

QSA-5

Founded 1933

The Marin Amateur Radio Society Monthly Newsletter

Feb-Mar 2013

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From our Pres.

As I sit down to write this, I can feel spring in the air. So it is time to get out the Hay Fever meds, check out your HTs and the radio in the car. Public service season is about to begin. This year we are doing a few things differently, based on feedback we got from people who worked on events last year.

The first thing I want to call your attention to is a new page on our website. There is a link on our home page called "Honor Roll" it contains the names of all of you who worked on an event in 2012. I would like to extend our thanks to all of you.

Directly above that on the home page is a link called "Public Service" which will take you to a schedule of club events. The very first event is a new one for us. Not specifically an event but rather an orientation on how to participate in a public service event. The orientation will take place on Saturday 6 April 2013 at 10:30. Please check out the page and you can RSVP for the orientation.

Please note that each of the event names are links that will take you to a page about the event. Each page includes, at a minimum, a description of the event, what will be expected of you, information about the route and list of the locations where operators will be stationed, the frequencies and repeaters used, and finally the contact information for

the person coordinating the event.

If you look at the black bar at the top of the page you will see two additional links. "Operating Events" and "VE Examinations". If you click on the "Operating Events" link you will find a schedule of events that are more in the realm of amateur radio events. Just like the public service schedule each event has a page describing the event, what will be expected and who to contact. You can probably figure out what "VE Examination" page contains.

I urge you to check out these new pages on the site. I want to thank Randy Jenkins KA6BQF, Michael Fischer K6MLF and Doug Slusher KF6AKU for creating the content. I am hopeful that providing this information will make everyone's experience at our events more fun and rewarding. Lets have a great public service season.

73 de WA6UDS

From Mark Shafer, Capt. USN, ret.
.KE6FGL, MARS

You know that grand ol' WWII Liberty Ship JEREMIAH O'BRIEN at Fishermans' Wharf pier 45 is my main interest as a Director and overall volunteer. We recently had a very successful St Patrick's Day party aboard with more than 500 in attendance.

Our next Bay cruise will be "Opening Day" Sunday 28 April from 10am to 2pm at \$125 (Early Bird until April 1) Then \$150, all passengers.

Then on Saturday 18 May from noon to 4pm we will have the "Greatest Generation Memorial Cruise" at \$85 all passengers, **WWII Vets free.**

The "New Bay Bridge Opening Cruise" will be Saturday 2 Sept, Noon to 4pm, price TBD.

The annual "Fleet Week Cruises" will be Saturday & Sunday 12-13 October. Saturday for the "Parade of Ships" from 9am to 5pm at \$125 all passengers and Sunday from 10am to 5pm at \$100 adult, \$75 youth (5-16), \$300 family (2 adult, 2 youth).

When boarding - complimentary breakfast dough-nuts and coffee except for 18 May cruise; food available for purchase; live entertainment, complimentary beverages; call our office 415-544-0100.

We will have the best view in the Bay to observe the Americas Cup races later this year.

[Interested persons should call our office 415-544-0100.](tel:415-544-0100)

Aloha, Mark

THE WAYBACK MACHINE

Issue #16 by William Continelli

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In our last installment, we saw how, when the FCC created the Technician class license back in 1951, their intention was to give it a separate and unique purpose. The Commission stated that the Technician class license was established expressly for serious minded experimenters who needed spectrum space in which to conduct their tests. It was not established as a communicators' service and was not to be a stepping stone between the Novice and General class licenses. The original Technician class operator only had privileges above 220 Mc. In 1955, they were given six meters and in 1959, the 145-147 Mc. segment of two meters. Getting additional frequencies for Technicians was difficult--the petitions could not mention "communications" as a reason, but rather had to show that there was a need for additional experimentation on the six and two meter bands. Because of the "experimental" nature of the license, Technicians were not allowed to become RACES stations. They also faced some discrimination by a few higher class amateurs--in fact, several proposals were made to the FCC to "punish" Technicians who used the airwaves to communicate, rather than to experiment.

