

THE 3905 CENTURY CLUB

THE
CENTURION

NEWSLETTER



WELCOME TO FALL AND THE NOVEMBER 2024 EDITION!

Hello all. Here we are at November, already. I don't know about you, but this year has flown by. I'd like to remind all of our members in the U.S. that daylight savings time ends on Sunday, November 3. Set your clock back one hour at 2 am!

We have some great stories submitted by our fellow members, this month. I also am soliciting input on the future of the Centurion for 2025 and would appreciate your thoughts.

As always, please continue sending me your articles and suggestions to aa1qw@startmail.com.

73! -Brian, AA1QW

FUTURE CENTURIONS

Your Input Requested!

I took over the newsletter after the untimely passing of Steve, K7QHU earlier this year. When I started doing this, I was asked to make a monthly edition. I am continually thinking of ways to bring you, our club members, the best content possible.

Looking back through previous years of the newsletter, it was typically published 5 times per year. I am thinking of reverting back to that. This would give an opportunity for more article submissions from club members and what I feel would be more quality content in each issue. This will allow longer deadlines to make the next issue.

I am looking for your input since this is your newsletter. I am open to continuing it monthly however that would mean more article submissions from more members. I propose this schedule to begin in 2025 which aligns with what has been done in the past:

- February
- April
- June
- September
- December

FUTURE CENTURIONS - INPUT REQUESTED CONT'D

Please feel free to send your thoughts on this to me via e-mail to aa1qw@startmail.com.

I would like to highlight again some ideas I published earlier this year for more content that you could potentially write about:

- A column dedicated to our masters: This could be a write up about your history with the club and your experience achieving your master's degree award. It would be great if you could share tips, tricks, and learnings from your experience that you could share with the club for others that are working towards our pinnacle award.
- "From the Old Timers": Similar to the above, it would be great to hear from some of our long-standing members about their history (how they found the club, etc) and any information they may want to share to help the newer members.
- A check in with our QSL bureaus: This really could be anything going on with the bureaus such as highlighting the number of cards processed in a certain time frame, issues you're encountering, tips for us that are sending in cards, etc.
- Area Director Updates: I feel it would be a good idea to start highlighting what's going on in your areas. I wouldn't expect to get an update from all area directors, for each issue, but it would be nice to see a few updates from A.D.'s in each issue.
- Highlighting some of our other nets: It would be great for those who are well experienced with modes such as PSK, RTTY, and CW to do a write up on how best to get started and tips/tricks for using those modes. It would be great for us to grow our level of check ins on these nets. If you're interested in working towards your masters, these are needed.

FROM THE PRESIDENT



October has been a strange month for me. It seems like it was still September. Having traveled some 3600 miles in 17 states with Clay (WA6LBU) I have to say that it was a joy. And most important of all we had no vehicle problems to deal with. Tom Bates put on a terrific eyeball this year and the only complaint I have is that it was it was too short and not enough time to visit with friends. I can finally say that I have put myself in Maine except it was dark and did not get to see any of it except parked at a parking lot just off the border looking at a quick stop.

And for me and Clay the great mystery was where was KG4ZOD. Many of us are still getting through the huge pile of outgoing QSL cards (yes and email images) since several of us were on state lines and tri-points. I think I processed about 1200 outgoing QSL's. Gald that is over with. By November 1st I will have the photos of the eyeball posted on 3905eyeball.org.

The club continues to pick up a few new members each month and I am encouraged that our membership committee led by Gary (K9GWS) has some excellent plans for the fall. One of their active projects is to have a better presence on social media platforms, but I will let Gary fill you in on the details.

Also election season is once again upon us and it will be led by Kirk (AA1NA) and his team. This year we will be voting on Vice President, and odd numbered directors (1, 3, 5, 7, and 9). More information will be upcoming in the near future by Kirk.

BEN'S COLUMN

Notes from the Awards Secretary
November 2024

By Ben Goldfarb, AE4NT



Greetings, 3905ers! How is your autumn going?

We finally got our first taste of fall here in Central Florida. I'm loving every short-lived moment of it. Next week, we'll be back in the 80s again.

The common discussion ground among hams involves the weather, and due to our increasingly venerable average age, our maladies, aches, and pains.

I'll get the kvetching out of the way first before I launch into this month's topic, club elections and your personal involvement in club management.

I just started physical therapy for my lumbar spine, which is a holy mess of impinged nerve roots, degenerated discs, scoliosis, facet arthrosis, spondylolisthesis, and stenosis. My hope is to avoid surgery, so have faith that the Physical Torturers will exact their preclusive magic on me. My bad back got even worse during my vacation to the extent that my enjoyment of the Eyeball was impaired. Therefore, by the time the next Eyeball rolls around, I want to be in better shape. Of course, I understand that at age seventy-eight, I'll never have the serviceable lumbar spine I had as a young lad of sixty.

Moving past my aches and pains, November is the start of Club election season, and that is the topic for today.

Please Consider Giving Back – The Club Needs You

In November, nominations for area directors and Club Vice President open. The Club reflects its leadership, and leadership comes from its members. We need good people who are enthusiastic about the Club to step forward and commit their time to serving as directors and officers.

We all have our own ideas about how the Club should run. However, the Club is not ruled by a mob blowing hot air on AIM. It is run by a Board consisting of eleven elected area directors and an elected president and vice president who are responsible to them for implementing Board direction. We have a representative government, in which our Articles of Incorporation and Constitution empower area directors to govern their areas and participate with other directors in creating Club policy.

What is an Area Director?

For those reasons I stated above, area director is the most important volunteer position in the Club. He or she is the focal point of all activity in his or her area. Area directors serve their areas by creating and managing the area organization. From area members, they select an assistant director and an awards manager. On a day-to-day basis, they manage the affairs of their area, interfacing with members and dealing with their ideas for the club and their issues with the club or other members. Serving on the Board of Directors, they represent their area at monthly Board meetings.

Speaking from Experience

I served as Fourth Area Director for five years, while also serving as Awards Secretary. The latter was the more time-consuming job, but the directorship was equally rewarding. I enjoyed solving problems that arose in the area, even though some interpersonal issues were tricky. I was aided by my choice of strong assistant directors, first **Dave, KI4DFS**, then **Dwight, WF4H**. My two area awards managers were topnotch talent, too, **Ron, NC4JR**, and **Robert, W4RHB**. I consider these fine men largely responsible for my success in the position.

Serving on the Board was also enjoyable, although frustrating at times. My tenure spanned a tumultuous time in the Club's history when many difficult decisions were required of the Board of Directors. If my hair hadn't been completely gray beforehand, I would have added several new gray ones. However, I felt strongly about being involved in Club leadership, so I weathered the storms and grew personally as a result.

