



# The Centurion



Volume 2014 Issue 5

December

Priceless



## Let Every Day Be Christmas

by Norman Wesley Brooks

Christmas is forever, not for just one day,  
for loving, sharing, giving, are not to put away  
like bells and lights and tinsel, in some box upon a shelf.  
The good you do for others is good you do yourself.

Peace on Earth, good will to men,  
kind thoughts and words of cheer,  
are things we should use often  
and not just once a year.

Remember too the Christ-child, grew up to be a man;  
to hide him in a cradle, is not our dear Lord's plan.  
So keep the Christmas spirit, share it with others far and near,  
from week to week and month to month, throughout the entire year!





# 75 Meter Bureau Hand-off

DE Carl, W900

**WM9H, Gene, has given service to the club in the** capacity of Area Director, Vice President, and--most notably--as our superb QSL bureau manager over some 20 years. I'm not certain if anyone has served so long and worked so hard for the club than Gene. An entire wall of plaques and service certificates in Gene's room attests to that!

So it was with a touch of sadness that Russ, W2UJ, agreed to take the bureau duties from Gene, who saw fit to retire. Gene will continue as bureau manager for Handihams.

Pete, NJ9T, Jim, WA9DIY, Dave, N9PYR, and Carl, W900 decided to join the transfer and make it more a party.

The first thing we noticed was Gene's mailbox--twice as large as his neighbors'. After a nice tour of the bureau and his well-organized shack, we filled Russ's car with the bureau, then headed off to Zebb's restaurant for a hearty lunch. But that was not before the many growls and hisses emanating from Russ's vintage car drew our attention.

After a brief car clinic, we presented Gene with a beautiful clock as appreciation for his service. Gene was quite taken with the presentation. After the meal and enjoyable conversation, we parted ways with hearts somewhat heavier than before.

With Gene's load lightened, he'll have more time for the family and other pursuits. Bet your bottom dollar that Russ will run a tight ship and continue Gene's tradition.

For a superb video of Gene's bureau operation--in two parts--simply put WM9H in the search box at You Tube.







**The start of the New Bureau — more to come next issue!**



Here's what the bureau files looked like after unloading from my car. Russ, W2UJ





# The Wandering Hams

## A CAPITAL Adventure

By Buddy, W3BS

One reason for these trips is to visit my daughter, son-in-law, and only grandchild who live in Denver. Another reason is the Clint Wise Award. This award is for extensive mobile or portable operation. The special designation "Roadrunner" is bestowed upon an operator who completes the operating requirements from all 50 states. On 40m SSB, this has been done only three times (WW6E, K7NZ, WL7K). On 75m SSB, it has been done only once, and that was by K7NZ. It has never been done by anyone operating solely from state Capitals; I am hoping to change that. My adventure consists of 12 parts as described below. Parts 1 thru 8 are complete, parts 9 and 10 will be done in November, parts 11 and 12 are unscheduled at this time, but I hope to complete them by the end of April, 2015.

**Part 1** – AR, NM, CO, OK

**Part 2** – GA, NC, VA, KY

**Part 3** – AL, FL, SC, TN

**Part 4** – MO, NE, WY, CO, OK, TX, LA

**Part 5** – SD, ND, MN, IA

**Part 6** – AZ, UT, CO, KS

**Part 7** – OH, MI, IN, WI, IL

**Part 8** – ALASKA

**Part 9** – WV, PA, NY, MD, KY

**Part 10** – OK, TX, NM, CA, NV, OR, ID, MT, CO, KS

**Part 11** – CT, DE, MA, ME, NH, NJ, RI, VT



jim and buddy

## Part 12 – HAWAII

**Parts 1 through 7** were relatively uneventful from an operating perspective. However, there were some memorable events that are worth mentioning now. In **Part 2** my trusty High Sierra screwdriver antenna went south after the 40m SSB early net in Atlanta. Fortunately there is an HRO retail outlet in Atlanta, and I was there when their doors opened the following morning. I purchased an MFJ mag mount and Hustler resonators for 40 and 75 meters, I now have 2 of all



the author, in juneau

of these items. I continued on to Burlington NC as planned to meet KG4ZOD face to face, and while there we tuned the Hustler resonators. After which we went to dinner joined by Donnie's XYL Ginger and their grandson. The High Sierra is fully functional after a thorough overhaul, but has been replaced as my main antenna by a Tarheel 200. The last stop on this trip, Frankfort, KY was memorable. While the checkin list was being taken for the 75m SSB early net, I could see the thunder clouds forming in the environs of the motel. When NCS began calling the checkins, I could see the sky to ground lightning, and hear the thunder a second or so thereafter. I worked the first two Masters on the list, and quickly shut down. I only worked 2 stations on 75m that night, therefore I will be going back to ensure that I work the minimum of 5 stations from Frankfort.

**Part 4** provided additional opportunities for "eyeballs" with Century Club members. In Nebraska my XYL Carolyn (ex N2KNB) and I had the pleasure of having dinner with Glen (WTOA) Felt and his lovely wife Bonnie at a Country Club in Lincoln, NE. Four capitals later we met Skip (K5SRG) Guenter and lunched at a Tex-Mex Cafe in downtown Hutto, TX. In both cases, great food and great fellowship.

**Part 5** was two mobile capital trips sandwiching the De Pere Eyeball in between. My traveling companion for this trip was my old flying buddy and primary flight instructor, ACORL – Jerry Kahn (KAOHN), from Hutchinson, KS. Jerry and I encountered some minor technical problems while operating from Pierre (pronounced peer, for y'all). When we were in repeater range of Bismarck, Jerry dialed in a local repeater frequency and made a request for help in locating a place where we could purchase a few small electrical parts. A gentleman came back immediately and recommended a well stocked Radio Shack in a downtown mall. I was driving and asked Jerry to have the gentleman repeat his callsign and give us his name. I recognized the voice and callsign, and a pleasant QSO with Tom (K9TXJ).

**Part 6** almost provided 2 more “eyeball” opportunities. Drive times and net schedules precluded us from getting together with Lee Kanon (KG7BAN) in Phoenix. But, we were able to meet Clark (KB0EL) and Amber Ashworth for dinner in Topeka, KS. We enjoyed the dinner and fellowship, and were able to operate the early nets as planned.

**Part 7** was my “Rustbelt” trip. A highlight of this trip was lunch in Wisconsin with W9ROG (Roger), WA9DIY (Jim), N9PYR (David), and yours truly W3BS/M. The food at the Mongolian Grill was excellent, as advertised in advance by Roger. The next day, I had the great pleasure of lunching with an outstanding NCS, a great operator, and a good friend, Maynard Anderson (AA9ZF) in Athens, IL. Have you ever had a “Horseshoe” for lunch? I had the “mini” version. I look forward to returning to Athens and spending another few hours chatting with an elder statesman of the Century Club.

**Part 8** is the highlight of my mobile operating experiences, both within and outside of the Century Club. It all began with the mid-June email which follows sent to Jim Cummins



jerry and jim



red dog saloon, downtown juneau

(KL7IYD), a member of our club who resides in Juneau, Alaska.

“jim

hi, i am buddy spiegel, w3bs, awards secretary, and 4th area award manager for the 3905 century club. i received the email below from wb5fdp, rick mobley, past president. as a result of an inquiry i sent him.

earlier this calendar year i started to put state capitals on the air using my mobile equipment. by the end of july i will have put approximately 1/2 of the conus caps on the air. i have plans for the remaining conus caps, but no plans yet for alaska or hawaii.

based on the info rick provided, could you and/or the juneau club assist me in my "crazy" endeavor of putting all 50 state caps on the air for the century club?

thanks much

73 de

w3bs, buddy”





Mendenhall Glacier , hiding in the clouds. Attempt number 1

Never could I ever imagine the response I would receive from this email. It was overwhelmingly positive, and many emails went back and forth from mid-June through mid-October. Jim offered use of his shack, transceiver, amplifier, and antennas. Jerry (ACORL) accompanied me on this trip, and I would not have wanted to do it without him, his technical expertise was invaluable. Jerry shipped a transceiver and a power supply. I shipped my ICOM IC-7200, a 12V 500 watt Ameritron solid state linear amplifier, MFJ automatic antenna tuner, MFJ mag mount, Hustler mast, and Hustler resonators.

Jerry and I met up at the Denver airport and traveled together through Seattle on to Juneau on Wednesday 10/22. We had arranged for a rental car (Toyota Sienna van) and a hotel not far from Jim's home. We deplaned and walked into the terminal around 800PM Juneau time, and found ourselves greeted by a gentleman wearing a ball cap emblazoned with KL7IYD. This was the beginning of a great adventure. Jerry and I were ravenous and Jim accompanied us to a local eatery where we feasted on fresh local halibut and chips. Thursday morning we showed up at Jim's house and unpacked the 5 boxes we shipped and started to set up the 2 indoor stations. After awhile, Jim's XYL Natalie called us upstairs to take a break, have some fresh ground brewed coffee, and some baked goods. I don't see how Jim stays as fit as he does. We got a lot done and were able to check in to the nets that evening. We were lucky, there is a Radio

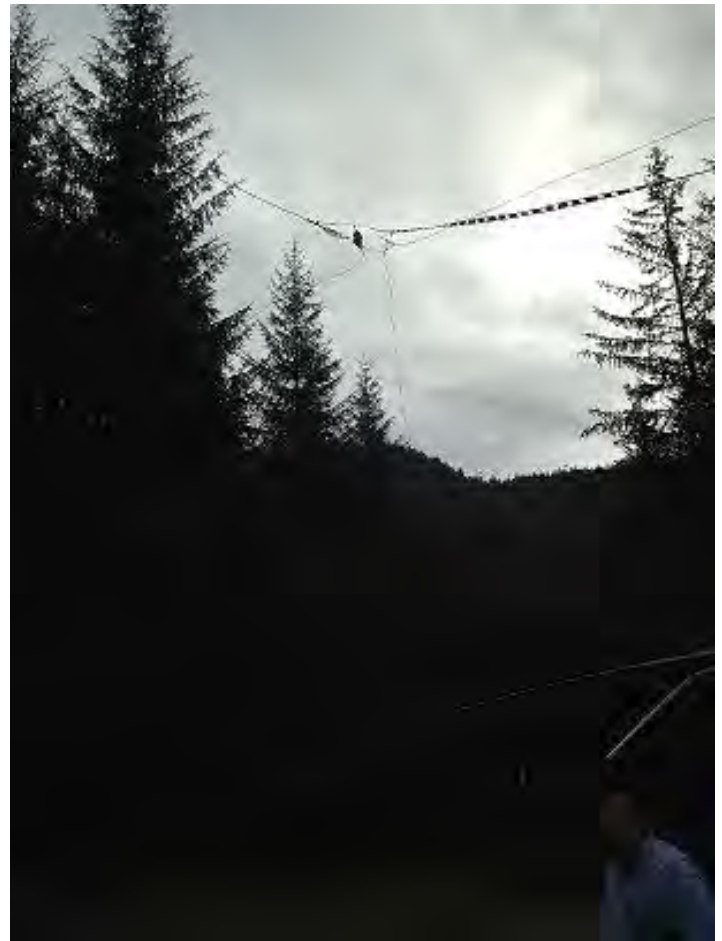
Shack franchise store less than 5 minutes from Jim's house, we were there on more than one occasion to fill in what we needed and failed to ship in advance. The local NAPA store came in handy when we were installing the mobile equipment.

I cannot say enough about the hospitality Jerry and I were shown by Jim and Natalie Cummins. Suffice it so say that we missed one entire net due to the fact that Natalie had fixed a superb dinner for the "boys", including homemade halibut soup. I could go on and on, but I do not want to embarrass Jim or Natalie.

40m mobile was better than expected, and I enjoyed making many mobile contacts. 75m mobile was about what I expected, I only was able to work Jim and Jerry, but I did get the 5 contacts I needed.

Saturday morning Jerry and I had some spare time and did some sightseeing. Downtown Juneau was a Ghost Town since the Cruise Ship season ended late September; most of the downtown shops are closed until next May. We drove out to the Mendenhall Glacier, but a low lying cloud cover rendered the glacier invisible, see the picture.

Sunday morning after breakfast at our hotel, we went to



the KL7IYD antenna, a 500 foot long wire with three suspended radials

Jim's house to repack the 5 boxes we shipped. We got all my stuff packed and ready for pickup by UPS on Monday. Jerry's box was getting handled by the USPS. Next we decided to take another shot at the glacier, and we were rewarded in our diligence, see pictures. Next we headed back downtown for some shopping and lunch. We bought some souvenirs at half price. We lunched at the famous Red Dog Saloon. Jerry was feeling poorly that evening and while he was sleeping I operated the K3 at my Memphis home Remote Portable TN from our Juneau hotel room.

Monday morning we dropped Jerry's box of at the Post Office, and headed over to Jim's house. Upon our arrival Natalie informed us Jim would be right out and that we had an errand to run. Jim was unable to get UPS to do a package pick up, so we would have to drop off my four boxes at the local UPS office. We arrived at the UPS office at 941am luckily,



the w3bs/m mobile, side view

ly, see pictures. We spent the rest of the day sightseeing, and taking Jim and Natalie out to lunch downtown at a restaurant overlooking Juneau Harbor.

We spent a few hours unwinding at Jim's house telling tall stories. We said our fond farewells, and Natalie sent us on our way with 2 jars of home made pre-

serves. After hugs and kisses, Jerry and I sadly left for the airport.

In addition to all of the above, we met several of Jim's ham friends, and enjoyed getting to know them as well. I can say without hesitation that some of the friendliest people I have ever met live in Juneau, Alaska.

For the geeks amongst us, a complete inventory of my mobile operating equipment is as follows:

Masterbuilt Black-powder-coated Steel Hitch Haul Carrier  
Honda 2K Generator (will explain later)

Astron Power Supply

MFJ-998 Automatic Antenna Tuner (rarely used)

Ameritron ALS-600 Amplifier

ICOM IC-7200 HF Transceiver



glacier, attempt number 2

MFJ-259B Antenna Analyzer

Tarheel 200A-HP Antenna, with capacitance hat

Since I am stationary when operating from a state capital, I move the Honda Generator to the Hitch Haul Carrier which is mounted to the 2 inch receiver, and tie it down with bungee cords. So, I am operating on 120V AC, but I am still "mobile". This eliminates alternator whine, and any unnecessary drain on the vehicle battery. If necessary I can drive while operating in this mode.