In 1962, two events occurred. First, the FCC denied petitions to give Technicians the 29.5-29.7 Mc. segment of ten meters as well as full two meter privileges. In rejecting these petitions, the FCC said there was "considerable misunderstanding" about the role of the Technician class, and restated the "experimenter" policy they had issued in 1951. Also that year, a new amateur publication hit the market- "VHF Horizons." Concentrating on six meters and above, this magazine was full of technical articles, construction projects, contest information, and VHF news. But it was the editorial content of "VHF Horizons" that broke new ground. For the first time, an

an amateur magazine called for a rewrite of FCC policy. They wanted Technicians to be considered full-fledged amateurs and not just experimenters. Naturally, this caused controversy in the amateur community. Technicians who considered themselves communicators flocked to this new publication, while some higher class amateurs condemned it and restated their position that "communicating" Technicians were violating FCC policy. Unfortunately, "VHF Horizons" was not able to turn a profit, and expired after only two years.

In 1967, the FCC instituted "incentive licensing". While the actual frequency loss by Technicians was minimal--just the first 100 kc. CW segment of six meters--the FCC still struck a blow to those wishing to remove the "experimenter" status from this license. The FCC once again turned aside requests to expand Technician privileges to the full two meter band. In addition, the FCC also removed two meter voice privileges for Novices and took away the right for an amateur to simultaneously hold a Novice and Technician license. According to the Commission, too many Novices were operating two meter voice, were not increasing their code speed, and were upgrading only to Technician instead of General when their Novice license expired. Once again, the 1951 policy was restated.

However, despite the FCC's position, thousands of Technicians were on the VHF bands as communicators. With the rise of two meter FM, new Technicians were taking to the airwaves every day, mostly with surplus wide-band commercial equipment. Recognizing that the role of this class of license had evolved, the ARRL Board of Directors met on November 1, 1969 and came to a decision. In an editorial in the December 1969 issue of "QST" entitled "Technicians as Communicators", the ARRL's new position was stated--Technicians were no longer just experimenters, but rather full fledged communicators. The ARRL proposed that they

ARRL proposed that they be given the full two meter band, the 29.5 to 29.7 Mc. segment of ten meters, and the ability to once again hold a Novice license simultaneously. The ARRL put these proposals before the FCC in a petition.

The FCC did not immediately respond to this petition, but rather, in 1971 issued an odd ruling in which they stated that a Technician class amateur could not use a repeater in which the input was in the Technician subband of 145-147 MHz, but the output was above 147. Nevertheless, since the repeater subband in the early 70's was 146-148 MHz and the Technician was not allowed above 147, the FCC was under pressure. On October 17, 1972, Technicians were given the 147-148 MHz segment of two meters. The FCC denied Technicians ten meters, Novices privileges, and the 144-145 MHz portion of two meters, but the door was opened

With thousands of Technicians on two meter FM, the FCC then moved slowly toward full VHF privileges for them, realizing that the "experimenter" designation was obsolete. In 1975, Technicians were given Novice frequency privileges. When the new repeater subband was opened at 144.5-145.5 MHz, Technician privileges were expanded to 144.5-148. The FCC also realized that Technicians could no longer be excluded from RACES operation. In 1976, the FCC eliminated the "mail order" status of the Technician exam and required applicants to show up at an FCC examination point. Finally, in 1978, Technicians received full two meter privileges. In the eyes of the FCC, they were full-fledged amateurs. In 1987, the exam was made easier by splitting element 3--the General written exam--into 3A for Technician and 3B for General. This is why those Technicians licensed before March 1987 only have to take the 13 WPM code test to upgrade to General.

Concluded on next page.

Also in 1987, Technicians received sideband privileges in the 28.3 to 28.5 MHz segment of ten meters. And, in a final act of "Technician Liberation" in 1991, 40 years after the license was established, the code-free Technician was created. So, if you meet a Technician who has been licensed since the 60's, treat him or her with dignity and respect, for they have suffered and endured years of being ostracized so that today's Technicians can enjoy full VHF/UHF privileges.

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Library of Congress

Newspapers 1836 to 1922. .

The basic address is:

<http://chroniclingamerica.loc.gov/>

Select range of years and name of newspaper. They may throw more than one newspaper at you. Look for the one you want.

