



DIGITAL DISPATCH

A publication of the
West River Radio Club



April—2010

Volume VII—#IV

VITAL STATISTICS

The West River Radio Club, an ARRL Special Service Club, was founded in 2004 through the efforts of KA1ZQX, Tim Bell, and N1JSG, Richard Pierce.

Our 48 members pride themselves on belonging to an active and productive organization with involvement in many aspects of this great hobby: public service, special events, Field Day, repeaters, emergency communications, contesting and chasing DX.

Current officers are:

N1TOX, John Borichevsky; President

W1CWB, Chas Baker; VP

KD6MPY, Sean Sanderson/WK1L, Bro Frank Hagerty
ED/VE Liaison

K1KU, Darrel Daley; Secretary/Treasurer

KA1ZQX, Tim Bell; Public Relations/ARES

PREZ KORNER

(Presidents note... Sorry that I missed the deadline for the March issue of the Digital dispatch. With the wild weather at the end of the month along with coordinating emergency efforts with VEM, I just ran out of time before I went on vacation. I'm sure that the below will more than make up for last month's omission. – Jfb—N1TOX)

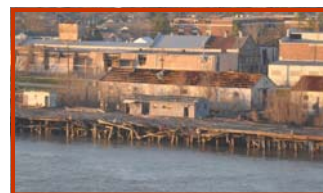
Disasters and Recovery – The process is long

While flying to New Orleans via Orlando for our annual vacation, we were delayed in takeoff due to bad weather in Hartford, CT and again in Orlando, FL, by one hour due to airport closures in the Northeast. This was a direct result of the snow storms that affected our area for the past week, closing many major airports in the northeast. Not only did this storm cause power and communication problems in our area, but it caused a huge ripple effect in the travel industry country wide. As of this writing, New Hampshire and Maine are still struggling with power outages and more

As far as transportations delays, I'm not going to get onto my soapbox and say that the airlines could eliminate some of the travel problems by not overbooking flights, or say that the FAA should allow more planes in the air, but during peak seasonal weather times, they should plan ahead. I'm only talking about normal hurricane and winter seasons here.

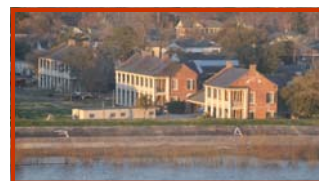
As an example while sitting in the lounge at our hotel the night before our cruise, we chatted with a couple from CT who have been stranded in New Orleans for 5 days because their flight to NJ was cancelled and the next flight they could get on was going to be on Monday. This was directly a result of the ripple effect and rebooking people on flights immediately is nonexistent in today's travel. Travel hint... When flying out of New England, go as far south as possible (like Florida or Texas) to avoid multiple northeast bumps.

Another historic event we saw while sailing out of the Port of New Orleans was the devastation of Hurricane Katrina from 2005. Piers are still damaged and mansions are still vacant while some are still under repair. Yes many items in New Orleans are back to normal, like Bourbon Street and the French Quarter area, but the 9th Ward is still a disaster zone. So this example of the recovery and healing process is something that is time consuming. There are many reasons why things recover and some things don't, so I'm not going to speculate here. Some recoveries are expedited by financial wealth, and some do not happen at all due to lack of money or insurance. Maybe new zoning rules have been put into place causing these areas to be non-habitable. Here are some pictures I snapped on the cruise ship of some locations still damaged, being repaired and some still abandoned.



◀ Dock Damage

Construction Work ▶



◀ More Repair Work

Many of our WRRC members are part of VEM RACES and Windham County CERT and know all of the detailed messages that were coming from the VEM front during the winter storms as of late, making us aware of the situations we could be facing. Many of us follow the weather and know in advance

what might happen.

But why are we alerted to these events? Prior to an event happening, many planners have assembled plans for different types of events and have practiced this procedures with different scenarios put in place. While hurricanes are predictable, earthquakes, train derailments, dam breaches, for example, are not.

So what does that have to do with us? Well, maybe one could look at this as how one "Mitigates and Recovers" from a tragic event. With this thought, we look into the planning and recovery programs many emergency groups have formed over the years to help *Mitigate, Prepare, Respond* and *Recover* from an emergency

The mitigation phase is the effort to prevent hazards, which can happen naturally or by accident, from becoming disasters, or to lessen the effects of a disaster when they occur. To mitigate an incident, we look into the long term effects of an incident and see how we can best reduce risk and allow the recovery process to happen. This could include things like backup resources, water, power, evacuation routes, shelters and more. Again, this paves the way for the recovery to begin at a controlled pace.

The preparedness phase asks the emergency managers to develop plans for different scenarios which could happen within their areas. We see these scenarios play out quarterly during the Vermont Yankee drills. By developing a documented plan, planning communications, deploying and maintaining an inventory of supplies, coordinating efforts with organizations, deploying the assets in the plan, we all know who will do what task and how it will be done. But we also know that this plan, while it is in writing, is a living document and needs to be flexible as the scenario the plan was written for, no matter how general it is, will have to be modified to fit the exact incident which is happening at that given time.