When I decided to retire, I still wanted to be involved. However, I believe that the Board continually needs to renew itself to avoid stagnation. I felt that I should pass the baton to a new director, who would bring new ideas. So, I did. Sometimes I regret having done so, but when I start to think that way, I also consider my age and my declining capability to handle multiple jobs.

What to Expect

Beyond the time commitment of running your area and showing up for an hour or two on a Saturday night once a month, you must do some homework. You must read and thoroughly understand the Constitution and Bylaws. You must review the Club website and the information therein --- a rich history of the Club and a depiction of its organization exists there. You must interact with the Chairman of the Board, who will welcome you, introduce you to the Board, and orient you to Board processes.

Between meetings, you must read motions produced by other Board members for Board consideration and interact with your colleagues on the Board in discussions of the proposed new business. Being fully briefed in advance of meetings ensures efficient meetings. Nothing is more frustrating to me than observing unprepared directors who ask questions during meetings that were answered by material they should have reviewed well before the meeting. You must be diligent and proactive!

A Serious Problem We Need to Solve, Or Else!

In the Club's recent history, say for the past five years or so, it is evident that interest in serving on the Board of Directors has declined. This is a harsh truth, but I must state that such continued apathy will ultimately destroy the Club. In many areas, we see unopposed candidates, some running for term after term. Are we really that devoid of talent? I think not.

What we seem devoid of is motivation. We will let someone else do the work and we'll just complain about the Board on AIM and the reflectors. Some directors show up for meetings – or not – and disappear between meetings. Having no choice, with a ballot containing directors running unopposed frustrates voters, so they do not bother to vote.

Look at some of the numbers in recent elections. Pitiful! Apathy begets apathy.

Well, folks, how about doing something different for a change? I would like to see multiple serious candidates for all area director elections, as well as president and vice president. (By serious, I am precluding shill candidates who magically appear on the ballot just to satisfy the requirement for multiple candidates, as we have noted in presidential elections). Are we so disinterested in our beloved club that we cannot field two engaged and motivated people to run for director in each area?

Come on! I know you're out there! Please do not be daunted by the fact that your potential opponent has been in office for years and years, running unopposed. If you have ideas that you wish to move forward but you have not succeeded in convincing your incumbent director of their merit, jump into the fray! Step forward and serve your club! Show all of us that you can do better! If you are a problem solver who works well with people and has some available time to do the work, The 3905 Century Club wants YOU!

Nominations open as of November 1, so next, I'll tell you how easy it is to put your name on the ballot.

How Nominations Work

During the month of November, members may nominate themselves for area director by announcing their desire to run on one of our nets. They then follow up by informing the Club President and Chair of the Board. It is that easy!

Candidates for President or Vice President must be nominated by their area director. This is done at either the November or December Board meeting.

Once nominated, expect to prepare a personal statement for the ballot. In it, you express your vision for the area and the club – your campaign platform. These are published along with the ballot on the Club website in preparation for the January election.

In the meantime, you must read and understand the bylaws and constitution. You cannot serve the club unless you are well versed in its operational framework.

This Year's Election

This cycle, we are electing odd-numbered area directors (plus the DX area director) and the vice president. If you reside in the First, Third, Fifth, Seventh, Ninth, or DX Areas, please consider running for area director. Club members anywhere can run for Vice President, and our rules REQUIRE that there be at least two candidates.

Let's see some club spirit out there! New ideas and new blood avert stagnation and move us forward. You can be part of our exciting future if you are willing to devote some of your time to serving. From personal experience, ***I can absolutely assure you that you will not regret it!***

I'll be back next month with a new column with some different thoughts on different subjects. I am hoping for some momentous awards happenings to serve as writing fodder.

KL7JR 2024 Road Trip- Part 2

Alberta, Northwest Territories, British Columbia, Yukon and Alaska!

Submitted by: Yukon John, KL7JR

Here we are a few months later and I'm back in Canada's north country but on the opposite coast. My main goal this trip is to bring Northwest Territories to the nets several times and activate, what I believe to be a first for 3905 CCN, **Wood Buffalo** and **Nahanni** National Parks.



The Northwest Territories (abbreviated NT or NWT) is a federal territory of Canada. At a land area of approximately 442,000 sq mi, it is the second-largest and the most populous of the three territories (if you still call Yukon a territory, hi hi!) in Northern Canada. Its estimated population as of 2023 is 45,668. Yellowknife, population about 20,000, is the capital and most populous community. It became the territorial capital in 1967.

Imagine a land

Imagine a land where the people are friendly and the wilderness pristine, with land as vast and bountiful as it is beautiful. Imagine a land where the lakes and rivers teem with fish, and the forests abound with wildlife. A land that is rich in resources and rich in history. Now imagine that the Northwest Territories is within reach.

Because it is.

On August 4th I pointed the **RV Icemobile IV** north again for Canada's other coast. The trip, one which I've made several years ago when I activated islands, would rekindle the past and I'd hopefully meet up with my old friends VE8NSD and VE8MN.

EELK ISLAND NATIONAL PARK, AB

Elk Island National Park is a national park in Alberta, Canada, that played an important part in the conservation of the Plains bison. This "island of conservation" is 22 mi east of Edmonton, along the Yellowhead Highway, which goes through the park. It is Canada's eighth smallest in area but largest fully enclosed national park, with an area of 75 sq miles.



First in my **KL7JR/m VE6** and **KL7RST/m VE640m** late net log was N0PUI followed by KU1V/p CO, KL7OR, W6PNY, WY6N, AA1QW/p WA, K4JEL, K6YEK, K9DBB, AI4K, W9WWG, KA2YEG and frosting on the cake was WH6NL. I'll take a 4x4 from Hawaii any day!

The 40 and 75m early nets were dead up here. Just too much daylight especially for mobile operating. I'm using my Hamsticks on a tri-mag mount on the hood. I made sure the hood and fenders were bonded to the frame of my mostly fiberglass motor home. Up here, the further north you go, fuel stations are often up to 300 miles apart, so it's smart to carry extra fuel and spare tires. I know first-hand!

Early the next morning I was back on the road enroute to the Northwest Territories. Leaving the park, I enjoyed seeing a large herd of Wood Bison meandering along the park highway. Must have been a hundred with several calves, cows and two huge bulls at guard, one in front and the other in the rear.

[Watch for the trip video Sammy KB1XP is producing. It's sure to be top notch as usual!]



Three more small buffalo herds were seen walking down the highway and taking their time. After all, they have the right of way in their back yard, hi hi! A black bear cub scurried across the highway avoiding my camera.



WOOD BUFFALO NATIONAL PARK, AB and NT



Two days later, I arrived at Hay River, NT. I hadn't been here since 1999 working in ARRL's November Sweeps Contest which I took 1st place NT using VE8JR. After fueling up I headed for the VE6/VE8 line near Fort Smith to check out Wood Buffalo NP on the 60th Parallel.