Public Service Info, updated for 2013.

Following many of the suggestions that you all gave us last year, you can find the entire list of our public service events on our website: www.w6sg.net <<http://www.w6sg.net/>> , click on Public Service in the list on the left-hand side of the main screen. Each event has a hyperlink; click on it, and you will see more info about it. As we get closer, we will post photos, maps, last year's frequency plan and duty roster, etc.

Please respond to Randy and/or me in the normal way: send us an email. We will not monitor the website for registration there.

Your comments are welcome, as we update and seek to improve this information.

On APRIL 6, at 10am in the Clubhouse, another of your suggestions: an orientation session for the season, and for what you and we expect of each other. The session will be especially tailored for new operators, but all Elmers are welcome, for sure!

I look forward to hear from you as soon as you have checked your calendars!

Many thanks, and Seven-three,

Michael Fischer K6MLF
 131 Bolsa Avenue
 Mill Valley, CA 94941-1101
 415 383 5855
 415 519 2201 cell

Marin Amateur Radio Society
Board of Director's Meeting Minutes
Thursday, March 14, 2013

Members present: Curtis Ardourel, Dave Hodgson, Rita Brenden, August Koehler, Doug Slusher, Kal Anber, John Boyd, and Randy Jenkins.

The agenda was approved as amended.

The minutes of the January 10, 2013 meeting were approved as published. There was no meeting on February 14. Randy reported no correspondence. Dave reported that PG&E will switch us to time-of-use billing. Curtis commented on an e-mail concerning the Tamarancho Dirt Classic. The event is the same day as the Dipsea, Randy has already replied.

Treasurer: Dave's report for February showed \$2,377.00 income and \$441.23 expenses; and total cash assets of \$50,640.11. Dave also reported that he had changed phone plans to consolidate billing, and to save money. The 2013 budget was discussed, and will be updated for adoption in April.

Committee reports:

Membership- Renewals will go out by e-mail.

Recreation – Nothing new.

Public Service – The new public service pages have been made live on the website. The comments box was discussed, and will be turned off. John commented that he could make the public service request form a fillable pdf. There is also a new operating events page. The draft of the VE Exams page will be made live. There is also a public service honor roll page.

Agenda item for April: Cones for PS events. ORI

Technical- Doug presented a proposal for upgrading the 147.33 system to a simulcast system, at an estimated cost of \$15,500.00. A question was asked about getting a grant. A motion was made to proceed with the proposal. ORI/TIA/Pass.

Comm Truck- Doug will visit ENG tomorrow.

VE Liaison – Randy reported that dates for 2013 were in May, July and November (5/11,7/13, 11/23).

RACES – There is a move to activate ARES in the county.

Building Management – No report.

Education: A Technician Class was started March 4. No students.

Speakers – Doug Currently has Jack Troup for April, and is working in Richard Dillman and Bill Hillendahl for May and June.

Old Business:

Website –. The By-Laws need to be updated. John asked about public access to the by-laws.

Ham Shack Procedures – Doug is working on them..

The Sunday Nets - were discussed. Khal and Doug will look at updating procedures.

Disposition of Assets – Doug working on them. Tabled until May.

Auction – A motion was made to investigate a joint silent auction of surplus equipment with the San Francisco Radio Club, and report back. BQF/ORI/Pass

New Business:

Doug will serve as the Field Day Liasion.

There being no further business, the meeting was adjourned at 21:24 hours.

Respectfully submitted,

Randy Jenkins, KA6BQF

Secretary, Marin Amateur Radio Society

The official copy of these minutes shall reside in the Secretary's files as maintained at the Corporate Office.

From the Mayo Clinic

How many folks do you know who say they don't want to drink anything before going to bed because they'll have to get up during the night!!

Heart Attack and Water - I never knew all of this ! Interesting.....

Something else I didn't know ... I asked my Doctor why people need to urinate so much at night time. Answer from my Cardiac Doctor - Gravity holds water in the lower part of your body when you are upright (legs swell). When you lie down and the lower body (legs, etc.) seeks level with the kidneys, it is then that the kidneys remove the water because it is easier. This then ties in with the last statement!

