

W6OTX**W6ARA****PAARA NEWSLETTER**
VOLUME 62, NUMBER 1, JAN 2012**K6OTA****K6YQT**

PAARAgraphs



The Official Newsletter of the

Palo Alto Amateur Radio Association, Inc.Celebrating 75 years as an *active* amateur radio club—*Since 1937*

Annual Home Brew Night

**Show Off Your hardware or
Software Project
on Jan 6th, 2012
At the
Arrillaga Rec Center**

President's Corner

January 2012

Welcome to the January 2012 edition of PAARAgraphs. Unbelievably I'm writing '2012' for the first time on something that isn't describing the next year. Next year is here ... well, almost. As I write this, it's still December, and I'm on an airplane heading toward Alor Setar in 9M2 (a.k.a. Western Malaysia) from Tokyo, where I've spent the last several days in a jet lagged, sleep deprived haze. It's been fun, though, and I feel like a bit of a nomad as I drift from place to place at the other end of



the world. In theory I'll be back in California just in time for Christmas. Speaking of which, a belated Merry Christmas, Happy Hanukah, or Greetings of the Season for whatever you might be celebrating at this time of the year. Also, a very Happy and Prosperous New Year to you and your families.

The January PAARA meeting will feature you, our membership. It will be our annual Homebrew Night. It's time to bring your homebrew projects to the meeting to show off to your fellow ham radio operators. Bring anything you've been working on, as long as it's vaguely technology related and you built it, and we'd love to see it and hear about it. I know we have many creative projects out there, both hardware and software, that PAARA members have been working on. We can't wait to see them all at PAARA in January.

We have another great year of Amateur Radio activities ahead of us as we start the new year. With improving conditions, all of the activities we participated in last year should be that much more fun in 2012. Even though Field Day propagation for 2011 was not spectacular, it was certainly an improvement over 2010. I suspect, given what we've seen lately, we'll find that 10 meters will be usable this year during the daylight hours. During CQP, 10 meters was quite usable, and reasonably productive. I've also seen great propagation on 10m to EU and NA even during the late fall. With the upper bands becoming part of our strategy for Field Day, the key will be band agility. Propagation will shift throughout the day,

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and our strategy will need to shift with it. I think this will make this year's FD even more challenging and fun. I'm looking forward to it, and I hope you are too.

The general contest season should be mostly over for the year, but there is one favorite of mine that is remaining. If you receive PAARAgaphs before the end of the year, and have a chance to give it a try, try getting on the air for the ARRL Straight Key Night, or SKN. It is a very casual operating event where many OMs (and even some YLs) get on the air to pound the brass the old fashioned way, and chit chat back and forth. The object of this contest isn't so much points as it is just to have a good time. The contest begins at 0000Z on 1 January. Typically 40 meters is the most active band, in the evening around 6 to 9 pm local time for us. If you are lucky, you can even catch K6KPH, the ham callsign of coast station KPH on the air. Check their website <http://radiomarine.org> for details on times and frequencies. They will usually be on a fixed frequency.

Speaking of KPH, we have another field trip to KPH coming up this spring. More details will be forthcoming from our newly elected Vice President, Marty, W6NEV. The trip will likely be in late April, and we will be providing a motor coach for our drive to tour the transmitter site in Bolinas and receiver site in Point Reyes. Following that there will be a barbecue lunch, and hopefully there will be buns for the hamburgers this time (Doug will never live that down)! Don't miss this trip to a historic site, and drive through beautiful Marin County. We will have more details at the January PAARA Meeting.

With that, I'm going to wish you all the best for the rest of of 2011 and the holiday season. I'll talk to you all on the radio when I return, and see you at the Menlo Park Recreation Center on 6 January for our first meeting of 2012. Don't forget to bring your projects!

