

County Hunter News OnLine

September 2023

Volume 19 Issue 9

Welcome to the On-Line County Hunter News, a monthly publication for those interested in ham radio county hunting, with an orientation toward CW operation. We also cover some park chasing activities these days. Contributions of articles, stories, letters, and pictures to the editor are welcomed, and may be included in future issues at the editor's discretion.

The County Hunter News will provide you with interesting, thought provoking articles, articles of county hunting history, or about county hunters or events, ham radio or electronics history, general ham radio interest, and provide news of upcoming operating events.

We hope you will enjoy the County Hunter News. Feel free to forward, or provide links. Permission is given for copying or quoting in part or all provided credit is given to the CHNews and to the author of article.

CW County Hunter Frequencies are 14.0565, 10.124.5, and 7056.5, with activity occasionally on 3556.5 KHz. Also, there is SSB activity now occasionally on 7188 KHz. The CW folks are now pioneering 17M operation on 18.0915. (21.0565, 24.9155, and 28.0565). Look around 18136 or for occasional 17M SSB runs usually after the run on 20M SSB . (21.336 and 28.336)

You can see live spots of county hunter activity at ch.W6RK.com

For information on county hunting, check out the following resources:

The USACA award is sponsored by CQ Magazine. Rules and information are here:

<http://countyhunter.com/cq.htm>

For general information FAQ on County Hunting, check out:

<http://countyhunter.com/whatis.htm>

MARAC sponsors an award program for many other county hunting awards. You can

find information on these awards and the rules at:

<http://marac.org/awards.pdf>

There is a lot more information at www.countyhunter.com . Please check it out.

Back issues of the County Hunter News are available at www.CHNewsonline.com

De N4CD, Bob Voss, Editor (email: telegraphy@verizon.net)

Notes from the Editor

N4CD Rumblings

1) Sunspots – We got them. Seriously! Some days great with 17, 15 and above active. Many days not – with only FT-8 working well. Lots of DX from fixed stations, especially FT-8 being worked world wide, on upper bands. In generally good up to 15m and sometimes good on 12 and 10m depending upon the sunspot numbers and solar disturbances. Most of time 10M SSB not there. 20M been lagging but 15 and 10m rated 'good' most days but not many spots for 10M. SFI now over 100 and sometimes higher. Sunspot numbers in the 60-100 range most days. Unfortunately lots of flares and disturbances. 20M often not great mid day but 17 and up good if mobile far enough away.

The hopes for great 10M propagation aren't realized yet. While the band is rated 'good' for propagation, not much is happening other than FT-8 there, with worldwide DX being worked. The sunspot numbers are now under 100 most days during summer. Lots of flare activities with some 'X' type flares wiping out HF for a few hours and making it 'fair' for much of the days. 15M offers worldwide DX on FT-8. DX is being worked on 6M FT-8.

Museum Follow Up

Ray, WA2CNJ, sent along a few other museums you might be interested in visiting. Most are telephone company oriented with equipment from the many eras of telco history. Many switchboards, switching equipment from PBX systems to step by step central offices, to crossbar central offices, etc.

This site includes links to a couple museums in Denver and Seattle.

<https://www.telcomhistory.org/>

The mission of Telecommunications History Group is to acquire, preserve, and promote the rich heritage of the telecommunications industry and to connect that past to evolving technologies and cultures.

About Telecommunications History Group

The Telecommunications History Group (THG) was formed by a small group of retired and active telecommunications employees who were shocked and disappointed to learn that many historical items were being discarded and destroyed as buildings were relocated or put out of commission or as people and departments deemed something no longer necessary.

Recognizing the importance of preserving these items for future generations in order to tell the story of telecom, a 501 c (3) non-profit organization began in 1990, and THG was born! Today the organization includes two museums located in Denver and Seattle, and an outstanding archive, which includes both physical items located in Denver as well as digital resources.

THG operates through donations from individuals and companies who share the goal of maintaining the important heritage of telecommunications. Our small but mighty staff is supported by extraordinary volunteers and an active Board of Directors.

Whether you realize it or not, the telecommunications industry has touched and influenced your life. We can't wait to share our stories, our collections, and our past with you!

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Be sure you read the links carefully. Museums are only open one day a week for tours and you need to make arrangements ahead of time.

Some other museums

The Chatham Marconi Maritime Center is a museum dedicated to the history of WCC, a short-wave radio station that operated for many years in Chatham, Massachusetts. The museum itself is located on the grounds of the Marconi-RCA Wireless Receiving Station. Barnstable County MA

<https://www.chathammarconi.org/>

Open many days a week. You can also be guest operator at WA1WCC there to put out the county. WCC communicated with ships at sea.

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GA Rural Telephone Museum

The Georgia Rural Telephone Museum (GRTM) is a telephone and telephone memorabilia museum located in Leslie, Georgia, United States. Housed in a renovated 1910s cotton warehouse, the GRTM is, according to 2007's Georgia Curiosities, "one of the world's largest phone museums."

Located at 135 North Bailey Avenue, Leslie, Georgia, the GRTM is a not for profit organization. It was founded in 1995 by Tommy C. Smith. As of 2007, the museum featured 2,000 artifacts on exhibit, dating back to the 1880s.

Haven't been to this one.

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There are also some smaller museums around the country – some about the history of a particular company that provided equipment for the telephone industry.

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If you're spending some time on Cape Cod, you might drop in to the interesting undersea cable museum there in Orleans MA.

<https://www.frenchcablestationmuseum.org/>

from their site:

“This station when it was in operation was the American termination point for a telegraph cable that came directly to Orleans from France. It was called "Le Direct" the direct cable. It was installed in 1898 and was almost 3200 miles long.

The first French Cable was installed in 1869 and landed in Duxbury Ma. It had been routed through St Pierre Island near Newfoundland. Duxbury was a very busy shipping area and not suitable as a place for submarine cable. A lot of damage occurred from fishing and shipping operations.

A new French Cable was laid in 1879 to North Eastham at Nauset Light and a two story station was built there. North Eastham was an isolated area and difficult to reach in bad weather. The current building in Orleans was built in 1891. The equipment and men were moved to the new building in the same year.

It remained in operation until 1959 except for a few years (1940 to 1952) during WWII when it was closed for security reasons.

The station was purchased in 1972 from France by a committee of 10 prominent Orleans citizens who raised the money and guaranteed a loan with their own personal assets. They then proceeded to raise money and eliminated the debt. It was opened to the public in July 1972.”

Been there. Worth a visit.

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Undersea cables provided telegraph communications across the seas for nearly 100 years (Starting 1867) before the first undersea telephone cables were installed. For telegraph systems, the cable went end to end. Only a few picoamps of current used to send the cable code across the sea. Most cables operated at 15 wpm or less.

Undersea telephone cables needed amplifiers every so many miles and came nearly 90 years late. You had to have super reliable tube amplifiers that would last 20 years without repair and there were 50 of them across the sea. Of course, each amplifier also needed power.

Radio was used in 1927 for the first time to set up international radio phone calls. There were up three channels in use – 3 simultaneous telephone calls! At about \$10/minute then. That would be about \$100 a minute now in current dollars. Big rhombic antennas and lots of power.

The first telephone cable was installed in the 1950s by AT&T. Vacuum tube amplifiers.

Now there are a dozen TransAtlantic cables with capacities of up to 10 gigabits/per second on multiple fiber pairs. Increasing every 10 years with new technology. The first telephone cables used audio amplifiers along the route. Next, cables went 'digital' with voice being digitized and compressed. Took repeater/regenerators every so many miles along the cable. Now cables are optically amplified using optical amplifiers along the route every so many miles - with the light wave going end to end to the terminal at the far end.

For many years, scientists have been looking at Soliton Transmission. This would allow end to end transmission, no amplifiers needed, for thousands of miles on a fiber system. Don't think anyone has succeeded in doing it yet. Been a 'technology of the future", still in the future. Maybe. Someday.

<https://en.wikipedia.org/wiki/Soliton>

There are several interesting cable and wireless sites in northeast Canada to check out including the site where Marconi received the first transatlantic radio message.

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The use of multiple optical wavelengths, up to dozens, have eliminated the urgent need for more capacity. However, new cables go in every few years, too, with private companies building their own networks. (think MSFT, Amazon, etc). The amount of data sent/received climbs tremendously each year.

MARAC Convention 2024

From the MARAC RoadRunner

2024 MARAC National Convention - By Kerry W4SIG

It's official! The 2024 MARAC National Convention has been approved to be held on Oct 9-12 in Bridgeport/Clarksburg, West Virginia!

Please thank Alan-W8OP/SteveK8II/Ed-N8OYY for volunteering to be co-hosts of next year's convention.

More details to be announced this October when they are finalized. In the meantime, mark your calendars to attend!

MARAC US Counties Party

Not quite the large turnouts of MARAC contests from 10 years ago with a hundred reporting on the 3830 contest reflector, but the contest is back after a COVID pause. Only less than 30 people reported scores on the 3830 contest reflector site.

N1QY Mobile 137 CW QSO

The rules said DX count 2 points, but the summary sheet said 3. I used three for this calculation.

WA4AUG/m (AA5JF opr) 159 cw qso in GA

First mobile contest experience. Have a lot to learn! Was active from 5 counties in Georgia, 6 in South Carolina. Was out for a few hours on three different occasions. Combined it with a POTA activation in 7 of the 11 counties. Mostly successful, bringing in both contacts and mults. Most of the POTA hunters obliged and sent their county once prompted. But about 15-20 QSOs were invalid for the contests, as no county was sent.

AD4EB mobile 15 5 cw qso

Melody KI4HVY drove while I operated. Did a portion of our usual TNQP route for this contest. Participation was not as good as hoped, hopefully it will be better next year. Lot's of the QSOs were from folks not participating in the contest, those were greatly appreciated. 73 - Jim - AD4EB

AC6ZM mobile 125 qso

Storms and lightning in East TN prevented a longer time roving through counties around these here parts. Thanks for that tracked me down across the bands. Listed here are those with >5 QSOs in the log (KA6BIM, W5TM, N1API, N0KV).

KA6BIM fixed OR 130 cw 33 ssb

My first time playing in this contest. Goal was to work some needed counties. I found 5 new ones. Activity seemed light. I also worked some POTA stations for their counties Thank you to the Rovers who gave me many counties. Dave ka6bim

K4BAI fixed GA 61 cw qso

Not much activity in this one. And as always was the case, most of the activity was on CW. Only SSB participant I heard and worked was Jeff, N8II, in WV. It would be nice if the county hunters, phone and SSB, would support this contest in the future. 73, John, K4BAI

WA2VYA - fixed - TX 31 cw qso

The MARAC US QSO PARTY was fun in 2015 and 2016. The 2017 dates for the contest were changed to a busy contest weekend, band conditions were not good and activity dropped a lot compared to 2016, 2015 and 2014.

The 2023 MARAC US QSO PARTY also suffered from poor band conditions, an apparent lack of activity and competition from the RSGB IOTA Contest.

My primary focus was on the RSGB IOTA Contest, but when I heard stations operating in the MARAC US QSO Party, I attempted to work them. Particularly, when the rate was slow in the RSGB IOTA Contest when I heard a couple of mobiles working the

MARAC US QSO Party on 20m CW. I worked a few more stations on Sunday afternoon when no other contests were in progress.

Thanks for the QSOs and especially thanks to the mobiles, including NU0Q/m, WA4AUG/m, AD4EB/m and AC6ZM/m.

73, Frank WA2VYA
Cedar Creek, Bastrop County, Texas; Grid Locator EM10ga

N8II Fixed WV 37 cw 538 ssb

A viscous storm hit here Friday at 2130Z. I was out still cleaning up branches at the start of the party, started 0052Z. Branches were not all cleaned up until Wednesday AM. The storm took out the top 20 ft. of neighbors 50 ft. high pine tree and many large trees about a half mile north of me. We lost cable/internet/landline service until Tuesday afternoon (last close lightening strike, ugh!). I also had a XYL's family reunion Saturday brunch followed by a "lovely" 45 minute call with Comcast to schedule repairs. So, I was not expecting to do much in the MARAC party, Hi!

But au contraire conditions were outstanding on 20M for almost all of my 10 hours of operating with sporadic E to all of my neighboring states except MD and DE at some time. The closest 20M Es contact was with Henrico Co., VA at 23Z only 126 miles away! I also worked about the same time Chesterfield, VA 141 miles away. Skip was very short to the S, SW, and NE at the same time with many New England QSO's. Sunday morning I worked NE PA, NJ, and NY in addition to New England. There was only limited Es near the end to the SW, but still plenty of stations calling right until 24Z. As sunset approached and later all 3 evenings conditions to the west coast were excellent. I found a gold mine of casual operators willing to give me their county. I lost a few QSO's trying to figure out the MARAC county list abbreviation (no web access except phone).

Thanks to all of the callers for a very enjoyable break from the heat and storm clean up. I felt like I was about the only one enjoying such fabulous runs on 20M SSB with 534 QSO's and 373 counties including quite a few rare ones.

73, Jeff

Michigan Mini

Dates for the Michigan Mini to be held same location as last year – Spring Hill Suites Midland, MI are April 24-26th. More info coming later. Reserve the date.