I knew you need your minimum water to help flush the toxins out of your body, but this was news to me. Correct time to drink water... Very Important. From A Cardiac Specialist! Drinking water at a certain time maximizes its effectiveness on the body: 2 glasses of water after waking up - helps activate internal organs; 1 glass of water 30 minutes before a meal - helps digestion; 1 glass of water before taking a bath - helps lower blood pressure; 1 glass of water before going to bed - avoids stroke or heart attack

I can also add to this... My Physician told me that water at bed time will also help prevent night time leg cramps. Your leg muscles are seeking hydration when they cramp and wake you up with a Charlie Horse.

Mayo Clinic on Aspirin - PASS IT ON

Writer unknown.

Dr. Virend Somers, is a Cardiologist from the Mayo Clinic, who is lead author of the report in the July 29, 2008 issue of the Journal of the American College of Cardiology.

Most heart attacks occur in the day, generally between 6 A.M. and noon. Having one during the night, when the heart should be most at rest, means that something unusual happened. Somers and his colleagues have been working for a decade to show that sleep apnea is to blame.

1. If you take an aspirin or a baby aspirin once a day, take it at night. The reason: Aspirin has a 24-hour "half-life"; therefore, if most heart attacks happen in the wee hours of the morning, the Aspirin would be strongest in your system.

2. FYI, Aspirin lasts a really long time in your medicine chest for years, (when it gets old, it smells like vinegar). Please read on. Something that we can do to help ourselves - nice to know. Bayer is making crystal aspirin to dissolve instantly on the tongue. They work much faster than the tablets.

Why keep Aspirin by your bedside? It's about Heart Attacks -

There are other symptoms of a heart attack, besides the pain on the left arm. One must also be aware of an intense pain on the chin, as well as nausea and lots of sweating; however, these symptoms may also occur less frequently.

Note: There may be NO pain in the chest during a heart attack.

The majority of people (about 60%) who had a heart attack during their sleep did not wake up. However, if it occurs, the chest pain may wake you up from your deep sleep. If that happens, immediately dissolve two aspirins in your mouth and swallow them with a bit of water. Afterward: - Call 911. - Phone a neighbor or a family member who lives very close by. Say "heart attack!" - Say that you have taken 2 Aspirins. - Take a seat on a chair or sofa near the front door, and wait for their arrival and ...**DO NOT LIE DOWN!**

Historybit: Former coast to coast highway U.S. 40.

San Pablo Ave. in the East Bay is four lanes wide. How come? Old timers will remember it as being part of former coast to coast highway U.S. 40 .

The former route of US 40 in California generally runs parallel to modern Interstate 80. In Contra Costa County it is San Pablo Avenue, now signed as California State Route 123. Portions of Historic Route 40 exist in Vallejo, along Broadway. In Cordelia and Suisun City, the original route is along Cordelia Road. It is also signed as an historic route. The original route is preserved as Texas Street in Fairfield. In Vacaville the highway is preserved as Monte Vista Avenue. In Davis, the highway is now Russell Boulevard, the main street through downtown Davis. In Sacramento the highway followed the routes of modern Capitol Avenue, SR 160 and Auburn Boulevard. Through the Sierra Nevada many portions are still drivable, crossing under I-80. Portions still drivable include Applegate Road in Applegate, Hampshire Rocks Road in a rural area near Cisco, and Donner Pass Road over Donner Pass and into Truckee. Between Truckee and the Nevada state line, the former route of US 40 is mostly visible from the freeway, but not drivable as a contiguous route. Portions accessible include Glenshire Drive, Hirshdale Road and Floriston Way.