VY 73 ES HNY DE K6WX

Parachute Mobile

For the past several years, Mark Meltzer AF6IM and Michael Greg KF6WRW have been combining their love of skydiving with their love of amateur radio by operating on 2 meter FM during descent under canopy. This activity has evolved now to a group of amateurs that now provide support for the jumpers. This support includes safety checks prior to the jumps, digital data telemetry such as GPS, altitude and biometric data such as heart rate and blood oxygen levels during the jump. In addition, ATV video has been added to the jumper and viewers on the ground can now see what the skydiver sees.

The motivation is to provide an opportunity for other hams to make a short QSO with the jump as they descend. This past year, I got involved and have played the role of Parachute Control. This role requires the ability to hear all radio traffic between the jumper and the drop zone (TacOps) and other stations involved. To do this on 2 meters requires the parachute control station and operator to be located at a high elevation so that all transitions can be heard. To achieve this, Mt. Diablo summit at 3,800 feet was chosen. The drop zone is located in Byron California.

This years goal for Parachute Mobile was to perform the jump during Pacificon 2011 in Santa Clara, California while many hams were attending Pacificon. Several tactical stations were set up to support the Pacificon Parachute Mobile event on Oct 15. These were Drop Zone (TackOps) located at Byron, Pacificon located at the Santa Clara Marriott, and Parachute Control on Mt. Diablo.

My role as Parachute Control was to give status updates on both the N6NFI (Palo Alto) and W6CX (Mt. Diablo) repeaters as well as on the simplex frequency 146.430MHz. Also, my role was to manage the QSOs on the simplex frequency for ground to the jumper traffic. We need to ensure that before any QSOs begin the jumper is safe and ready for QSOs. We don't want the jumper distracted if they encounter any safety issues while in flight. Once the jumper reports that all safety checks have been completed, parachute control clears the jumper for QSOs. Its a thrill to hear all the various hams wanting to make contact. For example, we had a ham from Sacramento make a contact. From Mt. Diablo, you can hear all the traffic -- its an incredible experience!

Parachute Mobile was a wonderful success for Pacificon with live video and excellent radio audio.

Darryl Presley

Palo Alto Amateur Radio Association, Inc.

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Ticket Master	<i>Position Vacant</i>	
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Future PARRA Meeting Dates

Jan 6th, Feb 3rd, Mar 2nd

VE Exams

3rd Saturday each month, 10:30AM, 145.23- PL=100Hz
 Redwood City Main Library, Community Conference Room
 1044 Middlefield Road, Redwood City, CA
 Contact: <http://amateur-radio.org> or Al, WB6IMX@att.net

Electronics Flea Market

Sponsorship by A.S.V.A.R.O. — Association of Silicon Valley Amateur Radio Organizations

Second Saturday of month, March-October, 6am-2pm
 Howard M. Krawetz, N6HM 650-856-9761
 Contact: <http://www.electronicfleamarket.com/>

PAARA — Palo Alto Amateur Radio Association

Meets 1st Friday 7:00pm each month at Menlo Park Rec. Center; Net 145.230 - PL 100Hz
 Mondays at 8:30. See our website at <http://www.paara.org> for more information or contact:
 Joel Wilhite KD6W, kd6w@arri.net, 650-325-8239

FARS — Foothills Amateur Radio Society

Meets 4th Friday each month at 7:30pm
 Contact: <http://www.fars.k6va.org>

NCDXC — Northern California DX Club

Meets 3rd Thursday 7:30pm each month,
 Repeater for member info 147.360, Thursday 8:00PM
 Contact: <http://ncdxc.org> or Mike Gavin W6WZ, (650) 851 8699

QCWA Chapter 11

Northern California Quarter Century Wireless Association

Meets third Wednesday monthly at Harry's Hofbrau in Redwood City @ 11:30 AM.
 Guests are welcome. Saturday morning net on 146.850 MHz, PL 114.8

NorCalQRP — Northern California QRP Club

Meets 1st Sunday each month
 Contact: <http://www.norcalqrp.org>

SPECS

Southern Peninsula Emergency Communication System

Meets each Monday 8:00pm on Net 145.27, 440.80 MHz
 Contact: <http://specsnet.org> or Tom Cascone, KF6LWZ, 650-688-0441

