

QSA-5

Founded, 1933

The Marin Amateur Radio Society Monthly Newsletter

March 2004 Page 2

President's Message?

A no show.

General Meeting 6 February 2004

The meeting was called to order at 1935 hours by President John Boyd KE6ORI. Other board members present were John Iacono KF6VYH, Norm Baetz WA6CLK, Herman Weiss WP4DCM, Phil Dunlap K6PHD, Al Weisman W5ALW and Raine Strom KG6GII. There was a total of 27 members and guests present. John Boyd, standing in for Doug Slusher KF6AKU, gave the treasurers report and it was approved. John said a new vhf / uhf radio and an equipment console has been purchased for the truck. John further said new vests will be issued to hams participating in Public Service events.

Connie Sawtelle KG6RAW asked the club for a date so she could arrange a time for the annual picnic. It will be some time in July this year.

John Boyd presented a preliminary drawing of changes for the clubhouse and asked for members to give their ideas and possible modifications.

Ben Sawtelle N6PJZ, our Education chairman, talked about future General and Tech classes and said new teaching material will be forthcoming. The next VE test will be on March 27th. Get in touch with Ben about any info you need.

There was a discussion about the Mt. Tam repeater being down. This was caused by backup generator problems.

There was a request for volunteers for Field Day. Get in touch with Chet Rice or any board member if you want to help.

There will be a RACES meeting at the Civic Center on Feb. 28.

Steve Rathbone AJ6Y talked about CERTS, The Community Emergency Response Team, and how the club could help out.

Go to column two.

Website at W6SG.NET

Phone 415.389.6630

Do You Have Something for Sale?

Or are you looking for some item that may be gathering dust in a member's shack? Advertise FREE in this publication. Send your info to the editor.

Scheduled VE exam dates for 2004.

March 27, June 19, September 25 and December 18. These are all Saturdays. Tech classes will be held prior to each of these dates. Also, General Class instruction will be held shortly before the June exam. This will be the last time to go for the General ticket before the question pool is enlarged on 1 July.

General meeting, from column one.

There were complaints about the clubs WEB page. This will be taken care of and the site updated. John Boyd talked about the proposals by the ARRL to change some of the rules affecting Ham radio.

There was a reminder that all hams and their friends are invited to have breakfast together at the Flatiron Grill in San Rafael. This is held on the 3rd Sunday of the month between 8 and 10 am.

John Boyd talked about the club setting up a booth at this year's Marin County Fair and possibly working with other local ham clubs on this. The meeting was adjourned at 2015 hours.

Our guest speaker was Andy Oppel N6AJO, our ARRL Pacific Division Vice Director. He spoke on the changes in the licensing structure that the ARRL is proposing to the FCC and the reasoning behind the proposed changes. He was accompanied by Bob Vallio W6RGG, our Pacific Division Director. Also on site was Bill Hillendahl KH6GJV, our San Francisco Section Manager.

Submitted by Norm Baetz, Secretary.

Mailing Address

P.O. Box 6423
San Rafael, CA 94903

Gourmet or Gourmand?

Monthly MARS Glutton Breakfast. Third Sunday. Doors open at 0800 at The Flatiron Sports Bar & Grill, 2nd @ B, San Rafael.

Board Meeting 10 February 2004

The meeting was called to order by President John Boyd KE6ORI at 1935 hours. Other board members present were John Iacono KF6VYH, Norm Baetz WA6CLK, Phil Dunlap K6PHD, Doug Slusher KF6AKU, Al Weisman W5ALW, Raine Strom KG6GII and Herman Weiss WP4DCM.

John Boyd discussed the need to formulate a budget for the club. A steering committee will be set up to present a plan.

There was also a general discussion among the board members on setting up some goals for the upcoming year. Some of the ideas presented were a sister city in Japan, club presentations to other groups, Kids' Day, Marin Country Fair, HF antenna improvements at the clubhouse and visits to other club meetings.

This year's Field Day was discussed. John Iacono will check out some other possible sites but will also apply for use of the Rod & Gun Club's site. (It's hard to argue with easy access and onsite sanitary facilities; no pit toilets, or portables which can be tied shut from the outside and can swallow your wallet or car keys, or hungry cougars sneaking up on you from behind a bush. ed.)

The club picnic will be held on July 17 at last year's site. (For those having trouble recalling last year's site, it's not because of a 'senior moment'.

Go to page three, column one.

Board meeting, cont. from page two.