I have had a blast this year, and thank y'all for riding along with me.

73 de

w3bs, buddy



at UPS, read the sign carefully

# Elections

Election season is upon us. This year we'll be electing all of the **Odd-Area Directors, DX Director and the Club Vice President**. These positions all carry a two-year term and all newly elected officers will begin their terms on March 1st, 2015.

Candidates for **Area Director** and **Vice President** must be Club Members (must hold a 100-Point Certificate from any of our nets). Candidates for Area Director must live in the area they will represent. Candidates for Vice President may live in any call area.

## Nominations for the above offices will open as of November 1st, 2014.

Potential candidates for **Area Director** must nominate themselves by announcing their candidacy on one of the Club's scheduled nets and then follow up by informing both the Club President and the Chairman of the Board, who will take the necessary steps to see that they are placed on the ballot. Nominations for Area Director will run thru midnight November 30th, 2014 Central Time.

Candidates for the office of **Vice President** must be nominated by their own Area Director at a meeting of the Board of Directors. **We must have a minimum of two candidates (max 11) for VP.** Nominations for VP will run thru the adjournment of the regularly scheduled Board Meeting in December, and in no case later than December 20th, 2014.

As we've done for several past elections, each candidate for office is strongly encouraged to submit a personal statement to the Webmaster for inclusion on the Ballot. Any statement submitted will NOT be edited for content, but there is a very strong preference that it be fairly brief and to the point and that it focus on why the candidate wants the office being sought and what the candidate can contribute to the Club while holding that office.

**Balloting on-line and by postal mail will begin January 1, 2015 Central Time and will run thru January 15, 2015 Central Time.** Balloting will be via our Club Web Site or via postal mail to the Election Monitor. **Ballots sent by postal mail must arrive by January 15th, 2015.** There will be a final opportunity to vote for Vice President on the air on a net to be run January 15th, 2015 local, January 16th, 2015 UTC, subject to the ability to run such a net. It is **VERY STRONGLY** suggested that you cast your ballot on-line to avoid the chance of propagation problems or QRM (etc) on a net, or delays in postal mail delivery. DO NOT vote on the air if you have already voted on-line or by mail. A receipt for each ballot listing the candidate(s) voted for will be sent to the voter by email if an email address is provided along with the ballot. It is **VERY STRONGLY** suggested that an email address or phone number be provided in case there is an issue with a ballot that must be resolved by contacting the voter. Barring some unlikely circumstance, results of the election for all offices

will be announced no later than Jan 16th local day.

To be eligible to vote, you must be an individual Club Member (must hold a 100-Point Certificate from any of our nets). **Clubs, special event calls and anyone whose club membership has been revoked are not eligible to vote.** You will need to know your 100-Point Certificate number and the band/mode on which it is held when casting your ballot.

Mailed ballots must **ARRIVE** no later than Jan 15th, 2015 and you must include your call sign, 100-Point Certificate Number and the band and mode on which that certificate is held, along with your vote(s). Please indicate the name of the candidate and the office he/she is running for along with your vote. Please include your state of residence if you are voting for Area Director. An email address or telephone number would be helpful in case you need to be contacted. No attempt will be made to contact anyone not including such information. All voting on-line or by postal mail who provide an email address will be sent a confirmation of their vote via email. Because this email will be manually prepared, it won't appear immediately after voting.

Winning candidates must receive a majority of votes cast for each office. If no candidate for a given office receives a majority of the votes cast for

that office, a runoff election will be held between the two candidates receiving the most votes for the office. If such a runoff is required, it will be held beginning January 26th, 2015 and running thru February 7th, 2015.

You will be able to see a Ballot on the Club web site listing the current candidates to date, along with an optional brief statement by each candidate who chose to submit one. This ballot will be built as each candidate is nominated and will not be complete until after all nominations have been received. This same ballot will be used to record your vote when on-line voting begins and it will not be functional until that time.

This is your club, and this election is your opportunity to choose the elected officers who manage its daily operations, so please take the time to acquaint yourselves with the candidates and their philosophies, and then cast your vote for the candidate(s) of your choice.

All dates and times above are based on Central Standard Time unless noted otherwise. This is done because our web server runs on Central Time and will time stamp your ballots using Central Time.

73 de Jim, KB3PU  
Webmaster and Election Monitor 2015

Link to the page:  
<http://www.3905ccn.com/newsite/election-2015.htm>

**Note to successful candidates:** I would like to have a head shot and small acceptance speech write up for the next issue past the voting results. The deadline for this will be January 20, 2015. Thank you.

73 de John, KT4CB *The Centurion* Editor



# Are you addicted to ham radio?

If you identify with at least 5 of these you are. Enjoy

## You Might be Addicted to "Ham Radio" if:

1. When you look at a full moon and wonder how much antenna gain you will need.
2. When a friend gets a ride from you and remarks that you have a lot of "CB's" in your vehicle, it turns into an hour long rant on how "ham radio" is not "CB radio".
3. When someone asks for directions, you pause, wondering if long or short path would be best.
4. When you can look at a globe and be able to point to your antipode (and you know what an antipode is).
5. Your cell-phone ring tone is a Morse code message.
6. You have accidentally said your Amateur Radio call sign at the end of a telephone conversation.
7. Your favorite vacation spots are always on mountain tops.
8. You notice more antennas than road signs while driving your car.
9. You have driven onto the shoulder of the road while looking at an antenna.
10. Porcupines appear to be fascinated with your car.
11. If you ever tried to figure out the operating frequency of your microwave oven.
12. For Bachelors: When you look around your bedroom and see wall to wall ham gear and ask: Why am I still single?
13. The local city council doesn't like you.
14. You think towers look pretty.
15. Your family doesn't have a clue what to get you for Christmas, even after you tell them.
16. Your HF amplifier puts out more power than the local AM and FM radio stations.
17. The wife and kids are away. The first thing that goes through your head is that no one will bother you while you call "CQ DX" a few hundred times.
18. When you pull into a donut shop and the cops on their coffee break ask if they can see your radio setup.
19. You refer to your children as your "Harmonics".
20. Your girlfriend or wife asks: "You're going to spend \$X,XXX.XX on what???"
21. You actually believe you got a good deal on an eBay purchase.
22. When you see a house with a metal roof, and your only thought is what a great ground plane for an antenna that would be.
23. You have pictures of your radio equipment as your opening page on your desktop computer.
24. Every family vacation includes a stop at a Ham radio store.
25. The first question you ask the new car dealer is: "What is the alternator's current output?"
26. You buy a brand new car based on the radio mounting locations and antenna mounting possibilities. Forget about the gas

mileage.

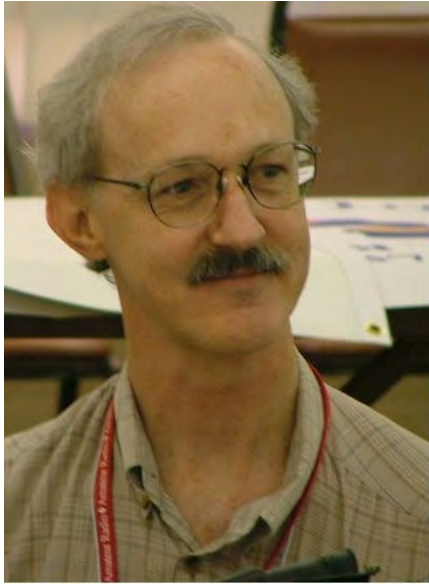
27. You have tapped out Morse code on your car's horn.
28. A lightning storm hits nearby and takes out your new Laptop Computer, Plasma TV, DVD Recorder and Electronic Wall Telephone, but all you care about is if your radios are okay.
29. Your wife has had to ride in the back seat of the car because you had radio equipment in the front seat.
30. During a love making session with your wife, you stop to answer a DX call on the radio.
31. Your wife threatens you with divorce when you tell her that you are going on a "fox" hunt.
32. Talking about male and female connectors makes you feel excited.
33. You dream of big, comfortable, knobs, but not on women.
34. When you are house hunting, you look for the best room for a radio shack and scan the property for the best possible tower placement.
35. When house hunting, you give your realtor topographical maps which show local elevations.
36. The real estate agent scratches his/her head when you ask if the soil conductivity is high, medium, or low.
37. You have Ham radio magazines in the bathroom.
38. When your doorbell rings, you immediately shut down the amplifier.
39. Fermentation never enters your mind when "homebrew" is mentioned.
40. Instead of just saying no, you say "negative".
41. You have used a person's name (Roger) to indicate an acknowledgement.
42. You become impatient waiting for the latest Amateur Electronic Supply (AES) catalog to arrive.
43. You have found yourself whistling "CQ" using Morse code.
44. You always schedule the third weekend in May for a vacation.
45. You walk carefully in your back yard to avoid being "close lined" by elevated antenna radials and low antennas.
46. You have deep anxiety or panic attacks during high winds or heavy ice storms.
47. You and the FedEx/UPS men are on a first name basis.
48. You really start to miss people that you've never seen.
49. Your exercise machine has a Morse code keyer.
50. You walk through the plumbing section at the hardware store (Lowes or Home Depot) and see antenna and tower parts.
51. Your neighbors thought you were nuts when you ripped up your lawn to bury chicken wire for a ground system.
52. Your next door neighbor thinks that your wife is a widow.
53. Your wife has delivered meals to your "ham shack".
54. If you sold all your radio equipment, you could pay off your home mortgage.

Reprint permission is granted for non-commercial use. © 2007 - Charles Winkler

## A Note from the DX Bureau

Hi, I have been your DX Bureau manager since 2012 handling an average of 450 cards per month. Our return rate lingers near 85%. Most cards are answered between 6 months and 1 year. There are a few things you can do to make this process run more smoothly.

1. Get your cards to me within 90 days of your contact to allow me to batch your cards with the other outgoing cards to that station. Each shipment of 6 or 7 cards costs near \$4 for that one envelope. If your card arrives late, it ends up getting shipped alone at \$4 for one card.
2. Make sure your card is filled out properly and easy to read. English may not be their primary language. Be sure to indicate the date properly, spelling out the month or use Roman Numerals to indicate the month and/or circle the month. Use a 4 digit year to remove other ambiguities. If you make a mistake in filling out a card, toss it and fill out another card. Corrected cards are not



usable for DX awards as most card checkers will not allow them to be used.

3. Include \$1 in the envelope you send to me which will cover our outgoing postage and supplies as well as the return postage to get your card to the 40m or 75m bureau manager. That bureau will include the card in your regular shipment when the envelope fills up. Keep funds in those bureaus so your cards have a return route as I do not send direct except in special prearranged circumstances.

As your card is entered into the bureau card tracking system, the contact is confirmed and a courtesy card is created. That card can be printed out by you or me at any time and used towards awards until the DX card arrives. The card is serialized and traceable. This allows the Awards checker to perform a look up at any time verification is needed.

If you would like to print out your card (up to 4 per page), visit my web site at <http://radiohome.com/wb5fdp/3905ccn> and look for the **"Retrieve Your Printable DX cards"** in the DX Bureau section. Once you print your card, please archive it so I don't also print your card. As I create shipments to the 40m and 80m bureaus I print out the cards that have not been archived.

As a side note, I also make this same effort to create and print cards for the truckers that I handle. A link on my site under the **"Miscellaneous"** section **"Retrieve Mobile Cards"** allows you to print your card (up to 4 per page). Once you print your card(s), please archive it so I don't also print your card. As I create shipments to the 40m and 80m bureaus I print out the cards that have not been archived.

Any improvements or suggestions are always welcome.

Rick Mobley – WB5FD



## How to Travel During a Winter Storm

If at all possible, you should not attempt to travel during a winter storm. If you absolutely must, however, follow these tips from the National Weather Service:

- Always have Emergency Supplies in the trunk of your car (see below).
- Keep your car's gas tank FULL.
- Always let someone know your destination, your route, any alternate routes you may take, and when you expect to arrive. If you don't check in at the expected time, they can send help along your routes.
- In addition to your mobile radio in the car, take along a hand-held for backup.
- As you drive, make mental notes of your progress, so if you become stuck you can report your exact location.

### If you do get stuck

- Stay with your car. No matter how tempting, do not, repeat, do not try to walk to safety during a winter storm.
- Radio your location and appraise the listener of your location and status. Ask the listener to check back with you on a set schedule. Run the engine while you are transmitting to avoid draining the battery.
- Start the car, and use the heater for about ten minutes every hour or so. Keep the exhaust pipe clear of snow so that fumes don't back up into the car. Keep a window (on the opposite side of the car from which the

wind is blowing) open a crack for fresh air. If you started with a full tank, you should have enough fuel to do this for at least 48-72 hours, long enough for rescuers to arrive.

- Leave the parking lights on while the engine is running so that you can be seen.
  - As you sit, move your arms and legs to keep the blood circulating.
- Always Keep an Emergency Kit in the Trunk of your Car. Make sure each car you drive has a disaster supplies kit containing:
- Blankets
  - An Extra Set of dry Clothing wrapped in a plastic bag
  - A shovel
  - A supply of sand (water-softener salt is cheap and comes in bags) for weight and use as a traction enhancer.
  - Jumper Cables
  - Flares
  - First Aid Kit
  - Flashlight and extra batteries
  - A small non-perishable food supply (candy bars, pop-top cans of Vienna sausage, crackers, or other non-perishables not affected by cold).
  - A Brightly-Colored cloth to tie to the antenna if you get stuck.

*From the NWS Skywarn Brochure*



# The MISSING National Park

Ron Seese, WB7ASC

## The highway stretches before us, a ribbon of silver

and gray, concrete and asphalt. We are leaving our home town of Spokane and heading east on Interstate 90. We roll by familiar towns; Coeur d'Alene Idaho, 35 miles; Missoula Montana, 200 miles; on to Butte, 320 miles out. The reflectorized green mile markers sweep by us at a steady rate, and quite frequently. Spokane is far behind us now. And since we are traveling east, we left home at noon. Keeps the sun out of our eyes.