SCARES

South County Amateur Radio Emergency Service

Meets 3rd Thursday 7:30pm each month, San Carlos City Hall.
 Net is on 146.445 [PL 114.8] & 444.50 (PL-100) 7:30 Monday evenings.
 Contact: President Gary D. Aden, K6GDA 650-743-1265 (D), 650- 595-5590 (N)
 Web: <http://k6mpn.org> E-mail: pres@k6mpn.org

SCCARA

Santa Clara County Amateur Radio Association

Operates W6UU & W6UU/R, repeater 146.985-pl
 Nets: 2m, 7:30pm Mon; 70cm, 442.425+ (pl 107.2) Thur.
 Meets 2nd Mon each month @ 7:30 PM.
 Contact: <http://www.qsl.net/sccara> or Clark Murphy KE6KXO 408-262-9334
 ARRL/VEC license testing contact 408-507-4698

SVECS — Silicon Valley Emergency Communications

Operates AA6BT repeater (146.115 MHz+)
 contact: <http://www.svecs.net> or Lou Stierer WA6QYS 408 241 7999

TEARS — The Elmer Amateur Radio Society

Dedicated to operational training, knowledge building & FCC exam testing.
 KV6R repeater under construction.

Contact: AA6T@ARRL.NET

Most members are Extra Class or VE's. See QRZ dot com/kv6r for class info

WVARA — West Valley Amateur Radio Association

W6PIY six-meter repeater on 52.58MHz. Normally, six-meters is linked with 147 and 223,
 while 441 and 1286 repeaters are linked.

VHF: 52.58 (-500) 151.4 ctcss UHF: 441.35 (+5.0) 88.5 ctcss
 147.39 (+600) 151.4 ctcss 223.96 (+1.6) 156.7 ctcss 1286.20 (-12m) 100.0 ctcss

Meetings are 3rd Wednesday of every month.

Contact: <http://wvara.org>, Bill Ashby N6FFC, 408-267-3118, N6FFC@Juno.com, or N6FFC@ARRL.NET

American Red Cross, Santa Clara Valley Chapter

Contact: <http://santaclaravalley.redcross.org> or Scott Hensley KB6UOC, (408) 967 7924
shensley@Novell.com

(Please send changes to PAARAgaphs editor)

RE-CREATING THE ENOLA GAY RADIO DECK

Hiroki “Hiro” Kato AH6CY/ex-JA4AAO

This article first appeared in August 2011 Issue of Electric Radio

Last Part
 Part Four

Radioman on the Enola Gay

A few words about the radioman on board the Enola Gay are in order. Richard Nelson was a naïve 18 years old (who isn't at that age?)¹¹ who trained in the radio school in Minnesota for six months prior to his assignment to the 509th Composite Group. His was the loneliest and the most boring duty on board and I don't blame him for his addiction to trashy novels, which he sneaked into the B29 against military rules. Like any military radio communication, transmission was kept to the minimum necessary extent, lest the enemy was listening.

Nelson wrote (with a co-author) a memoir, a book which would not likely make a book-of-the-month selection, and yet, to me, is an important and the only source I have come across from which I found out what specific messages and on what frequency and mode and what time transmissions were made in connection with the Hiroshima mission. The Enola Gay circled the area for about twelve minutes before Captain Tibetts ordered Nelson to send in a strike report to Tinian; he sent in CW code, translated from an encrypted sheet, saying, “Results clear cut, successful in all respects. Visible results greater than Trinity. Conditions normal in airplane following delivery. Proceeding to Tinian.” Nelson does not mention the specific frequency he used for sending this message, but judging from the fact that an hour prior to the bomb run he received a weather report from another B-29, which had flown over the city, on 7310 kc, I would speculate the frequency used was in the 40 meter range.¹²

In my view, Nelson was not particularly conscious of, or moved by, the historic nature of his mission; he couldn't wait to return to his novel on the way back to Tinian¹³.

