



*Wings and Wheels 2015*

## ***The Aero Aerial***

The Newsletter of the Aero Amateur Radio Club  
Middle River, MD  
Volume 13, Issue 9  
September 2016

Editor Georgeann Vleck KB3PGN

### ***Officers***

President	Joe Miko WB3FMT	Repeater	Phil Hock W3VRD Jerry Cimildora N3VBJ
Vice-President	Jerry Cimildora N3VBJ	VE Testing	Pat Stone AC3F
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Resource Coordinator	Ron Distler W3JEH	Club Nets	Joe Miko WB3FMT
		Contests	Bob Venanzi ND3D Charles Whittaker KB3EK

### ***Committees***

Website: <http://w3pga.org>

Facebook: <https://www.facebook.com/pages/Aero-Amateur-Radio-Club/719248141439348>

# About the Aero Amateur Radio Club

## Meetings

The Aero Amateur Radio Club meets on the first and third Wednesdays of the month at Essex SkyPark, 1401 Diffendall Road, Essex. Meetings begin at 7:30 p.m. local time. Meetings are canceled if Baltimore County Public Schools are closed or dismiss early.

## Repeaters

**W3PGA**      **2 M :** INPUT : 147.84 MHz, OUTPUT : 147.24 MHz  
**W3PGA**      **70 Cm:** INPUT : 444.575 MHz, OUTPUT : 449.575 MHz  
**W3JEH**      **1.25 M:** INPUT : 222.24 MHz, OUTPUT : 223.84 MHz

## Club Nets

Second Wednesday Net – 10 Meters (28.445 MHz) @ 8 p.m. Local Time

Fourth Wednesday Net – 2 Meters (147.24 MHz Repeater) @ 8 p.m. Local Time

Fifth Wednesday Net – 70 Centimeters (449.575 MHz Repeater) @ 8 p.m. Local Time

## Radio License Exams

The Aero Amateur Radio Club sponsors Amateur Radio License Exams with the ARRL VEC. Examination sessions are throughout the year. Walk-ins are welcome.

### **2016 Examination Schedule**

Where:      White Marsh Library, 8133 Sandpiper Circle

Time:	1 – 4 pm	1 – 4 pm
Dates:	Sun., Sept. 25	Sun., Nov. 13

Contact:      Patricia Stone AC3F, email: [ac3f@juno.com](mailto:ac3f@juno.com), landline: 410-687-7209

## LOCAL AREA NETS

Day	Time	Freq. (MHz)	Net Name
Daily	9 – 10 am	145.330	Oriole Net
Daily	6 pm	3.820	Maryland Emergency Phone Net
Daily	6:30 – 7 pm	145.330 no PL	Baltimore Traffic Net (b/u 146.670 PL 107.2)
Daily	7 pm & 10 pm	3.643	MD/DC/DE Traffic Net
2 <sup>nd</sup> Tue	7:30 pm	146.670	Baltimore County RACES Net
2 <sup>nd</sup> Wed	8 pm	28.445	Aero ARC Net
4 <sup>th</sup> Wed	8 pm	147.240	Aero ARC Net
5 <sup>th</sup> Wed	8 pm	449.575	Aero ARC Net
Fridays	7:30 pm	145.330	Back in the Day Net
When activated by NOAA		147.030	SkyWarn (primary)

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## NET REPORTS

### **8-10-16: 28.445 MHz, 20:00 to 20:37 local.**

W3PGA Joe (NCS) Essex, KC3FNN Rob Middle River, KB3JVP Ken Middle River, W3JEH Ron Perry Hall, KB3PGN Georgeann Essex, KA3SNY Dave Essex

Op Note: The Aero Arc will be participating in the North American QSO Party on Aug 20<sup>th</sup> from 14:00 to 02:00 on the 21<sup>st</sup>. We will be operating from the FBO at the Essex Skypark, using at least 2 radios and two antennas.

### **8-24-16: 147.24r MHz, 20:00 to 20:52 local.**

W3PGA Joe (NCS) Essex, KB3VAE Rich Middle River, W3VRD Phil Essex, N3VBJ Jerry Mobile towards Dundalk, KC3GKE Don Essex, W3JEH Ron Perry Hall, KC3FRJ Steve Parkville, KC3FNN Rob Middle River

### **08-31-16: 449.575, 20:00 to 20:51 local.**

W3PGA Joe (NCS) Essex, KC3FBM Franklin Parkville, N3VBJ Jerry Darlington raceway in S.C., KB3JVP Ken Middle River, KC3FRJ Steve Parkville, KB3VAE Rich Middle River, KB3QWC Larry Mobile

This was the first 440 net using the CTCSS tones (123.0) running analog FM. Following this net, Jerry, Franklin and I switched to the digital C4FM mode. That ran from 20:51 to 21:15 local. No problems were encountered while using either mode.

