saturn.otg>) was on extended monitoring status from September 6 until September 13 for Hurricane Irma.

The Hurricane Watch Net (HWN) stood down on September 11 after more than 6 days of activation for Irma as well as for hurricanes José and Katia. "Once Irma was downgraded to a Tropical Storm, our focus shifted to collecting post-storm reports and handling emergency and priority traffic only," HWN Manager Bobby Graves, KB5HAV, said. He anticipated that nets such as the HWN would "be busy for days" handling health-and-welfare, emergency, and priority traffic. At mid-week, the HWN was at Alert Level 2 - Monitoring Mode, keeping an eye on now-Tropical Storm José.

As if Earth's weather was not bad enough already, an X-class solar flare at around midday on Sunday, September 10, hobbled the HF bands. The widespread communication blackout lasted for nearly 3 hours and "could not have happened at a worse time," Graves said. "But," he added, "we cannot control Mother Nature, only work around her." Earlier solar flares also had affected HF propagation.

The VoIP Hurricane Net <http://www.voipwx.net/> activated over the weekend to track the impact of Irma as well as of Hurricane Katia, which made landfall on the coast of southeastern Mexico. The activation continued until September 11. A listing of reports http://report.voipwx.net/qi-lan/nhcwx/list_VOIP_records?auth=OK received from Amateur Radio operators on the VoIP Hurricane Net, weather stations monitored across the region, and relayed reports from social media are on the VoIP Hurricane Net viewer.

Puerto Rico fared better than had been expected. "We were lucky that all we got were tropical storm winds," said Puerto Rico Section Public Information Coordinator Angel Santana-Diaz, WP3GW, adding that the storm did down some trees on the island. While electrical power was up, there was still no water, Santana said on September 11.

"Some repeater systems did operate without problems," Santana-Diaz said. "Our Section Emergency Coordinator remained in contact with the Red Cross," he said, and on September 9, ham volunteers went to the island of Culebra to establish HF communication there to keep in touch with the Red Cross office in San Juan, where ARRL Puerto Rico Section Manager Oscar Resto, KP4RF, was stationed. More than 350 Puerto Rico residents took advantage of Red Cross shelters, while another 150 or so evacuated to shelters in the US Virgin Islands. Santana-Diaz said the Friendly Net and Caribbean Emergency Weather Net (CEWN <http://cewn.org/>) were active too.

In Cuba, Irma caused destruction from one end of the island to the other. Cuban Amateur Radio Federation (FRC) information officer Joel Carrazana Valdés, CO6JC, said some 1,200 radio amateurs from all over Cuba "were active at the disposal of the defense councils, providing one of the more valuable and necessary services."

Radio Miami International (WRMI) reported on its Facebook page <http://www.facebook.com/wrmiradio> that Hurricane Irma did extensive damage to the station's studio/transmitter site in Okeechobee, Florida.

"Two antenna towers are down and many poles holding transmission lines are also down. Power went out at around 2030 UTC Sunday, and it may not be restored for days. Meanwhile, all transmitters are off the air," WRMI reported.

"We are off the air since Sunday night," WRMI Manager Jeff White told ARRL. With internet service also out, the station doesn't even have a livestream outlet. The Okeechobee site includes 14 transmitters (most of them 100 kW) and 23 antennas beamed in 11 different directions around the globe.

As Irma stormed the Caribbean, Amateur Radio was a crucial link in the US Virgin Islands. Section Manager Fred Kleber, K9VV, was in contact with the Red Cross and getting considerable help from FEMA, the National Guard, and US Navy vessels. He told ARRL on September 7 that responders were in search-and-rescue mode on St. Thomas, St. John's, and St. Croix -- all of which were severely impacted. Work continued on evacuating people from the islands in St. Thomas Harbor, damaged hospitals, and other buildings, and providing shelter. Traffic was being passed from Kleber's location to stations in Puerto Rico and to the Hurricane Watch Net, but solar flares compromised communication.