Friends Indeed

This kind of project is unthinkable and certainly not possible for me without a lot of help from friends and experienced hands; indeed I received much help from near and far. Mark Meltzer AF6IM of the parachute mobile fame and a fellow PAARA member provided me with an ART-13 in pretty good shape. I was happy that he, a local ham, responded to one of my wanted ads as soon as I posted them on the Internet sites. The ART-13 does show up on the electronic market from time to time, but one problem is that shipping cost can be prohibitive. Given the bulk and delicateness of the equipment, not every seller is willing to pack it well. You know, a “local pick up only” ad on eBay. An old friend Rich Bonkowski, W3HWJ, offered me several power supply components from his junk box; he also built a 1300v rectifier board for me in a very small form factor using only the recycled parts. The HV transformer to feed the 813 and a pair of 811s is the largest and heaviest component I have ever used personally. It alone weighs 40 lbs. Dave Crocker, W6VYC, (also known as the “Northern Dave” because his QTH is at the northern edge of Silicon Valley), Dave Flack, W6DLF, (the “Southern Dave”) and Tim Dolan, K6OM, the members of our small QRP outing group, QRPops, are my specialty moving company; Tim's truck allows to transport the entire set up (altogether weighing 300 lbs) plus all the personnel, hi.

Sam Kelly, W6JTT, has been exceedingly generous in providing me with technical assistance and accessories that I didn't even know existed. Here is what happened: I came across his for-sale ad in the Electric Radio magazine where he was offering many items of WWII vintage, including an ART-13. By the time I reached him, the ART-13 was gone, but when I explained to him what I was trying to do, he became my instant mentor and phone counselor. When I came home one day from a walk with my dog, I found a small package sitting in front of my front door. I was not expecting a new package as everything I

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had ordered has already arrived. Sam on his own sent me two accessories that are part of the B-29 radio system; each of the two pieces (one has volume control; the other a rotary switch selecting the intercom, command radio, etc.) were used at every crew station on the B29. What an Elmer extraordinaire and I haven't even met him in person, though I am eager to meet him on 80 meter AM soon!

Charlie and his semi-trailer truck

I have gotten to know a lot of interesting people in the process of working on my project. I ran into this ham at the West Coast Military Radio Collectors conference in San Louis Obispo in April, 2010, when the "Southern Dave", W6DLF, and I went there in his camper. As I was talking to people about my interest, Charlie (his call sign withheld) said, "I have a semi-trailer truck, stuffed with WWII radios. Some of them have never been opened. I don't know what I have but you can come over and look for whatever you need. I may have what'ya looking for." Eric Norris, WD6DBM, another member of our QRP outing club and I drove to southern California in August and spent an afternoon inside Charlie's dusty and hot trailer with flash lights, sweating like crazy. Sure enough we were able to locate some great gears including a few virgin ARC-5 radios. He actually had more than one trailer full of gears; I have never seen as many piles of used and new-old-stock gears as Charlie's. On the second floor of his barn, separate from the trailers, he had metal shelves reaching from floor to ceiling with thousands of NOS tubes. Eric and I came home happiest campers, with a bunch of treasures. My BC455A acquired on that trip is a pristine, never before used radio and still works perfectly.