Top of the Ladder

Woo-Hoo! Two new folks have joined the very top of awards available to County Hunter Mobiles. This month we welcome Kerry, W4SIG and Mary, AB7NK to the top of the earned awards ladder.

As of now....

You start by getting **USACA**. You can earn that over and over again – some folks more than 10 times now. That's the first step on the ladder. Over 1200 have earned USACA. Still, a small number compared to WAS and DXCC. Not an easy award to get for new comers.

Then you work on the **Master County Hunter (Bingo) Award**. 376 have earned that step on the ladder going up. After you get that, it's on to the next. The first MG was earned in 1999.

Master Platinum – next step. For this, you have to go mobile. No other way to earn this but put out 500 separate counties and work someone with Master Gold from those counties, and work the rest with a MG holder. Contacts on 2 bands while mobile. The air is beginning to get thin here. 33 have finished this award. Five award holders are now SK and another 5+ are inactive and not on the air. Took a few years for this award to be created. The first award was issued in 2008. Four earned it at the same time for #1.

The next rung up the ladder is **Mobile Diamond**. To get this award, you have to run at least 500 separate counties again, and work someone with a Master Platinum Award from each of those 500 counties. In addition, you have to work the rest of the counties

with a MP holder. 11 have earned this award so far with Kerry, W4SIG, and Mary, AB7NK joining the few at the **top of the current ladder**. Two are now SK (N5AAT and N5UZW). One is totally inactive- N9STL. The first award issued in 2014. That leaves only 8 there to work, and N8KIE spends winters in sunny HI. It's a real challenge getting to the next level.

So it's about 6-9 years for someone to reach the next level typically. It's been 9 years now..... but the challenge is tougher with fewer on the top rung able to help out.

Double Diamond - There is one more rung yet to go – no one has reached it, but K5GE is likely ahead of the pack. With two new Mobile Diamond holders, it is getting 'easier' but of course, is a big challenge with the requirement to run another 500 separate counties again and find a Mobile Diamond award holder around! Plus work a Mobile diamond holder in the rest of the 3077. The air is very thin here – so thin no one has succeeded in finishing it - YET! Someone with MD is going to have to go to Alaska. Same for most of HI, but rumor has it KB6UF is headed there in the coming months. There's also thousands of other counties waiting to be worked.

So for the moment, there are 11 now on the top rung of earned awards. Still one award level to shoot for, if you have the time and energy to tun yet another 500 counties. That's easily 7-10 thousand miles, probably more, depending where you live. Maybe 20,000 plus miles out west.

This month we welcome Mary AB7NK and Kerry W4SIG to the top rung. Whew – thin air.

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For those not going mobile to get those 500 counties for higher awards each time, there are over 95 other MARAC awards to earn, from YL mobile, Nth Time, Bingo Cinco, Prefixes, Call Combos, Digital, All SSB or CW, etc. Always awards to be working on. Something for everyone to be active and chasing.

Dayton Hamvention 2024

Hamvention 2024 – Dates May 17, 18, 19

Mobile Activity in August

AB7NK/K7SEN were on their big trip back east. Reached NY state by 8/1. Then into PA for a few, then NY to VT to NH. NY, CT, MA, Down to VA – skipped a few, then OK NM as they headed for home in AZ.

KE4UP was in North Dakota headed west. Into MT, Running lots of counties. Then into ID, WA Running counties till 8/24.

NU0Q was mobile – IA MO KS CO UT to CA, to OR, then WA, WY, Zipped to NE, IA, on the way home. Long trip and many miles

KB6UF popped in in SC, then NC GA AL

N3MRA spotted in NY

W4SIG spotted in many GA counties. Then WV, VA KY TN into MO, NE, CO, UT, (Note – Kerry has moved to UT).

N9JF completed the AK vacation and now back in WA state on the way home to IL Ran silent to home. Been away a long time.

AI5P spotted in AR. (note: He has moved to AR now).

Both KE4UP and NU0Q on the road after weeks and still busy on 8/17 putting out counties left and right – for weeks.

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end date 8/25

Lots of big trips with dozens/hundred counties put out by KE4UP and NU0Q out west with the large distances between counties there!

Dozens and dozens more by KB6UF, AB7NK/K7SEN, W4SIG.

AB7NK/K7SEN trip spanned two months – loads of counties put out for the folks.

Thanks to N4RKK who spotted dozens and dozens of parks around the country including in AK. Plus all the spotters who followed the mobiles and posted them for others.

Mobile Operation in the 1950s

OMG. Picked up a copy of the Radio Amateurs Mobile Handbook on the 'free' table at the local ham club meeting. First printing, by Cowan Publishing Co (the folks that publish CQ Magazine) in 1953. Holy Cow. If you think that setting up a mobile station and getting it to work back then, and keeping it working was easy, not so! Not then! Not at all!

First problem – what to use as a rig. The 'transceiver' has yet to be 'invented'. The first one was the Collins KWM – and that came years later! So you had to have separate transmitters and receivers. Maybe if you had some spare cash by the pocket-full, which most hams probably did not have, you could buy a Sonar SRT-120 transmitter. Only \$198.50. If you didn't mind assembling a kit, only \$159.50. Oh, and a VFO was an additional \$19.95, and the home power supply was another 100 bucks. There was no mobile power supply option for most of them. You had to do yourself! You could buy a 5 band ham receiver for \$89.95. Again, no power supply for mobile use.

Or maybe you'd buy a Johnson Viking Mobile Transmitter kit for \$90. You could also buy a separate VFO, otherwise, xtal control. They offered a dynamotor power supply giving you 50W input power to the TX. No price listed for that.

Or maybe Elmac A-54 transmitter for \$139. Or Gonset Commander for \$130 with \$30 VFO option.

Back then, the FCC had replaced the original Class A and Class B, and now had Novice, Tech, General and Advanced license. Novices were good for 1 year. Both Novices and Techs could use 220 MHz band on Phone. Novices had 40 and 80m CW – for a year then had to upgrade. Novices could also use 145-147. But only for a year then their license expired. 15M band came later. Techs got 2M privileges in 1959.

TVI was a big problem. Poorly designed TV sets and lack of shielding and low pass filters on most ham rigs made for tons of problems – even forced 'quiet hours' where the FCC told the hams to stay off the air. People were buying TV sets by the millions, too.

Other than close in locations to the transmitter, most folks put up TV antennas to get decent pictures. Some used 'rabbit ear' antennas to try to get a picture.

For receive, maybe just a Gonset 'Super Six' converter in front of your AM broadcast radio. You'll recall that phone was AM in these days. SSB was not yet to be invented for most hams. More money to spend? Elmac Receiver 80 to 20m. Maybe a Elmac PMR 6 receiver for \$135. Or Morrow converter. Maybe a Morrow 5BR converter. \$50. Lotsa bucks

There were other options like the Babcock Mobile D-X Xmitter Stancor, and others. Most 10 or 20w input!

Most hams made their own mobile gear! Often including remote antenna tuner systems located in the trunk so they could cover most of the 75m and 40M phone band.

The common choice for antennas was the Master Mobile bumper mount vertical with loading coils for different bands.

Let's put things into perspective. The median income of men with money incomes in 1953 was estimated at \$3,200, Cars cost under \$4,000. Maybe you had a Hudson Hornet – a popular car then. Or a basic Chevy. Likely shift transmission. Maybe an AM radio option.

Now add up the cost of receiver, transmitter, VFO, and you're at \$400 and you don't have a power supply for the car yet. That is more than 10% of a typical person's income in 1953. Two months income. Ouch. 10% of the price of a new car.

Now for 2022 - "the average income for all occupations in the U.S. was \$61,900 in 2022"

You can buy a decent mobile for \$1200. No power supply need. No external VFO needed. Not even 2% of a year's income! Would you be mobile in 2023 if your car ham gear costs you \$6,200? See the problem?

If you could wait till 1957, and had a very big bank account, you could think about a Collins KWM-1 SSB transceiver. Only 1250 were ever made. \$850 dollars plus more for the mobile power supply. 30% of a typical person's yearly income. (think like \$20,000 in today's dollars). Later they went to the more often seen KWM-2. Government bought lot of these.

Now we have to talk about power supplies. All those rigs – receivers, transmitters, converters, VFOs were full of tubes. Lots of tubes. You could run the filaments directly off 6v in your six volt car. Still 6v cars in 1953 but they were transitioning to 12v. Another complication as not all rigs and power supplies were 6 and 12v capable. Oh dear. Buy now at 6v – maybe be hard up for conversion to 12v?

Cars went to 12v in the mid 50s. Part of the reason was that big V8 engines required more power to start. Needed bigger capacity batteries. And a generator that put out 30 amps at 12v delivered twice the power of a 6v at 30 amps to charge it back up and run the car accessories like lights, radio, etc.

BTW – car manufacturers now talk about going to 24 or 48V systems, but so far everything is 12V systems. Don't be surprised if someday your next car is 24V! You'll have to buy a 24 to 12v 25 amp converter. (they exist).

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So what do you do for a power supply in 1953? Your receiver needed 150-200v , maybe 250v for the tubes. You could build a vibrator power supply for that. Car radios had vibrators to get the high voltage to run the tubes. Every car radio for the last 20 years prior to 1953. You could do that for receivers as well or converters in front of the radio. Maybe find an old car radio and use the parts – vibrator, power transformer, etc.

Might even be even to steal some HV from the receiver itself for converters with just a tube or two. They take the ham bands, convert them to an IF of 1550 to 1610 or so, then feed then as IF to your car radio. You use the car radio for the rest of the AM receiver. But if you bought a whole receiver like PMR or Morrow or Gonset, you needed more power than your car radio could supply. So you built a vibrator supply to run it – or used a dynamotor. Even your vibrator supply will have a medium size transformer and a tube rectifier in it. They are a source of noise, so you'll want to filter it and shield it in self contained box. There are some high power vibrators you can use for 10-20w input rigs. You might even want to experiment with newfangled GE 'selenium rectifiers' instead of a rectifier tube.

Dynamotors take in 6v to a motor, and on the same shaft is a generator that produces high voltage. Just one high voltage usually. You then feed that into your receiver or transmitter. Often you'll have two, one for transmit, one for receive if not using a vibrator supply or stealing current from the car radio for the converter. Now how much current we talking about? Hmm...typical input is 5.2v at 26 amps for a transmitter one. Add that to a couple amps for filament current. Maybe the receive one only takes 8 to

10amps. You're sucking up a lot of power. So you just get a dynamotor supply and all set? Well, you'll need a bunch of high current relays in there, too. More trouble sources. Car generators didn't even put out 30-40 amps then either – and that with engine at 1500 rpm! Don't plan on rag-chewing! At night, you're headlights would dim when you hit the transmit button – and remember, we're talking AM so constant power needed for the carrier and more for the modulator if plate modulated.



History Trivia : Carter Motor Company was founded in 1932 by pioneer radio and television inventor Alva J. Carter. Among Carter Motor's early products were the first Dynamotor power supply units for mobile radio use in military, police and emergency applications. During WW2, they sold tens of thousands of units to the military to power all the mobile and portable RF gear. Sold tens of thousands to commercial FM radio suppliers to business, police/fire/emergency systems. Carter is still in business making converters.

Now to dynamotor 'maintenance'. From the Mobile Manual.

If your dynamotor is running properly and does not run excessively warm, great.

A routine inspection every two weeks should consist of a check as to whether or not the brushes are free in their holders, a a cleaning of the carbon or copper dust which may have accumulated in the vicinity of the commutator. If the voltage output is below the normal, remove the brushes and check each coil winding of the armature for an open or short circuit.

Low voltage brushes have a useful life of about 1000 hours of operation. High voltage brushes should last a bit longer. The end of the useful life of the brushes comes when they have worn down to the length of about ¼ inch. When new brushes are installed, the commutator should be carefully sanded with grade 0000 or finer sandpaper. The dynamotor should be 'run in' for about six hours until at least 80% of the surface of the new brushes is in contact with commutator. “

Enough! I'm glad I wasn't a gung ho mobile operator back then! But you did have the 11 meter band (for another couple years).

Many folks went the 'surplus route'. Yeah, spending the equivalent of about \$10,000 plus today on a mobile rig wasn't in the big picture for many, so they homebrewed a converter. Used a surplus ARC 5 transmitter and modulator or other including using a 6 volt dynamotor instead of a 24v one usually used by the military. For transmitters, many made their own. A simple 3 or 4 tube set for AM and 10w. Xtal control. Could even run off a vibrator supply.

Commercial FM mobile sets used dynamotors so maybe you could find an old one and use it. Many low band systems (30-50MHz) were being converted to VHF (150-170) For CW, you could add a external BFO to the IF. Or use an ARC-5 type receiver. Lots of ways to get on the air for way less than the equivalent of \$10,000 (2023 dollars). QST was full of construction articles for transmitters and receivers – many for mobile/portable use. If you went portable away from 117vac source, it required a gas generator.

Some used surplus 24 dynamotors. They would often run on 12v for the new 12v cars with half the rated output voltage. Fine for 10w transmitter or receiver. They were cheap to buy as no one really wanted 24v units. War surplus. But that took a 12v car – and they weren't around in 1953. You had to wait a couple more years for that.