Overnight camp - Cabela's

ple: Spokane, a city with a population of about 209,000 in eastern Washington state, is the largest city between Seattle and Minneapolis! And, what might be a vacation for someone in the Cleveland area is simply a day trip for us. Last year two of us hams jumped into a pickup at 4:00AM one Saturday morning, drove to the Puyallup Hamfest at Seattle three hundred miles away, and were there for the opening at 8:00AM. At 2:00PM we started back home and arrived in time for supper, a six hundred mile run, all in the same day!

This is **Tuesday, September 23**. We are now on the road with a destination of Moab Utah, the Four Corners region, and New Mexico. We are



Safer Trail - Canyonlands NP

pulling our twenty-six foot fifth wheel coach behind the pickup. Our intention is to spend a month in New Mexico, just roaming the state. We are stopped at Bonner on the east side of Missoula at the Exxon Pilot truck stop for the night. A good, quick, easy stop for us, to and from anywhere. Two hundred miles this afternoon.

**Wednesday** – Our drive today takes us to Butte and then south on I-15 as far as Idaho Falls, or that area, on our way to Salt Lake City. A light breeze, skies are mostly blue, temperature in low sixties. Should be a good day for traveling. The Interstate highway

system is a good way to go if you are trying to get from point A to point B in the fastest, most fuel efficient manner. And, because of the way they are laid out, you don't even need a road map for these interstates. As all seasoned travelers know, even numbered highways GENERALLY run east-west, starting with the southernmost, I-10 and progressing northward to I-90. North-south routes start with I-5 in the west and progress GENERALLY east to what, I-95? I-15, which we are on now, would eventually take us to San Diego. But, we will exit I-15 just below Salt Lake City.

We made good time in spite of the headwind that kept the truck in third gear most of the afternoon. Had to make three fuel stops today. But now we have passed through Idaho Falls and are at the Wal-Mart in Blackfoot, Idaho for the night. Three hundred fifty miles today. It is 6:00PM, we are in a time zone east, and the first net comes on at 8:00PM. My antenna is up and ready to go. So, time for a leisurely dinner of spaghetti.

This evening I had good activity on the nets. The 75m early net netted eleven contacts, the 40 m late net provided eleven more, including W900, and the 75m late net gave me an additional seven contacts, including W900 Carl and W2UJ Russ. That makes a total of twenty-nine contacts for the evening's work, not too bad for me.

**Thursday** – A late and leisurely start for us today. We are going only as far as the Cabela's store in Lehi, Utah where we will spend the night in their parking lot. That is about a two hour drive for us. At Cabela's we can empty tanks and take on fresh water before heading on to the Moab area.

Already seventy-four degrees at 9:30AM.

Might be a warm one today. We certainly don't wish for any super hot weather down in the southwest, but at this time of year it is unpredictable.



Storm water pours off rock cliffs, Moab UT

I would comment that the speed limit on I-15, in both Idaho and Utah, is 80 mph although I don't run that fast. The truck - fifth wheel combination is happiest at around 65-70 mph.

At 3:00PM we pulled into the Cabela's lot in Lehi, Utah after an easy 215 mile run down from Blackfoot. Cabela's is situated up near the top of a high hill about thirty miles south of Salt Lake City, and just off I-15. Very easy to get to. They have a dump station, fresh water, and a huge paved back lot for their camping guests. We are set up by ourselves out in the back forty, no power lines or high intensity lighting near us. Should be a nice, quiet evening, excepting the nets, of course.

I've got the XM satellite radio on, set to channel 59 which is, as all of you country-western fans know, **WILLIE'S ROADHOUSE**.

At home in Spokane, at about 47 degrees north, the sun's rays are starting to weaken as summer has waned and fall is the current season. Here in the Salt Lake area the rays are still quite strong. Miss Sue took advantage of that by sunbathing outside the camper for an hour or so this afternoon.

We walked into Cabela's just to browse but ended up on our way out passing the cashier with ninety-seven dollars worth of purchases. I guess we paid for our night's camp fee!

Marie is doing dinner for us tonight. That's Marie, as in Marie Callen-

der's. Miss Sue has a couple of their pot pies in the oven. It is still eighty-four degrees at 7:00PM, but the sun is just about to drop below the mountain peaks, so things will rapidly cool down.

Tomorrow at noon we are going to meet with Stan Bailey, AE7UT, a forty meter late net controller and have lunch with him. One night on the nets I commented that we were going to be passing through Salt Lake City soon. Stan rose to that bait and after a couple of e-mails we had the details finalized. We are looking forward to this eyeball with great anticipation.

**Friday** – We spent a delightful night last night at Cabela's in Lehi. No traffic, no noise, minimal lighting. Made another thirty-four contacts on the nets. Got the camper drained and refilled this morning, then headed down I-15 about forty miles to Payson, the location of a Wal-Mart about



Monument Valley AZ

here around noonish.

\* \* \* \* \*

*Miss Sue and I had a most delightful 'eyeball' with Stan. See his member profile elsewhere in this issue.*

\* \* \* \* \*

We are now on Hwy 6 headed to Helper, Price and Green River on our way to the Moab area. We will stay in Green River tonight.

A thought crossed my mind which changed our entire schedule. I need to operate from just two more national parks in order to qualify for the Park Ranger award. It would be so easy to duck into Canyonlands and Arches, one park practically across the road from the other, to accomplish this goal. Sue voiced no objection, so we did just that. Then, my mind churning furiously, I thought, "Why not work the other eight or nine parks in the area; give club members a shot at the Parks Visitor award?" So, that is now our goal.

**Saturday, Sept. 27** – Left Green River at 11:00AM and entered Canyonlands National Park at 12:30. Found a campsite open, so I am now ready to work the nets from Willow Flats at 6,000 feet. Internet access is very marginal and the computer is slow. I might have to paper log tonight.

Had a thunderstorm pass through just before net time, then 75 meter band conditions were miserable. Five contacts made on the 75 early net. During 40L net my batteries started to fail. Hooking up the inverter to charge them created too much noise. No contacts at all on 75L. Another thunderstorm approaching. What a miserable, discouraging evening.

**Sunday morning, 9:00AM** – Another thunderstorm going right over top of us. Left Canyonlands at 11:00 and drove over to Arches N.P. These thunderstorms are dropping large amounts of water which are flushing and washing all the sandstone formations. The high, sheer cliffs along the Colorado River in the Arches / Moab area are turning the river red with their Entrada sandstone silt runoff.

We stopped at Arches Visitor's Center to fill five one gallon jugs with fresh water, then went up the hill and out as far as Devil's Garden campground. I thought we'd drive past Delicate Arch, but when we got to the Wolfe Ranch parking lot the road to the viewpoint was closed due to

several inches of water on the road. A front-end loader was being used to remove tons of run-off silt and sand from the road. Interesting, these flash floods.

I started up the generator to charge all batteries, just as the fourth thunderstorm struck us. The generator quit without warning after ten minutes. Skies are cloudy; no sun to heat up the solar panel.

Put the generator up on the tailgate after the storm passed, removed one cover and looked at it and the fuel cap with a jaundiced eye. Gave the starter cord a pull and the generator fired and ran! And ran. And ran. So, I plugged the power cord back in and let the generator charge the camper and radio batteries while we went for a drive.

At 7:00PM, just an hour before the first net is due to start, another thunderstorm boiled up over us, the fifth one in twenty-four hours. Very spectacular. Lightning right overhead. The sharp crack of thunder echoed for miles between the narrow walls of this area where we are camped.

Joined the 75m early net. The band was very nice tonight. I made 12 contacts the first round, then had to QRT – another thunderstorm. That makes number six today. I'm getting tired of this. The 40m late net an hour later was storm-free and that band was also good. About twenty contacts.

**Monday, Sept 29** – Skies are mostly overcast this morning, so I restarted the generator to top off all batteries. We think that tomorrow we will drift over to Arizona's Monument Valley and stay for a day. This afternoon we went into Moab for \$38 worth of groceries, then next door to the state liquor store to write down a few select product prices, which ended up costing us \$37. Back into the truck at 2:00PM for a drive around the area when a few rain drops from a dark sky hit our windshield. Started down Potash Road (SR 278, I think) when it just poured. The edge of yet another thunderstorm. Water was pouring off the surrounding vertical cliffs in torrential storm-induced temporary waterfalls. Really a pretty sight. We drove up Potash a few miles past where the pavement ends. The other end of this road is the famous Shafer Trail at Canyonlands.

**Tuesday, Sept. 30** – The last day of September. We are on the road, heading south. Very near Mexican Hat, UT is the location of Goosenecks State Park. It was worth a stop. The San Juan River has carved some wonderful thousand foot deep curves in the rock plateau before us.

Got to Monument Valley about 2:30 with high expectations. The Navajo Nation owns Monument Valley; it is tribal land.



Morenci open pit copper mine - AZ

They have a newly built campground advertised with water and a dump station, ten dollars per night (five dollars in winter). Well, what a surprise. Entry fee is \$20, 1 to 4 persons, to enter the reservation. Campground had no improvements other than designated sites and picnic tables. NO water, NO electricity, and NO sewer. Nightly camp fee? \$41.95. Gal at the check-in desk says its 'for the view'. Right. And, the valley drive gates open at 8:00AM and close at 5:00PM, not at all conducive to good sunset photography. That is the last twenty dollars the Navajos will ever get from me. I won't be scalped more than once.

We left Monument Valley at sunset after completing the ten mile drive through the monument area, location of the famous "Mittens" and "John Ford Point", among others. We are boondocking tonight in a large parking





Colorado River at Arches (Moab)

south to Petrified Forest and Painted Desert.

**Wednesday** - All kinds of trailers pulling into this large lot this morning, all carrying cows. Two Navajo Rangers in uniform are present. Cows are being looked at, papers are being checked; money changing hands. During a break in the activity I walked over and talked with the rangers. Seems that every Wednesday is livestock auction day in Kayenta.

Every cow to be sold at auction must be presented to a Ranger by his owner. They are checked for ownership and inoculation records. Also, brands are confirmed. Brands? Yes, this is open rangeland around here, and the brand better match the owner of record. I asked the penalty for 'rustling' and one of the rangers smiled and said, "Not like it was in the old days." Also, there are a lot of unbranded range cattle; finders keepers on them. The Rangers told me that the average cow now brings around \$1,800 at auction! No wonder they check so closely. After the auction all these cows go to Colorado for slaughter, then are sent to China.

A very nice drive down to Holbrook AZ on I-40 to visit Petrified Forest N.P. No campground in the park, but right at the southern exit there are two rock shops. They allow overnight camping, free. What a deal. They have designated spaces, picnic tables, electrical outlets, and shelter at each site. That is the Crystal Forest Museum & Gift Shop, Hwy 180 & Petrified Forest Road. We are 100 feet from the road gate for the park, which gets closed at 6:00PM. But keep in mind that Arizona does not use daylight saving time; they stay on standard time the year round.. So, the sun sets at 5:55 PM.

I'm set up once again for the nets tonight, bringing another national park to the club. And, it was worthwhile. Thirty-three contacts which appreciated me being there.

**Thursday** - On the road at 11:00AM. Took Hwy 191 south toward New Mexico.



Goosenecks State Park overlook, UT

paved with center line markings, but it followed the mountain crests of the San Francisco Mountain range. We topped two passes, one at 8,550 feet, and the other at around 9,000 feet. Drove in 2<sup>nd</sup> gear most of the

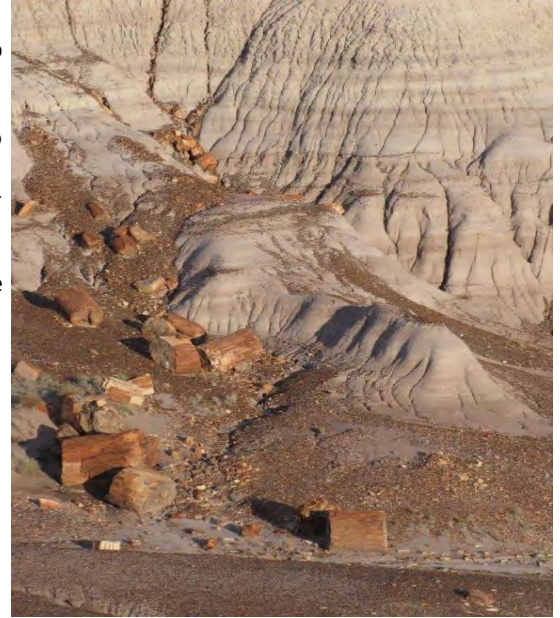
lot next to a gas station in Kayenta, Arizona, surrounded by Indian shacks guarded with barking curs. Tomorrow, a drive

way. 2<sup>nd</sup> to get up the grades, and then 2<sup>nd</sup> for engine braking going down the other side. Forty foot length limit for trucks. Genuine hairpin turns everywhere. One eleven mile stretch of the road had a 10 mph speed limit. BUT, the scenery was awesome. I just wish we weren't pulling the camper. Hard on tires, hard on brakes, hard on the engine, hard on the gas tank, and hard on the wallet.

This route did take us through and by the huge Morenci open pit copper mine, owned by Freeport-McMoran. Morenci is the largest copper producer of the half dozen mines in the state, regularly contributing about half of Arizona's copper production. The annual dollar volume from this mine alone is 5.54 billion dollars.

Anyway, we are just off I-10 in Lordsburg, New Mexico this evening on a big empty lot along the highway. I think we have stayed at a Wal-Mart only once so far, and spent a total of \$22.50 for camp fees. Tomorrow, maybe a slow drift on towards El Paso and Carlsbad / Guadalupe National Parks.

**Friday** - Arrived at Guadalupe Mountains N.P. in Texas at 5:00PM after an unforgettable drive through El Paso on a Friday afternoon at 3:30 rush hour. This was a reminder of why I don't want to live in or near a city.



Petrified Forest NP

Camp fee was a reasonable four dollars. Guadalupe is a hiker type park, with trails everywhere, and no touring roads. The Butterfield Overland Mail Trail and stagecoach ran through here from 1857 to 1861. It was the first cross-country mail service in the U.S. I fixed a drink of Jack Daniels and did my thing on the Century Club nets.

As a point of interest, an important point of interest to us, is that both New Mexico and Texas permit overnight camping at the rest areas on the Interstates. Very good to know information.