Michael Hanz, the Enola Gay Radio Restorer Par Excellence

When I first contacted, via an email, the Smithsonian National Air and Space Museum with a request that I wanted to see the cockpit of the Enola Gay and take pictures of its radio bay, the reply came back swiftly but was totally negative couched in a polite but silly bureaucratese; (they might as well say) we don't allow that, period, dummy. I then phoned the museum's public information number (a big waste of time), and after a while the information officer finally agreed to forward a letter from me explaining my background and "seriousness" of interest for detailed info on the B-29 radios to the curatorial staff, which I soon did. I waited for a month and nothing happened. She wouldn't give me the curatorial staff's direct email, nor the phone number. I was at a loss as to what my next move should be, if any. I knew, from reading, the information, visual and documentary, was available in the museum. The museum had even published many war birds' photos, including the Enola Gay and its cockpit. At my XYL's suggestion (it helps to have a lawyer in the house who can think of many more angles than I can), I contacted the office of my Congresswoman, Anna Eshoo, in Washington DC. Things started moving suddenly at the warp speed, despite (in retrospect, maybe, because of) the fact that it was in the middle of the mid-term election campaign season and she was up for re-election (though she was a shoo-in, hi). Within a few hours of my call to her office, I got a call back telling me that I would soon be hearing back from the head of the curatorial staff of the Smithsonian. I had already left California and was headed for Virginia to attend a friend's daughter's wedding. Sure enough, I got a call on my cell phone from Roger Connor, a staff member in Smithsonian's aeronautical division, offering to help me with "anything you need." I had not realized that there is a department in many Washington government organizations specializing in "congressional liaison." That was the good news, but the bad news was that I cannot personally take pictures of the inside of the cockpit anyway. The reason was simple and reasonable, I learned from Roger; the Enola Gay is permanently suspended above ground and there is no ready access, public or otherwise, as you see in one of the photos in which I am standing beneath the Enola Gay¹⁴.

When I explained to Roger what I am doing and specific info I was seeking, he offered to send me a CD containing "professionally taken" high resolution photos of the cockpit, including the radio bay. By the time I got home 10 days later, a package was waiting for me. My tax money well spent after all!

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Roger also followed up with a further email in which he introduced me to the ham who restored some of the Enola Gay's avionics systems adding that Mike Hanz, KC4TOS, is probably "the most knowledgeable person in the world about the B29's electronic systems." I have been in constant touch with Mike, a true gentleman on the phone and email, and his ham friend, another ART-13 expert David Stinson, AB5S, both of whom have offered a lot of indispensable technical help. I was, for example, trying to figure out the pinouts of the connectors to bridge the PS and the ART-13. The ART-13 had three connectors, each with multiple pins (one of them has 28 pins!). One phone call to Mike solved the issue. Mike also sent me an article written by an Italian ham, Antonio Vernucci, IØJX, who has restored his own ART-13/BC-348 system. From his article, I learned that the US military licensed the French to produce their version of the same transmitter. Naturally, the French version had the French markings on the front panel. (e.g., ECOUTE LATÉRALE = SIDE TONE). The British also licensed it for their use; theirs used a dynamic microphone only. Maybe the Brits are already more high fidelity conscious than Americans (You may know, there are more audio magazines in the UK today than in the US.) I am also aware that the Russians manufactured an ART-13 look-alike radio (named RSB-7), copying it from a B29 which Stalin refused to return in 1945 from Vladivostok where it sat for a few years while Russian engineers learned everything about the B29. The USSR was, of course, a US ally during WWII, so the initial possession of it didn't seem so strange¹⁵.

Mike has not only been my technical advisor but also has been a source of detailed information as to how the Enola Gay's radio bay was set up and restored as only a person who worked inside the aircraft would know. When I mentioned that I had read the Enola Gay's original radios were stolen while it was sitting outdoors for decades in Smithsonian's holding facility in Maryland, he emailed me saying that "One of my best friends is Bernie Poppert, who was assigned to the Enola Gay when they took it apart and brought it back from Andrews way back in the early 1960s. He has stayed with it for all this time until his retirement a year ago. He told me the ART-13s and BC-348 were originals that were still in the plane when they took it apart for transporting to the Garber Restoration Facility, so I believe him. There was certainly a lot of petty thievery of small things, but manhandling a complete ART-13 down through the narrow openings in the aircraft is not a trivial task, believe me!" My broken heart, when I first read the erroneous passage regarding the fate of the Enola Gay's original radios, was thus restored, thanks to Mike's message.