Wood Buffalo National Park is the largest national park of Canada at 17,275 sq mi. It is in northeastern Alberta and the southern Northwest Territories. Larger in area than Switzerland, it is the second-largest national park in the world. The park was established in 1922 to protect the world's largest herd of free-roaming wood bison. They became hybridized after the introduction of plains bison. The population is currently estimated at 3,000. The park is one of two known nesting sites of whooping cranes.

Conditions on 40m from Wood Buffalo National Park were somewhat disappointing at first but then gradually picked up. The **KL7JR/m VE6** and **KL7JR/m VE8** with **KL7RST** boundary log had the following contact entries on day 1: N0PUI, VE3KUZ, AA1QW/p WA, W6PNY, KL7OR, K6YEK, WY6N, KC9YY, N2XTT and VE3HMK.

The Dynamic Duo, K9DBB and AI4K, and my amigo brothers, KB1XP and K4JEL eluded me.

I added a new 80m Radiowavz EFHW to my antenna arsenal. If you worked me portable, and I had room for a 130 ft wire, this is what I used in a sloper configuration on 40 and 75m, or it was my Hustler 5 BTV lashed to a picnic table.



**80m Radiowavz EFHW (left)
and
Hustler 5 BTV (right)**

Day 2 at Wood Buffalo NP surprised me with good conditions for a change. NCS Dick WK1J was 5x9 and so were many others. Those making my **mobile** log were: KU1V/p CO, K9DBB, AI4K, WK1J, NI0A, KA2YEG, WA8MD, W2RCH, KM9U, KB1XP, K4JEL, KE7RG and KE6RIK.



Round 2 saw me operating **portable** using my old 5 BTV strapped to the picnic table. Conditions were even better now.



I easily worked KL7OR, N2XTT, N0PUI, VE3KUZ, AA1QW/p WA, KA2YEG, K9DBB, AI4K, WK1J and KB1XP. What a fun workout I enjoyed! Many 5x9 signals controlled the net. My interior lights were causing QRM so I donned a headlamp and worked mostly in the dark (par for me!). Looked funny, I'm sure! This has happened to me only once before so I wasn't too concerned.

On **Day 3**, I switched to **KL7CCN/m VE6** and **VE8** (NCN). Band conditions were fabulous. First in the log again was N0PUI, then KU1V/p CO, N2XTT, KL7OR, VE3KUZ, WU2T, WN0P, K9DBB, AI4K, my amigo brothers K4JEL and KB1XP and many others! At 04:32z NCS Bob KI7PM started round 2. I was **portable** now. Conditions still great. I was elated. My portable contacts were almost identical to my mobile contacts. 3905ers were taking advantage of Northwest Territories on the nets! There were few 2x2's. I was exhausted after 152 contacts. [Note: 75m continues to be dead up here.]

On the **20m Saturday** net, NCS W8JCS was 5x9 so I knew it would be a productive net for me. W8NET, W8JCS, AA1QW/p ME, KM4P, K7PGL, WA0ROH, K9DBB, AI4K, N0PUI and VA3YKT made my log before the band went out. I was happy with that. I broke camp and headed for Nahanni NP with 324 contacts under my belt from Wood Buffalo NP!



AREA GEOGRAPHY 101

Fort Smith, NT

Fort Smith (Chipewyan: Thebacha "beside the rapids") is a town in the South Slave Region of the Northwest Territories (NWT), Canada. It is located in the southeastern portion of the Northwest Territories, on the Slave River and adjacent to the Alberta border along the 60th parallel north. Fort Smith was founded around the Slave River. It served a vital link for water transportation between southern Canada and the western Arctic. Population is around 2,250 hearty souls. [This is my first time this far east in the NT. I had the same problem at the one and only fuel station in Ft. Smith- get out the funnel, hi hi!]

Fort Liard, NT

Fort Liard (Lee-yard) in Slavey language means "people from the land of the giants", is located 23 miles north of the British Columbia border. This is the 4th time I've operated ham radio from here. It became accessible by road in 1984 with the completion of the Liard Highway (Northwest Territories Highway 7 and British Columbia Highway 77). At Fort Liard in 1822, a Hudson's Bay Company fur trading post and fort was established on the Liard River at present day Fort Liard, Northwest Territories. The trading post closed in 1970.



The Hamlet of Fort Liard is served by two general merchandise stores: The General Store and The North West Company store. The K-12 community school, "Echo Dene School", has a student population of about 150.



It also has a community health center with four nurses, a Royal Canadian Mounted Police detachment with four members, and a recreation center, including a swimming pool, skating rink, youth center and multi-court building. There is a fuel center

that sells gasoline, diesel fuel, propane, emergency survival kits and convenience items. There is also a traditional craft store which sells locally made craft items.

[The fuel center diesel nozzle is for 18 wheelers and I was lucky enough to have a large funnel along to slowly fill Icemobile IV in 2023. It took about 25 minutes, one quart at a time!]



[What? KLJR/m is where?]

On the Sunday 20m net (Aug 11), signals were low and I wasn't being heard. After a half-hour I headed back down NT Highway 1 for Nahanni National Park. Temperature was a whopping 90 F which is unbearable here. Highway dust and flying gravel was at a minimum today with fewer vehicles out. I'll be replacing my windshield when I get home anyway!

NAHANNI NATIONAL PARK, NT

Nahanni National Park Reserve in the Dehcho Region of the Northwest Territories, Canada, approximately 311 mi west of Yellowknife and due north of Ft. Liard (see map), Nahanni Butte is near the border of Nahanni National Park. It protects a portion of the Mackenzie Mountains Natural Region. The centerpiece of the park is the South Nahanni River (*Naha Dehé*). The name Nahanni comes from the indigenous Dene language name for the area; Nah?a Dehé, which means "river of the land of the Nah?a people".



[I used **VE8JR** in a few contests or island activating trips from the Northwest Territories. Twenty-some years ago all I needed was a VE ham to vouch for me and I'd be issued a "free" temporary vacant call of my choice to use for 2 weeks. Canada no longer offers this to visiting hams.]

The highway signage up here is often colorful reflecting the area inhabitants. I decided to grab some lunch at a wayside rest area as I'm about 3 hours from Nahanni National Park. What I like most about the highways up here is the abundant wayside rest areas.



On August 12 **KL7JR/m VE8** and **K8ICE/m VE8** tried desperately to check into the 40m late net run by **W6PNY**. Mac was very weak and **K6YEK** as well. After 20 minutes I gave up. Oh well, I'll try again tomorrow!

I can't complain as I've had some good radioing so far. The sunset was spectacular as it usually is up here! Sunrise was even better but I was just too lazy to get up.