You'd probably put either a rear quarter panel mobile mount or use a bumper mount for an antenna. HF Mobile operation was mostly AM. There were a few CW ops but not many. County hunting as a serious endeavor wouldn't start for another five or six years with the Certificate Hunters Club and nearly all that activity on AM, and a few on SSB. Mobile SSB? Not for another ten years plus for most. Some states issued 'worked all XX" if you worked all their counties.

There was not many reasons to go mobile other than local communications, working with emergency groups, etc, and for the challenge. Cars got 12-13 mpg, too.

In the December issue 1953, QST had an article about designing circuits with the new transistors. Germanium junction type transistors could operate up to 1 to 10 MHz, while point contact ones peaked out at about a MHz. Both were very low power, and other than the audio ones, you had to have a big budget to afford the RF ones. You can find a copy of QST Dec 1953 here on line:

<https://worldradiohistory.com/Archive-DX/QST/50s/QST-1953-12.pdf>

another issue here

<https://worldradiohistory.com/Archive-DX/QST/50s/QST-1953-06.pdf>

OH, and the noise. Everything inside a 1953 car made noise. Generator. Voltage regulator. Spark plug wires/distributor. Wheel static. You'd wind up with filters and bypass capacitors, maybe putting your distributor in metal can. Replacing spark plug wire with 'resistor' ones. Not to mention your car needed a tune up every six months, went through shocks and mufflers in 18 months, tires at less than 20,000 miles. New brushes in the car's generator as you'd be putting lots of stress on it pulling all those amps at 6v. You could not operate with engine off. An old car was one with 60,00 to 70,000 miles – worn out. Your lower rocker panels rusted out in less than five years. Same with much of the car body. Did Detroit care? Nope. Not until nearly 35 years later.

Soon after, most cars went to 12v and you had to make the transition in your mobile. Rewire the filament string. Change out the relays to 12v. Change a few tubes like rectifiers. Put in new dynamotors and vibrators.

By the late 50s, Heathkit introduced the Cheyenne mobile transmitter (with transistorized switching power supply) and companion Comanche receiver. AM and

CW. Still two separate units, no SSB.

In 1963, they came out with the HW-12, HW-22, HW32 single band SSB transceivers for fixed/mobile operation – the first affordable mobile SSB units. HP-13 solid state supplies. Or HP-23 home supplies off 117v ac.

By 1960, SSB was the starting to be much of voice operation. The KWM-2 SSB transceiver came along in 1959. Would operate on 12v with transistorized power supply. Was the first mobile 'transceiver'. With SSB. A 100w SSB transmitter would be the equivalent of a 800w AM transmitter.

In 1963, SBE introduced the SBE-33, a unit with only 3 tubes in the RF section, and everything else transistorized. An optional DC/DC converter, which could be mounted on the rear panel, allowed for a nifty mobile self contained station.

Atlas Radio produced the first ever solid state transceiver in 1974.

Now? Folks buy a 100w solid state transceiver for a bit over \$1000 new. Complete with cw filtering. Some with waterfall displays. No weekly maintenance other than check the antenna connections/ground. Maybe wipe the dust off the control head. That's about it. No tubes to burn out or get weak. What a difference! Especially in the complexity and price. Comes with VFO, cw keyer, cw filtering, noise blanker, noise reduction, no tune operation, includes more bands. Direct interface to computer for digital. 10 lbs or so vs 50-100 lbs of radio. More power.

Not many old timers around who went mobile in the 1950s. Let's see.. You'd be about 18 in say 1953 – so you'd be at least 89 years old and been a ham way way back then in the 1950s. And been on HF. In the 1960s and one when Techs got 6 and much later 2m privileges. 6M and (later) 2M AM was very popular back then as a Tech license required only a 5 wpm code test. Many novices after a year went that route rather than taking the 13 wpm code test. Very busy VHF bands. No repeaters yet. Generals had to take the 13 wpm test and more theory. Could be a few folks still around today that went mobile in 1953. I got my license in 1963, but only operated 6m mobile, then 2m FM later - until 35 years later when I went HF mobile. A few county hunters still around go back to the 50s for having a ham license, but did any go mobile in the 50s?

Think when N2TPH got her novice in the 80s, had the 10M SSB, 6M privileges but only 220 for VHF. That changed a couple years later and Novices got 2M. Not long after, maybe 5 years, no code test either. Now, the entry level is Tech as the FCC did away with Novice licenses for new hams.

Sure is nice to be a mobile op in 2023! WARC bands. VHF/UHF/SHF from 6M to 47 GHz and up. Clear 160M band, no LORAN. 40M mostly devoid of shortwave broadcasters. Affordable rigs and antennas. Many brands of cars Quiet other than EV's and hybrids. Challenges remain – now plastic composite roofs and trunk decks on some cars! No place for antennas. Biden's mandate to only have new EV's after 2032 sold. We'll see what happens.

With the introduction of the Heathkits in the early 1960s, there was an 'affordable' way to go mobile – and SSB. And folks did by the hundreds. By the mid 1960s, the USACA Award was created – and it was off to the races. The B&B shop and Mobile QSL Buro in SC were supplying the needed map books and publications. MARAC started in 1969. Mobile in the 1950s was tough. AM mostly. By the 1960s, you could do so much easier. Still tube technology and switching transistor power supplies to get the HV but a lot better than dynamotors and vibrators! And SSB! Six times more effective at using 'power' from your battery.

FCC Releases New Question Pool

For those seeking a General Class license, the FCC has released the new question pool effective now. If you're curious about the test, you can see the question pool [here](#). Could you pass it today? Here's a sample of what's on today's test. Some questions not likely on the test you took years ago.

G2E – Digital mode operating procedures

G2E01 (D)

Which mode is normally used when sending RTTY signals via AFSK with an SSB transmitter?

- A. USB
- B. DSB
- C. CW
- D. LSB

~~

G2E02 (B)

What is VARA?

- A. A low signal-to-noise digital mode used for EME (moonbounce)

- B. A digital protocol used with Winlink
- C. A radio direction finding system used on VHF and UHF
- D. A DX spotting system using a network of software defined radios

~~

G2E03 (D)

What symptoms may result from other signals interfering with a PACTOR or VARA transmission?

- A. Frequent retries or timeouts
- B. Long pauses in message transmission
- C. Failure to establish a connection between stations
- D. All these choices are correct

G2E09 (C)

How do you join a contact between two stations using the PACTOR protocol?

- A. Send broadcast packets containing your call sign while in MONITOR mode
- B. Transmit a steady carrier until the PACTOR protocol times out and disconnects
- C. Joining an existing contact is not possible, PACTOR connections are limited to two stations
- D. Send a NAK code

~~

G2E10 (D)

Which of the following is a way to establish contact with a digital messaging system gateway station?

- A. Send an email to the system control operator
- B. Send QRL in Morse code
- C. Respond when the station broadcasts its SSID
- D. Transmit a connect message on the station's published frequency

~~

G2E11 (C)

What is the primary purpose of an Amateur Radio Emergency Data Network (AREDN) mesh network?

- A. To provide FM repeater coverage in remote areas
- B. To provide real time propagation data by monitoring amateur radio transmissions worldwide
- C. To provide high-speed data services during an emergency or community event
- D. To provide DX spotting reports to aid contesters and DXers

G2E12 (D)

Which of the following describes Winlink?

- A. An amateur radio wireless network to send and receive email on the internet
- B. A form of Packet Radio
- C. A wireless network capable of both VHF and HF band operation
- D. All of the above

~~

G2E13 (B)

What is another name for a Winlink Remote Message Server?

- A. Terminal Node Controller
- B. Gateway
- C. RJ-45
- D. Printer/Server

~~

G2E14 (D)

What could be wrong if you cannot decode an RTTY or other FSK signal even though it is apparently tuned in properly?

- A. The mark and space frequencies may be reversed
- B. You may have selected the wrong baud rate
- C. You may be listening on the wrong sideband
- D. All these choices are correct

G4E08 (A)

In what configuration are the individual cells in a solar panel connected together?

- A. Series-parallel
- B. Shunt
- C. Bypass
- D. Full-wave bridge

~~

G4E09 (B)

What is the approximate open-circuit voltage from a fully illuminated silicon photovoltaic cell?

- A. 0.02 VDC
- B. 0.5 VDC
- C. 0.2 VDC
- D. 1.38 VDC

~~

G4E11 (D)

What precaution should be taken when connecting a solar panel to a lithium iron

phosphate battery?

- A. Ground the solar panel outer metal framework
- B. Ensure the battery is placed terminals-up
- C. A series resistor must be in place
- D. The solar panel must have a charge controller

G6A09 (B)

Which of the following describes MOSFET construction?

- A. The gate is formed by a back-biased junction
- B. The gate is separated from the channel by a thin insulating layer
- C. The source is separated from the drain by a thin insulating layer
- D. The source is formed by depositing metal on silicon

G6B02 (B)

What is meant by the term MMIC?

- A. Multi-Mode Integrated Circuit
- B. Monolithic Microwave Integrated Circuit
- C. Metal Monolayer Integrated Circuit
- D. Mode Modulated Integrated Circuit

~~

G6B03 (A)

Which of the following is an advantage of CMOS integrated circuits compared to TTL integrated circuits?

- A. Low power consumption
- B. High power handling capability
- C. Better suited for RF amplification
- D. Better suited for power supply regulation

G6B04 (C)

What is a typical upper frequency limit for low SWR operation of 50-ohm BNC connectors?

- A. 50 MHz
- B. 500 MHz
- C. 4 GHz
- D. 40 GHz

G6B06 (D)

What kind of device is an integrated circuit operational amplifier?

- A. Digital

- B. MMIC
- C. Programmable Logic
- D. Analog

G6B08 (D)

How is an LED biased when emitting light?

- A. In the tunnel-effect region
- B. At the Zener voltage
- C. Reverse biased
- D. Forward biased

G6B11 (B)

What is an SMA connector?

- A. A type-S to type-M adaptor
- B. A small threaded connector suitable for signals up to several GHz
- C. A connector designed for serial multiple access signals
- D. A type of push-on connector intended for high-voltage applications

G7B06 (A)

What is a shift register?

- A. A clocked array of circuits that passes data in steps along the array
- B. An array of operational amplifiers used for tri-state arithmetic operations
- C. A digital mixer
- D. An analog mixer

G7C05 (D)

Which of the following is characteristic of a direct digital synthesizer (DDS)?

- A. Extremely narrow tuning range
- B. Relatively high-power output
- C. Pure sine wave output
- D. Variable output frequency with the stability of a crystal oscillator

G7C06 (A)

Which of the following is an advantage of a digital signal processing (DSP) filter compared to an analog filter?

- A. A wide range of filter bandwidths and shapes can be created
- B. Fewer digital components are required
- C. Mixing products are greatly reduced
- D. The DSP filter is much more effective at VHF frequencies

G7C10 (B)

What is an advantage of using I-Q modulation with software-defined radios (SDRs)?

- A. The need for high resolution analog-to-digital converters is eliminated
- B. All types of modulation can be created with appropriate processing
- C. Minimum detectible signal level is reduced
- D. Automatic conversion of the signal from digital to analog

~~

G7C11 (D)

Which of these functions is performed by software in a software-defined radio (SDR)?

- A. Filtering
- B. Detection
- C. Modulation
- D. All these choices are correct

G8A06 (D)

Which of the following is characteristic of QPSK31?

- A. It is sideband sensitive
- B. Its encoding provides error correction
- C. Its bandwidth is approximately the same as BPSK31
- D. All these choices are correct

~~

G8A07 (A)

Which of the following phone emissions uses the narrowest bandwidth?

- A. Single sideband
- B. Vestigial sideband
- C. Phase modulation
- D. Frequency modulation

G8B06 (D)

What is the total bandwidth of an FM phone transmission having 5 kHz deviation and 3 kHz modulating frequency?

- A. 3 kHz
- B. 5 kHz
- C. 8 kHz
- D. 16 kHz

~~

G8B07 (B)

What is the frequency deviation for a 12.21 MHz reactance modulated oscillator in a 5

kHz deviation, 146.52

MHz FM phone transmitter?

- A. 101.75 Hz
- B. 416.7 Hz
- C. 5 kHz
- D. 60 kHz

G8B10 (B)

What is the relationship between transmitted symbol rate and bandwidth?

- A. Symbol rate and bandwidth are not related
- B. Higher symbol rates require wider bandwidth
- C. Lower symbol rates require wider bandwidth
- D. Bandwidth is half the symbol rate

G8C01 (C)

On what band do amateurs share channels with the unlicensed Wi-Fi service?

- A. 432 MHz
- B. 902 MHz
- C. 2.4 GHz
- D. 10.7 GHz

~~

G8C02 (A)

Which digital mode is used as a low-power beacon for assessing HF propagation?

- A. WSPR
- B. MFSK16
- C. PSK31
- D. SSB-SC

~~

G8C03 (C)

What part of a packet radio frame contains the routing and handling information?

- A. Directory
- B. Preamble
- C. Header
- D. Trailer

G8C12 (A)

Which type of code is used for sending characters in a PSK31 signal?

- A. Varicode
- B. Viterbi

- C. Volumetric
- D. Binary

Which of the following provide digital voice modes?