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## Upcoming Second Meeting Presentations

These presentations will be given at the Essex SkyPark FBO building after the business meeting.

<i>Date</i>	<i>Topic</i>	<i>Presenter</i>
TBA	Volunteer Examiner Testing	Patricia Stone
TBA	Contest Logging with N1MM	Bob ND3D

*Any questions call Joe Miko at 443-956-0197.*

Presenters who wish to submit a description of their talk may email it to Georgeann at  
[KB3PGN@reagan.com](mailto:KB3PGN@reagan.com) for inclusion in the Aerial.

The following presentation topics were suggested at a recent club meeting. Dates are being arranged.

Charles KC3ANJ and Kelly KC3APF - the Acu-rite Weather Station.  
Patricia AC3F - VE Testing and Morse Code.  
Ron W3JEH - his 220 Repeater.  
Phil W3VRD - his Linear amp.  
Keon KE3HAY - How Ham Radio Relates in the Modern Age.

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## PUBLIC SERVICE OPPORTUNITIES

### **Saturday, September 3, 2016: Ellicott City Labor Day Running Classic 5K and 10K**

Columbia Amateur Radio Association

Contact Dan N3YQ - find more info at <http://www.columbiaara.org/>

### **Saturday & Sunday, September 10-11, 2016: MS Challenge Walk, Easton, MD**

Event Manager: Caitlin Smith and Whitney Pogwist

Email: Caitlin.Smith@nmss.org or Whitney.Pogwist@nmss.org

Phone: 215-271-1500 or 443-641-1227

Chapter Name: Greater Delaware Valley Chapter and Greater DC-Maryland Chapter

Lodging: The official event hotel is the Hyatt Regency Chesapeake Bay Golf Resort, Spa and Marina, a 400-acre resort situated on the scenic Choptank River in Cambridge, MD, and is known as the most distinctive retreat in Chesapeake Bay.

Ham volunteers contact: [BRATS@bratsatv.org](mailto:BRATS@bratsatv.org)

### **Sunday, October 30, 2016: 41st Marine Corps Marathon, Washington, DC**

ARES/RACES Prince George's County, Maryland is LOOKING FOR A FEW GOOD MARINE CORPS MARATHON VOLUNTEERS."

Look on the PGC website at <http://pgares.org/>.



### **VE CORNER**

*by Pat Stone, AC3F*

Our November VE test date is Sunday, Nov. 13th at 1 pm in the White Marsh Library. Hope to see you then.

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## UPCOMING HAMFESTS and EVENTS

**Glenn L. Martin Aviation Museum Speaker Series, 7 pm, Lockheed Martin Administration Building, 2323 Eastern Blvd, Middle River, MD.** Although admission to the Aviation Speaker Series program is free, a photo ID is required for entry into the facility.  
**September 12:** Roger Miller talks about the raid on the Ploesti oil fields  
**October 3:** The latest on the James Webb telescope from the director, Massimo Stiavelli

**November 7:** Retired USAF pilot Buz Carpenter talks about flying the Lockheed SR-71 "Blackbird"

**Saturday, September 10, 2016: Virginia Section Convention (Virginia Beach Hamfest)**

Virginia Beach Convention Center, 1000 19th St, Virginia Beach, VA 23450

Website: <http://vbhamfest.com>

Sponsor: Tidewater Radio Conventions

Contact: Carl Clements, W4CAC, 4500 Wake Forest Rd, Portsmouth, VA 23703

Phone: 757-235-4813, E-mail: [w4cac@cox.net](mailto:w4cac@cox.net)

Talk in: 146.970 (CTCSS 141.3 Hz)

**Saturday, September 17, 2016: Wings and Wheels, 9 am to 4 pm**

Essex Skypark, cost \$5.00 per car.