Alternate U.S. Route 40

From 1954 to 1964, an alternate route US 40 was available especially during winter to avoid Donner Pass. Donner Pass, elevation 7,085 ft (2,160 m), was closed through many weeks in the winter months. This alternate route used Beckwourth Pass, elevation of 5,221 ft (1,591 m). Since Beckwourth Pass was nearly 2,000 ft, (610 m), lower than Donner Pass, it could be kept open for a much longer time during the year. ALT US 40 parted the main track of US 40 near Davis and ran north along what was then signed as U.S. Route 99W into Woodland. From Woodland, ALT US 40 ran north along California State Route 24 through Knights Landing and Robbins into Yuba City. Most of the section from Woodland to Yuba City is now signed as California State Route 113. From Yuba City, ALT US 40 ran east through Marysville, then north through Oroville. Continuing north and northeast, ALT US 40 reached Paxton, then turned south and southeast to Quincy and Beckwourth before crossing. East of Beckwourth Pass, ALT US 40 descended to meet U.S. Route 395 at what is now Hallelujah Junction. The section from Marysville to U.S. Route 395 was then still an extension of Route 24, but is now signed as California State Route 70, although much of the old highway was moved further west before Lake Oroville was dammed and flooded in 1968.

From Wikipedia.

To see what hwy 40 was like over Donner, get off I-80 at Cisco Grove, about 5600 ft. Get on old hwy 40 (Donner Pass Road) there and drive it over Donner Summit and along Donner Lake into Truckee some summer day. Donner Pass Rd. crosses under I-80 in Truckee so the Safeway store is readily accessible if you're getting stuff for the w/e.

In Winter, if the state could keep the highway open over the pass, imagine a wall of snow on the left side of the road and a drop-off on the other. The guardrail would be buried. We carried chains that were real chain, not wimpy cable. We put them on and off ourselves and ignored the 'chain apes'. After driving a hundred yards or so we stopped at the first wide spot and adjusted the slack out of the chains and maybe tightened the 'chain rubbers'. Our first winter trip was right after the Yuba City– Marysville flood of December 1955 that killed 38 people after a levee break on Christmas Eve. Traffic over Donner was very light and the road had been plowed. We had to use chains but had no trouble though we ran in snow on the east side. .

The Highway Department's older gasoline powered rotary plows were eventually replaced by new diesel plows and some of the older ones were used by the counties, even on residential streets. We had a chance to ride in one on a short trip down the street in Tahoma. We made it about half way and the rotary engine quit. Fuel line broke. By the time the driver got back after the repair was made, we had gone to bed.

Using the following data -

If you consider that there have been an average of 160,000 troops in the Iraq theatre of operations during the last 22 months, and a total of 2,112 deaths, that gives a firearm death rate of 60 per 100,000 soldiers.

The firearm death rate in Washington, D.C. is 80.6 per 100,000 for the same period.

That means that you are about 25% more likely to be shot and killed in the U.S. Capital, which has some of the strictest gun control laws in the nation, than you are in Iraq.

Conclusion: The U.S. should pull out of Washington.

Subj: Children's Mass

A priest was presenting a special children's Mass to the congregation. During the message, he asked the children if they knew what the resurrection was. Now, asking questions during children's Mass is crucial, but at the same time, asking the children questions in front of a congregation can also be very dangerous. Having asked the children if they knew the meaning of the resurrection, a little boy raised his hand. The Priest called on him and the little boy said, "All I know is that if you have a resurrection that lasts more than four hours you are supposed to call the doctor." It took over ten minutes for the congregation to settle down enough from their laughter for Mass to be continued.

A social worker from a big City in Minnesota recently transferred to the Mountains of Tennessee and was on first her first tour of her new territory when she came upon the tiniest cabin she had ever seen in her life. Intrigued, she went up and knocked on the door. "Anybody home?" she asked. "Yep," came a kid's voice through the door. "Is your father there?" asked the social worker. "Pa? Nope, he left before Ma came in," said the kid. "Well, is your mother there?" persisted the social worker. "Ma? Nope, she left just before I got here," said the kid. "But," protested the social worker, "are you never together as a family?" "Sure, but not here," said the kid through the door. "This is the outhouse!"

This is spectacular live footage of the 3,000 mile round trip air assault on the Japanese mainland, with 3 bomber wings and a host of P-51s. This is the real way to end a war. No matter what war footage you've ever seen before, this is real and actual and will keep your undivided attention. The P-51 & B29 footage is remarkable. The strafing runs by the P-51 pilots were incredible.

A scene with Curt LeMay and cigar on Guam.