W1AW at ARRL Headquarters was in monitoring mode through last Saturday and activated on Sunday.

In Irma's wake, radio amateurs in the Eastern Caribbean have been passing information into and out of the affected area, Eric Mackie, 9Z4CP, told ARRL on September 12. The Caribbean Emergency and Weather Net (CEWN) has been using 7.162 MHz, 7.188 MHz, and 3.815 MHz, and has requested clear frequencies.

(Source: eHam.net)

Another Story by Vic W7VSE A TRIP TO CALIFORNIA

Being born in 1922, I grew up during the first great depression. Money was very hard to come by and we made do with what we had or could get for free. Hardly anyone had money for a bus or train ticket, and airplane travel was in the distant future. When you wanted to go out of town, there were two ways you could afford. Hitchhiking and riding a freight train. I did a lot of both. My hometown, Waurika, Oklahoma, was a main stop for the Rock Island trains that passed through. The mainline was only a couple of blocks from our house. I still miss those lonesome steam train whistles. I guess the town was really created when the Rock Island Railroad decided to make it a stopping place for all trains. About 250 railroaders moved into town with their families and the town grew up around the railroad stop. Our town was a little over 100 miles northwest of Fort Worth, TX, and was about the second fuel and water stop

on the way north. We had a roundhouse, turntable, coal chute, depot with Morse telegraphers, a yard with several tracks for storing empty boxcars, and some unused cabooses, a stockade for holding livestock and loading platforms to put them on and off the trains. There was also a pumping station where the railroad pumped water from Beaver Creek into a 50 ft high (or more) metal holding tank where they applied the chemicals to the water to make it clean enough to use in the steamers. Then they pumped it underground about a half-mile away and stored it in another similar tank that had the necessary plumbing to get it to the main line to be placed in the boilers of the steamers.

It was fun to watch the loading process at the coal chute. They placed coal on a conveyer belt and put several hundred pounds of it in a chamber above the tracks. The steam engine would pull his coal car underneath that chamber and the coal chute operator would open the bottom of the chamber and all that coal would go crashing down into that coal car. It made a tremendous noise and all that weight falling into the car would cause the coal car to jump up and down on the track. Quite a sight and sound to behold.

We kids that grew up there became very well acquainted with all these railroad things. We climbed on the empty boxcars and cabooses and even took some of the things home with us that were stored in the cabooses. There were warning flares similar to the ones we use on the highways today, and a little item we called a "dynamite." It was a warning device that was strapped to the rails and when a train ran over it there would be a loud explosion – loud enough to hear above the noise of the train. It's a wonder some of us didn't get severely wounded learning how to explode those things at home, or set fire to something valuable with those flares, but boys will be boys you know, and we did have fun.

One year, during the 1930s, the railroad constructed a quarter mile long (approximate) trough about three feet wide and four feet deep between the rails so the trains could pick up water on 3 the fly. They modified the train with a scoop that the engineer could lower into this 4-foot ditch filled with water and proceed slowly along and scoop the water right up into the storage tank for the boiler. Then he would haul in the scoop and proceed on his way without having to stop for water. I don't think the idea caught on. It might have been because this happened about the same time as the diesel/electric engines came along and removed the need for water.

As I said, catching freight trains and hitchhiking was part of life for many people in that era. We kids played on the railroad quite a bit. We saw the hoboes getting on and off the trains, so we tried it ourselves. At first, we would catch a slow moving train and ride a short distance and get off. Later on we would catch a train and ride to the next stop. El Reno, Oklahoma, about 80 miles away was the next junction north and Bowie, Texas, a little over 50 miles away, was the next junction south. You could usually catch a train and ride to the next junction, get off and wait for a train going back and get home the same day. We kids didn't have

much money or anything else in the 20s and 30s, so some of us tried to emulate the hoboes. As we got older, we got bolder and took longer trips. One year I went to Houston, Texas which took about 4 or 5 days round trip. One summer one neighbor kid and I went to St Louis, MO and stayed a week or so with his aunt and then caught a train back. (But that's another story.)