On 40m late net the next night I struggled to check in until Brian AA1QW/p WA relayed me in! And get this, NCS was W9WWG who had arctic flutter on his signal!

Reversed arctic flutter does happen up north but rarely. By 03:50z signals were picking up with wavering QSB and get this, too, in loud bursts only. Very strange band conditions indeed. I'm sure the after affects from the solar flares yesterday are why. First in my **KL7JR/m VE8** and **K8ICE/m VE8** log was none other than "Mr. National Park" himself, Jay, N0PUI! Then, KU1V/p CO, AA1QW/p WA, K6YEK, K7PGL, KI0Y and WY6N. Okay, I have now qualified the park! On round 2, I was **portable** and contacted the same as I did mobile plus, KL7OR, KA2YEG and the Dynamic Duo, K9DBB and AI4K. I have never experienced such odd radio conditions as tonight. Several 2x2 reports were exchanged. I checked 75m and it was all noise again. I hit the rack tired but happy to qualify both NT parks now. Tomorrow will be an easy drive to the VE8/VE7 border.

NORTHWEST TERRITORIES and BRITISH COLUMBIA BORDER

After seeing numerous highway signs displaying NUISANCE STATIONS, I decided to see what that was all about. It was their city dump grounds! I suppose garbage is a nuisance, hi hi! Up here most highways are chip seal (packed oil and gravel) and if you are near the larger towns, it's asphalt or concrete. Strips connecting the two, in remote areas, are usually compacted gravel (hello dust and chipped windshields!).





Chip seal meets asphalt

Sign near the BC/NT border indicates it's smooth sailing...for a bit anyway. After refueling in Fort Liard, again one quart at a time, I aimed Icemobile IV for the border. Last year when I stopped here, I said to myself, "self, you have to operate from here one day"!

So, to error on the positive side, I lashed my Hustler 5 BTV vertical to a picnic table and tossed a homebrew $\frac{1}{4}$ WL 75m EFHW in the woods. Both are 10-75m. This is my last chance to put NT on 75m!

KL7JR/m VE7 and VE8 with VE8RST/m VE7 and VE8 came on 40m late thanks to another relay by AA1QW/p WA. Conditions were up and down with heavy QRN on my end. First in the log was N0PUI, KL7OR, AA1QW/p WA, W6PNY and K6YEK. On round two I went **portable** to work N0PUI, AA1QW/p WA, KA2YEG, W6PNY, WY6N and K9GWS. It was rain on and off most of the day here attributing to the QRN I was experiencing. I'll disassemble the antennas tomorrow and head for civilization- well the Yukon anyway.

This is the sign that greets you at the BC/NT border on BC Highway 77. The Alaska Highway is about 100 miles south. The NT has some rather large and unique road signs.



The Brat Cat, K7KATT, (aka Kayla Jean), sleeps all day then tries to keep me up all night. I can't complain too much as she's good company for me. She helps navigate for tuna snacks!



The 5 BTV blends in well (both pics) with the aspen trees. This is one time I didn't have to go stealthy! I am about 50 feet from the border sign tucked away in a one-vehicle spot.



I acquired a second wind and decided to push on to the Yukon and Alaska since I'm so close. Brian, AA1QW said he needed both so that was a good enough reason for me, hi hi! I was happy making 402 VE8 contacts and activating 2 new National Parks!

WATSON LAKE, YUKON

Watson Lake is where I head south on BC Highway 37 for Hyder, Alaska. I was just through here in May of last year. I didn't get enough I guess, hi hi! Hyder is the only Alaska town you can drive to without going through the Yukon.



The 8-hour trip to Watson Lake was uneventful, if you consider driving in heavy fog and smoke from a recent wild fire for about 3 hours as uneventful! I'd seen a half-dozen places that had fires rip through the landscape so far on the trip. Today, one fire was still smoldering just before I turned on the Alaska Highway from BC Highway 77 South.



KL7OR was NCS for the **40m late** net. Awesome conditions prevailed! First in the **KL7JR/m VY1** and **KL7RST/m VY1** log this time was WA0ROH, then N0PUI, WF4H, AA1QW/p WA (loud as usual!), VA3YKT (*), VE3KUZ and K6YEK (both also loud most of the time!), KC9YY, K4JEL, W2RCH, K7PGL, KL7OR, KA2YEG and WU2T.

(*) I remember John VA3YKT telling me he was a school teacher in Watson Lake for many years!

At 04:25z I switched antennas and operated **portable** now. Conditions remained good allowing me to work most of the above plus K9DBB and AI4K. I'm using my short 40m Shark Stick and a 30-year-old Hustler 5 BTV. Often times I have to improvise when operating from an RV park as most have small lots. I couldn't get out all the radials I prefer, so reverted to a bunch of short battery cables which obviously did the trick!

The next night on the 40m late net I switched to **KL7CCN/m** for more Yukon contacts. The band was slam full of QRM, QRN and QSB big time. Many complained about the BCI. Dick WK1J was NCS and changed frequencies to 7.242 for me. Thanks again Dick! I think that pleased everyone. First in the log again was N0PUI. I could usually judge how conditions would be from how I hear Jay. N2XTT, KL7OR, KU1V/p CO, AA1QW/p WA (aka Mr. Relay!), KA2YEG, W6PNY, W9WWG, K7PGL and a half-dozen others I was glad to contact.

At 05:12z I went **portable** and the band was now worse for me. Static crashes and QRN still holding on. Thanks to the faithful few we "gotter done". N0PUI, AA1QW/p WA, KA2YEG, K9DBB (aka Reflector Lady!), AI4K, W9WWG, W3BS and WY6N (Mr. 22, 22, 22!). All in all, about 100 contacts were made on 40m from the magical Yukon! I slept well. Early the next morning I headed for Hyder. I'm hoping 75m will be cooperative finally.



Watson Lake is most noted for its Sign Post Forest where thousands of folks world-wide could leave a souvenir sign. Most of the signs are license plates. I saw a motorcycle ham plate as well.



Spot check Canadian prices: Diesel fuel \$2.39 per liter (Toad River, BC) in remote areas and \$2.19 in Watson Lake (\$2.07 in Stewart, BC), 6 pack large jelly roles \$7.99, Premade ham/cheese sandwich \$6.99 (egg salad \$6.29). 6 pack Kokanee beer \$19.45, 8 pack Molson \$25.85. Prices in Canadian dollars and the exchange rate today (Aug 15) has the US dollar worth \$1.37 Canadian. The remote diesel fuel shakes out at \$9.46/4 qt US gallon and with exchange rate applied, one gal diesel is worth \$6.90 US...yikes! Regular gasoline runs about 7 cents per liter less. The Watson Lake City RV Park charges \$75/day for a space. When converted it equates to just over \$50 US. This is why I try to boondock at Walmart's or Truck Stops on most of my days out.