There are a few breaks as the film reels were changed, just wait for the count down.

(View Full Screen/Sound On)

B-29/P-51 Actual WWII Footage:

<http://www.archive.org/details/TheLastBomb1945>

This one's for the Elderfahrten.

<http://www.youtube.com/watch?v=JlyzY139Wfg> or go to youtube and search on Philip Carey.

Philip Carey.

From 1965–1967, Carey played Captain Edward Parmalee on the NBC western television series *Laredo*, set in Laredo, a South Texas city located on the Rio Grande. His co-stars included William Smith, Peter Brown, and **Neville Brand**.

From: Michael Fischer [mailto:fischer@igc.org]
Sent: Friday, March 29, 2013 9:22 PM
To: 'Dennis Regan'
Cc: 'Jan Leja'
Subject: DDO Report 29 March 2013

Having missed the second and fourth Saturdays this month, Jan Leja WB6SPX and I decided to light off the radio room today, Good Friday. We reported aboard at 1000 hours, and secured at 1530, eating a great lunch of huge sandwiches and sodas in the mess deck during a brief break around 1300. During our break, we had a long conversation with a delightful couple in their mid-twenties, both of whom turned out to be Army National Guard MPs down at Moffett Field.

It is Spring Break season, Easter Sunday being day after tomorrow, so the stream of visitors was not only constant, but heavily family-oriented. Jan and I chatted at length with more than half of the visitors who passed through (we were the only volunteer docents aboard, save a brief appearance of Marvin Wong, who seemed hale and hearty.) The percentage of Californians was higher than normal, especially from Bakersfield (what was THAT about?) But we also chatted with guests from Israel, Japan, Austria, Mexico, Canada, Venezuela, Scotland, Viet Nam, Germany, Sweden, Russia, and Poland.

We were relaxed in our radio contacts, and had twenty QSOs with ops in Mississippi, Texas, Ohio, Montana, Arizona, up and down the West Coast, and Kentucky. That last got me a round of applause from the visitors gathered at the hatch to the radio room, since W4ISH was from the last state I needed for my Worked All States award. After lunch, we got a (very weak) call from Jerry, WA6BXV, who invited Jan down to 7.040 for an extended CW QSO. After Jerry, Jan landed several other contacts on CW, filling the boat with the melodious chirps of Morse.

A half-dozen beaming parents got photos of their teens and pre-teens on the radio, talking with patient hams who were quite gracious--especially Tom WB5MXX and Dennis KT5S, both in Houston. Our most notable contact was with KD6IWD, out "in the middle of nowhere" in north-central Texas--good Q-5 copy and he was transmitting QRP with only 5 watts! He wanted to talk on and on about how he had learned how to solder aluminum flashing strips for his loop antenna...

We replaced the falling-apart binder with 15 years worth of radio operator sign-ins. On 17 and 20 meters, the radio had a once-per-second tick, emulating WWV, which we couldn't escape.

Den here: There has been a lot of pulsed transmissions lately moving up and down on the HF bands. Rumor is that it is a Chinese radar, called the Dragon, similar to the old Russian "Wood Pecker."

On SSB, we were able to operate at 100 watts with good signal reports, but on CW it was necessary to turn the output down to 80 watts to avoid distortion. Otherwise, it was a normal (and successful) DDO aboard.

Respectfully submitted, Michael Fischer, K6MLF, RO USS Pampanito, SS-383

cc: Aaron Washington; Ship's Manager

Diane Copper; Museum Curator (Cooper?)

Denice Stoops, KI6BBR

William McCollum; RO, USS pampanito, WW-II

Guest RO's

**The Gooney Bird
by Oscar Brand
from his ELEKTRA album
"Up in the Air"**

45 rpm pressed especially for Douglas Aircraft Inc. by Elektra Records.

In '51 they tried to ground the noble DC-3,
And so some lawyers brought the case before the CAB,
The Board examined all the facts behind their great oak portal,
And then pronounced these simple words, "The Gooney Bird's immortal."