**Saturday AM** - A late start at 11:00AM, but we have only forty miles to go to get to Carlsbad Caverns, where we will spend Saturday night. Carlsbad has no campground, and the park closes at 6:00PM.

I might point out that there are some national parks where it is impossible to remain in the park overnight. Carlsbad Caverns in New Mexico is one. The caverns are closed to visitors at 3:30PM, and at 5:00 the entrance gate is closed to vehicle traffic to help protect the nightly exodus of millions of

Brazilian free-tailed bats from the cave. Remaining visitors are escorted from the park property and the outbound gate is then closed and locked for the night. Been that way and on that schedule ever since the caverns became a national park.

The ONLY way you could stay in this park overnight is to claim you are visiting a brother/sister/parent who is a park employee and lives on the grounds. Then you could stay overnight. Since no one there would claim me, we had to leave.

Immediately outside the park highway gate was a large gravel pile, spreading right to the park boundary line and on land owned by White's



City. I spoke with Mr. White's City himself at the gift shop, and for ten bucks he let us camp there. What a deal. Total camp fees now up to \$36.50.

As it was still early in the afternoon, we took another tour of the caverns, as it is free to us (we have one of those 'Old People' park passes). Took the one minute elevator ride down the 750 foot shaft and did an hour and a half, mile and a half tour of the 8.2 acre Big Room.

We are now back at the gravel pile campsite and the antenna is up, one end of the inverted vee tied to the park boundary barbed wire fence. Miss Sue is sitting outside in a chair, reading and sipping on a drink and soaking up some rays. I, of course, am in the camper, writing these notes and enjoying a cold brew.

Another successful night on the radio for me. I've made a total of 207 Century Club contacts so far, 144 of which were in five different national parks. About a five day break now, before we visit Capitol Reef and Bryce Canyon in Utah.

In case you weren't aware, Utah is blessed with five national parks, strung horizontally across the southern part of the state, sort of like a necklace. From east to west they would be Arches, Canyonlands, Capitol Reef, Bryce, and Zion. From Salt Lake City you can go southeast to Moab and Arches, or southwest to Cedar City and Zion. We went to Moab and picked up Canyonlands and Arches first. Then, after visiting New Mexico, Texas, and Arizona we will start with Zion and work our way east for the

remaining three.

**Sunday** – Today, a slow drive northward to Clovis, NM and the north-eastern part of the state as we have not been



Carlsbad Caverns NP - NM

there before.

We changed our minds at Roswell and headed west on Rt. 70 to Alamogordo. Turned north on Rt 54 and drove 35 miles to Three Rivers BLM Petroglyph Site to camp for the night.. We are out in the boonies, forty miles from anywhere. Talk about quiet; it is so quiet that we can hear the snakes hissing at each other! Camp fee is \$3.50. Tomorrow we will drift west into Arizona and head for Flagstaff. From there, Hwy 89 around the east end of the Grand Canyon and up north to Utah and Zion N.P.

**Monday, Oct. 6** – A typical clear brilliant blue New Mexico sky. Temperature already at seventy degrees at this five thousand foot elevation. Another great day ahead of us.

Didn't make Arizona today, but had a great time. Stopped at Socorro to do laundry. While Sue was taking care of that task, I wandered down the street to a barbershop and got a very much needed shearing and clipping. Was only ten dollars! Sue did four loads of laundry, also for only ten dollars. The barber told me we COULDN'T leave New Mexico without trying the green chile. When the barber learned we were headed to Datil, he said there was nothing there except a gas station and restaurant, but the restaurant was to kill for.

On the way to Datil Well and just past Magdalena on Hwy 60 we saw a sign for the National Science Foundation's Karl G. Jansky Very Large Array (VLA). I hit the brakes, made the turn, and drove four and a half miles to the visitor center.

Operated by the National Radio Astronomy Observatory (NRAO), the

VLA is the most adaptable, hardest-working telescope in the world. The individual dishes are 82 feet across, have motorized drives which rotate them in a circle and up and down, and weigh 100 tons each.

There are twenty-seven of

these dishes arranged in a wye configuration with each of the three arms consisting of a set of railroad tracks 6-1/2 miles long. Motorized transporters move those dishes along the tracks to their assigned positions.

The views from each of these twenty-seven dishes is sent via fiber optic cable to a super computer in Socorro which merges the twenty-seven views, uniting the array into a single, powerful telescope. The merged observations of the VLA have the qualities of a telescope with an 'eye' 22 miles across!

We reached Datil Well just before sunset, gassed up, and drove another mile to the BLM campground, at 7,000 feet, where for \$2.50 we selected a pull through camp site.

Datil Well is located on the old Magdalena Livestock Driveway. A water well was dug about every ten miles along this line, Datil being one of fifteen water wells

on this one hundred twenty mile cattle trail. Datil is pronounced with a soft 'a', as in at, bat, cat, fat, hat, mat, pat, rat, sat, vat. If you pronounce it with a long or hard 'a', every local will immediately know that you are either a foreigner, a tourist, or a New Yorker. That would be as egregious as saying "Spo-cane" back home.

After dropping the camper we headed back up the road a mile to the combination gas station / convenience store / hardware / restaurant. The restaurant was actually



Jansky VLA site Magdalena, NM



Champagne at the canyon rim



quite nice, and specialized in steaks. They cut them on site, to your specs. I ordered a 1-1/2" rib eye steak, bone in, with fries and a side of green chile; Miss Sue had chicken fried steak, mashed potatoes, no green chile. A glass of chablis and a Miller's to go with. Total bill: \$35.00. The facility is known collectively as the Eagle Guest Ranch.



Bryce Canyon - UT

that!

**Tuesday** – Low last night was 39 degrees. Drove as far as Winslow AZ today and this evening we are in a huge twenty acre parking lot which, I am sure, will attract trucks as the evening progresses. I put my antenna up and made a total of nine contacts tonight. The bands were NOT real whippy.

I don't really know why my portable signals are so hard to copy. I'm using a dipole in an inverted vee configuration. Either side is twenty-six feet in length, and they are fed with an SGC model SG-237 SmartTuner at the apex. This apex is about twenty-two feet in the air, and the dipole ends are about ten feet off the ground. Transceiver is an ordinary Icom model 718. Not the best setup, BUT this antenna should certainly outperform any mobile antenna. The dipole is, after all, the reference for all other antenna configurations. I wonder if my reasoning is in error and what I might be missing here. The only other thought is that mobiles typically run 500 watts vs my 90 watts. That would be good for another two S-units or so for them and could explain the difference.

Miss Sue and I decided to go to the Grand Canyon (South Rim) tomorrow. Hopefully we can get a campsite in the park campground.

**Wednesday** – Rain in the area, mostly south of us, but we could catch some today. Got to Flagstaff, exited I-40 (old Route 66) and then followed SR 89 north to Cameron, a left turn onto Rt. 64 and soon we are at the Grand Canyon. Arrived at 12:30, which is ideal timing to find a campsite. First campground (of two in the park) is Desert View. A beautiful campground with many pull-thru sites, but the sites are small, with juniper and pinyon trees growing close in, their branches for to scratch the camper with. But, we finally did find a spot for us. Twelve dollars for two nights.



Entrance to Red Canyon, UT

We got back to the camper at 8:45 and we both were so tired that we went to bed immediately. This 7,000 foot elevation may have something to do with

not good lighting of the canyon for vivid colors, so we can hope that tomorrow will be better. We are at an elevation here of 7,438 feet, and have been at or around seven to eight thousand feet all week now. I can feel it in my breathing – I get a bit winded at times. I think these altitudes are getting to me. For about the past two weeks I have been short of breath when walking or lifting anything. And considering that we haven't been below about 6,000 feet in that period of time, that may be the reason.

**Thursday** – My sister Paulette's birthday. Couldn't call her or send an e-mail last night as there is no cell service here. Will drive thirty miles west to Grand Canyon Village today and see if they have coverage. In this part of the country cell service is not always guaranteed.

Today we cruised the canyon rim, found a secluded spot with a slab of rock, spread a white tablecloth on it and set out a bottle of champagne and two flutes. We then toasted the good life on the rim of the Grand Canyon. Sue has been planning this moment for thirty years!

A grilled steak and baked potato for dinner this evening. The steak was one of the best I have had in a long time.

A second night of working the Century Club nets from the Canyon. Band conditions were absolutely terrible on both 75 and 40 meters. Couldn't hear net control, and had poor copy on Tim W0YV. If I can't hear anyone, it is a given that they will not hear me. Not one contact this evening.

**Friday, Oct. 10** – Today we will continue north on Rt. 89 to Page, AZ and then to Zion National Park in Utah.

We crossed the Navajo Bridge at Lee's Ferry, gassed up at Marble Canyon and then headed to Zion N.P.

And yes, plans can and will change. The two campgrounds at Zion, which do take reservations, were full, this being Friday afternoon during a still active tourist season. Nothing else around except private



Bryce Canyon NP

campgrounds at \$45 per

night and they were not in the park. It wasn't possible to park right outside the gate as it was a public highway with no pullouts. It was three miles before we found a suitable boondocking spot but that was a bit far to be considered as 'in the park' so Zion became our 'Missing National Park'.

We headed for Bryce Canyon, sixty miles away. At the town of Hatch we passed a large graveled area at a wye junction on the road. Why not? We pulled in and set up camp for the night.

**Saturday** – It got COLD last night, thirty-two degrees. A clear, sunny, almost cloudless morning will allow things to warm up nicely though, and quickly.

A short drive and we are at Bryce Canyon before noon. The camping gods smiled down upon us and gave us a choice of North or Sunset campgrounds, both with vacancies. We chose a pull-thru in the North campground, at 7,700 feet, and opted for two nights at \$7.50 per night.

After camp set-up Sue and I had lunch and then took a little nappie-poo until about 4:00. We then jumped into the truck and drove sixteen miles out to Rainbow Point, elev. 9,100 feet for some photography. Problem was, even though there was brilliant sunshine, there were cumulus clouds drifting around, shadowing portions of the areas we were trying to

photograph. Also, this is an area that you DO have to photograph from late morning to early afternoon, against all photography rules and teachings. The canyon is already in deep shadow at the morning and evening golden hours. So, this is what tomorrow is for.

I set up the antenna, the radio, and the computer and checked into the Century Club board meeting, then an hour later brought Bryce Canyon to the Century Club SSB nets. Not a great response; only seventeen contacts, but I feel that is because many members have already worked Bryce Canyon in the past, as it is relatively easy to get to, and a popular national park.

The camper battery is a bit weak as it didn't get a full charge today. The campground is in full shade with very little direct sunshine hitting the solar panel, so come tomorrow morning our Honda 2kW generator will become functional.

**Sunday** - Up at 8:00, drug out and hooked up the generator, fired it up and we are now in Phat City. The furnace is running, electric razor being charged, computer battery being charged, and the HF radio batteries being charged. I'll run the generator until about noon, then shut it down. At 6:00 I'll run it again for another two hours until campground generator quiet time at 8:00PM. That should put everything into just peachy shape.

At 10:00 the temperature is still only 44 degrees and it is windy. Long jeans and a long-sleeved shirt with vest is in order today.

The high temperature today was only forty-eight degrees, with winds gusting to 38 mph. Makes for a cold, unpleasant day for photography. At 6:00 we are zipped up inside the camper with generator running, furnace running.

Very poor band conditions tonight. Only four contacts, those on forty meters, late net. Its time to hunker under the goose down comforter for the night.

**Monday** - Hauled out of bed at 8:00, which is generator start time in the campground. Temperature is 30 degrees, 34 in the camper. Furnace running, me back in the rack for another half hour. Propane finally switched from bottle #1 to bottle #2 yesterday, due to the furnace running so much. I'll fill the bottle here at Bryce this morning, dump tanks and take on fresh water, and then roll on toward Capitol Reef N.P., our last national park of the trip.

We drove Hwy 12 up to Capitol Reef National Park. Hwy 12 is the Escalante Staircase highway, or Utah SR12 Scenic Byway, passing through beauty unequalled anywhere I have been. This road holds the title of All-American Road, and rightly so. There are only thirty-one of these roads in the United States, and we have been privileged to have driven six of them. We climbed several passes on this highway, one topping out at the summit at 9,600 feet! Grind up the pass in first or second gear. Over the top, then descend a 12% grade in second gear in order to save the brakes.



Campsite at Capitol Reef NP

it. We've done it on previous trips down here. The road is called 'Hell's Backbone' and is not for the faint of heart.. This is a narrow two lane road which follows the top of a very steep, narrow ridge, with no guard rails.

Halfway along the road the 109 foot long, 14 foot wide Hell's Backbone Bridge with vertical drops of fifteen hundred feet on either side



Rock formations Capitol Reef NP

of it is included at no extra charge! That's like looking down from the top of a one hundred story skyscraper. Makes you pucker up a little.

The campground at Capitol Reef is full. What to do? The west edge of the park butts up against BLM land right at the park boundary at mile marker 73. This land is owned by the Bureau of Land Management and we have stayed here before. An excellent spot for boondock camping. We will be here several days. The campsite location is beautiful and the price is certainly right. In fact, our campsite at Bryce, last Saturday, will be the last one we will have to pay for on this trip. A total of \$69.50 in camping fees.

There are about nine other units here with us in dispersed camping mode, plenty of space, rocks, trees between us. Very private.

Left camp around noon Tuesday and drove out the eight mile scenic road from the visitor center. Toward the end of the road we once again turned left onto the Grand Wash trail. Absolutely astounding, and beyond description, just as in past visits. On return, we filled five water jugs at the visitor center. Back at camp we started our first campfire of the trip.

I made more contacts from Capitol Reef than from any other national park; a total of forty-two. And if Tom W5MKC of New Mexico would include the Escalante Staircase/Highway Twelve region, I would agree with him that this is probably the most beautiful spot on earth.

We didn't even leave our campsite on Wednesday. Took our good old time getting around, weren't ready for anything until noon. Skies were cloudy today, but no rain anywhere. After lunch I took a nap while Miss Sue caught a few afternoon sun rays. By six o'clock sunset is approaching. Built another campfire and we spent two hours sitting around it talking about this trip and future trips. Talk about a lazy day!