HYDER, ALASKA

Although the Yukon and Alaska weren't in my original plans, I'm so close so why not? Brian AA1QW said he needed Alaska on 75m, and many others too, I'm sure. So far 75m has been horrible up here.





Highway 37 South was recently repaved and only a few bad spots were encountered. Considerable fire damage was seen for many miles devastating British Columbia's forests. Purple Fire Weed and the Alaska Lilly are the first plants to come back after fires. Tiny patches of snow high on the mountain tops visible near Dease Lake, BC. I

I refueled here and had lunch while contemplating the best spot in Hyder to set up. It is down at the boat dock on Lynn Canal, but it was posted with NO CAMPING signs last year. When I reached Hyder, I talked to a couple locals (Alaska rednecks!) and they said there are "no laws, no enforcement officers or no taxes" in Hyder, just don't trash the place and have fun! Good enough for me. I did mention I was not camping but doing HF propagation testing and weather reporting. They thought that was important, and so did I, hi hi!



75m EFHW overlooking Lynn Canal at the Hyder boat dock

While testing the aerial on Saturday I worked several states on 20m and snagged Hawaii on 10m. I'm hoping 75m is cooperative.

From Hyder's boat dock **KL7JR/m KL7** and **KL7RST/m KL7** came on the 75m late net. NCS was W6PNY and conditions were mostly good. Many CCNers contacted me, including: N0PUI, AA1QW/p WA, KI0Y, KB0EL, KF7HNC,

K6YEK, WY6N, K7PGL and W6PNY. I worked the following portable: N0PUI, AA1QW/p WA, KI0Y, KB0EL, K6YEK, WY6N, K7PGL and W6PNY. Great night but lots of repeated signal reports netted me a sore throat, hi hi!

Day 2 from Hyder on the **20m Sunday** net. I'm using **K8ICE/m KL7** now.

Conditions were fair at best to start. With another relay from AA1QW/p ME, I managed to work: KL7OR, KU1V/p CO, WN1F, KM4P, W6PNY, K4JEL, AA1QW/p ME,

K7PGL, K9GWS and N8BF before the band dropped out. It's funny, both KM4P and K9GWS said it would take "a Hail Mary run" to get me, and were they ever surprised when they did, hi hi!



Hyder boat dock looking towards Stewart, BC. Water is grey due to glacial silt.

I am set up about 150 feet in on the dock parking lot. **40m Late** net, NCS Mac W6PNY, was loud but slowly lost signal strength. I worked many of the regulars before switching to **portable** on round two. N0PUI, AA1QW/p WA, W10TW, N9BFI, KB0EL, WA8MD, KI6RIK, N2KED/QRP, K7PGL, KA2YEG, and WY6N made my log. It seems Alex KA2YEG and I usually had a pipeline on the trip. Many times, we traded 5x9s.



Grain (?) ship Sinlau Bulker, a registered bulk carrier in Panama, at port in Stewart, BC near Hyder boat dock.



The back of the white sign says, "Alaska's friendliest ghost town". They aren't kidding!

Day 3 On the morning of August 19 I broke camp and drove to Stewart for fuel, propane and a few groceries. There is nothing in Hyder except a bar, 2 RV parks and a souvenir shop. Stewart has the one and only fuel station/hardware store that sells regular gas, diesel and propane but is closed on Saturdays and Sundays.



Hyderites (all 50 of them) depend on Stewart for food, fuel, medical assistance and a school for their kids. My fridge (propane or 110 V) and generator also runs on propane which I was lacking because I forgot to fill in Watson Lake. Warm beer not so good! Back to the boat dock, after clearing Canada Customs, in the pouring rain I set up my EFHW and tri-mag mount on the hood. [I'm so impressed with the Shark Stick performance that I ordered another 40m shorty to make a horizontal dipole for use on my tiny patio in my Richland apartment].

This time I changed antenna orientation to parallel Lynn Canal and added extra grounds which I tossed into the salt water. The apex is up a good 5 feet more now too. **KL7JR/m KL7** and **KL7CCN/m KL7** checked in to the 40m late net hosted by **W9WWG**. Conditions were pretty good with S3 static. I made 50 contacts including portable on round 2. The salt water ground grid did its job!

The high tide crashes and prevailing easterly winds blew furiously keeping my motor home rocking all night. If my EFHW survives the night I'll be lucky. I did check 75m late net but it was dead. EFHW was still there by early morning.

Day 4 Just to switch it up a bit to pick up a few more needing KL7, I took a short drive to the Hyder/Stewart border where I operated last year. First in my **KL7JR/m** and **KL7RST/m KL7** and **VE7** log was K7PGL, then AB4PP, W5UOT, AA1QW/P WA, K9GWS, KA2YEG, N8BF and VE3KUZ. On round two I went **portable** and added the following to my log: N0PUI, WN1F, WA8MD, AA1QW/p WA, K4JEL and WY6N. It was a rainy, dreary, chilly day up here today. I had several tall pines to get my wire aerial up. Still sporting a sore throat, I hit the rack but not before I checked 75m. 75m was dead up here and I think Jeff, K4JEL had a short net as he came back to the 40m late net and worked me portable. I left Alaska with 186 contacts



August 25 Alaska Rainbow over Hyder. This scene was a nice surprise as I disassembled antennas on a foggy, misty morning. I thoroughly enjoyed my radio time there.



BC's Bear Glacier is about 30 miles east of Hyder. [Bear Glacier is featured in my book, OF ICE and MEN available at LuLu.com]



Mt. Robson, 50 miles west of Jasper NP on BC Highway 16.

JASPER NATIONAL PARK, ALBERTA

Jasper National Park, in Alberta, Canada, is the largest national park within Alberta's Rocky Mountains, spanning 4,200 sq mi.

It was established as Jasper Forest Park in 1907, renamed as a national park in 1930, and declared a UNESCO world heritage site in 1984. Its location is north of Banff National Park (I forgot to do this park when I activated Banff NP) and west of Edmonton. The park contains the glaciers of the Columbia Icefield, springs, lakes, waterfalls and mountains.

In Prince George this morning I had breakfast with about 50 fire fighters, mostly women. At noon I fueled up in Jasper. The 2 main highways south were closed. Only Alberta 16, the Yellowhead Highway, was open. Looks like I'm taking the long way to Head south to Spokane.



Getting closer to the Icefields of Jasper NP.