The longest trip I ever made was to Pueblo, Colorado. A friend, named Joe Skinner, and I decided we wanted to go to California. So we caught a freight on a hot August day. I think we were either 16 or 17 years old. It was hot weather and we left Waurika wearing khaki pants and a tee shirt and tennis shoes and carried very little else. We caught a freight train to El Reno, then caught another train westbound going to Amarillo, Texas. When we got to Sayre, Oklahoma, three railroad "bulls" kicked all the hoboes off the train and when the train pulled out of the yards there was one man on top of the 1st boxcar, one in the middle of the train, and one near the end of the train. If we tried to catch the train they would come to the ladder and stomp on your hands and make you get off. They did not allow us to catch the train when it pulled out. We hung around the yards and hobo jungle near Sayre for a whole day and night. Then one of the older hoboes told us he knew how to catch the train. He said he had been there before. He said those three railroad men that kicked us off the train lived there in Sayre, and had to come back, so they had to stop that train out a few miles west of Sayre to let them get off. We believed him and we all walked several miles down the railroad westbound and came to a place that had parking spaces for cars. We got out of sight in the brush just west of there and waited for a train to leave town. Many hours later a westbound train came and stopped and let the 3 men get off and then "high-balled" (two blasts on the steam whistle) and started picking up speed. We were waiting and ran over to the tracks and caught the train on the fly before it gained enough speed to out run us. All that practice catching trains on the fly back in Waurika paid off. I think we went from Waurika to Amarillo on the Rock Island Railroad. In Amarillo, we found out from other hoboes where to catch a train going to Colorado and we waited for a train to pull out. Many hours later, we caught one and I think it was the Denver and Rio Grand Western (D&RGW) railroad. Or maybe we rode another railroad into Denver. All this happened in the late 1930s and my memory has dimmed quite a bit since then. After we got out of Denver, Colorado, I am almost sure we were on the D&RGW. We were to cross the Rocky Mountains. We went through the Moffett tunnel, supposedly one of the longest railroad tunnels in the country. At one place we came out of a tunnel and went under a bridge that looked like it was a quarter mile up in the air. (many years later I drove a car across that bridge and stopped to look down at that railroad where I had been on that freight.) We finally got to Pueblo, Colorado and it was very cold. In 4 fact there were a few inches of snow everywhere and these two Okie kids wished they had brought their long handles. We got off the train in Pueblo, and tried to bum something to eat. We were cold

and very hungry. I had mooched food before, but I wasn't very good at it. I went up to a house and knocked on the front door. A lady, old enough to be my mother, or grandmother, answered the door and I asked her if I could mow her lawn for something to eat. When I had said that, we both turned and looked over where the lawn should be and it was solid snow several inches deep over the whole yard. She smiled and told me to go around to the back and she would give me something to eat. She let me inside and brought out some leftovers and they really tasted good. I ate until I bulged at the seams. She asked me where my coat was and I told her it had been very hot when we left Oklahoma and we thought it was that way everywhere so we would not need a coat. She went to another part of the house and came back with a World War One trench coat and told me to try it on. I put it on and it was probably for a guy 6 foot 5 (and I was only 5 foot 8.) The sleeves were about three inches longer than my arms and the bottom of the coat drug the floor. She said it was probably too big for me (an understatement, if I ever heard one) and I told her yes it was too big but it sure felt good. She said take it with you if you want it. I did want it, and when I left the house wearing that coat I cut a 3 foot wide swath in the snow as I walked and drug that coat down the street.