The response phase deploys the necessary emergency workers (first responders) to the affected area. This is done at all levels of government, federal, state, and local. These combined efforts will allow the mitigation plans to be put into place with the appropriate teams which can help lessen the disaster from becoming larger. A well exercised plan enables and efficient coordination process to happen between organizations and governments.

The Recovery phase will assist to bring the area back to the Pre Event state after the area is safe to do so. This includes things like rebuilding destroyed property, infrastructures (like power, phone service, municipal resources) reemployment and more. Rebuilding the area is a long term process and can take month and even years to complete.

Things take time to resolve themselves back to order. With this, we all have to be patient, work within the

boundaries and situations which are set in front of us. The recovery process does, and will, take time to resolve itself. Many of you who lost power during the winter, had water in your basements, furnaces broke, snow blowers belts broke, or whatever, know your recovery was out of your control and you needed to deal with things the best you could.

Let's look at a smaller version of the incident response cycle. Let's say your snow blower has a broken belt. Once this happens, some of us will just tear the machine apart and fix it ourselves, while others will have it serviced. That is your decision to make, but looking at the process...

Mitigation – We developed a plan to either have the unit serviced by the dealer or decided that I can fix this myself when you purchased the unit. Because this is a user replaceable item, we are doing it ourselves. This was our long term thinking

Preparedness - Here we either purchased the belt prior to the event happening, or know where we can immediately get one, if the store is open. Should we decide to have it serviced, we know who to contact.

Response – I'm sure that after a few choice words are spoken once the belt broke, you knew what to do. You either called the repair technician or purchased the belts to replace them yourself because this was in your *Preparedness Plan*.

Recovery – Pickup the repaired unit from the dealer or reassemble it yourself. Once this is done, this problem has been resolved. Your equipment is back to "Pre Event" status.

This cycle could take only a few minutes (if you fix it yourself) to 12 hours (if you're in a line at the repair shop and waiting for days until it is your turn). The recovery process does take time. Sometimes events are simple and sometimes they are complex. Wide area disasters are more difficult to recover from because of the overall size of the event.

For more detailed information about disaster planning and recovery, I suggest the following sites for you to review...

<http://www.dps.state.vt.us/vem/>

[http://en.wikipedia.org/wiki/](http://en.wikipedia.org/wiki/Disaster_mitigation#Mitigation)

[Disaster_mitigation#Mitigation](http://en.wikipedia.org/wiki/Disaster_mitigation#Mitigation)

<http://www.fema.gov/government/mitigation.shtm>

So, every day we all plan for the future. It could be your day at work, your upcoming vacation, retirement, or whatever. But are you prepared for a disaster? What is your 72 hour plan? Where would you go if...(Insert event) ...? Do you have food, water and the necessary supplies to shelter in place during this time period? Let's all think ahead and review your plans to "What will happen "if"..."

Until next month!

73

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de N1TOX

John Borichevsky – President WRRC

RUNN' ON EMPTY

On the trail of the not so elusive GM

No, this is not a tale about General Motors....Uhhh, sorry, that's Government Motors now.

Nor is it about Eull Gibbons. Some of you old coots will remember him. He started writing a series of *Stalking* books in 1962. The first one was "Stalking the Wild Asparagus". After that original tome he wrote more books on how to stalk all kinds of things. After his original success he went on to write cook books entitled, *Stalking the Blue-Eyed Scallop* in 1964 and *Stalking the Healthful Herbs* in 1966. Today being labeled as a stalker is not a nice thing, but back in the 60s I guess that it was OK.

This is about my on and off *stalking* adventures since we made the full time move east of the Mississippi in 1983. I've been stalking the sites where Mr. Radio himself, Guglielmo Marconi, set up his early experimental radio stations. Just call it a hobby within a hobby, OK?

A really nice spot to visit, even if you're not interested in Marconi are the Twin Lights, AKA Navesink Lights, in New Jersey. Here's a little history that I purloined from the internet. <http://www.nps.gov/history/nR/twhp/wwwlps/lessons/131lighthouse/131facts2.htm>

Other significant experiments conducted at Navesink were related to communication technology. In 1899, an Italian scientist and inventor named Guglielmo Marconi placed an antenna and receiving station at the Navesink Lighthouse to demonstrate his wireless telegraph. Marconi's wireless telegraph sent a message in Morse code, which was transmitted via electromagnetic waves. The *New York Herald* newspaper had hired Marconi to bring his wireless telegraph to the United States and report on the 1899 America's World Cup yacht races being held off the tip of Sandy Hook, New Jersey. The demonstration worked so well that Marconi expanded his American operation. He established the nation's first commercial wireless telegraph station at Navesink capable of sending and receiving messages on a regular basis. Eventually Marconi's ship-to-shore communications equipment would become standard on ocean-going vessels, improving the safety of maritime transportation. Marconi's experiments led to the development of commercial wireless telegraph equipment, which became the forerunner of modern radio communications.