First in my **KL7JR/m VE6** and **KL7RST/m VE6** log was (you know who!) **N0PUI**, followed by: **N2XTT**, **KL7OR**, **KU1V/p CO**, **W6PNY** (for the DX contact), **AA1QW/p WA** and many others for round 1 and round 2 **portable**. I was surprised to find 75m open and threw out my call. I was relayed by Brian again. Conditions not as good as on 40m, but I did manage to work **AA1QW/p WA**, **W6PNY**, **KI0Y**, **K4JEL** and **K7PGL** in MT. Fun night, and the 40m Shark Stick, 75m Hamstick, my homebrew 75m EFHW and TennTennas 75m EFHW made it possible again for me.

How fitting, a trip that started in Alberta also ended in Alberta. I made a total of 726 contacts on this trip. We all know northern contacts are harder to make simply because of propagation, weather and the fact there are a lot fewer hams up north. **Here's my breakdown of contacts made on 20m, 40m and 75m: VE6 36, VE8 408, VY1 104 and KL7 178.**



In conclusion, a big thanks to all who contacted me or relayed me so others could work me, and especially to all the NCS's and logger helpers who laboriously entered me with all my clubs and national parks in Netlogger!

I've rekindled old memories doing what I thoroughly enjoy, Amateur Radio, especially up north coupled with travel, photography and writing. I thank God for my good health. At age 74 I'm still doing what I love. [Claire you were with me the entire way!] Another memorable time "up north" is history.

73, de Yukon John, KL7JR

KL7JR 2024 Road Trip Part 2 Stats:

- 726 Contacts made
- 4,672 Miles driven
- 21 Days on the road
- 4 Canadian National Parks activated



To Ham Radio, or not to Ham Radio

Submitted By Yukon John, KL7JR

I know of many hams that gave up on ham radio when they moved to apartments or assisted-living facilities. Not me. I thrive on challenges, and this one surely was. My height above ground, 6th floor top, gives me some advantage on a structure that is pretty much all steel. This used to be a Holiday Inn when I moved to Richland, WA in 1976. It's now a huge 2-story studio apartment



complex with a pair of side towers 6 floors high. I chose the 6th floor for obvious reasons. Building codes are more stringent for commercial vs. residential use. I tried stand-alone verticals, indoor/outdoor EFHW and other wire aerials but the best I could do was a one or two state radius at times. I had to improve on that!

I'm now using a pair of 40m Short Shark Sticks as a rotatable horizontal dipole. You can use tubing or threaded pipe for your mast. MFJ (in top picture) and Opek make a dipole connector or you can fabricate your own. I'll use the Opek 1102 mount from HRO when I construct my 75m vertical dipole.



KL7JR homebrew vertical mount for horizontal or vertical use.

Opek #AM1102 mount (right)



Simple and Inexpensive Dipole and V Antenna Mount by KL7JR (hamuniverse.com)

Tuning took several attempts shortening or lengthening the aerial tips. I originally resonated the verticals midway between early and late 40m net frequencies. At 7.225 I achieved a SWR of 2.1 but that was only good for about 7 kc's on either side. Next, I concentrated on 7.188 and the best I could obtain was SWR at 1.9 and X at 17. This would have to do until I hit it with my tuner. I'm fighting a losing battle here with all the building steel around me.

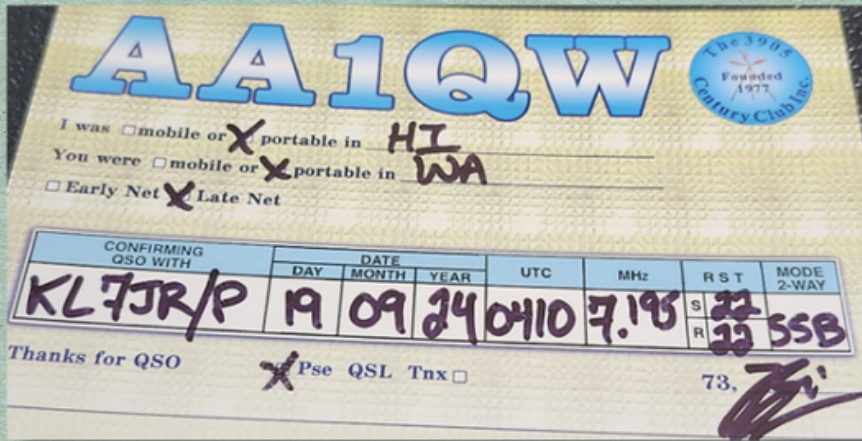


I have a constant S9 noise floor. Changing antenna direction too much often requires retuning. To add to my challenge here, I'm tripping the breaker if I run more than 70 watts. (Same problem as in my SC apartment but not as bad. I suspect it's because I'm only about 10 feet from the electrical panel.)

Each vertical measures 42 inches in length which allows me full 360-degree rotation. The mast base is on rollers so when I'm not using the aerial it is tucked away on the back side of the patio. Out of sight, out of mind! While making adjustments on the patio, my next-door neighbor asked me, "what the heck, are you trying to reach the moon"? A beer got him less interested in what I was doing, hi hi!

The mast is pieced together from left-over material from other experiments. For now, I am pleased to break out of my 1 or 2 state radius doldrums, hi hi! Later on, I will use more appropriate materials and make a more presentable dipole installation.

Here's who I worked the first week on the 40m late nets:



- Sept. 15, AA1NA/m on GA, TN and NC tri-point and KB8UEY in OH
- Sept 16, K4JEL in NC and W6PNY in ND.
- Sept 17, No one heard
- Sept. 18, weak sigs
- Sept 19, AA1QW/p and AK1SS/p in Hawaii (guess who did the Happy Dance, hi hi!)
- Sept 20, No one heard
- Sept 21, KG7OMM in UT

While I prefer verticals over dipoles, I just had to try the 40m Shark Sticks as a **vertical dipole**. The SWR was about the same as the horizontal dipole, so I didn't mess with it. I don't have to rotate the aerial now either! I still have S9 noise however (S3 during the day, go figure!). Something I'll have to live with if the ugly balun doesn't help (next project).