- A. WSPR, MFSK16, and EasyPAL
- B. FT8, FT4, and FST4
- C. Winlink, PACTOR II, and PACTOR III
- D. DMR, D-STAR, and SystemFusion

above questions selected from the total pool at:

<http://ncvec.org/downloads/General%20Class%20Pool%20and%20Syllabus%202023-2027%20Public%20Release%20with%202nd%20Errata%20April%2015%202023.pdf>

If you want to try a current test, you can take a sample test here for Tech, General, Extra.

<https://www.eham.net/exams>

Joe Biden: “You will drive an EV”

From the Wall Street Journal August 2 - part of the article.

The Biden Administrations regulatory onslaught is more unrelenting than the heat. The White House last week dumped another truckload of regulations that will cost Americans hundreds of billions of dollars. Just as Congress leaves for the recess.

The Transportation Department on Friday proposed a 696 page rule raising the corporate average fuel economy (CAFE) standards that would effectively require 100% of new cars to be electric by 2032. This is even more aggressive than California's EV mandate, which wouldn't ban sales of new gas-powered cares until 2035.

Passenger cars would have to achieve 66.4 miles a gallon by 2032, up from 44.1 last year. The ramp-up for trucks and SUVs is even steeper – to 54.4 mpg from 32.1 mpg. Auto makers will have no way to comply but make more EVs.

Here's the kicker: The Energy Department is also proposing to reduce the “miles per gallon equivalent” for EVs. For example, the F-150 Lightning rating would decline to 67 mpg from 237 mpg. This means auto makers will have to produce even more EVs to meet CAFE mandates. They'll be fined if they fall short.

A GM presentation to the White House estimated that industry penalties could total \$300 billion, or about \$4300 per vehicle from 2027 to 2031. Consumers and workers will pay the cost, and for what? The Administration claims the proposal will reduce CO2 emissions through 2050 by 885 million metric tons, - **about half as much as Canada's wildfires are projected to release this year.**

The Administration is imposing regulations that it can't pass through Congress and hopes that nobody notices.

In another report from the EPA, the administration notes that converting all cars to EV's, including massive numbers overseas with 'used' cars to the third world, will reduce global temperatures by 0.0000 degrees by 2060. Yes, you read that correctly. Forcing consumers to spend nearly 3 trillion dollars in purchases and additional taxes, fees, higher gas prices, increasing inflation due to tremendous government subsidies for 'green', will result in global temps going down by 0.0000 degrees by 2060. Read it again. (From the WSJ 8/24/2023).

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Comments de N4CD: If you think a country wide charging network will be available for 50-60 million EVs then you have rocks in your head. If you look at statistics, 20-30% of non-Tesla chargers are out of order at any given time, sometimes 100% of them at a given location. Many charger locations are in dark areas at the back of car dealerships, the far ends of hotel parking lots, far end of shopping centers, and other undesirable locations where safety is a concern while you sit for the better part of an hour to get a charge – assuming the chargers are working, the software is working, it interfaces correctly with your manufacturer and model car, etc.

There are all sorts of horror stories out there. There are a half dozen 'apps' to try to get working with different chargers all non-standard. Model AA only takes their app. Network BB only takes their app on your phone and payment arrangements. Network CC takes yet a different app on your smartphone and different payment arrangements. Half of them don't work even at their own system chargers. All are different. Now imagine if gas stations only took their custom credit cards. You go to Brand B gas. Only take Brand B credit cards. Brand C has their own cards. Twenty different cards

for twenty different gas stations – and that doesn't include major truck stops which might have their own cards – and there are a dozen truck stop brands. No universal credit card like Discover, MasterCharge, Visa or Amex. What a nightmare. (No, the EV chargers do not take credit cards! - you need to have arranged ahead of time the special apps and payment method before you get to the charger! As if you know where along the route Brand B and Brand K chargers are!)

Meanwhile, folks are finding out that range of 200-250 miles goes down to 120-130 miles when it's 100 or 110 degrees outside. Oh, and cars don't charge well at 100 degrees. Or at 20 below.

Now imagine trying to take a trip in your 250 mile range car. It's 100F outside, . You get to go maybe 2 hours on the interstate before you desperately need a charge. 120 or 130 miles You sit for an hour to get an 80% charge – that's all they can safely do. So now your range would be 200 miles if it weren't hot (or cold like below freezing). But if it is real cold or over 90F, your range might be 100-120 miles! Less than 2 hours to sit another hour hoping for a working charger just less than 90 miles of driving time. Your 300-400 mile trip is going to take you most of the day!

Now, you can hop in your gas engine car or hybrid. So -300-350 miles before you need to stop. Maybe more. Quick 10 minute stop for gas and a pit stop. Full tank and the same range. Doesn't make much difference if 110F or 20 below. Every station accepts your credit cards.

Yeah, you aren't going to convince me to buy an EV any time soon! Great if you just run around town, but heck, my 2007 Prius gets 44 mpg around town. A bit better if you take a trip. I put 7-8 gallons once a month in it. \$5-6 a week for 80-100 miles each week.

New ones get 55 mpg. You can also buy a Prius Prime Plug in Hybrid that will give you 31 miles on battery, and the rest at 55 mpg or so. Probably use a gallon a month if you drive less than 31 miles a day, and never have to worry about charging on the road. Couple hundred miles. Runs fine on gas on trips at 55 mpg. Toyota offers a whole line of hybrids.

But they'll have to get on the EV bandwagon sooner or later.

What a mess.

Meanwhile, Biden has removed major portions of the Gulf of Mexico from further

leases. The OPEC nations are gloating with glee. We'll be paying high prices for imported oil to keep our economy going.

Half the power in the US comes from fossil fuels (natural gas). No one has figured out how to get the sun to shine 24 hours a day for solar farms. Or the wind to blow 24 hours a day (average 33% of the time) for land based wind turbines. Or to build a trillion dollars of battery storage and more solar farms to charge them. Off shore yet to be built.

Well, half the country voted for Biden. You're getting what you voted for. What more can I say? The Lefties and Eco-whacks are winning. For what? Recall the Administration claims the proposal will reduce CO2 emissions through 2050 by 885 million metric tons, - **about half as much as Canada's wildfires are projected to release this year. You'd be a lot smarter spending that trillion dollars or more to get to EV ubiquity on forest fire prevention rather than sucking large sums of money from tax payers and car customers.** You'd save the planet a whole lot more CO2 than forcing folks to buy EV's for the next 30 years.

In addition, Texas just implemented a \$200/yr additional fee on yearly registrations for EV's to pay for 'road tax'. Normally, you pay for roads every time you buy gasoline. A part of the price of gas goes to federal and state 'road tax'. EV's use no gas so pay no road tax. That figure is the average paid by gas car drivers a year – and now imposed on EV owners every year when they renew their car registration. Other states have already implemented fees like that and I expect that all states will do so.

Here in TX, 1% of all cars on the road are EV's. California has 900,000 EV's on the road and new car sales there are 20% of all cars sold. Of course, \$5.50-\$6.00/gal gas prices are probably a good reason why folks go 'green' there, plus in LA County you don't have to worry about 110F or 0F (unless you live in the Sierra mountains up north in CA.)

ARRL New Members Rate

Inflation hurts. The cost of everything is going up including salaries, operating costs, travel expenses, postage, printing, etc, for the ARRL in Newington CT.

My magazine subscriptions go up each year. My small Social Security goes up, but

most of the increase swallowed by increase in Medicare/Supplement costs for zero gain. Luckily the stock market has 'recovered' but who knows what the future will bring there?

The ARRL has been the only 'voice' to speak for ham radio with the FCC and international organizations that determine the frequency allocations for the amateur service.

Changes are inevitable and subscription prices to just about everything is going up year after year after year. The last dues increase for ARRL was in 2016. Before that it was in 2001. Everything has gone up since 2016.

The ARRL announced that starting 2024, the membership rate will go to \$59 per year. That's only a buck twenty five a week.

In addition, if you want the print version of QST or ARRL Current bi-monthly, that will be an extra \$25 per year. Your \$59/yr includes electronic delivery of QST each month.

For future Life Members, after 2024, getting a print edition of QST will cost you \$48 per year. Current Life Members will receive printed editions if you contact them between Sept 1 and June 2024. New applications for Life Membership are on hold.

Like most other organizations I belong to, printed editions are quickly vanishing. My local clubs (Plano Club K5PRK, and Richardson Club K5RWK) have long gone electronic. My subscription to the local Vintage Radio Club is going all electronic shortly. For most county hunters, the MARAC Road Runner has gone electronic a while back. For those organizations gone electronic, , you can send nice color pictures you couldn't afford to send (printed in color) in monthly printed editions. Lots more pictures, too.

Mailing costs and printing costs are through the roof for publishers.
ARRL does offer 'student rates'

New rates for Life Membership is under study to determine 'cost neutral' level.

Luckily I bought a Life Membership way back in 1969 so I've been enjoying those benefits. Think it was 20x annual dues back then. However, I've been donating to ARRL over most of those years to support the various functions – spectrum fund, school assistant fund, etc.

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From ARRL Site:

2. Why did we need to raise dues?

We need to ensure a vibrant and financially healthy ARRL so we can continue to serve the Amateur Radio community. ARRL has experienced significant financial losses during the last 4 years due to inflation. We expect rising costs to continue and result in additional financial pressure.

Why does ARRL need \$59 per year for dues?

ARRL applies staff and resources to a variety of efforts that promote and protect Amateur Radio for the benefit of our members. Chief among these efforts are spectrum defense, regulatory advocacy at the International, Federal and State levels, support for licensing and operator training, work to promote Amateur Radio in schools, and more. ARRL also allocates resources to member benefits and programs such as Field Day, LoTW, contests, EmComm programs, member technical support, product reviews, and other programs. It is essential that ARRL continue these efforts to ensure the continued existence of Amateur Radio worldwide.

4. Why did ARRL make print QST and On the Air magazines paid subscription options?

All members will continue to have access to all four ARRL magazines in digital format online: QST, On the Air, QEX, and NCJ. Printing and mailing QST and OTA are an important part of ARRL's costs, and these costs have increased faster than inflation. Results from our member survey indicate that a significant portion of our members are willing to read these magazines in a digital form online. We chose this approach to minimize the increase in dues. This gives members a choice on whether to pay the additional cost for print magazines

5. What was the purpose of the member survey that was conducted in May 2023?

We felt it was important to seek input from our members about various options under consideration and what they valued most about ARRL membership. This feedback from more than 20,000 members who responded was used extensively in our planning (see dues survey results).

6. What is ARRL doing to cut costs? Was there an alternative to a dues increase?

ARRL has been systematically taking steps to reduce costs for several years. Steps have included delaying hiring for open positions, outsourcing work to contractors in lieu of staffing full-time positions, consolidating responsibilities to reduce staffing levels, and other actions designed to control our costs. We continue to look for additional ways to lower our costs, but we cannot go much further without reducing or eliminating member benefits and programs which our members have told us are important to them.

- - - -

CQ Magazine offers electronic or print editions. Print editions are \$43 a year. Electronic editions are \$30 per year. Less if you subscribe to multiple years. Other than sponsoring contests and CQ Awards (including USA-CA!) and WPX, CQ Magazine is not involved in any other activity that affects amateur radio. No representation at FCC or international spectrum forums. No labs to review equipment. No programs to get new hams licensed. No 'traffic system'.

Of course, I subscribe because I support them for sponsoring the USA-CA Award!
Without major backing

Ham radio magazines have come and gone. 73 Magazine with Wayne Green. Ham Radio Magazine. Popular Electronics. You can find a lot of them now on line for back issues.

Kids today get their news and social media on their smart phones and lap tops. Most don't read books on printed matter. Facebook, Twitter, Instagram, TikTok, etc. Magazines and newspapers on line.

- -

For the seniors, Social Security is expected to rise 3% next year. Medicare premiums will go up 2.5%. The 'average' person will see an effective increase of about \$34 a month.

Food is up 10% since last year. Gas is up. Utility bills up. Real Estate taxes up. Car and House insurance up 20-30% in many places. Ouch. **Biden-inflation**. If you think the "Inflation Reduction Act" that Congress passed is supposed to help you, LOL. It's just a trillion dollar spending bill on 'climate action', 'social justice' and greenie projects.

Slushing out billions for subsidies for upper income folks to buy EV's at \$7500 a pop. More dollars for yet to fail EV car/truck companies like a Solyndra. Billions to offshore wind power yet to be built, if ever. More subsidies for ethanol, the useless car mileage reducer fluid. Federal spending just increases inflation pressures. There is NOTHING in that 800 page bill to reduce inflation! Just more regulation to strangle industries, more greenie projects with dubious benefits, etc.

Oh well.

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Some EV companies you likely want to avoid

“Despite seemingly being the way of the future, the electric vehicle industry is not an easy one. Rivian, which had a very promising IPO in November of 2021, has seen its stock plummet from \$129.95 to less than \$15 as of late June, 2023. Rivian is not the only struggling EV automaker, and others have completely failed.

Bright Automotive

- > Headquarters: Anderson, IN
- > Years in business: 2008-2012
- > Current status: Defunct

Bright Automotive closed down in 2012 after failing to get a low-interest loan from the Department of Energy. The manufacturer had received \$5 million from General Motors but was unable to secure government funding. Bright executives blamed onerous loan terms from the Department of Energy for the failure. The Bright Automotive IDEA was a plug-in hybrid light cargo vehicle designed to get about 100 miles per gallon.