The picnic was cancelled due to.....we don't recall. ed.) More details to follow.

The club is still looking for volunteers to organize the public service events this year. There will be several people involved so check with John Boyd or John Iacono if interested.

As far as clubhouse improvements, the board asked for the replacement of the front gate and side fence, and to see if any repairs are needed for the upstairs apartment.

Our trustee for KG6WE, Bob Webb WB6QPR, is moving and asked to resign. Doug Slusher has volunteered to take over the duties.

The club is also looking for someone to be liaison between RACES and the club.

Ben Sawtelle N6PJZ said there were seven people signed up for the next ham class.

A request by CERTS to use our parking lot for emergencies was approved.

Raine Strom said she would donate a new clock for the club.

A purchase of a club flag was not approved. Cost would have been over \$250.

Pricing of GPS (APRS) units to be used in Public Service events will be looked into.

Renewal notices will be sent out to all members this week.

The meeting was adjourned at 2110 hours.

Submitted by Norm Baetz, Secretary.

**On Frequency Stability
By W6FQS**

We have all become so accustomed to stability on the order of 2 ppm on our newer SSB rigs that we just turn them on, zero on the net control or the strongest signal on the freq. and go ahead and operate without thinking much about it. Unless we do a really bad job of tuning in the speakers voice, we seldom have someone tell us that we are off-frequency. If one of us is just a tad off, the others usually just adjust a bit with the RIT* control. Go to column two.

From column one.

I was reminded of this when QSOing with the Marin guys on 3.892 this morn (0800, 2/23). I put the old SWAN 350B on the air. Had turned it on about one hour ahead of time to warm it up before going on. Tuned in WA6PAC as usual, made one transmission and all went well. As I listened to others in the roundtable, several started sounding a bit squeaky. I shifted freq. a bit. When my turn came I made a short transmission and was told I was off-frequency.

The SWAN has no RIT* and I don't remember that any of the old analog dial, tube-type rigs did. With such rigs if you tune such that the other operators voice sounds a tad high-pitched, your voice will sound a bit low-pitched to him so he will probably retune to make your voice sound natural to him, even if your rig isn't drifting. If this continues throughout a QSO, you will both be slowly waltzing one another across the band. The vernier tuning knob was all we had and the tuning rate was really rapid compared to modern rigs so you have to just breathe on the knob sometimes to really get right on the other guy. I hadn't experienced this sort of operation for years. It's a good reminder of how "soft" we all have it with the newer solid-state equipment. Good news is that the Swan doesn't seem to be splattering and everyone hears me okay although not S-9 plus 20 but who cares as long as I am above their noise level. I haven't tried the Swan on AM yet. Not sure I want to. Later, Pink

(* RIT: Receiver Incremental Tuning, not to be confused with Excremental Tuning, however that may be accomplished. ed.)

When asked for permission to print the above in QSA-5, we got the following reply:

Hi Phil,
Your call. If you feel it would be of any interest to the club members go ahead. I don't think I said anything to offend anyone and I certainly wasn't offended by being told I was off frequency. I was glad to receive an honest report. Power rating, I am not sure Phil. The final amplifier in the Swan is a single 6MJ6 pentode. Go to column three.

From column two.

My old tube manual is out in the garage somewhere. The specs say 125 watts but don't say average or PEP. Another place in the tuning instructions indicates that when the mike gain is adjusted for a cathode current of between 110-130 ma., the power output exceeds the rated 125 watts on SSB voice peaks. That's close enough for me. You weren't on this morn but Chet said I was running S-9 plus 10 over at his place instead of the usual 9 plus 20. The specs say the CW rating is about 90 watts. I do have a Bird 43 wattmeter with a number of slugs but haven't gotten around to loading into a dummy load and actually measuring. I never did get the available mod. kit for the Bird to measure peak-peak. I think the tube may be a little flat because I only see about 50 watts in tune position on the meter in my tuner. Could be wrong though because I believe in the tune mode there is a bias resistor in the final cathode ckt. to reduce power and then when you operate, the bias resistor is shorted out to allow full-power operation. The meter in my tuner is too damped to see a reading during operation so can't say for certain.