Joe and I finally figured out that we didn't want to go to California. It must be too cold out there. So we decided to catch an eastbound train and go back home. There in the yards in Pueblo, they must have used iron Pyrite along the tracks like we used white rock back home. Iron Pyrite looks like gold nuggets and I walked up and down the tracks picking up shiny pieces of that rock and sticking them in the coat pockets to take home with me. The coat originally weighed about 10 pounds, I guess, and I must have added a few more pounds of iron Pyrite. We finally caught a train going back to Amarillo, and the only place we could get any protection from the wind and weather was an empty coal car. There was a string of several coal cars and we ended up on the first one behind a boxcar for more protection from the wind and weather. Coal cars have a lot of coal dust in the bottom of the car and when the train is moving the coal dust is blowing around and gets in your eyes, mouth and nose and other places--very unpleasant. Joe and I huddled underneath that trench coat for warmth and to get away from the coal dust. Then, about 40 miles out of Amarillo, it started to rain. By the time we pulled into the yards at Amarillo, that coat had soaked up many more pounds of rain-water. It took us both to lift that coat up and we each got on an end of the coat and tossed it over the side of the coal car. I think I heard it go PLOP on the concrete above the noise of the freight train. And, the coat must still be there, because I didn't walk the several blocks back to pick it up after we got off the train.

It was very early in the morning when we reached Amarillo and very cold. We could smell something baking in the air, so we homed in on that smell and found the bakery. I think we had fifteen cents to our name, and we asked the guy what we could have for that much money. He loaded us

down with bakery things. Some of them might have been a day old, but they sure did taste good and filled out all the wrinkles in our stomachs. We were there in Amarillo for a day waiting for a train. We had a choice to make. We could go back through Sayre, the way we came, or we could catch a FW&D (Fort Worth & Denver) train on another track going to Bowie, TX. While we were trying to make up our minds, a train pulled out going to Bowie. The Bowie train showed up first, so we caught it. This meant we would be about 52 miles from home when we got to Bowie, but we could wait for a train coming out of Ft Worth on the Rock Island, or hitchhike on old highway 81 up to Waurika.

When we got to Bowie, we had been on the road for about 10 days. We waited for many hours for a train from Ft Worth. Finally, we were tired of waiting and we decided to hitchhike to Waurika. Now this was a dumb decision because we had not bathed in the 10 days we had been on the road and due to riding in that coal car from Pueblo to Amarillo, we both looked much darker than we should have. We could have been mistaken for Africans.

Nevertheless, we walked a mile or two over to the outskirts of Bowie on highway 81, and started trying to thumb a ride. After a couple of hours of cars whizzing by, we decided no one was going to pick us up, so we started walking up the road. We passed by a farmhouse near the road and there was a garden next to it. We angled into the garden to see if there was anything good to eat. The only thing we found was some large Bermuda onions about golf ball size. We pulled a few of those out of the ground and walked on up the highway peeling the outside skin and the dirt off the onions and eating them. They were fairly mild and sure tasted good. Now a car stopped and picked us up. We got in the back seat and breathed a smelly breath of relief. After only a mile or so, the driver suddenly decided that he had to turn off at the next intersection and he put us out on the road again. I'm sure that he couldn't stand the sight or the smell of us.

Later on a truck stopped and we got on the back where the driver couldn't smell us and rode all the way to the intersection of highway 81 and highway 70, about a mile or so from home. We walked that mile and were thankful to be home. We were black dirty, hungry, tired and sleepy. It took about two weeks before we scrubbed the last of that coal dust out of our skins. And so ended our Hobo trip to California.

(Contributed by Steve Phillips K6JT)