There is an excellent museum (see photo) at Navesink

Another spot on Cape Cod is Wellfleet. This is the place from which the first telegram was sent overseas. It was sent by Teddy Roosevelt. Again, to quote from <http://www.stormfax.com/wireless.htm>

In February, 1902, a new aerial design at the South Wellfleet station was erected with four 210-foot wooden towers in a 200-foot square pattern. Each

tower was 24-foot square at the base and 8-foot square at the top. Twelve steel cables, one-inch in diameter, secured each tower against high winds. The guy wires were anchored to 12-inch by 12-inch crossed timbers buried nine feet in the sand. The cables were tightened by giant turnbuckles. To insulate the towers, station engineers used ship's deadeyes between rubber hoses and manila rope with melted sulphur connectors located amid the guy wires. A square 4-foot-thick cement slab was used as a base for each tower. The aerial rigging among the towers was a conical arrangement of 200 wires converging in midair just above the transmitter house and feeding in through a single wire. A similar tower configuration was already in operation at Poldhu and Glace Bay.

Inside the transmitter building was a 20,000-volt condenser, antenna tuning coil, and the rotary spark-gap, the buzz of which could be heard three or four miles away. The transmitter was powered by a 45-horsepower kerosene engine generator supplying 2,200 volts of AC to a transformer that stepped it up to 20,000 volts. A small DC generator charged the batteries.

At the headquarters were a manager, two engineers, and three operators who lived on the site.

Marconi convinced President Theodore Roosevelt to take part in a wireless experiment where a message would be sent from Cape Cod to the King of England. On January 18, 1903, President Theodore Roosevelt's message was tapped out in Morse code from South Wellfleet to King Edward VII at the Poldhu station. It was to be the first two-way transatlantic communication and the first wireless telegram between America and Europe. The message read:

*His Majesty, Edward VII.
London, Eng.*

In taking advantage of the wonderful triumph of scientific research and ingenuity which has been achieved in perfecting a system of wireless telegraphy, I extend on behalf of the American People most cordial greetings and good wishes to you and to all the people of the British Empire.

THEODORE ROOSEVELT
Wellfleet, Mass., Jan. 19, 1903

Expecting only to receive confirmation from Glace Bay that the message had been relayed to England, Marconi got a direct response from England.



WARRIOR UPDATE

A recent email from Tim, KA1ZQX, informs us that he is doing well across the pond.

They're living in tents and out of bags. He only has a few feet to himself. Emails are appreciated (timothy.bell@us.army.mil) as well as snail mail sent to:

Timothy Bell
HHC 86th STB
Bagram Airfield
APO AE 09354



Hang in there, Tim. Our thoughts are with you. Before you know it we'll have our first Care Package headed your way.

FINANCES

At this time the WRRRC assets are as follows:
Checking: \$1508.77
Cash on hand: \$21.06

UPCOMING EVENTS & LOOKING AHEAD

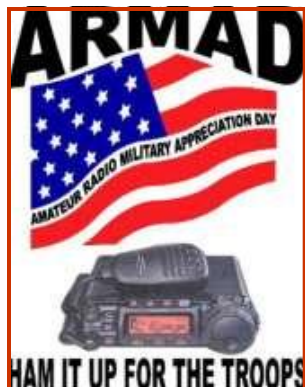
Ongoing: WRRRC ARES net...19:30L, 147.015, positive offset and 100 Hz PL tone.

April 13—Regularly scheduled meeting of the WRRRC in the EMT room of Grace Cottage Hospital at 19:00L. The program will be *sunspots 101*—How they effect radio wave propagation.

April 24—Monthly lunch meeting at the Pan Asian restaurant by Staples in Brattleboro. We gather at 11:30 AM.

April 30—May 1: NEARFest. See <http://www.near-fest.com/> for further details.

Also check out WRRRC events on the club calendar at <http://www.westriverradio.org/> and scroll down the page a bit.



THE WRRRC ARES NET

WHEN: Every Monday evening at 19:30L

WHERE: The Marlboro Repeater—147.015 MHz. Positive offset and a 100 Hz PL

WHAT: The net varies between rag chewing on some Mondays and a bit of training on others. Often there is a combination of some training and rag chewing.

The NCS lineup through April follows:

- April 5 KB1J, Rich
- April 12 K1KU, Darrel
- April 19 W1CWB, Chas
- April 26 K1KU, Darrel

All are welcome and encouraged to check in.

You'll get in some rag chew time with a little training thrown in now and then.

Want to be a Net Control Station? Contact N1TOX, John
n1tox@comcast.net

N1HOS MOBILE

Jack, N1HOS, is forever improving his HF mobile set up. He recently shared some photos of his latest set up. It looks like his perseverance has paid off.

Keep up the good work, Jack.