Thursday was great for a sixty mile drive over to and down Notom Road bordering the east side of the park. On return to camp, an early dinner consisting of grilled rib eye steaks topped with compound butter, Mexican or New Orleans or Cajun or Southern Style rice, one of them kinds, and garlic bread. Stacked the dishes and sat by a wonderful camp fire for a couple of hours. The end of another great day!

**Friday** - Looks like I am once again going to miss Friday AM coffee and classroom with my fellow hams at Mike's Donuts back in Spokane. I should be able to make my presence known to them by next Friday, however.

We are stopped in Salina to do a quick single load of laundry, then on to Scipio and up I-15 to Lehi. A stop at Cabela's is called for once again to use the dump facilities and stay overnight. After parking in their back lot, we went in to the store to hang out together awhile. Purchased a pair of driving gloves for Miss Sue. Tomorrow, it is straight north to Salt Lake City, Pocatello, Idaho Falls and on to Butte, Montana.

This is the fall season and hunters, small campers, and ATVs / UTVs are everywhere. Also, we passed six roundups today, cowboys and cowgirls on horses, cattle on the highway, pickups and horse trailers everywhere. Cow poop on the front of the camper again. In Idaho corn pickers and husking machinery are working the fields. Corn mazes and pumpkin patch-



es abound. We pass truckloads of sugar beets. Fall harvest is in full swing.

**Saturday, Oct. 18** – We are making progress, as we are stopped for the night at a Wal-Mart in Idaho Falls. Our second Wal-Mart of the trip.

Maybe I should explain this. Our camper is fully self-contained. We could park out in the back of hell's half acre for six days on our own and be happy as clams. Fifty gallons of fresh water, gray and black water holding tanks, refrigerator and freezer, a 130 watt solar panel on the roof. If push came to shove, I have a 2kW Honda generator on the truck. So, when we are traveling and it begins to get dark, all we really need is a space to park the rig. We don't need campground services for \$30 to \$50 per night. As Wal-Mart welcomes campers, and there are Wal-Marts almost everywhere, the choice is obvious.

Security isn't a problem as they have bright parking area lights on all night long. Some Wal-Marts even have security patrols. Not a concern for us as we have an outstanding supplemental insurance policy through Smith & Wesson and another with Mossberg.

What Wal-Mart doesn't have is fresh water and dump stations, but we need those services only once a week and we know how to find them. I might add that we are fully on social security and make do with that. There is no other income, so we save where we can.

There has been perfect weather on this trip. Except for two rainy days in Moab, we have seen nary a drop.

**Sunday** – Cold last night and this morning. Temperature is at thirty-five degrees. Yes, I am sure there is frost on the pumpkin!

I received an e-mail from Carl (with a 'C') W9OO. He said that with my national park efforts on this trip he has now made contact with fifty, that's fifty, national parks. He said he thought he'd never accomplish that goal. Well Carl, the pleasure was all mine! Glad to help out. My efforts produced 231 contacts from eight national parks. Even Donnie, KG4ZOD managed to 'find' me and make contact in seven of the eight parks!

A relatively long drive of about four hundred miles today, it is now sunset, and we just pulled into Lincoln's 50,000 Silver Dollar Bar in western Montana. They have an RV camp out back, with electricity, free. This stop, on I-90, is just 115 miles from home.

We have been gone a month. The trip totaled 4,700 miles. Fuel cost was \$1,750, with camping fees totaling \$70.00. Food costs don't count. Total spent: \$1,820. Tomorrow an easy two hour drive and we will be back from where we started four weeks ago.

Fall is upon us, my outside antenna work is done, and before too long the first white flakes will be in the air.. Winter is an excellent season for on-the-air ham radio activities. I hope to catch you all on the nets.

**73 de WB7ASC.**



## The Glowbugs' Christmas

T'was the night before Christmas  
And all through the shack  
Not a heater was glowing  
In all of the rack.

Sitting totally silent and quiet that night  
The old HRO shed nary a light.  
The Johnson exciter and its homebrew final  
Felt cold as leftovers, or seat-cover vinyl,

I drowed at my workbench feeling tired and weary,  
The print in the Handbook looked fuzzy and smeary.  
I thought, "I'll make coffee", and groaned to my feet  
When I heard a loud clatter outside in the street.

What the--? I wondered and turned on the lights  
And there I beheld a wondrous sight:  
A battered old van heaped high with components  
And a grizzled old ham with a bagful of doughnuts.

I noted his callsign-- can't recall it today--  
But a patch on the side read "FMLA".  
I opened the door and hollered "Come in!"  
The coffee pot's heating, and we'll sit down and chin!"

He spoke not a word but whistled in Morse  
A "GE OM", and "By golly, I'm hoarse."  
Too many contacts, and hot rosin smoke."  
I nodded and poured him a mug of jamoke.

He emptied the doughnuts in a pile on a plate  
And explained in a whistle, "I'm running real late.  
I've new 6L6s and fine 211s, 6146s and good 'SN7s.  
And 866s and 0B2s, type 45s and mil-spec 807s."



"For the regennie crowd, 201s by the score  
And good ol' type 30s and 19s galore.  
I haven't neglected the passive-parts run  
There's lots of good iron by old Thordarson."

I nodded and smiled, suppressing a chortle  
As he reached in his pack and left me a 304TL.  
He whistled, "I'm leaving, the coffee was great,  
But I'm overdue in the neighboring state."

"Keep everyone building the rigs of their choosing  
Or we'll lose the bands that we're lazy in using.  
Transistors or tubes-- any project is fine--  
Just keep on constructing and sharing on line."

He leaped to his feet and waved a gloved hand  
As he sprang for the door and his rusty old van.  
I heard him exclaim as he drove away from me,  
"Merry Christmas, you Glowbugs, and to all 73!"

## On The Road (again)

By Karl Peterson, KCØMS

**It was the eight thirty in the morning, September 7, 2014** and **Keith (ABØVK)** and I were just pulling out onto the highway, to begin a two-week road trip to the northeastern part of the country, concentrating on state capitols.

We had the little, as I affectionately refer to it as, "Blonde-in-a-Box", (I have a better name I use when not in mixed company, hi hi) all programmed in with our first destination to Lansing, the capitol of Michigan. This was the beginning of what would turn out to be quite a trip. I will mention some of the more, shall I say "interesting" highlights here.

The first one being, when we stopped in an Interstate rest area along the way just over the Indiana / Michigan line. Upon exiting the rest room, I glanced up and spotted a sign on the door across the aisle that stated, **"FOR ELECTRICAL PEOPLE ONLY"**.

Really now? Keith and I both wondered what exactly would constitute an **'electrical person'**. A battery operated person? A bionic robotic that needs recharged? That was a recurring subject for discussion for some time afterwards, the sad thing is that neither of us took the time nor made the effort to find out what it really meant.

The little Blonde in that box by the way literally went nutz on us when



Blue Mt. Tunnel, Pa. Pike

we turned off into that rest area, demanding that we make a U-turn right now, yada yada yada. We calmed her down when we got back on the Interstate headed in the direction of Lansing.

We made it to Lansing, operated on most of the SSB nets, though it is worth mentioning that it was there that I first noticed some weird kind of QRN which would end up plaguing us the further East we traveled - only on the 40m late net frequency when it was on 7.188 MHz.

Band condx for the trip in general were not bad - we never really experienced any bad weather, and only got 'sprinkled' on a couple of times; just enough to get the "DragonMobile" dirty. We all know how I am about having a dirty car. One of my favorite expressions is that a "clean car is a happy car" and that it is a rare event indeed when one sees a CLEAN car broke down on the highway. Therefore, you could understand my cause for concern when the road-grime dulled the shine. heh heh heh.

Ok, it is morning again and another long trip lies before us as we reprogram the "box" and head out for another 8 1/2 hour drive to Harrisburg, the Pennsylvania Capitol. An uneventful trip for the most part.

But just let me say here, that if any one of you is planning on a trip which takes you through Pennsylvania on Interstate 76, better known as the Pennsylvania Turnpike, be advised that it cost Keith (who volunteered to pay all road tolls) a total of 35 bucks just to get from the Oh/Pa state line to Harrisburg.



Allegheny Tunnel Pa. Pike.

To add insult to injury, not only were the tolls along the PA Tnpk atrocious, the road conditions were worse than nasty. If the turnpike was not under construction with its accompanying and equally annoying 45mph speed limits, the parts that were not under construction should have been.

If anyone ever needed a definition of highway robbery, that has to be it. Next time, it will be either I-80 or I-70. Connecticut, by the way, was the only state out that way that did not nickel and dime us to death with constant Mickey Mouse tolls.

Caught the first 3 SSB nets and the 40m CW net there in the Pa cap but just could not stay awake for the 75m late net, plus the static was nasty. Moreover, that QRN I first noticed on the 40m late net was much worse in Harrisburg, making copy ruff at times as well as grating on the ears.

The trip to the New York cap was half the time and distance of the last two days; a refreshing relief. It was here at the motel where I entered and



Kittatinny Tunnel, PA Pike





Please Watch Step Sign

noticed that Keith had stopped in the doorway and was staring down at the floor. The attendant at the reservation desk looked at me quizzically, and all I could do was shrug my shoulders, as I had no idea what Keith was doing.

When I asked what's going on, Keith said (in his typical matter-of-fact style) that the sign on the door in big letters stated "PLEASE WATCH STEP". Keith was standing there 'watching the step', and wondering what it was going to do. Y'all would have to have been there to appreciate the moment for once the attendant heard what Keith said. Even HE had to break out in laughter, as he had never really noticed the wording on the sign.

It was indeed funny for the sign did not say to watch your step, it just stated that one needed to watch THE step. Dumb, but funny!

Ok, on to the nets. The 40m QRN was loudest in Albany and pretty much prevented us from operating on the late net. In addition, another peculiar problem was beginning to show up in what at first seemed like an intermittent fluttering on the received signals, especially when in motion. I even asked if our transmissions were getting choppy or anything out of the ordinary and everyone stated all was fine.

Albany itself is chocked full of noise making apparatuses, and we ended up going to the eastern outskirts of the capitol on a little bit higher ground with less overall noise and still no effect on the 40m late net QRN.



The next day took us to Montpelier Vermont. I was concerned about our accommodations as the on-line reviews made the place out to be a dirty vermin infested pit overrun with insects. As it turned out, the place was clean, well-kept and nary a bug nor unwanted critter in sight.

I learned from Keith, whose daughter apparently works in the motel business and according to her, the average traveler can never rely on what those on-line reviews say, because so many of them are actually the work of the competition, attempting to discourage anyone from staying anyplace but their own establishment.

Now Montpelier is a neat town with a lot of historical significance, and an impressive capitol building known as the smallest capitol city in the nation with a population of 7,700. However, judging from the number of people roaming ALL around that town, and the constant almost grid-lock traffic conditions, led me to believe that there were more people there in Montpelier than there are in the entire state of Vermont.



Actually, it reminded me a lot of the Haight-Ashbury district of San Francisco, what with the number of "hippies" around town, handing out leaflets, sitting on the sidewalks and even creating artwork with colored chalk on the promenade to the capitol steps. I like Vermont - I could envision myself living there. Lotta space to "stretch out" in.

Since we had a little time before the nets started, we managed a visit with a local ham, Gary, N1RNJ who enjoys a nice place way out in the country. But then again, every direction away from Montpelier ends up "out in the country". We did three SSB nets but once again had to give up on the 75m late net due to atmospheric noise. The ever-present QRN on 7.188 was loud but nothing like it was in Albany, New York.

Next on the list was Augusta Maine. I had been in Maine a couple years ago for only a few contacts, and Keith had never operated from there, so we got nailed heavily with contacts on all four SSB nets and even a little stint on the 80m CW net as well. The QRN, which had been plaguing us ever since Lansing, was way down. Still there but not near as objectionable. Sounds like a rapidly oscillating motor with a droning carrier beneath. It was annoying to listen to, especially with the headphones on. One KC either side of 7.188 and it was gone.





As a side note, at the Maine welcome center, just outside of the center bldg., was this statue of Smokey the Bear, where a lady tourist was standing next to it, while her hubby was taking a snapshot of the event. Now knowing me, and my sometimes-warped sense of humor, I could not resist nudging the hubby and suggested that he should have the wife reach over and grasp Smokey's prominent "package".

He thought that was hilarious, but could not convince his wife to do it.

Neither could I when I suggested the same thing to Keith when I snapped his picture next to Smokey. A nearby grounds-keeper heard my suggestion and could not keep from breaking out laughing. Ahhh such is life when on vacation.

We got hit pretty hard in the New Hampshire cap as well, with the 40m late net being very successful since it was held on 7.208 instead of that noisy 7.188. I have been having increasing problems with

the rig however. That "fluttering," sound on receive had gotten so bad that it was beginning to actually interfere with our reception at times. I got out and inspected the entire set up from stem to stern without finding anything that could be contributing to it.

On we went anyway, to a little town in Connecticut which was in between the Mass, RI and Ct caps and spent three nights there, hitting each in turn and attempting, ATTEMPTING, mind you, to do the digital nets from the Ma - Ct state line on Saturday. It was there during set up for the PSK net that I discovered the 20m Hamstick antenna refused to transmit on the



digital part of the band. It worked CW and SSB - just no digital. Frustrating is not a strong enough word to describe my state of mind at that particular time.

While motoring around in Boston prior to the 40m early net, looking for a decent enough, as well as SAFE enough looking place to operate, we came upon a Dunkin Donuts. Thinking that would be a place to get a quick snack, we stopped and went in. While perusing the menu, the counter

girl informed us that they were "ALL OUT OF DONUTS". Now we knew why there were not any cops around; they were all out of donuts!

Have you ever heard of a donut shop being out of donuts at 6 o'clock in the evening? Surprisingly, they did offer a variety of burgers and the like, so it was not a total waste of time, but golly gee whiz, I DID really have a hankering for a glazed donut or two. Therefore, I ended up settling for a chicken-burger.

On Sunday afternoon, we went back up to the state line for the 20m CW net, only to discover the band chocked full of con-

testers (a never-ending source of irritation for this operator; some steenking contest of some sort is going on virtually each and every weekend). I should have just given up and gone back to the motel, but I had promised a couple ops I would be there, so I had to try. Had to end up calling David (WN1F) on the phone to find out where the net was being held.