Ray Osterwald, Editor Extraordinaire of the Electric Radio Magazine

I have the editor of the Electric Radio magazine, specializing in vintage AM radios, Ray Osterwald, NØDMS, to thank for the wealth of information on the ART-13; he offered to go through all of the back issues to look for anything related to the ART13 and identified 8 back issues, though one of them was out of stock. He photocopied a few pages from his archival copy for me. In this age of the Internet and automated, mega-production of most publications and magazines, it is refreshing to know that there still is a magazine like the ER whose editor offers personal touch and support to its readership. It takes a deep dedication to the subject matter and professionalism to follow through the readers' interest and request.

Ray also introduced me to Brian Thompson, NI6Q, who has restored many large vintage AM transmitters and a recognized guru of the genre. He is also an occasional net control person for the 75 meter Wednesday night AM. Although as a major part of the restoration work I opened and took apart of everything, de-oxidized and cleaned and oiled every shaft and switch, I had not realized, until Brian mentioned, that I did not even think of de-oxidizing tube sockets, one or more of which were causing problems that I could not uncover for a long time.

One author of the most comprehensive article on restoring the ART13 that appeared in the ER is Bill Feldmann, N6PY. I read it repeatedly and consulted it at every stage of my project. I tried to contact him

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a few times to no avail, but soon found out that he had passed away a few years ago. Many knowledgeable and experienced hams of that generation and (mine, too, catching up fast) are passing on, not surprisingly; I wish there were ways to “data dump” the accumulated wisdom, knowledge and skills from one human being to another. Any neuroscientist working on this one anywhere?

Happy to share old radios, alive and well

My project is still a work in progress, though I am not going to impose any more deadlines for myself for now. There still are a few specific activities contemplated, such as procuring the shock mounts for the ART-13 and command receivers and some original connectors (they are hard to come by); I plan to sand all the metal cases and repaint them with the wrinkled finish recreating the look of their original; antenna matching need to be improved and so on.

I am happy, however, to be able to share with you a story of the historic old radios that have come alive once again after some 65 years. I'd love to hear any comments or suggestions you may have (contact: ah6cy@arrl.net).

¹¹ Paul Tibbets was 30 years old at the time of the Hiroshima mission.

¹² Trinity was the code name of the first successful nuclear test explosion conducted at Alamogordo in New Mexico in July, 1945, where Tibbets was one of the observers. The members of the 509th group watched a film of the Alamogordo test at Tinian.

¹³ Though Captain Tibbets was fully aware of the historic significance of what the Enola Gay accomplished, contrary to the popular belief, he never uttered the words, “My God, what have we wrought!”. His own memoir, the “Return of the Enola Gay,” a signed copy of which I own, makes it clear that this phrase was concocted for the Hollywood production, “Above and Beyond.” Incidentally, signed copies of his book are not as valuable, in monetary terms, as one might think. He must have signed thousand of copies as he appeared in many public occasions in post-war period and did a lot of book signing, they are available readily in the used-book market even as of 2010.

¹⁴ Bockscar of the Nagasaki mission, on the other hand, at least in the 1970's, sat on the floor inside the hanger at the Wright Patterson Air Force Museum. I was able to walk into the cockpit.

¹⁵ Actually the Russians copied the B29 wholesale, i.e., the entire aircraft and called theirs the Tu-4, which was seen for the first time in 1947 at the Moscow air show. There was a “made-in-Japan” B29 aircraft also, so to speak, actually a mock-up, used for training purposes by the Japanese military, according to an article in the Japanese Koku Fan, Dec., 1994, magazine.

Taking apart an enemy's aircraft and trying to squeeze out as much technical information as possible is not limited to Russia or Japan. I remember vividly when a MiG-25 defected from the USSR to the US air base in Chitose, Japan, in 1976; the US Air Force took it apart immediately and, among other things, commented how obsolete the Russian electronic technology was because the MiG was still using tubes instead of solid state technology. As it turned out, theirs would be far less vulnerable against thermo-nuclear pulse and the whole radio and radar equipment on the MiG was much more rugged than those on many US war planes. I shudder to think, if there were a nuclear explosion, our TVs, computers and cell phones would all become useless. Maybe, we should all have battery-powered tube gears ready for a real emergency. The MiG-25 was later returned to the USSR, by the way, but in pieces.