**Saturday, October 9, 2016: CARAFest 2016**

Howard County Fairgrounds, 2210 Fairgrounds Rd., West Friendship, MD 21794

Sponsor: Columbia Amateur Radio Association

Website: <http://www.carafest.org>

Contact: David Parkison, KB3VDY, PO Box 911, Columbia, MD 21044

Phone: 443-492-9501, Email: [info@carafest.org](mailto:info@carafest.org)

Talk-In: 147.39+ (PL 156.7)

Follow I-70 to Rt-32 and follow signs

DX Card Checking and Free License Exam

Tailgater @ 6AM, Public @ 8AM, see website

**Saturday, October 22, 2016: St. Mary's ARA 4th Annual TailgateFest, 8 am - 12 pm**

Hollywood VFD Bingo Hall, 24801 Three Notch Rd., Hollywood, MD 20636

Website: <http://www.k3hki.org>

Sponsor: St. Mary's County ARA

Talk-In: 146.640 (PL 146.2)

Table fee: Indoor Reserved: \$10, Outdoor spot: \$5

Contact: Chuck Gantz, K3WJX, 45200 Christman Rd., Hollywood, MD 20636

Phone: 240-925-1105, Email: [k3wjjx@yahoo.com](mailto:k3wjjx@yahoo.com)

**Sunday, October 23, 2016: THE MASON-DIXON HAMFEST**

Sportmans Hall Skating Rink, 15500 Hanover Pike, Upperco, MD 21155

Website: [www.qis.net/~k3pzn/hamfest.html](http://www.qis.net/~k3pzn/hamfest.html)

Sponsor: Carroll County Amateur Radio Club

Contact: Steve Beckman, N3SB, 2145 Bethel Rd, Finksburg, MD 21048, Phone: 410-876-1482, E-mail: [n3sb@qis.net](mailto:n3sb@qis.net)

*Indoor space possibly available by the Oct. 23 date. Check with the contact for information.*

**Saturday, December 10, 2016: SANTA FEST**

American Legion Youth Camp, 9201 Surratts Road, Cheltenham, MD 20623

Sponsor: American Legion & Prince George's County Emergency Repeater Assn.

Talk-In: 145.230 (PL 110.9)

Contact: Charles Hallock, AA3WS, 16203 Manning Road, West Accokeek, MD 20607,

Phone: 301-535-1666, E-mail: [selbynet@hotmail.com](mailto:selbynet@hotmail.com)

Visit [www.arrl.org/hamfests-and-conventions-calendar](http://www.arrl.org/hamfests-and-conventions-calendar) for complete listings.

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# DID YOU KNOW . . . ??

The term "ham operator" was commonly applied by 19th century landline telegraphers to an operator with poor or "ham fisted" skills.

Early radio (initially known as wireless telegraphy) included many former wire telegraph operators, and within the new service "ham" was employed as a pejorative term by professional radiotelegraph operators to suggest that amateur enthusiasts were unskilled. In "Floods and Wireless" by Hanby Carver, from the August 1915 *Technical World Magazine*, the author noted "Then someone thought of the 'hams'. This is the name that the commercial wireless service has given to amateur operators..."

This pejorative usage continued into at least 1940, as evidenced in the January 1940 issue of *The APCO Bulletin*, where it was written, "Rumors of citations by the FCC for violation of the superfluous traffic regulation on the part of certain of our radiotelegraph stations have resulted in a sudden decrease in 'hamming' on the police frequencies...".

Even among amateur radio operators, the term was used pejoratively at first by serious experimenters. For example, in December 1916 *QST* magazine, an amateur operator working on long distance message passing describes one way to avoid interference was to send messages "...on Thursday nights, when the children and spark coil 'hams' are tucked up in bed" (a spark coil was an unsophisticated radio transmitter, made from an automobile ignition coil, that produced noisy interference).

But only a few months later, in an indication of the changing use of the term among amateurs, a *QST* writer uses it in a clearly complimentary manner, saying that a particular 16-year-old amateur operator "...is the equal of a ham gaining five years of experience by hard luck."

*From Wikipedia*

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## STATION ACTIVITIES

On Saturday, August 20, AERO ARC participated in the North American QSO Party as W3PGA, using the FBO at Essex Skypark. See full article in next month's *Aerial*.