Here's how the vertical dipole performed:

- Sept 23, W6PNY in ND, N7HRI in WY, W9WWG in IN and KB1XP in CT
- Sept 24, poor condx, no one heard
- Sept 25, N9BFI in MI
- Sept 26, AA1NA in MS, W2RCH in NY, KC9YY in IN, N0PUI in MN and WY6N in CA
- Sept 27, W7DZX in ID
- Sept 29, KK7PDI in OR
- Sept 30, N0PUI in MN, W6PNY in ND and K7TSW in ID

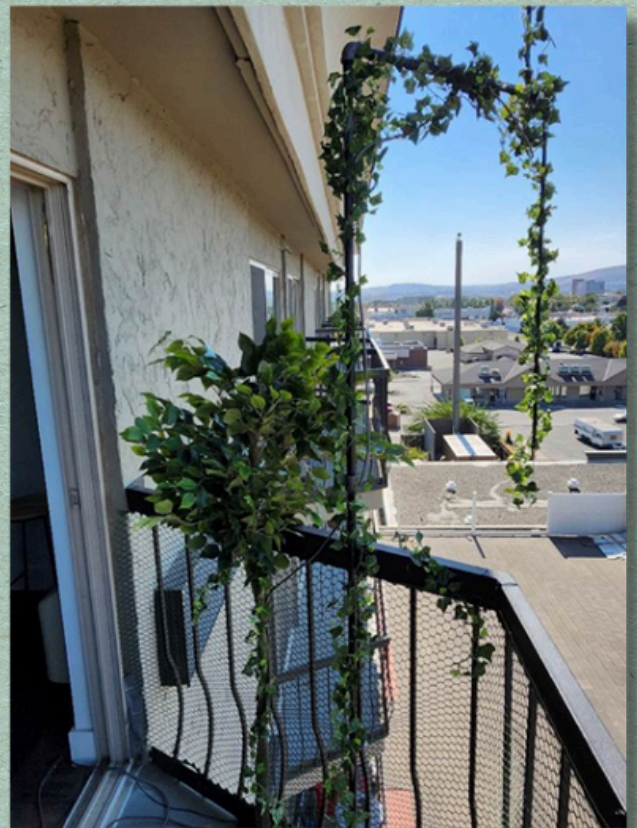


Now that I am satisfied with the antenna performance, I purchased new materials to eliminate the temporary test set up (spliced pipe, hose clamps, moveable base, etc.). It was good enough for testing the antennas but not very eye appealing. I am now using ½” black threaded pipe that blends in with the balcony. I also lengthened the horizontal arm to 24 inches long and added about a foot to the mast height. The mast is attached to the railing with hose clamps and is easily turned by hand to rest it close to the wall when not in use (again, out of sight, out of mind).

I took it one step further and went incognito by adding plastic plant vines and a small tree. Yes, a new species that stays green all year around, hi hi! I did this at my SC apartment too. I ordered a pair of 75m short Shark Sticks and will play with them next.

I won't set any DX records, but I'm still having fun with Amateur Radio. 2024 marks my 46th year as a ham, so give me a call and make my day!

73, de “Yukon John” KL7JR



THE TRI-POINT CHALLENGE

Submitted by: **KU1V**

Again, planning another journey to Colorado to see relatives, is a perfect opportunity to add some additional tri-points to the 3905 Century Clubs's Border Patrol Award.

Leaving New Hampshire on June 13th my initial destination was Pine Bluffs, WY, which is about 12 miles north of my first planned tri-point of CO-NE-WY. Heading West on interstate I-90, then joining I-80 in the Chicago area, I continued to my WY destination arriving mid-day June 16th.

Jack Parcell's book is a valuable reference for travels to tri-points. However, it was written a few years back, thus road structure, signage, private land use and contact references could have changed, but if available, local knowledge is always a good supplement. Regrettably, the CO-NE-WY tri-point road was closed to vehicular traffic, and the gate being outside the 0.5-mile award requirement, thus a walk-in portable station will become necessary. Due to weather, I decided to return in a few days to walk in with radio equipment. After pictures at the CO-NE-WY tri-point monument, I depart for Rock Springs, WY, and tri-point CO-UT-WY.



Tri-State Marker

Colorado – Nebraska – Wyoming

The Tri-State Monument marks the spot where Colorado, Nebraska, and Wyoming meet. The Monument was first established by Oliver N. Chaffee, U.S. Astronomer and Surveyor, August 17, 1869, at the intersection of the Forty-First Parallel of North Latitude with the Twenty Seventh Degree of West Longitude, several hundred feet away from where Congress intended it to be. Nevertheless, it served as the official boundary between the three states.

The Monument was rehabilitated in 1981 by Art Henrickson and Howard Kieler. In 1997, federal, state, and local organizations coordinated additional preservation. In July 2004, the Kimball Rotary Club and a local Boy Scout constructed a surrounding fence and gave the monument a face-lift by placing an engraved metal plate with Colorado, Nebraska, and Wyoming indicating their border around the marker.

Stay on the designated trail –

between the fence and the transmission line posts, except around water tanks – all other areas are considered to be trespassing.

Foot traffic ONLY.

No overnight camping.

Pack out your trash.

Do not approach livestock.

Travel at your own risk – rattlesnakes in the area.

Watch your step – trail has an uneven surface.

Trail is not regularly maintained.

Be respectful of private property.

Thank you for visiting the Tri-State Marker!

In Memory of Howard Kieler, Art Henrickson, and Dan Kinnison

Presented by the Kimball Rotary Club





Road to CO-NE-WY tri-point, Rte. 200, trail left of power lines



Tri-point monument CO-NE-WY



KU1V tri-point CO-NE-WY

Returning a couple days later, equipment carry-in required two trips in and two trip out.



First trip in with chair, coax, antennas and mount.



Second trip in with log book, radio (Y-891), battery and water.



Portable station is now set up for the 40m early net. The blue bag tethered to antenna is filled with weight providing antenna stability due to high winds. I was pleasantly surprised with the good performance of twin Ham Sticks. I did not use an antenna tuner as the antenna Ham Sticks were set to near flat on SWR.



Some locals that kept an eye on me.

[YouTube Watch -> click here](#)

[Highpointers Club: Tripoint Colorado-Nebraska-Wyoming -> click here](#)

Again, Jack Parcell's book continues as a great source of information for directions to Tri-Points.

ACCESS ROUTE: From I-80 in Rock Springs, WY go S on US 191 about 41 miles to CR62. Turn L on CR62, an excellent gravel road and proceed, crossing a concrete bridge at 5.6 mi. and the WY-UT line at 6.8 mi. At 7.5 mi. turn R and follow signs to Browns Park. At 12.8 mi. turn L at sign reading: "3 CORNERS 10 MI." After 5.6 mi. on this fair to good road, bear R at a backed-up sign at top of a hill that reads: "TRI STATE MARKER 4." Continue on this fair to good road to the marker which at 8402 ft. makes this the highest tri-point. This is a very scenic area so go early enough in the day to allow for lingering at the tri-point and along the access roads to enjoy the scenery. These roads are passable for 2WD drive vehicles, but if it is extremely wet or wintry, a 4WD is advisable, especially for the last 10 miles. There is a large billboard-like sign at the tri-point with the following text:

PUBLIC LAND SURVEY MONUMENT

Tri State Corner of the States of Wyoming, Utah and Colorado
(Lat. 41° 00' 42.616" N Long. 109° 02' 42.158" Elevation 8402')

This point was monumented by surveyor Rolin J. Reeves on July 19, 1879, while completing the survey of the west boundary of the state of Colorado and the east boundary of Utah Territory. The boundary line separating Wyoming Territory from Colorado and Utah Territories was surveyed by US surveyor A V. Richards in 1873.