Minutes of the 21 December 2011 PAARA Board

The Board Meeting was held at the Palo Alto Red Cross building, commencing at 7:00 PM on the 21st of December, 2011. Attending were Marty Wayne W6NEV (Vice Pres), Rick Melrose K6RDM (Sec, Database), Ron Chester W6AZ (Treas), Larry Rebarchik N6DB (Dir), Rob Riley KI6INR (Dir), Darryl Presley KI6LDM (Dir), Vic Black AB6SO (Membership). A quorum was present.

Secretary's Report: Rick K6RDM reports that the minutes of the 16th of November Board meeting had been previously submitted and approved. There were 9 new members at the December 2nd General Meeting, and one mail-in for a total of 10, 24 renew-

als and 7 rejoining.

President's Report: Kristen K6WX had to be out of town so Marty W6NEV presided over the meeting. The December General Meeting was very eventful. New officers (reported elsewhere in this issue of PAARAGraphs) were elected, Eric Swartz WA6HHQ of Elecraft gave a fine presentation of the new KX3 and the line of Elecraft products and Gary Barnes KI6HIG won the Dream to Reality K3 S/N 5965. Marty, as Speaker Coordinator, informed the board of the line up of speakers for our Winter meetings up into the early Spring.

Marty reminded the Board that the FARS/PAARA Winter Banquet is scheduled for January 20th at Michael's on Shoreline in Mountain View. No host bar opens at 6 PM. The supper will be served at 7 PM, with the presentation by Richard Dillman W6WAO, who will be speaking on Antique Radios and Radio History at 8 PM. The raffle, featuring Yaesu FT-857D, 100W HF/VHF/UHF compact mobile, and Powerwerx, KG-UV3D/UHF dual band, transceivers – among \$1200 in prizes – is scheduled for 9 PM.

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December Raffle Winners, from left to right:

W6JVG	Jean-Claude V Guillan	Seventh Prize
AE6XA	Ivan C Beck	Eighth Prize
W6AWK	Anthony W Kooij	Third Prize
W6ABA	Patrick M Sullivan	Fifth Prize
W6DH	David M Unga	Fourth Prize
	Unknown	Second Prize: FT-1900R
KI6HIG	Gary E Barnes	First Prize: Elecraft K3
N6DQ	Richard B Huisman	Sixth Prize



(Continued from page 8)

More information and sign-ups can be found at <http://www.fars.k6ya.org/events/banquet>.

Treasurer's Report: Ron W6AZ reported that the Dream to Reality raffle was quite a success and with a substantial number of new and renewing members at the December meeting, treasury is in good shape.

Vice President's Report: The January meeting on Friday the 6th will feature our Home Brew Night. Always a fascinating meeting, members are encouraged to bring in their projects from the past year and let other hams know they are welcome to attend. Over the years, a number of these projects have subsequently appeared in QST.

Plans for our PAARAtrip to KPH, the restored ex-RCA coast station at the Point Reyes National Seashore, are firming up. See the website of the Maritime Radio Historical Society (MRHS), <http://www.radiomarine.org/> for more information. The date is set for April 28th, and the price will be \$40 per attendee, which will include transportation and lunch at the site. We'll be departing the Menlo Park Recreation Center at 8 AM and returning at about 6 PM.

Marty told the Board that the antenna trailer has been titled, registered and licensed and is ready for refurbishing for use at Field Day. Volunteers on the project should contact Marty. It isn't too early to be thinking about such preparation. The Board spent some time discussing areas where planning is needed to once again improve our score over last June's event, especially in the area of Bonus Points.

The meeting was adjourned at 8:15 PM.