School Club Roundup

Upcoming Events

SEPTEMBER	
22-24	Plano Balloon Festival This is an opportunity to support not only the ballooning activities but also the marathons, relays and other events. Details and registration at http://www.planoballoon-fest.org/ .
OCTOBER	
7-8	EME - 50 to 1296 MHz Objective: To work as many amateur stations as possible via the earth-moon-earth path on any authorized amateur frequency above 50 MHz. Full weekend 48-hour period (0000 UTC on Saturday through 2359 UTC Sunday). Details at http://www.arri.org/eme-con-test .
16-20	School Club Roundup Objective: To exchange QSO information with club stations that are part of an elementary, middle, high school or college. Non-school clubs and individuals are encouraged to participate. event runs Monday through Friday from 1300 UTC Monday through 2359 UTC Friday. A station may operate no more than 6 hours in a 24-hour period, and a maximum of 24 hours of the 107 hour event. Details at http://www.arri.org/school-club-roundup .
Daily	DFW Early Traffic Net (NTS) at 6:30pm 146.88 – PL 110.9Hz
Daily	DFW Late Traffic Net (NTS) at 10:30pm 146.72 – PL 110.9Hz
Daily	Texas CW Traffic Net at 7:00pm on 3541 KHz and at 10pm on 3541 KHz www.k6jt.com
1st Wednesday	Richardson Emergency Siren Test. At noon using the Richardson Wireless Klub (RWK) repeater at 147.120 MHz.
2nd Wednesday	ARES North Texas HF Net Every month—3860 KHz at 8:30 pm—9:30pm



HAM LEARNING CENTER
2017 MENTORFEST
ARRL North Texas Section
 Amateur Radio in North Texas
MENTOR PROGRAM

www.arrlntx.org

Free Event! - Hosted by the ARRL North Texas Section

When: October 21, 2017 Time: 7:30am - 4:00pm

Location: Betcha Bingo Hall, 2420 W Irving Blvd, Irving, TX 75061

The ARRL North Texas Section would like to invite all current and prospective Hams to attend Mentorfest! This event is a great way for Hams, especially those recently licensed, to meet and learn about a variety of subjects. Amateur radio operators have a great tradition of helping each other learn about and gain experience in the many facets of the hobby. Mentorfest is designed to build on this tradition by providing a place for Hams of all ages and experience levels to come together, exchange knowledge and make new friends while having fun and enjoying the great hobby of Amateur Radio.

Mentorfest will feature....

- Formal presentations on a number of topics.
- Local clubs providing information on their activities.
- "Elmers" (ham-speak for mentors) available for informal discussions on just about any topic.
- Tours of emergency communications vehicles.
- Representatives from the ARRL, ARES/RACES, REACT, National Weather Service and others showing how you can get involved.

Mentoring

In addition to the formal presentations, mentoring will be available on a large range of topics. Many amateur radio clubs, individual Hams and organizations with ties to amateur radio will be at Mentorfest to answer questions and provide demonstrations in a very informal setting.

If you have something amateur radio related that you would like to show and tell about, please consider attending Mentorfest. Your excitement about a favorite subject might be an inspiration to another Ham. Come share your knowledge and experience. Email mentorfest@arrlntx.org to be a mentor.

Participants & Volunteers

All ARRL affiliated clubs are encouraged to participate in Mentorfest by at least having an information table with club representatives. The ARRL will be promoting Mentorfest to new Hams so there should be opportunities for clubs to recruit new members. If your club or group is interested in participating in Mentorfest, please send E-mail to mentorfest@arrlntx.org. This event is free for everyone!

Volunteers are needed to help with the following tasks.

Arranging tables and chairs before the event opens. Arranging tables and chairs after the event closes. Parking lot control for EmComm vehicle static displays. Greeters to help direct attendees to where to get the answers they seek. Email mentorfest@arrlntx.org to volunteer.

Rockwell-Collins

Amateur Radio Club

Mail Station 461-290

P.O. Box 833807

Richardson, TX 75083-3807

TO:



CLUB STATIONS
 (972) 705-1349

W5ROK REPEATER
 441.875 MHz +5 MHz Input
 131.8 Hz PL - RX and TX

W5ROK-1 PACKET BBS ROK Node
 145.05 MHz

W5ROK-N1, W5ROK-N2 & W5ROK-N3 HSMM-MESHNET Nodes 2.4 GHz

Tuesday 26 September 2017
 1700 Social 1730 Meeting

Methodist Richardson Medical Ctr
At Bush/Renner/Shiloh Intersection

Conference Room A in Hospital Building

NEXT SIGNALS INPUTS DEADLINE:
→→→ 13 October 2017 ←←←