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# My First Public Service Experience: Whiskey Off-Road Mountain Bike Event in Prescott, AZ

by Margaret Holi, KC3FZZ



Downtown Prescott, Thumb Butte in background

Licensed in November 2015 as Technician Class Ham Radio Operator KC3FZZ, I was looking forward to participating in my first public service event. The 13<sup>th</sup> Annual Whiskey Off-Road Mountain Bike Event for amateur and pro racers, in Prescott, Arizona, was scheduled for the weekend of April 29 through May 1, 2016. It was a three-day event, with three different course options: the 15 Proof Fun Ride (15 miles), the 30 Proof Backcountry Ride (30 miles), and the 50 Proof Backcountry Ride (50 miles). Monetary prizes were awarded to winners. Riders make their way through desert and mountain, dense forests, traverse creeks, navigating switchbacks, steep ascents and descents, rocky ground and cacti everywhere, and then they face the notorious "Cramp Hill" on the top of the mountain. The event draws in 8,000 to 9,000 people into Prescott for a mountain bike-centric weekend, and riders race on the newly renovated Prescott Circle Trail.



Fred N7PJJ, Georgeann KB3PGN, Margaret KC3FZZ  
Note HT on Jeep hood clipped to upright support

Since I was going to be in Arizona during this time, this event was the perfect opportunity to partner up with two well-seasoned ham radio operators, who are my dear friends: Fred N7PQN, of Prescott, AZ, and Georgeann KB3PGN, of Baltimore County, MD, who has been one of my Elmer's (and Fred quickly became my new Elmer). The ham radio operators of the Yavapai Amateur Radio Club in Prescott volunteered at this event. Fred, a long-time member of that club, has been volunteering at this bike race with his friends annually for many years, and Georgeann has joined him on several occasions in the past. I found myself in excellent company.

Since everything about the art of ham radio is new to me, a public service event was particularly exciting. The meticulous preparations, the hams' roles in the event, radio communication protocols with Net Control, the rugged landscape where the ham operators were stationed, and the racers and the race itself, was an outstanding learning experience.



*View from the top. Hairpin turn lies to left of Jeep hood.*

On the race course where we were stationed, the mountain bike racers had to cross our steep and heavily forested mountainside, and then race to the finish line in downtown Prescott. Our station location was called "Whiskey-9" (out of 11 stations on the course), the next to the last station on their way to the finish line. The racers would first come into our view when they negotiated a dip in the ground on the trail, which was nearly roller coaster like, at about 500-feet above our station. Then they immediately went straight down a steep winding trail, curving around and through the tall Ponderosa Pine trees, being thus forced into a single file before reaching another hairpin turn at our location. Prior to the start of the race, I walked to the top of the trail and saw how dangerous it was. There is no barrier between the trail and the edge of the mountain, and there are cacti in the brush. Racers are brave souls! I actually worried I didn't bring enough first aid supplies. However, there was a safety runner on a motorcycle who would secure any injured racers, and notify the EMTs (who monitor all radio transmissions during the race).

Preparations: (1) Food --- lunch and plenty of water for the day; (2) Protective clothing --- jackets in case it rained, dressing in layers as the weather changes on the side of a mountain; (3) HT radios ---

frequencies put in the radio's memory, fully charged radio batteries, extra batteries, extra radios for back up, conducive wires if electric power is needed from the Jeep's battery, basic radio repair tools; (4) Medic Kit --- since I am an RN, I wanted to bring some additional first aid supplies, including wound dressing gauzes and pressure bandages; (5) Safety First --- location of vehicle in a safe spot, secure all signs and flags and equipment, protect equipment from the rain, reconnoiter our locale, avoid getting lost (*especially me!*) in the woods, clear away any obstacles on the trail course that pose a danger for the riders, keep hydrated, stay alert; (6) Station Set Up – banners identifying our vehicle and ourselves as ham radio operators, flags to attach to the Jeep, chairs to sit in, maps of the course of the race and where each of the twelve ham operators were stationed, a watch, paper and pen to mark down the identifying number tags on the racers and the exact time each passes our station.



*Mt. Francis communication towers viewed from mountain overlooking Whiskey 9.*

Protocols: Mount Francis Repeater (147.260) was used by all radio operators to communicate with Net Control in this event. Nervous, I had to literally write down what I needed say to Net Control and what information to give in a concise clear manner per protocols. I even wrote down my call sign and station number, had to, because you know, nerves. Example of a typical radio communication:

Me.....“Whisky 9 KC3FZZ to Net Control”

Net Control.....“Go ahead Whiskey 9 KC3FZZ”

Me.....“Reporting male rider #2123 at 15:36hours; female rider #2055 at 15:58 hours; male rider #2026 at 16:01 hours.” (*for two categories of race winners, male and female*)

Net Control.....“Acknowledged, Whisky 9 KC3FZZ”

On my first report to Net Control I probably spoke too rapidly and too excitedly, and in my anxiety to get it all straight and clear, I forgot to let Net Control speak! Fortunately, she was warned ahead of time to beware of this new ham going on the air doing her first public service event here. She had the patience of Job.