I'll be back on the air about March 23rd. Take care, Pinky. Chico, CA

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'Pinky' Picard, W6FQS, his original call, a former member of MARC, has been living in Chico for 26 years.
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For Sale

MAHA Universal Rapid Charger (MH-C777) will charge: cellular phone, camcorder, cordless phone, two-way radios, digital camera batteries. Quick charge of nearly any types of rechargeable NiCD & NiMH without the use of any additional cups or adapters. Employs the use of "movable contact pins" which are reconfigured freely for many types of battery packs. Built in conditioning feature rejuvenates your old battery packs. Can be used in a car with the **included** car kit. Alligator clips also included for attaching to battery holders. Asking \$25.00. Contact: Dick Sadler KD6RUP at 485-1835.

Stuff.

In December we attended the Christmas party of the REDX club with Rich Carbine and Marilyn Bagshaw at Carrows restaurant in Petaluma. Rich was the outgoing president. Got lucky and won a \$100 gift certificate from HRO. Had bought \$25 in raffle tickets so quadrupled our money, sort of. On an investment of \$1000 in gift certs by the club, over \$500 came back in ticket sales.

Drove over to HRO Friday 1/30 to pick up a couple of items. Wanted a G5RV wire antenna for 80-10 meters to install in Twain Harte. Price is \$49.95. Found only the G5RV-M type for 160-10. Twice as long at over 200 feet and has 64 feet of 450 ohm line instead of the 31 foot length supplied with the 80-10 standard model. Same price. Didn't ask why. Bought one. Now, with the addition of a three dog-bone insulators, a homemade adapter from coax to ladderline—no they DO NOT use a balun—using an SO-239, 1" sched 40 PVC end caps and a few pieces of 8-32 stainless steel hardware from Home Depot, we'll have TWO 80-10 G5RVs for not much more than the price of one. ed.

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The G5RV Antenna.

From the 'net.

The G5RV is an excellent all-band (3.5-30 Mhz) 102 ft. dipole. The 102 ft. dipole with 31 ft. matching section of 450 ohm transmission line achieves a resonance on all bands from 80 to 10 meters with only one antenna without any losses in traps and coils. The impedance at the end of the 450 ohm line is 50-60 ohms so a balun is not used here.

Description of Operation: On 3.5 Mhz, the electrical center of the antenna starts at approximately 15 Ft. down the 450 ohm line. On 3.5 Mhz a portion of the dipole is operating as a folded dipole. The antenna functions as two half-waves in phase on 7 Mhz with a portion folded in the center.

In the 14 Mhz band, the antenna operates as a three half-wavelength antenna.

On 21 Mhz the antenna is two full-wavelengths in phase.

Go to column two.

From column one.

In the 28 Mhz band it operates as two one and a half waves in line fed in phase. The G5RV is slightly short on 80 meters where the 450 ohm line serves as a form of matching stub and both a stub and/or impedance matching transformer on the other bands.

III. Installation: The G5RV must be fed with a coax cable at least **70 ft.** long in order for the antenna to perform properly.

G5RV. The Feeder.

The antenna can be fed by any convenient type of feeder provided always that a suitable type of antenna tuner is used. In the original article describing the G5RV antenna, published in the, then, RSGB bulletin November 1966, it was suggested that if coaxial cable feeder was used, a balun might be employed to provide the necessary unbalanced-to-balanced transformation at the base of the matching section. This was because the antenna and its matching section constitute a balanced system, whereas a coaxial cable is an unbalanced type of feeder. **However, later experiments and a better understanding of the theory of operation of the balun indicated that such a device was unsuitable because of the highly reactive load it would "see" at the base of the matching or "make-up" section on most hf bands.**

It is now known that if a balun is connected to a reactive load presenting a vswr of more than about 2:1, its internal losses increase, resulting in heating of the windings and saturation of its core (if used). In extreme cases, with relatively high power operation, the heat generated due to the power dissipated in the device can cause it to burn out.

However, the main reason for not employing a balun in the case of the G5RV antenna is that, unlike an antenna tuner which employs a tuned circuit, the balun cannot compensate for the reactive load condition presented to it by the antenna on most of the hf bands, whereas a suitable type of antenna tuner can do this most effectively and efficiently.

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Got an old tube type rig? Check this out.
http://members.cox.net/n7rk/xmit_Tube_list.pdf

The Legend of "Kilroy Was Here."
From the 'net.

The legend of how "Kilroy was here" starts with James J. Kilroy, a shipyard inspector during WWII. He chalked the words on bulkheads to show that he had been there and inspected the riveting in the newly constructed ship. To the troops in those ships, however, it was a complete mystery — all they knew for sure was that he had "been there first." As a joke, they began placing the graffiti wherever they (the US forces) landed or went, claiming it was already there when they arrived.