Coda Automotive

- > Headquarters: Los Angeles, CA
- > Years in business: 2009-2013 bankruptcy protection
- > Current status: After exiting bankruptcy became energy storage company Coda Energy and was eventually acquired by Exergonix in 2016

At one point, Coda Automotive raised \$344 from investors, including former U.S. Treasury Secretary Henry Paulson. After selling fewer than 100 of its electric-powered sedans, it filed for bankruptcy protection in 2013. Its five-passenger car, introduced in 2012, had a range of 125 miles on a single charge and was priced at \$37,250.

Faraday Future

- > Headquarters: Los Angeles, CA
- > Years in business: 2014-
- > Current status: 1-yr stock performance (NASDAQ: FFIE): -82%

Beset by internal turmoil, including executive departures, and government investigations, Faraday Future announced it had secured enough funding in February to start production of its sport utility vehicle, the FF 91 Futurist, in March. The company's major stockholder, FF Top Holdings, has reportedly agreed to a plan to increase the auto manufacturer's outstanding stock to raise capital.

Fisker Automotive

- > Headquarters: Anaheim, CA
- > Years in business: 2007-2014
- > Current status: Defunct

Fisker Automotive raised \$1.4 billion in private and public investment, including a \$529 million Department of Energy loan in 2009. However, it repeatedly missed production deadlines, and production of the Fisker Karma, a luxury plug-in sports car, was suspended in November 2012 after only building about 2,450 units. A year later, the company filed for Chapter 11 bankruptcy protection, and in 2014, Wanxiang Group, China's largest auto parts company, bought the assets of Fisker Automotive.

Lordstown Motors Corp

- > Headquarters: Lordstown, OH
- > Years in business: 2018-
- > Current status: 1-yr stock performance (NASDAQ: RIDE): -55%

Two years after the EV pickup maker was founded, Lordstown Motors went public through an SPAC merger. According to Crunchbase, it raised a total of \$1.1B in funding over five rounds. By March 2022, GM sold its stake in the company, and by May, the company said it would need more financing if it was to stay in business. In November, Taiwan's Foxconn Technology Group indeed invested \$170 million in the company, which started production though at a slow rate. It announced that it had produced 31 vehicles for sale as of Jan. 3, of which six had been delivered to customers.

Source: <https://247wallst.com/special-report/2023/06/22/13-biggest-electric-vehicle-business-failures-in-american-history/>

If you're going to buy an EV, buy one from Toyota or Honda or GM or Ford. Or Tesla. Maybe BMW or Mercedes if you got the cash. The cost of an 'average' car these days is \$48,500.

Mortgage rates are now up to 7.2%. Highest it's been since 2001. CDs pay 5%. Money Market funds pay 5%. Checking accounts pay 0.2% in most cases. Most seniors are falling behind year after year as rents rise 10% a year, food up 10% a year, medical costs up and up, and no real end in sight.

Now, Biden is trying to fudge the figures so that 'only 3%' is the target. For years, the effort has been to reduce inflation down to 2%. That 50% increase will allow his government to keep spending trillions more than it is taking in in taxes, likely to fuel even more inflation. The current 'short term 30 day note' is up to 5.5%.

Treasury notes are up to over 4%. 4% interest on 33 trillion dollars is 1.32 trillion in interest. That is more than 1/3rd the total US budget, just for interest. OF course, they merely 'borrow' money to pay the interest, ratcheting up debt, and keep spending away according to the last bloated budget. At some point, it all collapses. Sooner, not later.

10-10 Summer SSB Contest

Held August 5-6. Hello? Anybody there? Hello? CQ 10M – Hello?

Only 4 people reported a score on the 3830 contest site! The top scorer, JO1PZR had 19 contacts. Next highest was 6 qso by WN8Y. Then 5 and 3 contacts.

Despite the increased sunspot numbers and on the way up on the sunspot cycle curve, mother nature did not cooperate one bit on this event.

Fair Radio Surplus Shutting Down

from the web:

After being in the surplus electronic military business over 50 years, I have decided it's time to retire and close the business. Fair Radio Sales has over 30,000 sq ft of electronic parts and equipment that must go. Over the next several months plan your visit to Fair Radio to stock up on electronic parts, equipment, manuals, vacuum tubes and one of a kind items at lower than hamfest prices. Buy an item, a pallet, or a truckload. Come and make a deal. Cash and carry

https://fairradio.com/?fbclid=IwAR0FbQA2vRerKBU-AIeGVt2fBdzQ1FdzP6xgRcqXy96S1yl2w-JLVCZ_1do

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de N4CD – Fair Radio Sales has been an institution. Publishing a catalog several times a year, they sold tons and tons of military surplus stuff – mostly from WW2, Korean War and some from Vietnam War. Great source of radio stuff, VHF/UHF transceivers and amps, cavity filters, etc. Keys, accessories, power supplies, hardware, military antennas, etc. HF transmitters, receivers, transceivers. Bought a bunch of stuff from them and they were at Dayton Hamfest year after year.

One of the most popular items for new folks was the audio 'beam filter' for cw use. NAF 68304 If you had a receiver with poor cw selectivity, it would provide a narrow bandwidth audio filter to help you separate signals on the novice bands. Few older receivers had a 'crystal filter' at the time in the 50s into the mid 60s. You'd plug your headphones into it, and plug it into the receiver headphone jack.

From the web:

“The NAF 68304 Beam Filter is a passive audio device connected in-line with headphones from a US Navy aircraft navigation receiver. It was designed to filter the audio frequencies to peak 1020 Hz, the modulated tone used for the A-N aircraft navigation Beam frequency. In the A-N system, a steady tone meant equal audio from both the "A" and the "N" Morse transmissions which meant the aircraft was flying "on the beam" directly toward the selected navigation transmitter. Hearing either the "A" or the "N" more distinctly meant the aircraft was flying to the right or left of the navigation beam. A beam filter would limit extraneous noise or nearby signals. The switch to phone allowed full audio or selecting both still emphasized the range audio. Note that it can be mounted in either vertical position.

The phone plug and cord are permanently attached. NAF stands for Naval Aircraft

Factory. “

https://www.radiomuseum.org/r/military_radio_beam_filter_naf_68304.html



When I first got my ham license in 1963, was using a Hallicrafters S-107 receiver. Good for SWL but no cw selectivity. This beam filter helped till I upgraded to Lafayette HE-80 receiver with a built in Q multiplier that worked well.

Sad to see Fair Radio Surplus Sales fade away.

High Power Commercial SW Stations

We've covered this before, but it's gone to a big time audience in the Wall Street Journal

Article from the Wall Street Journal – Aug 7 2023

Ham Radio Enthusiasts vs. High-Frequency Traders: A Battle for the Airwaves
Trading firms are asking FCC to open shortwave frequencies to greater commercial use

Ham radio operators are sounding the alarm over the latest threat to their beloved hobby—and this time, it is coming from Wall Street.

A group of high-frequency trading firms is asking the Federal Communications Commission to open shortwave frequencies to greater commercial use, so they can use radio to zip financial data around the world in milliseconds.

Prominent members of the amateur-radio community say interference from traders' broadcasts could ruin their hobby, which often involves tuning in to weak radio signals so they can chat with fellow hams in faraway places. Hundreds of hams have filed letters with the FCC opposing the traders' proposal, and some have railed against the plan in YouTube videos.

Brock Fansler is among those speaking out. A 40-year-old Los Angeles resident with shoulder-length hair, he likes using his radio to send digital data about weather conditions to other hams. He complains that the traders are looking to transmit with up to 20,000 watts of power, whereas amateurs are capped at 1,500 watts, and many use off-the-shelf radios with 100 watts.

“They’re asking for an insane amount of power,” Fansler said. “It’s like having neighbors move in with a drum set and guitar. This is going to be blasted all over the planet, with how much wattage they’re going to put behind it.”

The group behind the proposal, called the Shortwave Modernization Coalition, says such fears are overblown. The coalition—whose members include such trading giants as Jump Trading Group, DRW Holdings and Virtu Financial—says it has already been using shortwave for several years and there haven’t been any verified complaints of interference.

“The proposed power limit is consistent with, and in many cases lower than, the levels used in these frequencies set aside for certain commercial uses,” a coalition spokeswoman said.

High-frequency traders have been in a yearslong arms race to execute transactions as fast as possible, or else risk losing money to speedier rivals.

In their quest for speed, HFT firms have located their computers in exchanges' data centers, to avoid wasting fractions of a second transmitting buy or sell orders over computer cables. They have built arrays of microwave towers between Chicago and

New York to beam data between markets, while exploring new kinds of cable and even satellite networks.

Shortwave is useful when HFT firms need to send rapid updates about price moves across oceans—for instance, from U.S. futures markets in Chicago to European futures markets in Frankfurt. The usual way to send data from one continent to another is undersea fiber-optic cable. But light moves more slowly through glass cables than through air, so it is faster to use radio—specifically, in shortwave frequencies. That allows waves to bounce up and down off the ionosphere, an upper layer of the atmosphere, allowing them to propagate around the globe.

Sending data from Chicago to Frankfurt is nine milliseconds quicker by shortwave than by undersea cable, according to data from Deutsche Börse. That is less time than it takes for a hummingbird to flap its wings.

As ultrafast traders have pushed into shortwave, they have aroused the ire of hams such as Matthew Penttila.

Penttila, a 51-year-old mechanic in Blackstone, Mass., routinely uses shortwave radio to chat with hams in other states and countries. Once he even spoke to a cosmonaut aboard the Mir space station, he recalled.

He is indignant that the traders want to use shortwave to save milliseconds and juice their profits.

“I’m just a regular, ordinary guy. I work 2 to 10:30 five days a week to try and keep a roof over my head and food on the table for my family. And these guys are going to try and exploit this for millions and billions of dollars. It just doesn’t seem right,” Penttila said.

If the FCC approves the traders’ petition, Penttila worries it will lead to further encroachment by private firms into bands of the radio spectrum used by amateurs.

“It becomes the camel’s nose under the tent. As soon as it gets its nose under there, it’s going to keep working, and the next thing you know it’s going to take the whole tent down,” he said.

An FCC spokesman said: “We appreciate the importance of amateur radio and make every effort to ensure spectrum uses do not interfere with each other.”

The Shortwave Modernization Coalition says it isn't looking to grab amateur frequencies. Its petition has a narrower aim: to allow business licenses for the type of fixed, long-distance, point-to-point shortwave data transmissions used by HFT firms. Current FCC rules don't allow such licenses. Instead, traders have mostly relied on temporary licenses for radio experiments. But experimental licenses generally aren't intended to be used for commercial activities, and firms that use them for trading are operating in a legal gray area, according to industry veterans.

"The big companies have always been nervous that their experimental licenses could get shut down," said Dave Gustafson, a former head of wireless engineering at Jump.

The roots of ham radio date to the late 19th century. Today there are about 760,000 amateur radio operators in the U.S., according to ARRL, the national association for amateur radio. ARRL says the ham population has climbed in recent years, defying predictions that the internet or social media would kill the hobby's appeal.

Still, many amateur-radio clubs are dominated by retired men, sparking periodic jitters that there aren't enough engaged young people to keep the hobby alive.

Leonard Gucciardo, a 62-year-old retired electrical engineer on Long Island, said he worries that traders' broadcasts could prevent newcomers from embracing ham radio and the financial investment it requires. He estimates that he has spent more than \$20,000 on radio equipment and fears that increased interference could render such equipment useless.

"Picture investing \$25,000 on equipment, and it becomes a dinosaur that you just can't use anymore," he said.

The traders' proposals have sparked a visceral response from many hams because radio is a way of life, said Rich Donahue, a 62-year-old from South Dakota who spends much of his time on the road in a 22-foot camper, traveling to ham conventions.

"They're very passionate about their radio communications," Donahue said. "They get up in the morning, they get a cup of coffee and get on the radio to talk to their friends."

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They are talking about 'checking' so see if a frequency is in use (where they are) and then blasting away with tens of kilowatts. Of course, they could easily be in dead spot not hearing a mobile station or portable station in park, and wipe them out with buzz

saw data signal – including IN THE HAM bands – using whatever frequency they like from 2 MHz to 30 Mhz. Yeah, they don't hear the station 100 miles away talking to the station 1000 miles away, but tough luck.

Biden Causes Food Price Inflation

Biden's food stamp expansion linked to 15% jump in grocery prices: study

A push by the Biden administration to increase food stamp benefits to the tune of \$1 trillion could be responsible for a 15% rise in prices at the grocery store, according to a government watchdog report.

The Department of Agriculture rolled out revised nutritional standards for the Supplemental Assistance Nutrition Program (SNAP) in 2021 that expanded the program by 27% on average from pre-COVID pandemic levels, the Foundation for Government Accountability found.

Overall spending on the program more than doubled

The expansion is projected to cost US taxpayers more than \$1 trillion over the next decade, according to the Congressional Budget Office.

The increase in spending on food stamps has fueled a rise in grocery prices and contributed to high inflation, the group says.

“USDA cooked their books to hike food stamp benefits by 27% — the largest permanent increase in program history. And they bypassed Congress to do it,” Jonathan Ingram, Vice President of Policy and Research at the Foundation for Government Accountability, told Fox News, which first reported on the study.