The Net Control, Patti KD7V рG, was also the Event Coordinator. I was greatly impressed by her expertise, her calm demeanor, her professionalism, her graciousness and patience, and her steady leadership. I was grateful she allowed me, an inexperienced new ham from out of state who is not

even a member of her radio club, to participate in this event. I made sure to thank her after the race, and she even gave me a souvenir event T-shirt.

My two Elmers made sure everything went smoothly at our station, that all the equipment was in working order, that we had all what we needed to accomplish the tasks at hand; we lacked for nothing. Under their tutelage, I became a quick study and gained invaluable field experience. I am forever grateful for all my Elmers!



Driving up the Mountain: On the day of the race, Fred drove us and our equipment in his mountain Jeep, which in itself was admirably loaded with radio equipment, like a Ham Shack on Wheels. He nonchalantly sped straight up the mountain (no, he was *not* speeding), on an unpaved “primitive road”. But for all intents and purposes, it was a nerve-wracking dirt road no wider than the Jeep that will put the fear of God in you. He ascended up at a 45-degree angle, through potholes and over rocks, dodging fallen tree limbs and hanging tree branches and boulders,

with perfect ease, like it was a Sunday walk in the park. No, I couldn't look out the front windshield ...nor dared talk...lest I distract the driver and we'd all go flying off the mountain into eternity<sup>1</sup>. Now, I'm from Maryland, the Chesapeake Bay, sea level, a driver of the flat lands of the Piedmont Plateau and the Atlantic Coastal plains --- even in the western part, at the foothills of the Appalachian Mountains, our State's highest point is only 3,360 feet at Backbone Mountain, on well paved roads. We Marylanders know nothing about mountain trail driving, or primitive roads, or driving at 45 degree angles, up to elevations above 6,000 feet. So, I'm like dying here, and Fred looks over at me, cracking a smile, like “Whaaat??”<sup>2</sup>

Whiskey 9 station: We did arrive **SAFELY** at trail head marker #9401J, our assigned duty station. We checked in with Net Control of our presence at Whiskey 9. The race would begin at 1500 hours. We arrived early so we could get our gear set up, double check our radios, eat our lunches, and check our section of the trail for the safety of the racers. It was noon, and the sky was carpeted by low gray clouds. There was a light rain, some sleet, and wafting mists of fog impeding visibility; temperature was at 66° F; our elevation was 6,360 feet; the section of the trail course we could observe was a steeply angled descent, rocky, narrow, winding, muddy, and treacherous, given the weather conditions. At the final hairpin turn before leaving our station, the riders are forced to slow down and ride in single file, or risk a crash-and-burn scenario.

Mountain Beautiful: While walking around our piece of the mountain before the start of the race, I was struck by the cathedral silence permeating these heights. The whole of the universe is hushed here, with only an occasional bird song faintly echoing in the distance, her musical notes floating in

<sup>1</sup> Oh, it wasn't *that* bad. Fred and I went over much worse. – *The Editor*.

<sup>2</sup> She forgot to mention that an overhanging branch knocked a mag mount antenna from the Jeep roof, and she walked back to pick it up. – *Editor*.

the breezes, through this dense Ponderosa Pine forest on the mountain. These trees average 50 inches in circumference, live up to 400 years, and appeared skyscraper tall, averaging 300 feet. They seemingly brushed the clouds. The air is rarefied and pure under the canopy of these mountain giants.

Before the race began, Fred and I walked further up the mountain, where one could gaze down upon the valley and canyons below: the town, granite mountains encircling the horizon, and the vast expanse of pristine desert beyond. Language fails, no words can do it justice: magnificent, breath taking, majestic, jaw dropping, mystical, awe inspiring, humbling. No wonder people love living in the high desert. Living here is a grace and a privilege, because here is where the soul is revived. This is God's country.