Finally located the net, but some DX station from Spain was repeatedly sending CQ all the while, never getting any calls - just sending over and







A hippie and her rendition of  
the Tree of Life (I think)....  
On the Promenade of the Vermont Capitol

over and over again. Eventually he went away and I could actually hear WN1F well enough to be recognized and did manage to have a decent number of contacts, under extreme QRM conditions from aggressive and obviously thoughtless contesters.

Then it was back to the motel to freshen up and off to the Rhode Island cap. Not really sure at first where we were in relation to the actual Capitol, our doubts were removed once we heard the unmistakable sound of a ship's horn blasting away in the nearby harbor only a couple blocks away. The early nets went well, while the late nets were a total disaster. Not being able to copy anything, we shut it all down and headed back to the motel.

Next evening we hit the Connecticut cap and managed to catch all 4 SSB nets and the 40m CW net this time. That racket on 7.188 was low enough now that it was no longer much of a problem. However the other recurring problem we have been experiencing on receive continued to get worse and I still could not find the cause. Thinking now that it might be in the new rig I purchased. But after switching back to the original rig I brought along as 'insurance', the problem persisted. I then switched from the Hamsticks totally over to the Hustlers, still no differ-



ence.

I managed to squeeze a side-trip over to the ARRL facility in Newington, Ct. It was there that we learned from our tour guide, that it was the ARRL itself, in an attempt to generate more interest in amateur radio, (and of course all the big bucks that doing so would bring in), decided to start having contests - lots and lots of contests.

Now, we non-contesters must endure the fruits of the ARRL's labors, each and every time we find our favorite band and or frequency overrun with ruthless (and I might add very inconsiderate) contesters, all vying for that all-important 59 report.

Now the bad news. Well not really BAAAADDD new. Just some unfortunate happenings due to some errors in judgment on my part. Seems that David, WN1F and Ed, K1EDG and I were trying to arrange to meet up for breakfast before Keith and I headed out to the New Jersey Cap. However, the comedy of errors that occurred once we got the bed fuzz scraped from



our eyes the next morning, we (read that as I) could not remember if David was going to call us, or I was supposed to call David.

I messed it up with my procrastination, and the time came and passed where we could still meet up and allow us sufficient time to get to Joisey and through all that nasty New York traffic which we knew was awaiting us. No amount of apology was going to smooth that fiasco over but I tried anyway. I owe you guys one.

Anyway, we did manage to negotiate the New York traffic and get down to Trenton in decent shape, thanks to my little blonde companion in the box. In spite of all the naysayers who were worried that I wouldn't have any wheels on the DragonMobile when we woke up the next morning, hah hah hah. I hope y'all had a good laugh with that one at my expense. Honestly, I was waayyy more concerned about Boston, than I was while in Trenton.

The early SSB nets went well, but disaster finally struck in the middle of the 40m PSK net and I thought for sure I had "smoked" the 40m hamstick as the SWR suddenly went off the meter and the output power dropped to near zero. I retuned and installed the 40m Hustler for digital and nearly finished the net before the SWR went sky high again and the power went to nothing.

I tried to do the 40m late net, but could not get the rig system to work. Therefore, I began another stem to stern search of all the fittings and final-

ly discovered the cause of not only the problem with the "fluttering" noise on receives, but the apparent blow out on the digital net. It obviously was not the rig itself, nor the antennas. By a process of elimination, the problem had to be somewhere in the coax.

Before leaving on the trip, I had re-bonded the entire set up and added a "splice" right at the base of the antenna so I could attach either an antenna analyzer or an impedance coil, in an attempt to squeeze every little bit of efficiency I could out of the rig and antenna.

It seems that over time and a lot of vibration from road travel, the shell on one of those PL259 splice connectors had worked itself loose where it was usually making contact. But any little flex in the antenna (from the wind, for example) would cause a sort of fluttering, intermittent condition which affected the receive, but apparently not the transmit.

It had eventually came loose enough that it lost contact (with the shield/ground) altogether and caused the SWR to go nutz. Once I tightened all those connections up as well as the clamping on the Diamond trunk-lid mount (from where I had replaced the cheap OEM coax with some good coax), everything worked just fine and we were able to get on the 75m late net.

Therefore, a word to the wise; before disembarking on ANY road trip, make sure all coax connections are sufficiently tight and secure. Turns out, I did not "smoke" any of my antennas. Whew!

A short hop, skip and a jump and we were over in the capitol of Delaware. Early SSB nets went fine, but could never copy nor hear anything for a 40m late net, and I was the only station that (apparently) checked in to the 75m late net, so I had a contact with the NCS and shut it down for the night.

I had initially planned to do the Maryland Cap as well, but when planning the trip, I could not locate a motel within reasonable distance of the cap for less than a substantial number of gold pieces. It was not until later that I learned there were some, shall I say, less expensive motels in the area. In retrospect, had I known what I would discover in Frostburg, Maryland I would definitely have altered the planned route and holed up in Annapolis.

Therefore, we drove an extra couple of hours to the Western part of Maryland to a genuine, precious little town up in the foothills, called Frostburg. What a treat, nice old-fashioned town with a healthy mix of modern fixings. Our original choice for a motel did not work out as the place was closed, and the phone number listed to call, was not answered.

Since this was the ONLY place on our trip that we did not register ahead of time, we were lucky enough to discover some REAL motels on the Eastern side of town out far enough to be away from the noise that modern civilization offers to the average ham operator.

A word to the wise - when in and around the Frostburg area, stay away from "Charles Motel". That is real experience speaking now. We did manage to work all 4 SSB nets as well as the 80 CW net, so it was a successful effort all the way around and we both made a surprising number of contacts.

It is now September 19 and we head out again on the next to the last leg of our two-week road trip to Indianapolis, the Indiana cap, of course. Moreover, I got to hand it to the little Blonde in the Box, as she successfully navigated us around all the nasty traffic that can clog up a city the size of Indianapolis at rush hour. I had my doubts there a few times as to her choices, but I faithfully followed her deft directions, partly out of confidence, and partly out of not wanting her to chew me out for NOT following her directions, hi hi.

We did both early nets but had to announce that we would not be doing the late nets, as we had to get up early and get Keith back to Des Moines, due to personal issues. Another 8-hour drive and we were back in familiar territory once again. Road trips are fun, but there is definitely no place like home.

While I like to drive and like combining my ham radio hobby with my driving, I honestly do not see how professional OTR truck drivers do it, day after day after day. In just two weeks I was shot! I have all the respect in the world for such operators as N6RSH just to name one of the

many drivers, who do this sort of thing for a living, and then share part of that time with us on the nets.

This hereby concludes the "official" synopsis of the 2014 road trip by Keith ABØVK and myself KCØMS.

On the 14th day since leaving beautiful downtown Des Moines, 4,158.3 miles later @ an overall mpg, including all the "idling time" while on the air, of 26.6, we finally arrive at Keith's front door.

At this writing, a month later, all QSL cards for that trip (all 2000 of them) are out and on their way.

Keith's may be a little delayed, as he had a family tragedy shortly after his returning home, as I am sure most of you have heard by now.

We had fun, we even had our "moments" - and we managed to survive and made it back home in one piece. I trust y'all enjoyed making contacts with us, as much as we did making contacts with y'all. We will do it again. Not sure where to, not sure when. Not even sure who will be riding "shotgun", for that matter. I've already gotten a couple offers to team up for a future road trip. Keith has even tossed his 'antenna hat' in the ring again as well.

I'm game. Just lemme know when. I can envision a 160m mobile trip in the not too distant future.

Vy 73, gud hamming de Karl aka KCØMS





## Stanton Bailey, MD AE7UT

My wife Sue and I had the privilege of meeting Stan, AE7UT and having lunch with him as we were enroute to New Mexico at the end of September. Stan, his wife, and their three daughters live in a small town just north of Nephi, Utah. He does have two other daughters who are currently in college. We met up with Stan in nearby Payson, in a Wal-Mart parking lot. Stan had come directly from surgery and was wearing his scrubs, his name card, and his OR. booties. Stan, incidentally, is an Ob-Gyn surgeon. We shook hands, decided that we didn't look anything like our voices, then he peeled off his booties and dropped them in the trash can. He must have been anxious to meet us – I like a man who establishes his priorities!

Stan spent eight years in the Air Force, said organization having made possible most of his medical education. He did some traveling while with the Air Force, primarily to The Netherlands (Holland) and Turkey. He speaks Dutch and Turkish fluently, and enough Flemish to get himself in trouble.

His hobbies are many and varied. Early on he was into photography and did his own dark room work. While in Turkey he did extensive SCUBA diving in the Mediterranean Sea. He likes to tinker with anything mechanical in his workshop. Stan made the unsolicited comment that surgery is similar to working in the shop. Bodies are mechanical just like machines and can be repaired and rebuilt, only they are human.

The family has a sail boat that they keep up at Bear Lake on the Utah/Idaho border. They use it, but not nearly enough. Hiking is the predominant family activity, although they do have two ATVs. Stan drives a silver Toyota Tundra double cab pickup which he uses to pull a pop-up camper. The family does try to use the camper at least twice a month, if possible.

Stan has another hobby in which he is an apiarist, or beekeeper. He is very avid about this hobby and doesn't hesitate to volunteer any information about keeping bees. He maintains a colony of about seven hives in his backyard. Occasionally he will "split" a hive into two hives, simply by buying a queen bee for about twenty dollars. The back of his pickup contains a scattered assortment of beekeeping clothing, veil, hooded suit, a couple of movable wooden comb frames, etc. as he is frequently called on to assist other beekeeper friends.



When he has the time and inclination, Stan will pick up his guitar and play a little classical gas, or maybe just do some down-to-earth 'pickin'.

Stan is a fairly new ham radio licensee, although he has had an interest dating back many years to when he built a couple of regen receivers. Stan taught himself Morse code and uses it on the air. He does work QRP when he is backpacking/hiking with the family. He uses a 5 or 10 watt transceiver, battery powered, and is an activator for SOTA (Summits on the Air) operations. I have personally worked him when he was in Yosemite National Park, running 5 watts on the Century Club nets. Stan can run a kW at his home station. He is a member of the 3905 Century Club and is a 40 meter late net controller. Stan received his amateur radio license only four years ago! At age 53, Stan is a youngster, but a real gentleman. Stan, the pleasure was all ours!

Ron Seese, WB7ASC



## A Call To Action

Ron Seese, WB7ASC

You are reading the third issue of *The Centurion* with a new editor at the helm. Mr. John Spillman KT4CB, Master #65 is producing exemplary issues.

As we all should know, and I am sure that John will be the first to admit, all the effort and good intent in the world by the editor cannot guarantee a successful publication. *The Centurion* needs input from ALL of us in the 3905 Century Club, members and non-members alike, in the form of ideas, comments, suggestions, and especially written contributions.

The name Centurion dates back to the days of the Roman Empire and means basically a leader of the legions. If this publication is to be at, and remain at, the forefront of our activities as the 3905 Century Club then we will all have to contribute material with which Editor John can work. No editor can successfully do this on his own.

This is not really hard to do, if you stop and think about it. We are all hams; we all have at least one, and perhaps many, interesting stories about our ham radio experiences over the years, and others like to hear (or in this case, read) about them. Writing a short article is not difficult: It

can be as simple as providing the editor with a basic outline and details, enough to allow him to flesh in the story. Or if you wish, just e-mail him a copy-ready article for consideration.

Information is also needed on upcoming events, programs, and club activities. Photos are always welcome. Also, any thoughts, concerns, or comments are welcome. You are being provided a soapbox, within reason, through this publication.

Writing is not that hard to do. I have had NO training, education, or instructions on professional writing. I do not write professionally. It is strictly a hobby of mine and arose out of necessity from all the traveling we do with our fifth wheel camper. Each evening when we set up camp I pull out the laptop computer and make a few notes about the day's events. By the time I pull these notes into something I think is readable, I've gone through and edited them a dozen or more times. Change a word here, add a word there, read it again tomorrow. I guess I write what I think I would like to read. That makes it a little bit easier.

So, all you've got to do is gather up all this good information and entertainment and send it to John KT4CB at [kt4cbva@gmail.com](mailto:kt4cbva@gmail.com).

With all of this said, John can hopefully sit back, relax a bit, and look forward to incoming contributions from YOU for the next issue of this great publication.

73, Ron

# September Board of Directors Meeting

3905 Century Club, Inc. Board of Directors			
Area	Director / Alternate Director		Area
1 <sup>st</sup>	<b>KC1AU-- Bob Wilson</b> <b>N1RNJ – Gary Sheridan</b>		8th
2 <sup>nd</sup>	<b>N2XTT – Peter Summers</b> K2UNI – Keith Tilley		9th
3 <sup>rd</sup>	K3ATY – Kathy Krajewski N3HWH – Harry Hammerschmidt, Sr.		10th
4 <sup>th</sup>	<b>KB3PU – Jim Higgins</b> <b>K4CNM – Clarence Meese</b>		DX
5 <sup>th</sup>	<b>AG5T – Marty Blaise</b> AE5XL – Larry Stout		Pres
6 <sup>th</sup>	<b>W6LJK –George Huett</b> AB6YL – Ginger Wonderling		VPres
7 <sup>th</sup>	<b>AC7RA – Ricky Asper</b> WB7ASC – Ron Seese		
Board Members Present Are Shown In Bold Text			

3905 CCN Board Meeting minutes 9/14/2014 (9/13 local) at 0100z called to order by the 5<sup>th</sup> Area Director, AG5T, on 7.217 Mhz. and in the board chat room.