“Data show the Biden administration's overreach led to massive spikes in grocery prices. They're feeding inflation, not stopping hunger.”

The prices of margarine and eggs increased by more than 50% between December 2019 and March 2023, according to Labor Department data reviewed by the group. The price of frozen vegetables rose by 36%

<https://nypost.com/2023/08/24/bidens-food-stamp-expansion-linked-to-15-jump-in-grocery-prices/>

Food stamp allotments will rise by 12.5% this year to cover the increased cost of groceries. That will cause an increase in grocery prices, likely by 12%. Food inflation is running 10% a year – prices just keep going up and up, although egg prices came down a bit but everything else is up, up and up.

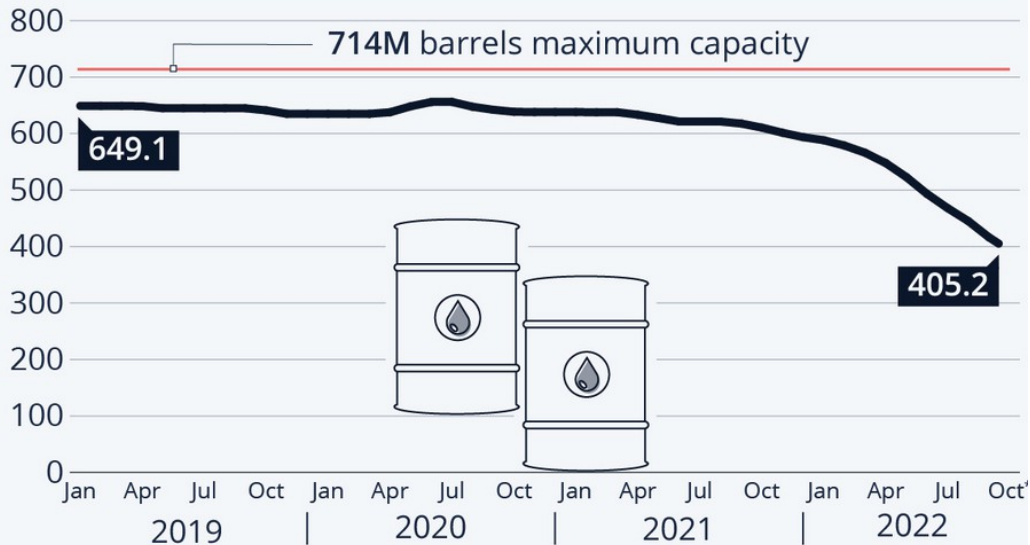
These food stamp increases were not voted on by Congress. Just merely the use of Joe Biden's executive powers to tell his minions to increase food stamps over the past few years by 27% more. Oh, for the government, they are not 'food stamps' but SNAP. Supplemental Nutrition.

Disappearing Emergency Oil Reserves

Slowly but surely, the oil in the strategic reserves has been sold off. Now, it's more to raise cash to help out the budget of Biden, so he can keep spending like a drunken sailor increasing national debt by the trillions.

Releases Diminish Strategic Petroleum Reserve

Crude oil stored in the U.S. Strategic Petroleum Reserve by month (in million barrels)



* as of mid-October

Sources: EIA, Strategic Petroleum Reserve (Department of Energy)

Releases Diminish Strategic Petroleum Reserve
Strategic Petroleum Reserve
by
Katharina Buchholz,

Oct 19, 2022

The White House on Wednesday is expected to make an additional 15 million barrels of crude oil from the U.S. Strategic Petroleum Reserve available for December. In spring, President Joe Biden had authorized the release of 180 million barrels until the end of this year, which will now be exhausted. The U.S. heads to the polls for the midterm election in less than three weeks.

The move is designed to cushion high oil prices brought about by a crude shortage in connection with embargoes against Russia, which are being made worse by a recent OPEC production cut and global oil extraction still reeling from the effects of the

coronavirus pandemic. U.S. oil production, which had been growing rapidly in the past two decades, was hit hard by Covid-era energy price decay. As a result and because of fears of a new recession, the industry has been reluctant to invest in new projects, a development mirrored in other parts of the world.

As of mid-October, numbers from the Energy Information Administration and the Strategic Petroleum Reserve website show reserve oil levels of just around 405 million barrels or 57 percent of storage capacity, down from almost 580 million barrels in February before the invasion of Ukraine and more than 650 million at the height of the first coronavirus wave in the spring of 2020.

The emergency powers of the Strategic Petroleum Reserve have been called upon rarely since its creation in the 1970s. The Energy Department lists only three instances where supply disruptions became so dire the President ordered a release: Hurricane Katrina in 2005, Operation Desert Storm in 1991 and during the Arab Spring in 2011, when oil stopped flowing from Libya and other countries. Biden had also ordered the release of 50 million barrels in late 2021, when fuel prices were already rising. All of these sales were significantly smaller, however, than the ongoing 2022 releases. The reserve is also engaging in non-emergency releases, for example for budget or upkeep reasons. Common during natural or other disasters are loans from the reserve to battered companies that repay the barrels with interest.

According to The New York Times, the reserve will be replenished when lower oil prices around \$70 a barrel allow. As of Tuesday, a barrel of WTI crude was still trading for more than \$80.

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So far, no additional oil has been added. Actually, sales continue as the Biden administration is desperate for cash to keep spending, spending, spending. 20 million barrels taken out just about every year.

Scott Burns Column

By Scott Burns / August 5, 2023

“Interest costs matter,” my friend tells me over lunch.

“Even a small primary deficit matters because it will increase the overall debt. As the debt increases, the interest increases — and so on.”

The topic here isn’t the impact of higher interest rates on car or home buyers. It is a much bigger subject. It’s the impact of soaring interest costs and rising debt on the federal government.

It affects all of us.

This isn’t a casual topic for Michael Granof. A professor emeritus of accounting at the McCombs business school at the University of Texas, Austin, Professor Granof has devoted his career to the study of government and non-profit accounting. He served 10 years as a member of the Governmental Accounting Standards Board (GASB – the board that sets accounting rules for state and local governments) and an equal number of years on the Federal Accounting Standards Advisory Board (FASAB – the one that sets the rules for the federal government). Currently, he serves on a couple of public pension fund boards.

We met for lunch at the ATT Hotel and Conference Center in downtown Austin.

“It’s arithmetic,” he continues, “Simple arithmetic.”

He’s pointing out that accounting, however difficult the CPA exam, is not astrophysics. If debt keeps increasing, interest on the debt will increase. At some point it will overwhelm everything else.

Perpetual rising debt that increases relatively faster than the country’s gross domestic product is unsustainable.

“Yet,” he adds, “all administrations recognize this. They know what they are doing. In the federal government it’s in official documents that are signed by the secretary of the Treasury, who represents the president.”

But nothing changes.

The particular government document he’s talking about is a little-known accounting exercise called “The Financial Report of the United States Government.”

The most recent report is for fiscal year 2022. I think it's fair to say that he has a lot of respect for this report and the effort that goes into constructing it.

That's what disturbs him.

It announces, in numbers and English, that the financing of our government is unsustainable. This is not news. It's a conclusion found in a multitude of government documents that go back decades. It suggests that if our government reaches a financial crisis in the future, it will be one of the most thoroughly documented, projected and expected events in history.

The origins of the report trace to mid-1970s. It is an effort to present the true condition of our government in terms of a corporate-like annual report. This year's effort clocks in at 251 pages. It is signed by Treasury Secretary Janet Yellen. It's shorter than the 270 pages of the Social Security Trustees report or the 267 pages of the Medicare Trustees report. It's also massively longer than the first "Prototype Report," for 1974-75, which was signed by Treasury Secretary William Simon.

While Professor Granof and I have talked about the report before, what brought it up this time was the rise in Federal debt between the start of June and late July – more than a trillion dollars. Today, federal debt exceeds \$32.6 trillion, give or take a hundred billion.

That's a lot of debt.

The recent increase is one the fastest in our entire history. On a chart, the only other period of such rapid increase was the second quarter of 2020. That's when public debt rose nearly \$3 trillion in three months, the start of Covid.

While most politicians and many economists discuss government finances in terms of the federal deficit, down to \$1.375 trillion for 2022 from \$2.775 trillion in 2021, the real condition of our government is far worse.

How can that be?

Well, it's all about what is included, or ignored, in your bookkeeping.

Page 1 of the executive summary of the report tells it like it is.

"A Snapshot of the Government's Financial Position & Condition" notes two

important numbers.

One is the “net position” of our government. That figure represents the total assets of our government, nearly \$5 trillion, less its total liabilities, about \$39 trillion. This leaves our government with a “net position” of negative \$34 trillion. It increased \$4.1 trillion from 2021’s “net position” of negative \$29.9 trillion.

This week’s move by Fitch Ratings to downgrade U.S. government credit put a renewed focus on that, just as the economy is shaking off recession talk.

Another figure reveals the change in the unfunded liabilities of our social insurance programs. Those now total \$75.9 trillion. That’s an increase of \$4.9 trillion from the previous year. The number is the difference, in present value dollars, between what our social insurance programs will spend and the revenues they expect to receive over time.

Add those increases together — \$4.1 trillion and \$4.9 trillion – and the financial condition of the United States government has deteriorated by a stunning \$9 trillion in a single year.

If you read to Page 7 in the report, you’ll see a wide blue band across the page. It says, “An Unsustainable Path.”

It would be comforting, here, if we could point a finger at a single president and expunge the problem with a few magical strokes. But we can’t. This has happened over decades. It has also happened under presidents of both parties. It has happened under Bidenomics and Clintonomics. It has happened under Reaganomics and Trumponomics.

But, as Professor Granof noted, it’s still simple arithmetic – even if the numbers are in trillions.

Covid Again

It's still around. Fairly low rate of infection but increasing. Infections up 80% worldwide.

EG-5 Variant.. nicknamed ERIS – offspring of XBB variant. 12% of infections and rising. Seems to be no worse, symptom wise, than previous variants. While overall rates are low, they are on a significant uptick. Another variant, BA6, Pirola, has been

detected in overseas countries. Yet another mutation. Again, no worse than before and vaccine booster this fall should be effective against it. 500 deaths a week attributed to COVID in hospitals now.

If you're up to date on shots, you're in good territory. They are effective against this. Moderna and Pfizer announced it will have latest version shots ready to go in September for the fall/winter season. Even better protection. It will be tweaked for the latest seen viruses and variants. Awaiting FDA approval.

Put on your 'to do list' for late September/October along with annual flu shots. Medicare covers both for seniors, as do military health plans. Most regular insurance policies likely cover it.

We've already lost county hunters to COVID. Don't be the next.

The press is talking about another TRIPLEDEMIC. Flu, Covid and RSV.

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Well, what's next for a sick economy and Joe Biden? Oh, bring on the UFOs and COVID era restrictions once again! Give people more worries.

From InfoWars:

“EXCLUSIVE: Biden Admin Preparing to Bring Back FULL Covid Restrictions, Rollout to Begin Mid-September

Whistleblowers from the TSA and Border Patrol have raised the alarm to Infowars that the Biden administration is setting the stage for full Covid lockdowns that will begin with incremental restrictions like masking TSA employees in mid-September.

The first source, a high-level TSA official confirmed and known to Infowars, reached out to Infowars and cited a Tuesday meeting in which TSA managers were told new memorandums & policies were being completed that would reimplement masking, starting with TSA & airport employees as early as mid-September.

The TSA official also said next week they will receive new guidelines on how the policy will escalate: by mid-October, mask-wearing will be required by pilots, flight staff, passengers, and airport patrons.

After hearing from the TSA manager, Infowars reached out to our trusted Border Patrol source who is also a manager. This source confirmed the same directives were being given to Border Patrol.

They were told it was not a matter of “if” but “when” official Covid numbers will go back up and they expect by mid-October a return to forced-masking policies that the Biden administration previously only reluctantly ended after massive pressure.

Both whistleblowers were told this rollout will be in tandem with the new Covid “variant” hysteria that the MSM has been reporting on this week.

Infowars’ analysis is clear: this new rollout’s timing is perfect for the embattled Biden administration to put the country back in a state of civil emergency and even martial law to further divide and confuse the public and move forward with the greatest election meddling in history.

Many times, Alex Jones has warned that the system will bring back biomedical tyranny. And the launch of this new crisis in September will allow a build-up of control that would allow the use of mail-in ballots for the next presidential election.

Remember, mail-in ballots were decisive for Biden’s victory last election.

We now know the Covid lockdowns were an international psychological warfare operation run by the Ministry of Defense and Pentagon.”

<https://www.infowars.com/posts/exclusive-biden-admin-preparing-to-bring-back-full-covid-restrictions-rollout-to-begin-mid-september/>

Note de N4CD: Some colleges and many medical facilities already doing full COVID mask requirements. Wait and see what happens.

Maui Burns

Strong winds up to 75 mph, a drought condition on the western side of the island, led to fire storms that leveled most of the buildings in Lahaina, which today is a popular tourist destination. Over 100 people killed, 1000 missing, and a state of emergency declared

there. If you have plans to visit – postpone or cancel. 12,000 people have been evacuated from the island with thousands in shelters in Honolulu. Emergency workers filling up all the hotel rooms.

While as county hunters, you don't have to go to Maui as you can run Maui also on the island of Molokai where Kalawao County is located.