The Race: At 15:00 hours, Net Control notified all ham operators that the race had begun. We monitored our HTs as each station reported to Net Control which riders passed them and when. By listening to the other stations call in their reports, I soon caught on to the protocol of how to say what needed to be said. We quickly settled into specific roles. Georgeann acted a spotter to call out the rider's numbers as she saw them, Fred wrote down the rider number and noted the time as each passed by, and I was given the task of calling Net Control with the information. Whiskey 9 ran like a well-oiled machine. Because the riders had to pass Whiskey 9 in single file, we could identify their bike number without difficulty. One of my concerns was that the riders might bunch up as they pass us in competing to be first, and that would make it nearly impossible to get all the riders' 4-digit ID



*Rounding the turn.*

numbers correct for report to Net Control. As it turned out, number catching was the easy part; the hard part was identifying the rider's gender! Mountain bikers suit up for a competitive race in a decidedly uniform way, regardless of gender.<sup>3</sup> Gender identification was important as the event awarded two prizes, to the first male rider and first female rider to cross the finish line. As we monitored radio reports from Whiskey 7 and Whiskey 8, we had a good idea of which riders will be approaching us by their number IDs at Whiskey 9. By 17:15 hours, Net Control announced the race

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<sup>3</sup> Hair length was no help. – *Kibitzer*, I mean, *Editor*.

was "86" (ended). Net Control instructed Whiskey 7 to turn back any remaining riders towards the Copper Basin trail. We were to report to Net Control if any riders got to us at Whiskey 9. The motorcycle runner, called "the sweep", ran the course for a final check. A few stations reported a pair of riders wanted to complete the course, even though the race was officially over. The question of their safety was a concern. Spectators were in the forest on our mountain, too. I called them "civilians" because they were riding bikes but were not registered riders for the race. We advised them to not hamper the riders who are competing in this race.

Unfounded Fears: On the first day of the race, I initially was given the role of spotter. I had never seen a mountain bike race. Our first view of a rider would be at that point at the top of the mountain facing our location, where they could possibly be flung out in mid-air by a dip in the ground, shaped like a roller coaster. Before my first rider even came into view, at that critical point where the ground dips and can flip out the bike from underneath him, I had visions of spotting my first rider: rider flung into the air, twisting uncontrollably like a gyroscope, G-forces pulling rider from bike, then each doing solo somersaults down the rocky and cacti-infested mountain side, trailing debris and blood, landing splat on a boulder (it's impossible not to); then me calling Net Control for a MediVac Helicopter while trying to climb down the mountain side to reach the rider to provide first aid, but instead stumble while trying to avoid a prickly cactus, and losing it; then 6,000+ feet and two days later the Sheriff's cadaver dog finally sniffs out the location of my body in some hidden ravine. The stuff of nightmares. Nurses know too much, we envision the worst case scenarios, can't help it. Fortunately, these mountain bike riders were accomplished masters at their sport (a prerequisite in serious competition), in excellent control of their bikes, properly regulating their speed, and astutely maneuvering the mountain's unforgiving terrain with care and skill. Not one rider failed to negotiate that one dangerous spot at our station.

The Mountain Bike Riders: Sometimes the riders would wave at us as they passed by, shouting "Thank You!", because they knew we were there for their safety. Several riders had portions of their sleeves or pant legs ripped up from having taken a fall somewhere prior to our station, but they were grinding onwards in the race, undaunted by their falls, scratches, or minor injuries, did not want to take the time to stop to be bandaged up.<sup>4</sup> One rider during our weekend, however, did take a bad fall from the mountain, the incident occurring at another station site. He broke his thigh bone, as a femur fracture is life-threatening, he was going into shock when the EMTs reached him. This rider was quickly transported to Yavapai Regional Medical Center for emergency surgery. I also called Net Control to report a rider was walking her bike down the trail because her tire went flat. This also warns Whiskey 10 and 11, who monitors what happens at our station, to look out for this rider who just passed us at Whiskey 9. If, for some reason, this rider does not arrive at the next station, then it would be time to call for a search for her.

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<sup>4</sup> And the cold. One man had to stop at our station to warm his hands. He could no longer feel to grip the handlebars. – *Editor.*



*Riders often stopped to ask, "How much farther to the finish?"*

Celebrations: At the Finish Line in downtown Prescott, crowds gather at historic Court House Plaza for celebrations and prizes awarded to the winners of the race. The whole town turns out for the festivities. The historic main street is called "Whiskey Row", hence the name of the race. There were two stages of live bands, the Medic station, Bike and Gear Expo, the Nevada Brewing Company's Beer Garden, and dozens of booths and activities.