**Attendance:** 1-KC1AU, 2-N2XTT, 3-N/P, 4-KB3PU, 5-AG5T, 6-W6LJK, 7-AC7RA, 8-N/P, 9-WA9DIY, 10-WB0PYF, DX-VE3CMB, VP-N7XG, PRESIDENT-W2UJ. Also present: K4CNM

**Note:** AC7RA joined at 0109. VE3CMB joined at 0110.

**Agenda Items:**

**Old Business: none**

**Motion by 10<sup>th</sup> Area Director, Ray, WB0PYF, to approve the August, 2014 minutes.**

Second by: KB3PU

Roll call vote: 1-KC1AU-yea, 2-N2XTT-yea, 4-KB3PU-yea, 5-AG5T-yea, 6-W6LJK-yea, 9-WA9DIY-yea, 10-WB0PYF-yea, VP-N7XG-yea, PRESIDENT-W2UJ-yea

Motion passed

**Motion by 2nd Area Director, Peter, N2XTT, to approve the August, 2014 financial report.**

Second by: KC1AU

Roll call vote: 1-KC1AU-yea, 2-N2XTT-yea, 4-KB3PU-yea, 5-AG5T-yea, 6-W6LJK-yea, 7-AC7RA-yea, 9-WA9DIY-yea, 10-WB0PYF-yea, VP-N7XG-yea, PRESIDENT-W2UJ-yea

Motion passed

**New Business: None.**

**Note:** A proposal to hold the 2015 Eyeball in TN was presented only days before this meeting. Board members please review the proposal and discuss on the BOD reflector. The proposal should be addressed at the October 2014 BOD meeting.

**Adjournment:**

Motion made by WA9DIY and second by N2XTT to adjourn. No objections. Meeting adjourned at 0111z.

**Submitted by,**

**W900, Carl Durnavich**  
**3905 CCN Secretary**





# October Board of Directors Meeting

3905 Century Club, Inc. Board of Directors					
Area	Director / Alternate Director			Area	Director / Alternate Director
1 <sup>st</sup>	KC1AU-- Bob Wilson N1RNJ – Gary Sheridan			8th	K8PGM – Ron Belanger KD8HSV-Robert Gibbs
2 <sup>nd</sup>	N2XTT – Peter Summers K2UNI – Keith Tilley			9th	WA9DIY – Jim Foster NJ9T – Pete Thornton
3 <sup>rd</sup>	K3ATY – Kathy Krajewski N3HWH – Harry Hammerschmidt, Sr.			10th	WB0PYF – Ray Myers W0YV – Tim O’Hara
4 <sup>th</sup>	KB3PU – Jim Higgins K4CNM – Clarence Meese			DX	VE3CMB – Craig McLoughlin VE4ABU -- Al Rowe
5 <sup>th</sup>	AG5T – Marty Blaise AE5XL – Larry Stout			Pres	W2UJ -- Russ Sawyer
6 <sup>th</sup>	W6LJK –George Huett AB6YL – Ginger Wonderling			VPres	N7XG—Dean Davis
7 <sup>th</sup>	AC7RA – Ricky Asper WB7ASC – Ron Seese				
Board Members Present Are Shown In Bold Text					

3905 CCN Board Meeting minutes 10/12/2014 (10/11 local) at 0102z called to order by the Chairman, Ron, K8PGM, on 7.290 Mhz. and in the board chat room.

**Attendance:** 1-KC1AU, 2-N2XTT, 3-K3ATY, 4-KB3PU, 5-AG5T, 6-W6LJK, 7-AC7RA, 8-K8PGM, 9-WA9DIY, 10-WB0PYF, DX-VE3CMB, VP-N7XG, PRESIDENT-W2UJ. Also present: K2UNI, K4CNM, NJ9T

**Agenda Items:**

**Old Business: none**

**Motion by 8<sup>th</sup> Area Director, Ron, K8PGM, to approve the September, 2014 minutes by unanimous consent.**

Second by: WA9DIY

No objections.

Motion passed

**Motion by 10th Area Director, Ray, WB0PYF, to approve the September, 2014 financial report by unanimous consent.**

Second by: WA9DIY

No objections.

Motion passed

**Motion by 1<sup>st</sup> Area Director, Bob, KC1AU, to approve the 2015 Eyeball proposal submitted by, WU8I, Patrick Caldwell, for Nashville, TN.**

Second by WA9DIY

Roll call vote: 1-KC1AU-yea, 2-N2XTT-yea, 3-K3ATY-yea, 4-KB3PU-yea, 5-AG5T-yea, 6-W6LJK-yea, 7-AC7RA-yea, 8-K8PGM-yea, 9-WA9DIY-yea, 10-WB0PYF-yea, DX-VE3CMB-yea, VP-N7XG-yea, PRESIDENT- W2UJ-yea

Motion passed

**New Business: None.**

Note: Chairman, Ron, K8PGM, wishes to thank 5<sup>th</sup> Area Director, Marty, AG5T, for smoothly chairing the September meeting in his absence.

**Adjournment:**

Motion made by KC1AU and second by KB3PU to adjourn. No objections. Meeting adjourned at 0111z.

**Submitted by,**

**W9OO, Carl Durnavich**  
3905 CCN Secretary



# November Board of Directors Meeting

3905 Century Club, Inc. Board of Directors					
Area	Director / Alternate Director			Area	Director / Alternate Director
1 <sup>st</sup>	KC1AU-- Bob Wilson N1RNJ – Gary Sheridan			8th	K8PGM – Ron Belanger KD8HSV-Robert Gibbs
2 <sup>nd</sup>	N2XTT – Peter Summers K2UNI – Keith Tilley			9th	WA9DIY – Jim Foster NJ9T – Pete Thornton
3 <sup>rd</sup>	K3ATY – Kathy Krajewski N3HWH – Harry Hammerschmidt, Sr.			10th	WB0PYF – Ray Myers W0YV – Tim O’Hara
4 <sup>th</sup>	KB3PU – Jim Higgins K4CNM – Clarence Meese			DX	VE3CMB – Craig McLoughlin VE4ABU -- Al Rowe
5 <sup>th</sup>	AG5T – Marty Blaise AE5XL – Larry Stout			Pres	W2UJ -- Russ Sawyer
6 <sup>th</sup>	W6LJK –George Huett AB6YL – Ginger Wonderling			VPres	N7XG—Dean Davis
7 <sup>th</sup>	AC7RA – Ricky Asper WB7ASC – Ron Seese				
Board Members Present Are Shown In Bold Text					

3905 CCN Board Meeting minutes 11/09/2014 (11/08 local) at 0200z called to order by the Chairman, Ron, K8PGM, on 7.273 Mhz. and in the board chat room.

**Attendance:** 1-KC1AU, 2-N2XTT, 3-N/P, 4-KB3PU, 5-AG5T, 6-W6LJK, 7-AC7RA, 8-K8PGM, 9-NJ9T, 10-WB0PYF, DX-VE3CMB, VP-N7XG, PRESIDENT-W2UJ. Also present: K2UNI, K3BOB, K4CNM, WB7ASC

## Agenda Items:

### Old Business: none

**Motion by 8<sup>th</sup> Area Director, Ron, K8PGM, to approve the October, 2014 minutes by unanimous consent.**

Second by: KC1AU

No objections.

Motion passed

**Motion by 8th Area Director, Ron, K8PGM, to approve the October, 2014 financial report by unanimous consent.**

Second by: KC1AU

No objections.

Motion passed

**Chairman, Ron, K8PGM, stated: "A motion has been made and has received a second as to possible action as regards the irregularities and falsification of contacts made by AA6MK. By club rules there must be a full 15 days from the time the motion is made until action / vote by the Board can be taken. The official date of the motion will be that of this meeting, and will be so entered into the minutes. This gives AA6MK plenty of time to respond."**

**Motion by Jim, KB3PU, 4<sup>th</sup> Area Director:**

**"I move that the membership of AA6MK be revoked and all of his awards voided and that as the first step along this path a letter be sent to him by his Area Director, copy to be posted to CCN Board at the same time, describing the charges against AA6MK and attaching all of the evidence presented to date for response by AA6MK within 15 days per Bylaws section III.C thru III.H"**

Second by: N7XG

**New Business: None.**

### Adjournment:

Motion made by KC1AU and second by K8PGM to adjourn. No objections. Meeting adjourned at 0217z.

**Submitted by,**

**W9OO, Carl Durnavich**  
**3905 CCN Secretary**



# Awards Listing

Aug 16 to Nov 15, 2014

## 12-Month Annual Sequence

W3BS 4 Bernard "Buddy" M. Spiegel 10/29/2014

### 160 Meter CW 100 Point

K9EA 33 160 Daniel F. Michnay 10/31/2014

### 160 Meter SSB 100 Point

W4RHB 611 160 Robert H. Byers 10/30/2014

W8BI 612 160 Dayton Amateur Radio Association 11/2/2014

### 20 Meter CW 100 Point

KK4TE 70 20 Charles H. Moss, III 8/20/2014

W3BS 71 20 Bernard "Buddy" M. Spiegel 10/1/2014

### 20 Meter CW Officers

WU9T 2 20 Donald G. Chinnery 10/11/2014

### 20 Meter PSK 100 Point

WA0ROH 79 20 Robert A. Kyvig 8/28/2014

### 20 Meter RTTY 100 Point

N9PYR 78 20 David R. Paradise, Jr. 8/23/2014

W3BS 79 20 Bernard "Buddy" M. Spiegel 11/2/2014

### 3905 Annual Roundup

W3BS 8 Bernard "Buddy" M. Spiegel 9/11/2014

### 40 Meter CW 100 Point

W8BI 220 40 Dayton Amateur Radio Association 11/2/2014

### 40 Meter RTTY 100 Point

W8BI 178 40 Dayton Amateur Radio Association 11/2/2014

### 40 Meter SSB 100 Point

KG7OLD 2870 40 John T. Bagg 8/27/2014

KD0WGB 2871 40 Donald J. Hesseling 10/4/2014

KG5AGP 2872 40 Caleb B. Horton 10/8/2014

WV8M 2873 40 Michael R. Tolley 10/27/2014

### 40 Meter SSB 500 Point

WA0ROH 158 40 Robert A. Kyvig 9/28/2014

### 40 Meter SSB 1000 Point

K1HIF 583 40 Michael J. Rush 9/8/2014

WA0ROH 584 40 Robert A. Kyvig 9/28/2014



### 40 Meter SSB 2000 Point

295 40 Donald G. Chinnery 9/10/2014

296 40 David L. Southern 9/24/2014

### 40 Meter SSB 14000 Point

9 40 Jimmy D. Richardson 9/11/2014

### 40 Meter SSB 16000 Point

8 40 Ralph A. Mitchell 9/13/2014

### 40 Meter SSB 17000 Point

6 40 Ralph A. Mitchell 9/16/2014

### 40 Meter SSB Beat The Clock

99 40 Bernard "Buddy" M. Spiegel 9/8/2014

### 40 Meter SSB Clint Wise Mobile

30 40 David C. Reece 9/6/2014

41 40 John L. Bartholomew 9/14/2014

51 40 Bernard "Buddy" M. Spiegel 8/26/2014

### 40 Meter SSB Dictionary

48 40 Donald G. Chinnery 10/11/2014

### 40 Meter SSB Nite Owl

352 40 Stephen J. Neesley 9/16/2014

### 40 Meter SSB Nomad

228 40 David R. Paradise, Jr. 8/18/2014

228 40 David R. Paradise, Jr. 8/18/2014

228 40 David R. Paradise, Jr. 8/18/2014

228 40 David R. Paradise, Jr. 8/18/2014

228 40 David R. Paradise, Jr. 8/18/2014

228 40 David R. Paradise, Jr. 8/18/2014

228 40 David R. Paradise, Jr. 8/18/2014

228 40 David R. Paradise, Jr. 8/18/2014

228 40 David R. Paradise, Jr. 8/18/2014

228 40 David R. Paradise, Jr. 8/18/2014

229 40 Bernard "Buddy" M. Spiegel 9/2/2014

229 40 Bernard "Buddy" M. Spiegel 8/27/2014

229 40 Bernard "Buddy" M. Spiegel 8/27/2014

229 40 Bernard "Buddy" M. Spiegel 8/27/2014



## Awards Listing

Aug 16 to Nov 15, 2014

### 40 Meter SSB Nomad (Continued)

W3BS	229	40	Bernard "Buddy" M. Spiegel	8/27/2014
W3BS	229	40	Bernard "Buddy" M. Spiegel	8/27/2014
W3BS	229	40	Bernard "Buddy" M. Spiegel	8/27/2014

### 40 Meter SSB Numbers Racket

K1HIF	236	40	Michael J. Rush	10/1/2014
-------	-----	----	-----------------	-----------

### 40 Meter SSB Prefix

N5OHL	32	40	Jimmy D. Richardson	8/18/2014
N5OHL	32	40	Jimmy D. Richardson	8/18/2014
N5OHL	32	40	Jimmy D. Richardson	8/18/2014
W3BS	33	40	Bernard "Buddy" M. Spiegel	8/27/2014

### 75 Meter SSB 100 Point

W4RHB	3060	75	Robert H. Byers	8/22/2014
AE4NT	3061	75	Benjamin I. Goldfarb	8/28/2014

### 75 Meter SSB 500 Point

N9EXM	139	75	Hobart M. Poyser	9/12/2014
-------	-----	----	------------------	-----------

### 75 Meter SSB 10000 Point

WA0ROH	8	75	Robert A. Kyvig	9/28/2014
--------	---	----	-----------------	-----------

### 75 Meter SSB Beat The Clock

W3BS	75	75	Bernard "Buddy" M. Spiegel	9/8/2014
------	----	----	----------------------------	----------

### 75 Meter SSB Clint Wise Mobile

W3BS	31	75	Bernard "Buddy" M. Spiegel	8/26/2014
------	----	----	----------------------------	-----------

### 75 Meter SSB Nite Owl

N9PYR	389	75	David R. Paradise, Jr.	9/2/2014
-------	-----	----	------------------------	----------

### 75 Meter SSB Nomad

W3BS	162	75	Bernard "Buddy" M. Spiegel	8/27/2014
W3BS	162	75	Bernard "Buddy" M. Spiegel	8/27/2014
W3BS	162	75	Bernard "Buddy" M. Spiegel	8/27/2014
W3BS	162	75	Bernard "Buddy" M. Spiegel	8/27/2014
W3BS	162	75	Bernard "Buddy" M. Spiegel	8/27/2014
W3BS	162	75	Bernard "Buddy" M. Spiegel	9/2/2014
W3BS	162	75	Bernard "Buddy" M. Spiegel	8/27/2014
N9PYR	166	75	David R. Paradise, Jr.	8/18/2014