Here's an article from the web. Lots interesting history. Did you know Lahaina was a whaling center?

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Destroyed Lahaina was once Hawaiian Kingdom's capital, global trade hub

In 1823, whaling boats and visitors approaching the coast of Lahaina on the Hawaiian island of Maui were in for a “singularly romantic and beautiful” sight of the Hawaiian Kingdom's capital city.

“A fine sandy beach stretches along the margin of the sea, lined for a considerable distance with houses, and adorned with shady clumps of kou trees, or waving groves of coconuts,” British missionary William Ellis wrote in an 1823 journal entry.

Lahaina was already a center of power in ancient days, “long before Europeans realized Hawaii was there,” said David Aiona Chang, a professor and Native Hawaiian historian at the University of Minnesota.

Centuries later, Lahaina's popularity as a tourist destination for beachgoers and surfers has overshadowed, at least to tourists, the city's deep historic and cultural significance that stretches back centuries, Chang said. To Hawaiians, Lahaina is a crucially important historic city whose legacy includes troves of artifacts that have helped preserve the hula dance form and revitalize the Hawaiian language.

Deadly wildfires in Hawaii this week have reduced to ash much of the town, including the historic Waiola Church, and severely damaged a 150-year-old banyan tree.

The Baldwin Home Museum, the oldest house in Maui, was also burned in the fire, Lahaina Restoration Foundation Executive Director Theo Morrison said. The foundation runs several other historic sites, such as the Wo Hing Museum and Cookhouse — an artifact of Chinese expatriates on the island — and the Old Lahaina Courthouse. Morrison said Wednesday that the status of those structures was unclear.

“It’s a place where the past is present,” Chang said of Lahaina. “Native Hawaiians, we’re very emphatic that we’re not giving up on that — our culture is still alive, our language is still alive — and that makes Lahaina very important to us.”

The former royal capital city became a preferred destination for Hawaiian kings and queens and developed into not only a political hub, but also a center of economic and education life in Hawaii.

By 1802, a leader from the Hawaii island, Kamehameha I (also known as Kamehameha the Great), had united all the islands into one kingdom and made Lahaina the royal seat of power. In Lahaina, Kamehameha began construction of the Brick Palace, the first Western-style brick structure on the island.

“Lahaina was the political center because Kamehameha made it the capital, but it was also the economic center thanks to it supporting the whaling industry,” Chang said.

Before the discovery of crude petroleum for lubricants and fuel, whale oil was a major global commodity. “Lahaina became a globally important port with people from around the world anchoring their ships in the harbor, provisioning their ships and doing trade,” Chang said.

By late 1845, Lahaina drew an estimated 400 whaling ships to its ports per year, according to a letter written by Christian missionary and doctor Dwight Baldwin — for whom the Baldwin Home is named. Whaling ships arriving to Lahaina would purchase water, livestock, and fruits and vegetables such as bananas, melons, pumpkins and yams.

“The demand for produce of the islands encourages industry, it brings in clothing & other necessities for the people & makes money more abundant on this than other islands,” Baldwin wrote, noting that the much of the wealth being drawn from Lahaina was already flowing “into the hands of foreigners.”

The arrival of American missionaries to the Hawaiian islands beginning in the 1820s ushered in another era in Lahaina’s history — one not without conflict.

The missionaries established the Lahainaluna Seminary to train ministers and other Hawaiian leaders. It now houses a public high school.

“On the one hand, the missionaries were very much of a colonist mind-set,” Chang said. “At the same time, this was a place where Native Hawaiian men were pursuing really

advanced training, including collecting the first histories of Hawaii, editing books and publishing.”

A small white cottage on the Lahainaluna campus housed Hale Pa‘i, the House of Printing, the first printing press on the island. Hale Pa‘i produced Bibles and learning materials, as well as the island’s first newspaper — the four-page weekly called “Ka Lama Hawaii” — and the Hawaiian Kingdom’s first paper currency, according to the Lahaina Restoration Foundation.

When Hawaii’s capital was moved to Honolulu in 1845, it ended Lahaina’s reign as the center of the islands’ political world, but the town remained a center of intellectual society, missionary energy and Indigenous life.

“It remained an important city and a principal city in Maui,” Chang said. “Lahaina didn’t disappear.”

<https://www.msn.com/en-us/news/other/destroyed-lahaina-was-once-the-hawaiian-kingdom-s-capital-global-trade-hub/ar-AA1f6JPt>

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Fortunately for the whales, fossil fuels took over the task of lighting with kerosene lamps and 'town gas'. Later electricity. In the early 1800s, whales were almost hunted to the point of extinction.

Sadly, Hawaiian Electric has spent 90% of it's available income for maintenance on 'going green' rather than hardening the infrastructure against fire and wind. Solar panels got the priority while little was done to keep decrepit lines up to date, or replacing old poles and power lines build 40-50-60 years ago. Lots of subsidies for roof top home solar. There's not a whole lot of land in places like Maui to install large solar farms or wind turbines. Additionally, there's lots of NIMBY – not in my back yard! Spoiling the view and 'nature'. Tourism is the largest industry in HI.

Naturally, the HI government regulators took years to approve rate increases to pay for the needed upgrades that would have helped reduce fire risk. They were just beginning to kick in to raise the needed cash. Sadly , a bit too late.

North American QSO Party CW

Held the weekend of Aug 5-6. Very popular and lots of activity from groups and clubs. Power limited to 100W.

Good turnout. I headed to park for a few contacts. They all count for counties but you have to look them up on QRZ or other sources. It runs over the weekend.

From the 3830 reflector: (didn't see too many county hunters chiming in)

N5ZO - fixed multi-op CA - 1400 qso (OPR K6NA N5ZO W6NV)

Oliver was visiting Southland here so we decided to operate another summer NAQP CW here at N5ZO station as Multi-2 and another trusted war horse and my neighbor Glenn K6NA joined to take part in this 12 hours long mid-summer hearing test. Everything went kind of way we expected, i.e. we always get beaten on low bands by competition from Eastern part of the continent. We had hoped some 10M action which could level the play but band was completely MIA and when whatever solar disturbance happened during 22-23 Z time hrs contest became mostly single band 20 m operation and with slow going on that band too. Only handful of contacts were made on 15 and 40 during those 2 hours. 80 was usual summer struggle from far corner of continent and on 160 we mostly worked only CA stations and few others from most Western states, never heard anyone form further away. Marko operated most of 15, 40 and 160 and Oliver and Glenn operated most of 20 and 80. Another fun multi op with good friends and we had good time. Congrats to VA2WA team for fine job, it was fun chase on onlinescoreboard, but we ran out of time again to work enough mults on 80/160. Tnx for Qs

de Marko N5ZO

K4BAI - fixed - GA 886 qso

This turned out to be a four band contest for me. No antenna for 160 at present. And I checked 10M often and never heard a signal there. 15 was not really good either. The flare that hit about 2200Z changed my plans for off times. That was probably good because I was QRV on 40 and 80 later than I had planned and picked up some western mults that I wouldn't have worked otherwise. Two 80M mults in last six minutes.

73, John, K4BAI

Rig: TS590SG 100W 88' cf zepp through a tuner used on all four bands. Also half wave dipoles for 80, 40, and 20. On 40 and 80, the dipoles outdid the zepp to the west. The dipoles generally picked up more noise than the zepp. The zepp is higher than all the dipoles. Thanks for all QSOs. Looking forward to NAQP SSB and hopefully better band conditions.

KH6TU - fixed Maui HI 406 cw

I really miss 10 meters. Even before the solar blowout, the bands weren't in the best shape.

N4CD Mobile 63Q

Headed over to local park. Worked a dozen parks waiting for start of NAQP. Then put 63 in log in a bit over an hour search and pounce. 20 and 15m. Zip on 10m here in TX. . Too hot to stick around. 104F in the shade and no shade. Sun beating down. Worked KH6CJJ on Maui HI on 15M.

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Saw that NS2N, W8OV, K4AMC, KM4FO, participated but no comments from them. Likely others were in there but didn't post scores on 3830.

Washington DC was a multiplier in this contest. Over 100 entries on 3830 scores.

Elon Musk on Electricity Demand

‘A tripling of electrical output’: Tesla’s Musk urges power sector to anticipate higher demand

“My biggest concern is there’s insufficient urgency and people just don’t understand how much electricity demand there will be,” Tesla CEO Elon Musk said Tuesday at a Pacific Gas & Electric summit.

Dive Brief:

Utilities and other power system stakeholders should recalibrate their expectations for electricity demand in a decarbonized future, Tesla CEO Elon Musk told attendees at a summit held by Pacific Gas & Electric Tuesday, adding that “whatever your demand predictions are for electricity, I suspect they are too low... I recommend anticipating much higher demand.”

The U.S. has had fairly static electricity demand for a while, but as that demand starts to increase, projects need to be brought online much faster, Musk said. “My biggest concern is there’s insufficient urgency and people just don’t understand how much electricity demand there will be,” he said.

Musk’s comments came at a PG&E-held innovation summit, part of the utility’s new research and development strategy initiative that looks at different approaches to issues like supply and load management, vehicle-to-grid applications, and decarbonizing the gas system.

Musk urged the power sector to take a closer look at demand projections amid the energy transition. Global energy consumption today is roughly a third electricity, a third for transport and a third for heating, he said.

“So even if you assume that electricity demand is static, in order to transition to a sustainable energy future where everything is electric and sustainably electric, we need a tripling of electrical output,” he said.

“And in an industry that has had limited growth over the lifetimes of the engineers who have worked for our companies, that’s a big change,” she said.

Between the Infrastructure Investment and Jobs Act and the Inflation Reduction Act, the Department of Energy’s Loan Programs Office has over \$369 billion of lending authority to help fund innovative energy technologies and the energy transition, Leslie Rich, a senior consultant with the office, said at the summit.

“The combination of tax credits, grants and low-cost loans are really powerful economic drivers to make technologies that may have not been economically attractive suddenly pencil out,” Rich said, adding that the office is now seeing a dramatic interest in its programs.

From a later Wall Street Journal Article, same subject:

That puts him way ahead of PG&E forecast of 70% rise in two decades. Musk says electricity demand will triple by 2045. (that's just 22 years from now) Nearly all the new demand will come from EV's which are now just 7% of sales. (if you read article above, Biden expects 100% of new car and light truck sales after 2032 will be electric).

In theory, the US has a large pipeline of projects with over 2,000 Gigawatts of new capacity. Total electric generation in 2022 was 1,200 gigawatts in the US. But in reality, additional power capacity increase has slowed sharply in 2023. Total clean power projects fell 19% in the first half of 2023.

A big part of the problem is waiting for grid connections. That is part politics (NIMBY) and part a consequence of the nature of wind and solar plants, which require more grid development because of their intermittency and often far flung locations. A lack of clear guidelines on who should pay for long-distance transmission lines and how to resolve permitting issues could strangle the renewable power industry.

Another article

When government decides to buy something, cost increases are sure to follow. One reason is that people are generally less cost-conscious when they're spending other people's money. Government decision-makers are people spending revenues collected from other people.

Another reason is that, when politics are involved in the government decision to buy — or “invest” — in something, the thing being bought has not only a material function, but also a political function. The material function is worth a certain amount, yes, but the political function can be worth much, much more — to the politicians seeking the purchase.

Still, since other people's money is involved, cost overruns aren't deal-breakers the way they would be in the private sector. Nevertheless, there can be cost overruns big enough to cause even politicians making deals on other people's dimes to rethink a purchase. There are definite but also practical limits to other people's money, and there are other projects politicians desire. A pet project could be stopped if it grows so expensive as to crowd out other desired purchases or make people uncomfortably aware (with electoral risks) of the costs they're being made to bear.

So it is with government projects to build offshore wind facilities

Politico on July 26, 2023, certainly captured the moment — costs of constructing offshore wind are growing out of control, and the biggest victim is the biggest politician — in a recent lead paragraph: “A grim financial outlook for the country’s offshore wind power industry is threatening President Joe Biden’s most important energy plans.”

Once readers get past the jeremiads about Democratic governors’ “climate plans” and promised “union jobs,” they learn about the problems wind project developers have if they can’t get even more money from the federal or state governments, which ultimately mean from people in their capacities as taxpayers and ratepayers. They include:

Atlantic Shores says its costs have gone up 30 percent since the project was approved by the state in 2021. It faces the same rising costs that other offshore wind projects do. Inflation is up — the cost of steel has soared since the pandemic — interest rates are higher and the labor market is tighter. ... New Jersey’s projects are not outliers.

Companies with contracts to supply Massachusetts are scrapping their plans, paying penalties to terminate agreements that are no longer profitable. Rhode Island’s utility isn’t moving forward with a potential second offshore wind project after costs were higher than expected. ...

In New York, Equinor and Orsted petitioned the state for bigger payments for their projects in June. The subsidies will ultimately be paid by ratepayers through their electricity bills once the projects begin producing energy.

Here are a few other recent headlines:

Reuters, August 1, 2023:

BP (BPL) and its partner Equinor (EQNR.OL) are renegotiating the terms of power supply agreements linked to their giant wind developments off the U.S. East Coast, BP CEO Bernard Looney said on Tuesday.