Kilroy became the US super-GI who always got there first — wherever GI's went. It became a challenge to place the logo in the most unlikely places. It was said to be atop Mt. Everest, the Statue of Liberty, the underside of the Arch de Triumphe, and scrawled in the dust on the moon. An outhouse was built for the exclusive use of Truman, Stalin, and Churchill who were there for the Potsdam conference. The first person to use it was Stalin. He emerged and asked his aide (in Russian), "Who is Kilroy?"

WWII UDT (Under Water Demolition - later Navy Seals) divers swam ashore on Japanese held islands in the Pacific to prepare the beaches for the coming landings by US troops. They were sure to be the first GIs there! On more than one occasion, they reported seeing "Kilroy was here" scrawled on make shift signs or as graffiti on *enemy pill-boxes*. They, in turn, often left similar signs for the next incoming GIs.

The tradition continued in every US military theater of operations throughout and following WWII.

In 1946 the Transit Company of America held a contest offering a prize of a real trolley car to the person who could prove himself to be the "real" Kilroy. Almost forty men stepped forward to make that claim, but James Kilroy brought along officials from the shipyard and some of the riveters to help prove his authenticity. James Kilroy won the prize of the trolley car which he gave to his nine children as a Christmas gift and set it up in their front yard for a playhouse.

Phase 2 of Adventures in moving... ED KØKL

The events of the second move (out of three trips) unfolded very quickly.

Friday, January 23rd I picked up another U-Haul, this time industrial strength (or so I thought). 24 feet, with intentions of again towing the Jimmy to St. Louis. I hired a crew, recommended by a friend to load the truck, which turned out to be excellent.

Saturday January 24th. There was not room for a single slice of bacon in that truck when the crew finished. That includes 2 40-foot towers (in sections inside one another) and a 6-element beam with a 36-foot boom! So we finish on Saturday afternoon about 3. Leaving behind a wicker chair, our entire wall pictures collection: wedding, family, vacations, etc. We intend to take this stuff back when we move the travel trailer with the pick up truck. We go to U-Haul with the truck and the Jimmy. No incidents, all the equipment is there as promised. We're on our way to Missouri at 4:30 PM, intending to go until sleepy and stop for rest. The truck is really working its buns off with this load, but seems to run OK in the level road.

Sunday January 25th we start out at about 8:00 am, I decide we will have to get going at the crack of dawn for the rest of the trip if we're going to be in Missouri by Wednesday night. I've got a crew hired to put stuff in storage. Oh, by the way, I really underestimated the amount of "stuff" we own. I contact the storage area and reserve a 10 x 25 locker, having already loaded a 10 x 30, but that's another story. Leaving Bakersfield it's flat and we make time. Then there are the mountains. The poor truck labored up every hill, but more to come. The intention is to get to Kingman, AZ by evening. After clearing the Colorado River eastbound you're on flat ground for a little while, then the challenge.

So we're tooling along, the sun goes down. I keep careful track of how long to the next town and approach a sign saying "gas next exit". I can see the lights way down yonder and don't use the exit right next to the sign, there's gotta be another exit. Wrong! So as we whiz by the gas station, I figure

Go to column two.

we've got 14 miles to go and the gauge is between $\frac{1}{4}$ and "E", with only 14 miles to go, I'm in fat city ... Well, I recall some pretty steep grades ahead and sure enough I'm climbing one in 1st gear going 15 mph. As we crest the hill the engine starts to sputter, Lorraine says, "what's wrong", I say, "I think we're running out of gas!" (I always said the "E" meant enough). Anyway we crest the hill; the truck is now level, the engine picks up, providence was with us. Downhill for a little bit, off the exit into a Texaco and load up with 56 gallons! We were literally on fumes. By the way, some gas stations limit your credit card to \$50, so just take out another card and restart. A great meal at the Flying J truck stop, sleep at a nondescript motel and we're on our way at 7:00am.

Monday January 26th. We go through 2 more hills and the truck is really laboring hard, I tell Lorraine we should take the Jimmy off the trailer and she would have to drive it. It's 8 degrees outside. The Jimmy starts right up and we're on our way. Thanks goodness we have ham radio; we yak all the way to Missouri in the radio so we're not lonely.