Badges Ready for Pickup

KI6DQF	Kevin	Redwood City
K6FTF	Mark	San Jose
KJ6GBE	Sreendish	Redwood City
K6GHD	Buzz	Mountain View
KJ6GUK	Karl	Redwood City
KG6GYG	Art	San Jose
N6JCY	Joani	San Jose
KG6QKN	Francis	Palo Alto
KG6QKO	Kali	Palo Alto
KF6SRD	Chuck	Palo Alto
K6TSR	George	Portola Valley
K6VVK	Vincent	Palo Alto

Please Welcome These New Members

Chuck Hein	N6BO	Belmont
James Bennett	KA5DVS	Santa Clara
Lee Morgan	AG6GH	Redwood City
Dean Miller	KJ6IWI	Redwood City
Josh Lehan	KJ6PVN	Castro Valley
Matt Elder	KJ6QEH	Menlo Park
Walt Gyger	KJ6RNS	Cupertino
Paul Zahra	KJ6PPM	Newark
Daniel Rahamin	KJ6SEE	Mountain View
Joe Castellano	W6SNV	Saratoga

**Raffle Information was
unavailable before
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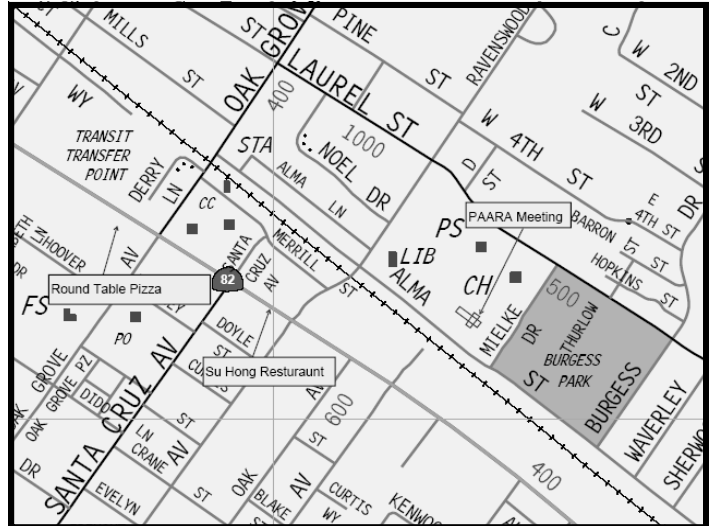
If you would like to
 order a badge, see
Lynn Gentry, KG6JPV.

PAARA Weekly Radio Net

Info and Swap Session
 every Monday evening at 8:30pm
 on the N6NFI 145.230 MHz repeater

<u>Week</u>	<u>Control Operator</u>
1 st	Michael - N6MEB
2 nd	Doug - KG6LWE
3 rd	Jack - N1VSL
4 th	Marty - W6NEV
5 th	Up for Grabs!

If you're interested in trying out at Net Control,
 Contact Doug, KG6LWE. It's good practice,
 and lots o' fun! Give it a try.



Directions to PAARA meeting:
<http://paara.org/meetings/>

Join us for pre-meeting eyeball
**Eye Ball QSO
 gab & gobble**

Food will be served at 6:00 sharp, so guests will be on time for the
 PAARA meeting. Those arriving late will be responsible for their own
 food order.

5:30 pm—at Su Hong Restaurant
1039 El Camino Real
Menlo Park

*across from Kepler's Book Store
 on El Camino Real
 Walking distance from Caltrain!*

Palo Alto Amateur Radio Association
P.O. Box 911, Menlo Park, California 94026-0911

Club meetings are on the first Friday of each month, 7:00pm at
 the Menlo Park Rec Center, 700 Alma Street, Menlo Park, CA.

Radio NET & Swap Session every Monday evening, at 8:30pm,
 on the 145.230 –600 MHz repeater, PL 100Hz.

Membership in PAARA is \$20.00 per calendar year,
 which includes one subscription to PAARAgaphs
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