### 75 Meter SSB Nomad (Continued)

N9PYR	166	75	David R. Paradise, Jr.	8/18/2014
N9PYR	166	75	David R. Paradise, Jr.	8/18/2014
N9PYR	166	75	David R. Paradise, Jr.	8/18/2014
N9PYR	166	75	David R. Paradise, Jr.	8/18/2014
N9PYR	166	75	David R. Paradise, Jr.	8/18/2014
N9PYR	166	75	David R. Paradise, Jr.	8/18/2014

### 80 Meter CW 100 Point

W3BS	160	80	Bernard "Buddy" M. Spiegel	8/23/2014
W8BI	161	80	Dayton Amateur Radio Association	11/2/2014

### 80 Meter PSK 100 Point

K1HIF	66	80	Michael J. Rush	8/19/2014
-------	----	----	-----------------	-----------

### 80 Meter RTTY 100 Point

K4CNM	84	80	Clarence N. Meese, Jr.	8/18/2014
N7XG	85	80	Dean W. Davis	10/23/2014

### Alphabet 40 and 75 Meter SSB

N9PYR	617	40	David R. Paradise, Jr.	8/28/2014
KC9YY	618	40	David L. Southern	10/14/2014

### Bakers Dozen

W3BS	2720	40	Bernard "Buddy" M. Spiegel	8/18/2014
N5MIG	2721	40	Joseph F. St Columbia Jr.	8/19/2014
AA6MK	2722	75	Michael W. Kelly	8/27/2014
N8BF	2723	75	Byron J. Fiedler	8/28/2014
KK4TE	2724	40	Charles H. Moss, III	9/2/2014
KK4TE	2725	40	Charles H. Moss, III	9/2/2014
KC9YY	2726	40	David L. Southern	9/4/2014
KC9YY	2727	40	David L. Southern	9/4/2014
KC9YY	2728	40	David L. Southern	9/4/2014
KK4TE	2729	40	Charles H. Moss, III	9/11/2014
W3BS	2730	40	Bernard "Buddy" M. Spiegel	9/13/2014
N1RNJ	2731	75	Gary R. Sheridan, Jr.	9/15/2014
K5SRG	2732	40	Stephen "Skip" R. Guenter	9/18/2014
KE5IAK	2733	40	Stephen J. Neesley	9/18/2014





# Awards Listing

Aug 16 to Nov 15, 2014

## Bakers Dozen (Continued)

KE5IAK	2734	40	Stephen J. Neesley	9/18/2014
KE5IAK	2735	40	Stephen J. Neesley	9/18/2014
KE5IAK	2736	40	Stephen J. Neesley	9/18/2014
KE5IAK	2737	40	Stephen J. Neesley	9/18/2014
WT0A	2738	40	Glen K. Felt	9/18/2014
W9OO	2739	40	Carl E. Durnavich	9/24/2014
W9OO	2740	40	Carl E. Durnavich	9/24/2014
W9OO	2741	40	Carl E. Durnavich	9/24/2014
W9OO	2742	40	Carl E. Durnavich	9/24/2014
W9OO	2743	40	Carl E. Durnavich	9/24/2014
W9OO	2744	40	Carl E. Durnavich	9/24/2014
W9OO	2745	40	Carl E. Durnavich	9/24/2014
W9OO	2746	40	Carl E. Durnavich	9/24/2014
K1HIF	2747	40	Michael J. Rush	9/28/2014
K1HIF	2748	40	Michael J. Rush	9/28/2014
W6LJK	2749	40	George N. Huett	9/30/2014
W6LJK	2750	40	George N. Huett	9/30/2014
W3BS	2751	40	Bernard "Buddy" M. Spiegel	10/1/2014
W3BS	2752	40	Bernard "Buddy" M. Spiegel	10/1/2014
KG4ZOD	2753	40	Donnie Hurst, Jr.	10/2/2014
KG4ZOD	2754	40	Donnie Hurst, Jr.	10/2/2014
K1HIF	2755	40	Michael J. Rush	10/4/2014
KC9YY	2756	40	David L. Southern	10/6/2014
KC2IYE	2757	40	Robert L. Braddock	10/9/2014
W9OO	2758	40	Carl E. Durnavich	10/10/2014
W9OO	2759	75	Carl E. Durnavich	10/10/2014
W9OO	2760	75	Carl E. Durnavich	10/10/2014
W9OO	2761	75	Carl E. Durnavich	10/10/2014
W9OO	2762	75	Carl E. Durnavich	10/10/2014
W9OO	2763	75	Carl E. Durnavich	10/10/2014
W9OO	2764	75	Carl E. Durnavich	10/10/2014
N5OHL	2765	75	Jimmy D. Richardson	10/10/2014



## Bakers Dozen (Continued)

W6LJK	2766	40	George N. Huett	10/15/2014
W6LJK	2767	40	George N. Huett	10/15/2014
NN5G	2768	75	Paul Kelly, Jr.	10/16/2014
NN5G	2769	75	Paul Kelly, Jr.	10/16/2014
W0PTL	2770	40	Eric J. Johnson	10/19/2014
KC9YY	2771	40	David L. Southern	10/28/2014
W9OO	2772	75	Carl E. Durnavich	10/29/2014
W9OO	2773	75	Carl E. Durnavich	10/29/2014
KC9YY	2774	40	David L. Southern	10/29/2014
KC9YY	2775	40	David L. Southern	10/30/2014
KC9YY	2776	40	David L. Southern	10/31/2014

## Bakers Dozen Cert of Appreciation

NM8Q	2720	40	Franklin E. Sturgill, Jr.	8/18/2014
W3BS	2721	40	Bernard "Buddy" M. Spiegel	8/19/2014
N9PYR	2722	75	David R. Paradise, Jr.	8/27/2014
NM8Q	2723	75	Franklin E. Sturgill, Jr.	8/28/2014
AJ4FN	2724	40	By Invite Radio Society	9/2/2014
N6RSH	2725	40	Steven D. Panattoni	9/2/2014
K5DUG	2726	40	Rowland Doug Thompson	9/4/2014
N6RSH	2727	40	Steven D. Panattoni	9/4/2014
W8EMT	2728	40	Michael L. Stevens	9/4/2014
WT0A	2729	40	Glen K. Felt	9/11/2014
N6RSH	2730	40	Steven D. Panattoni	9/13/2014
N9PYR	2731	75	David R. Paradise, Jr.	9/15/2014
WT0A	2732	40	Glen K. Felt	9/18/2014
W8EMT	2733	40	Michael L. Stevens	9/18/2014
WT0A	2734	40	Glen K. Felt	9/18/2014
N6RSH	2735	40	Steven D. Panattoni	9/18/2014
KC0MS	2736	40	Karl W. Peterson	9/18/2014
W9OO	2737	40	Carl E. Durnavich	9/18/2014
N7JY	2738	40	John L. Bartholomew	9/18/2014
AB0VK	2739	40	Keith M. Mehl	9/24/2014



## Awards Listing

Aug 16 to Nov 15, 2014

### Bakers Dozen Cert of Appreciation (Continued)

W3BS	2740	40	Bernard "Buddy" M. Spiegel	9/24/2014
NM8Q	2741	40	Franklin E. Sturgill, Jr.	9/24/2014
WN1F	2742	40	David B. Feeney	9/24/2014
K5DUG	2743	40	Rowland Doug Thompson	9/24/2014
KI4DFS	2744	40	David C. Reece	9/24/2014
KR0DS	2745	40	Camdenton Handi Hams	9/24/2014
N4ER	2746	40	EmComm Auxiliary of Mid South	9/24/2014
KC0MS	2747	40	Karl W. Peterson	9/28/2014
AK1SS	2748	40	Downeast HF Rovers Club	9/28/2014
N6RSH	2749	40	Steven D. Panattoni	9/30/2014
KI4DFS	2750	40	David C. Reece	9/30/2014
KC0MS	2751	40	Karl W. Peterson	10/1/2014
AK1SS	2752	40	Downeast HF Rovers Club	10/1/2014
KC0MS	2753	40	Karl W. Peterson	10/2/2014
KC0MS	2754	40	Karl W. Peterson	10/2/2014
KI4DFS	2755	40	David C. Reece	10/4/2014
KC0MS	2756	40	Karl W. Peterson	10/6/2014
KC0MS	2757	40	Karl W. Peterson	10/9/2014
WB7ASC	2758	40	Ronald L. Seese	10/10/2014
W2UJ	2759	75	Russell L. Sawyer	10/10/2014
KI4DFS	2760	75	David C. Reece	10/10/2014
KD0WGB	2761	75	Donald J. Hesseling	10/10/2014
AB0VK	2762	75	Keith M. Mehl	10/10/2014
W3BS	2763	75	Bernard "Buddy" M. Spiegel	10/10/2014
WF4H	2764	75	Dwight A. Greenberg	10/10/2014
W3BS	2765	75	Bernard "Buddy" M. Spiegel	10/10/2014
KC0MS	2766	40	Karl W. Peterson	10/15/2014
KR0DS	2767	40	Camdenton Handi Hams	10/15/2014
W3BS	2768	75	Bernard "Buddy" M. Spiegel	10/16/2014
KB3PU	2769	75	James B. Higgins	10/16/2014
KC0MS	2770	40	Karl W. Peterson	10/19/2014
KC0MS	2771	40	Karl W. Peterson	10/28/2014

### Bakers Dozen Cert of Appreciation (Continued)

KR0DS	2772	75	Camdenton Handi Hams	10/29/2014
N4ER	2773	75	EmComm Auxiliary of Mid	10/29/2014
NE9DH	2774	40	James Thomas Wade	10/29/2014
NM8Q	2775	40	Franklin E. Sturgill, Jr.	10/30/2014
VE9SX	2776	40	Melanie A. Wade	10/31/2014

### Certificate Hunters 40 and 75 SSB

W3BS	582	40	Bernard "Buddy" M. Spiegel	9/16/2014
------	-----	----	----------------------------	-----------

### Crossword Puzzle

K3CD	20		Thomas J. Edmonds	10/21/2014
------	----	--	-------------------	------------

### Double Vision

N5OHL	13		Jimmy D. Richardson	8/30/2014
W3BS	14		Bernard "Buddy" M. Spiegel	10/15/2014

### DX 40 and 75 Meter SSB

W3BS	234	40	Bernard "Buddy" M. Spiegel	9/1/2014
KC9YY	235	40	David L. Southern	10/17/2014

### Journeyman Award

K3CD	74	75/40	Thomas J. Edmonds	10/12/2014
------	----	-------	-------------------	------------

### Millennium Award

W3BS	52		Bernard "Buddy" M. Spiegel	9/26/2014
------	----	--	----------------------------	-----------

### National Park - Tourist

N4ACS	13		James F. Wood, Sr.	10/19/2014
N7JY	19		John L. Bartholomew	9/6/2014
W6LJK	20		George N. Huett	9/30/2014

### Net Control Operators

K4CNM	179		Clarence N. Meese, Jr.	9/14/2014
KB0EL	180		Clark B. Ashworth	10/12/2014

### Net Controllers Basic

AC0TP	314		Michael D. Toothaker	9/5/2014
KB4IAN	315		Brian T. Blease	10/7/2014

### Net Controllers Cum Laude

K1EDG	28		Lloyd Ed Garrison, Jr.	10/7/2014
-------	----	--	------------------------	-----------

### Net Controllers Expert

K5SRG	94		Stephen "Skip" R. Guenter	10/7/2014
-------	----	--	---------------------------	-----------





# Awards Listing

Aug 16 to Nov 15, 2014



## Pick 30

W3BS 59 Bernard "Buddy" M. Spiegel 9/1/2014

W0PTL 60 Eric J. Johnson 9/9/2014

W9ROG 61 Roger G. Callewaert, Jr. 10/18/2014

## Quarter Master

AE4NT 60 40 Benjamin I. Goldfarb 8/25/2014

K3CD 61 75 Thomas J. Edmonds 9/24/2014

WB7ASC 62 75 Ronald L. Seese 10/2/2014

WB7ASC 63 40 Ronald L. Seese 10/2/2014

WU9T 64 40 Donald G. Chinnery 10/11/2014

## Roaming Master Tracker

WU9T 9 Donald G. Chinnery 10/11/2014

WU9T 10 Donald G. Chinnery 10/11/2014

## Route 66 Annual Challenge

W3BS 7 Bernard "Buddy" M. Spiegel 9/18/2014

## Solar System

W3BS 31 Bernard "Buddy" M. Spiegel 9/8/2014

## Triple Play

Jimmy D. Richardson 8/30/2014

Bernard "Buddy" M. Spiegel 9/2/2014

## US Call Area

Stephen "Skip" R. Guenter 8/25/2014

Stephen "Skip" R. Guenter 8/24/2014

Roger G. Callewaert, Jr. 10/29/2014

Roger G. Callewaert, Jr. 10/22/2014

Roger G. Callewaert, Jr. 10/22/2014

## WAS 40 75 and 160 SSB

1413 40 William G. Fuller 9/2/2014

1414 40 Michael J. Rush 9/7/2014

## WAS Caps 40 and 75 SSB

550 75 Eric J. Johnson 10/15/2014

## WAS YL 40 and 75 SSB

234 40 Bernard "Buddy" M. Spiegel 9/16/2014

## Work 30

124 Bernard "Buddy" M. Spiegel 9/1/2014

**Congratulations! Have Fun! Keep on Going!**

## From the Editor's desk

I welcome all comments, questions and articles you would like to share about the club or its operations. And, any ham-related articles that would be of interest to the membership at large.

This is your newsletter and through it you can share your ideas and experiences with the rest of the membership. Let's not forget our DX friends and neighbors either. All members are invited to submit articles for consideration and inclusion.

You can reach me at:

[kt4cbva@gmail.com](mailto:kt4cbva@gmail.com)

or by snail mail:

John Spillman (KT4CB)  
168 Bosley Drive Ext.  
Stanley, VA 22851-4105

73 de KT4CB, John



The Centurion is published five times a year on or near the first day in February, April, June, September and December. The deadline for submission is the first of the month preceding publication to guarantee inclusion in the upcoming issue.

## THE 3905 CENTURY CLUB, INC.

c/o John Spillman  
168 Bosley Drive Ext.  
Stanley, VA 22851

Phone: 540-778-1332  
Email: kt4cbva@gmail.com

---

**Return Service Requested**

---