Pretty uneventful during the day, trying to make Albuquerque by nightfall. Stop at a gas station that was left on Route 66 when the Interstate went by, about $\frac{1}{2}$ mile off the interstate. Gas is \$2.50 a gallon! There's a sign at the door proclaiming it costs a fortune to maintain the place, don't give the staff a way to go over prices. Makes sense to me, we're in the middle of nowhere, I hear a generator running to keep the lights on. The restaurant is very clean, modern and good prices; just the gas is outta sight. I listen to the staff talking about how 10 years prior there was a blizzard and they found a couple frozen to death after the road was reopened. By the way, we're being chased by a front about $1\frac{1}{2}$ days behind us, and it's still in the 20's, high 20's but you know snow is coming. Let's move. It's now dark; we're about 35 miles east of Albuquerque having wanted to make time. The "check engine" light comes on. At which point I recall Lorraine's comment about how U Haul takes care of their vehicles having seen someone putting oil in our truck! Hmm maybe this is an oil burner and I'm low. Go to column three.

I recall a station just a ways down the road, which we reach. It's 7:15; they close at 7:30. I buy a quart of oil and ask for a funnel. All the gal has is an old 12-ounce water bottle with the bottom cut off. We try it. Now this is a GMC truck. The hood folds forward, you have to stand on the front tire and balance yourself against the frame to get where you have to go. I put the "funnel" in the hole and try pouring the oil in from about 15 inches above the engine. Naturally not all the oil makes it into the engine. Some gets on the manifold and now I have a fire! Run inside, the staff runs around aimlessly, excited but not quite figuring out what to do. I run outside and spy the windshield wash stuff in a 5 gallon bucket, it's got skim ice on the top, but what the hell, I throw this at the fire and put it out. Not much evidence of damage, but who can see anyway it's getting real dark with the station lights going off. I start the engine, which simmers down after a few seconds, and no check engine light. At this point the gal tells me "we get a lot of those check engine light questions, maybe it's climbing the hills or over revving the engine or something else. Just turn off the engine, wait a few seconds, restart, if the light goes out you're on your way." ... Now she tells me. We push on, I'm gonna go for Santa Rosa, NM. We roll into town about 9:30PM eat at a Denny's that had a happy, fast staff, and the food was good. Amazing! Off to sleep. It's 7 above zero.

Tuesday January 27th. We get up at 6 and are on the road at 7:30; free breakfast at the Holiday Inn Express saves time. Going to try to make Tulsa. Very uneventful day, just more miles and miles of miles and miles. Stop over in Tulsa; check the weather. That snow is still $1\frac{1}{2}$ days behind us. Good to go, cold but good to go.

Wednesday January 28th. It's now lunchtime, we stop at Cracker Barrel and find all the RV spaces are taken by cars one behind the other, I take 5 car spaces on the outer end of the parking lot, figuring turn about is fair play. (Are they going to charge compact cars using a full space or just get on the big cars using compact spaces, question of the year.)

Go to page six.

From page five.

We eat and push on. Stop at the truck stop in Joplin and now have to deal with Citicorp security people verifying that I'm me and some of the charges on the MasterCard are correct. Remember fans this truck gets 5-mpg. And they see someone going across country spending a lot. After a while I refuse to go any further with this arrogant representative. Now with this idiot, tell him he's over the line harassing me and end the conversation.

We go on happily gaining American Airlines Frequent Flyer miles having won that argument. I later call his supervisor and read him the riot act over my treatment. I'm sure I got the "cockroach letter" treatment but at least I feel better. About 10 miles down the road we get the same "check engine" light. This time I exit Highway 44, stop, shut the engine off, wait, restart, no light and continue on our way.

We make Warrenton at 4:30PM and can rid ourselves of the auto transport trailer.

Thursday January 29th. At the storage area at 10AM. Thank God for the Carhart jacket, with thermals I was quite warm even though it was 13 degrees, very light wind. Get unpacked by 1 PM, get rid of the truck and have lunch.

That's it fans, the final chapter is now just beginning. Our place in Terra Linda is empty, painted, cleaned, carpet steamed and is primed for viewing over the Valentine's Day weekend. Hopefully it will move quickly. We moved with our travel trailer to a nice RV park in Novato. I have the vertical up and use my SGC 2020 radio for HF activity. Lot's of fun, by the way we packed all the pictures and the chair in the bed of the pickup and are ready to move out mid-week.

More to follow (I'm sure fate is not through with me...)