*Fred N7PJN, Patti KD7VBG, Margaret KC3FZZ in the "truck"*

Of course, the RV housing Net Control was located there, too. I went inside the RV to thank Patti KD7VBG for a job well done as Net Control, and saw the multitudes of computers, radio equipment, and tracking devices displaying information on the various screens and monitors for this race; a very impressive array.

Valuable Experience: To master an art, one must practice it. Public service events are great practice experience for new hams. In participating in the protocols, working your radio equipment in the field, sustaining the teamwork, communicating necessary information to Net Control in a correct and

concise manner, and handling the unexpected when it happens, all helps to train new hams in their art of amateur radio. These and other field experiences train us for that day when the Governor requests our assistance in a statewide disaster or emergency. May that day never happen, but if it does, we will have some of the field experience needed to answer that call.



*Ta-Dah!*

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# From the Skies over Mt. Essex

## SKY Events for September 2016

*Sept 1<sup>st</sup>* – New Moon, Annular Eclipse of the Sun visible in Central Africa and Madagascar.

*Sept 2<sup>nd</sup>* – Neptune is at opposition

*Sept 3<sup>rd</sup>* – Venus is 1.1° S of the Moon at 07:00 EDT

*Sept 9<sup>th</sup>* - First Quarter Moon

*Sept 15<sup>th</sup>* – Neptune is 1.2° S of the Moon at 16:00 EDT

*Sept 16<sup>th</sup>* - *Full Moon “Harvest”* for the Traditional American and the “*Chrysanthemum*” for the Chinese Full Moons. Also a Penumbral Eclipse of the Moon visible in Europe and Asia.

*Sept 21<sup>st</sup>* – *Aldebaran* is 0.2° S of the Moon 19:00 EDT

Sept 22<sup>nd</sup> – Fall begins, Equinox 10:21 EDT (14:21 UT)

*Sept 23<sup>rd</sup>* – Last Quarter Moon.

*Sept 28<sup>th</sup>* – Mercury at greatest elongation W of Sun 18° seen in morning sky.

*Sept 30<sup>th</sup>* – New Moon, also known as a “Black Moon” the second New Moon in a month.

**Sunrise 06:45 EDT and Sunset 19:18 EDT**

## Planet Lookout at mid-Month

**Mercury** Morning rises 06:29, mag 4.3, size 10.2 arc sec.

**Venus** Evening sets 20:19, mag -3.9, size 11.5 arc sec.

**Mars** Evening, sets 23:22, mag -0.1 and 9.6 arc sec.

**Jupiter** Evening, sets 19:36 in Sun's glare

**Saturn** Evening sets 22:53, mag 0.5 size 16.3 arc sec.

**Uranus** Evening rises 20:21, mag 5.8, size 3.6 arc sec.

**Neptune** Evening rises 18:53, mag 7.8 size 2.3 arc sec.

## 7<sup>th</sup> Planet from the Sun - Uranus

Go outside on a clear evening and try to find Uranus, all joking aside! If you live in the city or a light infested area chances you can't. Normally under clear dark skies, not in the cities, a person could be expected to see a star or planet at magnitude +6. That is 251 times fainter than the star Spica in Constellation Virgo. The stars in the Little Dipper range from +2.0 to +5.0.

But don't despair. Use a star chart from Sky & Telescope or Astronomy. And remember planets don't twinkle like the stars do! Also the planet Uranus is a pale blue-green disk, stars are point sources of light. Hint - if you focus on nearby stars the planet will look like a fat star that won't focus to a point. William Hershel discovered the 7<sup>th</sup> planet from the Sun on March 13, 1781 and was called King George's Star (Georgian Sidus). It was renamed Uranus in 1850. On October 11, Uranus reaches opposition, and is visible all night.



## FUN FACTS ABOUT URANUS from Astronomy Magazine

Distance from the Sun via radio 2 hrs 39 mins.

It takes Uranus about 44 days to move the width of the Full Moon.

Uranus is 14½ times as massive as Earth.

If Uranus were hollow, it could hold 63 Earths.

The planet's Orbital period is 83.75 yrs.

Uranus is 1.78 Billion miles from the Sun.

Its 31,400 miles in diameter and the poles are tilted 97.86°.

It has 27 moons, 11 rings and an average temp of -357°F.