(chorus)

**THEY PATCH HER UP WITH MASKING TAPE,
WITH PAPER CLIPS AND STRINGS,
AND STILL SHE FLIES, SHE NEVER DIES.
METHUSELAH WITH WINGS.**

The Army toasts their SkyTrain now in lousy scotch and soda,
The Tommies raise their tankards high to cheer their old Dakota,
Some claim the C-47's best, or the gallant R4D,
Forget that claim, they're all the same, the noble DC-3.

(chorus)

Douglas built the ship to last, but nobody expected,
The crazy heap would fly and fly no matter how they wrecked it.
While nations fall and men retire and jets get obsolete,
The Gooney Bird flies on and on, at 11,000 feet.

(chorus)

No matter what they do to her, The Gooney Bird still flies,
One crippled plane was fitted out with one wing half the size,
She hunched her shoulders, then took off, I know this makes us laugh
One wing askew, and yet she flew ... The DC-2 and a half.

(chorus)

She had her faults, but after all, who's perfect in this sphere?
Her heating system was a gem, and we loved her for her gear.
Of course, her windows leaked a bit when the rain came pouring down,
She'd keep you warm, but in a storm it's possible you'd drown.

(chorus)

Well now she flies the feeder routes and carries mail and freight,
She's just an airborne office or a flying twelve ton crate,
**THEY PATCH HER UP WITH MASKING TAPE,
WITH PAPER CLIPS AND STRINGS,
AND STILL SHE FLIES, SHE NEVER DIES.
METHUSELAH WITH WINGS.**

General Membership Meeting is held on the first Friday of each month at Alto District Clubhouse at 27 Shell Road in Mill Valley, starting at 7:30 PM. Come a little early for pizza or whatever. From hwy 101, head west toward Mill Valley on E. Blithedale. Turn right at the first stop light a block off the highway. Angle right at next stop sign, then turn left at next corner, Shell Road. We are in a two story building, second from the corner on the left directly under the power lines.

Business/Board Meeting meets at the Alto District Clubhouse in Mill Valley on the second Thursday at 7:30 PM. Members are encouraged to attend and try to keep the clowns honest.

Sunday morning informal meeting, grinningly called the bible/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 +or-. Sometimes we even talk about radio.

The Sunday Emergency nets. Come on down and watch Matt K6OHD do the nets. You could try it yourself, while Matt stands by, and get rid of any mike fright you might have. If at any time you feel a panic attack coming on, Matt will get you thru it.

<p>Marin Amateur Radio Society President: Curtis Ardourel WA6UDS 510-595-3494 Vice President: John Boyd KE6ORI 924-04419 Secretary: Randy Jenkins KA6BQF Treasurer: Dave Hodgson KG6TCJ 332-1864 Additional Board Members: (for a total of around eleven) Cal Anber N6TIA 209-275-5252 Rita Brenden KG6WPN 707-557-5521 Marc Bruvry KF6VNT 492-9292 Phil Dunlap K6PHD 491-0318 Matt Schallock K6OHD 531-2676</p>	<p>Education Chair: Randy VE Liaison: Randy Jenkins KA6BQF 510-526-4089 Building Co-Managers Matt Schallock K6OHD 531-2676 Rich Carbine W6UDS 479-3136 Trustee for W6SG: Augie Koehler KØCQL Trustee for K6GWE: Doug Slusher KF6AKU Sunday Emergency Nets: Matt Schallock K6OHD</p>	<p>DX Representative of ARRL: Jerry Foster WA6BXV 892-3829 WEBMASTER Glenn Meader N1ZKW 987-3948 N1ZKW@ARRL.NET Public Service Event Coordinator Randy Jenkins KA6BQF 510-526-4089 ARRL San Francisco Section Mgr. Bill Hillendahl KH6GJV@ARRL.ORG Editor of QSA-5 and Procurer of The Bellywash Phil Dunlap K6PHD 491-0318 K6PHD@ARRL.NET Membership: Phil Dunlap K6PHD</p>
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Marin Amateur Radio Club, Inc.
P. O. Box 6423
San Rafael, CA 94903

Dues structure is: \$25. per year. \$30. for family memberships. No dues are charged for Life or Honorary members.

Stamp

The Mailing
 Address
 Goes Here