Ed KØKL

San Francisco Section News - February 2004

The section clubs are gearing up for what appears to be a busy year. The Valley of the Moon ARC is starting an Amateur Radio class on Feb. 24th which will be held at the Sonoma Fire Station. Be sure to put VOMARC's annual Hamfest on April 24th from 7 AM to Noon on your calendar. (Too bad it is the same weekend as the Visalia DX convention). For more information on these items, check their website at www.vomarc.org. VOMARC member Joan Brady W6WXU is one happy grandma! Her 7 year old granddaughter Mattie Clauson (ex-KD7TYN) in Oregon passed her Extra exams with a 92% and now is AD7BL.

Also starting a class on February 21st is the San Francisco Amateur Radio Club. It will be a one day session that they call Ham Cram. For more information on this class, please e-mail w6pw@arrrl.net

And another one - The Humboldt ARC is starting an evening class on Feb. 23rd at the local fire hall. For information on that class, please visit HARC's website at www.humboldt-arc.org

The Lake County Amateur Radio Society has a class already in session in conjunction with the local 4-H group. The class is being run by Dave Perata WN6LOO.

Looks like just about everyone is running a class! Must be trying to generate more operators for Field Day!

In the honorable mention department, the Redwood Empire DX Association gave Mike Polkinghorn K6PUD its annual Spirit award at their holiday party in December. The Spirit award is given to the club member who has demonstrated interest, activity and enthusiasm for the hobby by their work in the club and in contesting and DX. Mike was REDXA's Field Day Chairman for 2003.

Back up north, the Humboldt ARC is continuing work on their two mobile comm vans. Modifications and refinements are being made to ECV-1 (Emergency Comm. Vehicle). VHF and UHF radios have been installed on ECV-2. The Lambda ARC/Golden Gate in San Francisco has changed the primary purpose of their club to focus on repeater operations. They plan on one formal meeting a year on October.

I have heard a variety of comments on the ARRL's proposal for license restructuring. Pacific Division Vice Director Andy Oppel N6AJO visited the Sonoma County Radio Amateurs club in Santa Rosa and the Marin Amateur Radio Society in Mill Valley to discuss the proposal. ARRL's proposal has been submitted to the FCC. Any comments you may have should be directed to the FCC when they publish a Notice of Proposed Rule Making (NPRM) sometime in the future. But, I'm told not to hold our breath; it might take some time as the FCC is busy with other matters.

Want to see your club's news in this column? Be sure that I get your newsletter, electronic or snail mail is fine.

Most clubs are looking for program suggestions. We all try to recreate the wheel in this area. Send me a list of your club's programs held in 2003 and 2004 and I will get them up in a listing of programs on the pdarrrl.org San Francisco Section website. Please send the program title, presenter, a brief description of the program and who to contact about the material. This could help everyone. Speaking of programs, I can provide a photo tour of ARRL headquarters, a presentation on the proposed license restructuring and one on the current status/future of Amateur Radio. Several clubs have seen the programs. Let me know if you want me to bring it to your group. 73, Bill Hillendahl KH6GJV ARRL San Francisco Section Manager: [Bill Hillendahl, KH6GJV kh6gjb@arrrl.org](mailto:Bill.Hillendahl,KH6GJV@arrrl.org)

General Membership Meeting is held on the first Friday of each month at Alto District Clubhouse on Shell Road in Mill Valley, starting at 7:30 PM. Turn right at the first stop light west off hwy 101 at the Mill Valley/Tiburon exit. Bear to right at next stop sign, then turn left at next street, Shell Road. We are in the two story building on the left under the power lines. The upper floor is a private residence.

Business Meeting meets at the Alto District Clubhouse in Mill Valley on the second Tuesday at 7:30 PM. Members are encouraged to attend.

Sunday morning informal meeting, smilingly called The 'Bible' (or babble) Class, meets every Sunday morning at the Alto District Clubhouse in Mill Valley starting at roughly 0800 hours and runs to around 1100 hours. This weekly event is hosted by **Ben Sawtelle N6PJZ**, our Ham of The Year in 1996, whose absence would be the result of serious disease or dismemberment, only.

Dues structure is: \$20.00 per year for regular or family memberships. No dues are charged for Life or Honorary members.

Marin Amateur Radio Society

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John Boyd KE6ORI

Vice President:

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Secretary:

Norm Baetz WA6CLK 898-4887

Treasurer:

Doug Slusher KF6AKU 927-8120

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Steve Rathbone AJ6Y 898-8123

Trustee for K6GWE:

Doug Slusher KF6AKU (shortly)

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VHF Raine Strom KG6GII

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Public Service Event Coordinator

This will probably be a shared responsibility.

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