The original monument was found to be disturbed in 1931, and was remarkered by US Cadastral Engineer E. V. Kimmel with a brass tablet seated in a concrete monument.

This monument is one of the corners of the National Rectangular Cadastral Survey System inaugurated in 1785, that has aided the development and orderly settlement of the public lands of the western states. From these monuments, State and Local Governments and private citizens are provided with easily identifiable boundaries. Such monuments serve as a base for the work of private surveyors in making accurate land sub-divisions and descriptions.

Erected by the Kiwanis clubs of Rock Springs, WY, and Craig, CO and the Lions club of Daggett County, UT in cooperation with the Bureau of Land Management, and dedicated on August 21, 1966. Embedded in the concrete base of this



Leaving US-191 follow the black line.

AS a NOTE: When I left the tri-point, returning to paved road, I stayed on Browns Park Road to Minnies Gap then turned North on US-191 back to Rock Springs. When Browns Park Road went back into WY, the road surface became award winning washboard surface.

However, if you have an interest to go toward Flaming Gorge / Green River area, this route is shorter than going back on Clay Basin Road.



Following map and exit US-191 into Clay Basin area.





Turn right at pumping station.

Left turn on Browns Park Rd., go about 5 miles



Watch for this sign on right of road as difficult to see.



Left turn at Three Corners sign.



Road surface not too stable when wet. I suggest high Clearance vehicles. 2WD in dry conditions, otherwise 4WD.



Backed sign referred in Parcell's directions, this sign is backwards as blank side shown as you approach but turn right. Correct signage when leaving area.



Mobile rig setup at tri-point and ready for net to start.

KU1V, CO-UT-WY tri-point



View NW from CO-UT-WY tri-point



View when leaving tri-point area.

As many are maybe aware driving map GPS services may possibly lead you in the wrong direction, thus the disclaimer you agree to before using their service. So was the case when I started using driving map service as opposed to written directions and I ended up on Willow Creek Road thereby approaching the CO-UT-WY tri-point from the South rather than from the West. Willow Creek Road started out as a good road, but deteriorated quickly, putting me in a precarious position with fallen trees across and washed-out roads thus driving in some dry creek beds for passage. Without a high lift vehicle and four-wheel drive, I could still be somewhere in Utah.



Willow Creek Road(?)

Some links of Interest

[Flickr -> click here](#)

[Tripoint Guide -> click here](#)

Pine Bluffs, WY, was a nice community of about 1200 residents. See link below for some points of interest.

[Tourism - Pine Bluffs, WY \(pinebluffswy.gov\)](http://pinebluffswy.gov)

Next mini-DXpedition will be the three tri-point groups that revolve around western Oklahoma.

73 Mike KU1V

From the Archives

I came across this article from the January 1991 edition of the Centurion speaking about inviting new participants to the net. This is something I have been working on for the past several months and thought this was worth a read. Obviously, some of this information is long out of date but this could be a good foundation for your own future invites:

January, 1991

The 3905 Century Club's Centurion Newsletter

Page 7

Recruiting is a job for all of us!

Every once in a while we all run into perfect candidates (new prefixes, rare states, desires to become nationwide Net Controllers) to join the 3905CC. But even when we take the time to pitch the 3905CC, our perfect candidates often just never show.

We can't really blame them because, indeed, there is a lot to know, especially for someone new to the idea of Working All States or of participating

in a net of any sort.

Our net is one of the best nets in the country. We should all be proud of the efficiency and all around willingness to help that our members show.

Wouldn't it be a great step to have a quick little data sheet to send or hand out that would wrap it all up?

Well the *Centurion* has come to the rescue. On the back of this page is our first attempt at "The 3905CC

Invite." It's the start of a campaign to spread the word.

There are four invites on the page. When Xeroxed, cut and placed in the hands of ideal candidates, they should help all of us become 3905CC Recruiters.

This is just version A. We are interested in your comments and suggestions. There are a lot of candidates out there. They just need to be asked.

You're invited to try the 3905 Century Club

We meet every night to make contacts, exchange QSL cards, Work All States, or accumulate Club awards. Anyone and everyone — member or nonmember — U.S. or DX — fixed, portable, mobile or QRP — is always welcome. All you have to do is follow these four simple steps:

- 1. CHECK IN** — Send your call and state at roll call or Break to check in. You'll be assigned a check-in number. **40M** meets daily starting at 0000Z near 7.233.5 MHz; **75M** meets daily starting at 0100Z (Summer), 0200Z (Winter) near 3.903.5 MHz; **Late 40M** and **75M** Nets start 4 hours later; **160M** meets weekends F/SA at 0300Z near 1.870 MHz. **CW** meets at 0200Z M/W/SA near 7.035 MHz. Check out when you want to. Many operate while they work on other projects or even watch TV!
- 2. MAKE A LIST** — of any station you would like to work. When net control calls your number you call your choice (always good to have a few choices). If you haven't heard a station you need, you can "Go Up For Grabs" and if someone needs your station they will give you a call. You may also opt to simply "Pass." When you check in at roll call you get one call per round.
- 3. MAKE THE CONTACT** — each station sends a report and then repeats the report received. Net Control confirms the exchange and moves on.
- 4. SEND CARDS** — to our free QSL Bureaus: ● **40M, CW, 160M** — N5GAP, Carol McClure, 3428 Kilrush Dr., Arlington, TX 76014. ● **75M** — WV0P, Colin Wright, 623 N. 51st. St., Omaha, NB 68132; Include SASE #10s (4 to start). Don't address cards! DX stations don't need to place postage on their SASE! You may QSL direct, but new stations can make many contacts quickly depending on their state, so it is generally better to Use the Bureau. If you need a specific card quickly, advise that contact you will QSL direct with a SASE.

1 JAN 1991

GOOD LUCK and we all look forward to working you.

November 2024 Club Events

Note: Regular Board Meetings are always held on the second Saturday of each month, local time at 9PM Eastern, 8PM Central, 7PM Mountain, 6PM Pacific.



Next Meeting:
3905CCN Board Meeting:
Saturday, November 9, 2024



Did you know that videos of all Board Meetings are posted on the Club's YouTube channel? Courtesy of the Board and produced by Sammy KB1XP, you can view them at: <https://www.youtube.com/@3905CenturyClub>



Weekly Zoom Meeting on Wednesdays at 01:30pm Pacific Time. Check your email for the Zoom log-in information.

Be part of the next issue!

Send in your articles - remember the deadline!

Centurion Deadline Reminder: Please remember my deadline is the 20th of each month for inclusion in the next edition.

Please send your articles to AA1QW@startmail.com. Thank you.