In 2020, BP paid Equinor \$1.1 billion for a 50% stake in the venture to develop the Empire and Beacon offshore wind projects with a total capacity of 3,300 megawatt.

“We will not develop projects that don’t meet our returns thresholds” of 6% to 8%, Looney said.

OilPrice.com, August 2, 2023

A financial crisis is unfolding in the offshore wind power industry. The ultra-efficient and reliable form of clean energy production is an essential component of all of the world's possible decarbonization pathways, but soaring inflation costs have undercut the sector's growth and left major projects dead in the water just when their output is most needed. A major policy shift is in order, but the public and private sector are at loggerheads as to who should have to pay for the increasingly expensive development plans. ...

“The expense associated with a typical US offshore project, before bonus tax credits related to the Inflation Reduction Act, has increased by 57% since 2021,” Bloomberg recently reported, citing figures from BloombergNEF. “Inflation in the cost of components and labor explain about 40% of that and the rest is tied to rising interest rates.” This means that any developers who signed long-term development contracts before the sharp increase in costs must now either re-negotiate their deals or walk away from them entirely.

This month has seen a disastrous number of canceled and abandoned offshore wind deals which “erased billions of US dollars in planned spending” in the final week of July alone, according to Fortune. Spanish utility Iberdrola SA agreed to pay \$48.9m in fines to cancel a wind power contract off the coast of Massachusetts. In Rhode Island, Danish developer Orsted A/S's bid to produce offshore wind power was rejected due to rising operational and development costs. And a plan for a wind farm off the shore of the United Kingdom has also been culled by Swedish state-owned utility Vattenfall AB, who – you guessed it – blamed inflation. ...

“Offshore wind is an outlier though because, unlike onshore wind and solar power, it was still at the high end of the cost curve before this financial shock,” reports Bloomberg. This means that investing in offshore wind must be the project of governments, rather than the private sector. In the long term, offshore wind is an essential investment for meeting climate goals, but in the short term it's an economic failure.

I suppose we should acknowledge the almost cultlike repetition of the mantra that “meeting climate goals” is impossible without unaffordable offshore wind capacity, ignoring the intermittency of wind-power and the inability to coordinate wind to consumer needs, and consequently ignoring zero-emissions nuclear, a baseload resource that is steady, reliable, and dispatchable.

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from another source:

“Together, the three affected projects would have provided 3.5 gigawatts of power — more than 11% of the total offshore wind fleet currently deployed in the waters of the US and Europe. And the numbers could soon expand. At least 9.7 gigawatts of US projects are at risk because their developers want to renegotiate or exit contracts to sell power at prices that they say are now too low to make the investments worth it, according to BloombergNEF.

While some of the projects could still go ahead in the future, they would need to be able to secure higher power prices to make investments viable. Any delays mean more reliance on fossil-fuel generators that contribute to climate change, putting goals to cut emissions further out of reach.

Offshore wind is critical to decarbonization goals. The massive size of turbines at sea make them one of the most efficient ways to generate renewable electricity. In the US, each megawatt of installed capacity of offshore wind farms could produce as much as triple what a solar park would generate, according to data from BloombergNEF. In cloudy Britain, the wind farms produce five times more electricity than a similar-sized solar farm.

That’s led governments around the globe to set ambitious targets to scale up deployment. President Joe Biden aims to have 30 gigawatts of offshore wind farms installed in the US by the end of the decade, up from basically nothing today”

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An EV horror travel tale

“A Canadian man is calling electric vehicles the "biggest scam of modern times" after his frustrating experience with an electric truck.

Dalbir Bala, who lives in the Winnipeg area, bought a Ford F-150 Lightning EV in January for \$115,000 Canadian dollars (around \$85,000 U.S. dollars), plus tax. Ford said the Manufacturers Suggested Retail Price (MSRP) on the vehicle is \$77,495 U.S. dollars.

He told FOX Business he needed the vehicle for his work, but also wanted something

suitable for recreational activities such as driving to his cabin or going fishing. He also wanted an environmentally friendly vehicle as owning one is "responsible citizenship these days."
dalbir bala

But Bala was quickly hit with the reality of owning and operating an EV soon after the purchase. The vehicle compelled him to install two chargers – one at work and one at home – for \$10,000. To accommodate the charger, he had to upgrade his home's electric panel for \$6,000.

In all, Bala spent more than \$130,000 – plus tax.

Not long after the purchase, Bala got into a minor accident which, he said, required "light assembly" on the front bumper. Bala took the vehicle to the body shop and did not get it back for six months. He said no one from Ford answered his email or phone calls for help.

The limitations of the EV truck became even more apparent when Bala embarked on a chaotic 1,400-mile road trip to Chicago.

Fast charging stations – which only charge EV's up to 90% – cost more than gas for the same mileage. On the family's first stop in Fargo, North Dakota, it took two hours and \$56 to charge his vehicle from 10% to 90%. The charge was good for another 215 miles.

On the second stop, in Albertville, Minnesota, the free charger was faulty and the phone number on the charging station was of no help, he said. The family drove to another charging station in Elk River, Minnesota, but the charger was faulty there as well.

"This sheer helplessness was mind-boggling," Bala wrote in an online post. "My kids and wife were really worried and stressed at this point."

There were no other fast charging stations within range of Elk River and his vehicle only had 12 miles left.

"By now it was late afternoon. We were really stuck, hungry, and heartbroken," Bala said.

Bala ultimately had the vehicle towed to a Ford dealership in Elk River and rented a regular gasoline-powered vehicle to complete the family's trip to Chicago. The family picked up the F-150 Lightning on their way back to Winnipeg.

"It was in [the] shop for 6 months. I can't take it to my lake cabin. I cannot take it for off-grid camping. I cannot take for even a road trip," Bala wrote. "I can only drive in city – biggest scam of modern times."

"The actual thing they promised is not even close. Not even 50%. And once you buy it, you're stuck with it and you have to carry huge losses to get rid of that. And nobody is there to help you."

Ford, in a statement to FOX Business, noted that driving ranges can be impacted by weather and geography, but also acknowledged some of the challenges facing the industry. “

source <https://www.foxbusiness.com/technology/man-forced-ditch-115k-ford-ev-truck-family-road-trip-chicago-biggest-scam-modern-times>

–

another good article here -

WHO is going to pay for the necessary grid upgrades?

“After decades of struggle, the U.S. clean-energy business is booming, with soaring electric-car sales and fast growth in wind and solar power. That’s raising hopes for the fight against climate change.

All this progress, however, could be derailed without a massive overhaul of America’s antiquated electric infrastructure – a task some industry experts say requires more than \$2 trillion.”

<https://www.reuters.com/investigates/special-report/usa-renewables-electric-grid/>

de N4CD: Right now, it's up to state and local regulators who control how much power companies can charge rate payers. Their incentive is to hold down spending to minimize rate increases that local power company customers have to pay. Folks in GA are not friendly to the idea of building out the grid further north or south, etc.

Texas: With inflation, and grid upgrades put in place after the disastrous winter outage two years ago, electricity rates in TX have gone up 25% in two years, partly due to grid

updates and inflation. Customers are not happy!

In 2021, TX got 61% from fossil fuel (Natural gas), 28% from solar and wind, and the rest from nuclear and other sources. TX generated nearly 2.5 times more wind and solar power than the second largest wind and solar power state – California. Most from wind. Today, TX gets about 15% of its electricity from wind on a yearly basis. But when the wind dies and the sun isn't shining, it's back to fossil fuels (and 4 nukes) to keep the lights on. Current projects expected over the next five years should triple that. Of course, the sun doesn't shine at night, so backup power is required, plus in winter, there are fewer hours of sunshine.

BTW, nuclear provides 18% of all 'carbon free' energy in the USA as of 2022.

Maryland DC QSO Party

Held the weekend of August 12, it collided on cw with the very big WAE (Work All Europe) cw contest that filled the cw bands end to end. Thus very little 20M and up activity on cw for most of the country as MDC stations avoided those bands – or got into the WAE themselves. But those DX contacts didn't count, so no one did both.

For those hoping to find MDC on 20m cw – forget it – there wasn't an empty frequency from 14.001 to 14.080 with the WAE in progress on the east coast. MDC operators just avoided 20M and up. In the evening, the east coast was working EU on 40M CW. Not much hope then either!

Some big MDC stations did well on SSB.

Activity on 40 and 80m SSB later. Not much CW.

The contest exchange for this was also very confusing to anyone tuning across the bands. You have EIGHT categories and your exchange consists of your category of station and location (three letter location).

The 8 classes of stations are:

Club Station CLB

Roving Station ROV
Unusual Station UNU - a mobile setting up a portable antenna would be this
Mobile Station MOB
QRP Station QRP
Standard Station STD 150w or less output
Amplified Stn AMP 150 to 600w output
Unlimited Stn UNL more than 600w out.

Well, that's certainly to be confusing on phone and really messy on cw. Most curious passer by stations have no idea what UNU ANA means for an exchange on cw – unlimited class and in county ANA. On phone, you have to find out how much power they are running to figure out their category as most people likely don't read all the rules ahead of time. Who thought all this crap up? Most of the time, when you go to file a score, it is QRP, 150w, High power and that when you send in score. Not during the exchange.

Only one where you send a category is Field Day and that only a handful of types of stations and just one letter like category 2B, 1C, 1D, etc. People expect it. Not so for state QSO Parties.

From the 3830 reflector:

K5CM - fixed OK - 6 cw 33 ssb

SMH SMH Ridiculous exchange. I only operate this QP because it is a required by the State QSO Party Challenge.

K4KHK - Alexandria VA 8 cw 17 ssb

Activity was so sparse I ended up listening on and off for seven different times during the contest. Was this typical, or from WAE competition?

Conditions were long on 40m—the only band on which I could hear any MDC stations—and noisy from distant QRN. Propagation on 40m did not favor Maryland and D.C. during the afternoon unless the station was nearby, but over time signals grew stronger.

I began at 1030 EDT on 40m CW, but hearing nothing, I switched to 40m SSB and worked four. Forty minutes later I discovered two on CW and worked them. Dismayed, I then went QRT for four hours.

A little after 1500 I returned to 40m and made six more QSOs (three CW, three SSB). Hearing no further activity, I stopped again. During the 1700 hour I completed another four.

My final push was in evening prime time, where I expected to hear more activity, but it had increased only a little. Between 2022 and 2149 I made nine more QSOs, so with that, I headed for bed.

Bottom line: I was disappointed to hear so few Maryland stations from my QTH (Alexandria, VA). My 25 QSOs provided only 12 of the state's 24 counties. I did work two stations in D.C. Still, it was a rare treat to work a few low-population counties such as Garrett (W3IBT), Queen Anne (W3MAM) and Allegany (KB3CS)

My operating mode was all S&P in the "AMPLIFIED" power category (150-600w) using an Icom 7410, ALS-600 amp, and a 40m dipole barely off the ground because a squirrel had chewed the guy rope in half.

Finally, must the rules be so complicated and in need of proofreading? Even the online submission form, which required counties worked to be checked off, did not include the three-alpha codes for the counties. I had to cross-reference them from the rules PDF. Guys, fix it!

John K4HQQ

K3PAX - Club Station fixed MD - ops K3MTR K6ZO KB3VQC N3DPB N9SG
WA3EKL WV8BNM 1 cw 528 ssb

It was a fun MD QSO Party despite the very bad conditions. 20 meters was our most productive band with the least amount of noise. Our 20 meter op during the day did a great job of running stations and the evening op picked up where he left off. 40 was noisy the entire contest from this QTH as was 80. Latter in the evening the static crashes were very difficult to pull stations out of.

This was the shake down test for two new /used computers which replaced two of our very old core two duo desktops. They were exact replacements for two computers we already had running which have been impervious to RF in the radio room. The computer on the 20 meter station worked perfect, the computer on the other station did not. There will be a laughable story posted about that one in the PVRC Reflector soon I hope.

No excuses but the computer issues and bad conditions plus nobody wanting to answer our CQ's for the MD QSO Party on CW, most likely due to WAE, led to our score being 2.5 times less than last year's score. We had enough people that the CW ops got so frustrated they went outside and assembled a barbecue grill for me that I received from my family on father's day. Needless to say the food was excellent as always and we all still has a great time.

We greatly thank the Anna Arundel Radio Club for hosting such a great fun party.

We thank all those stations for your patience during the static crashes and noise plus all the others who came back to us.

73 from our crew,

KA6BIM - fixed - OR 7 cw 19 ssb

I was looking particularly for Dorchester and Wicomico counties, but never heard a peep. 20 was the only usable band from here most of the day, but got a few 40 meter qso's towards the end of the contest. Surprisingly few cw qso's for a state QP. Guess all the MD cw operators were busy chasing Europe in the WAE contest. This contest needs more support from MD operators plus maybe some rovers. Thanks for the qso's Dave ka6bim

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Just to give you an idea of the WAE contest, here's a few scores:

OM2VL 1313 cw

DL5AXX 1324 cw

N3RS (PA) 1665 cw

K4BAI (GA) 407 cw

NS2N (NY) 103 cw

The contest goes the whole weekend. An unusual part is you get credit for relaying the

calls of the last stations worked (QTC) since the last request for that info. More points for the score. A bit different.

Awards Issued

Mobile Diamond Award:

W4SIG Completed MD on 29 July 2023. He received #10

AB7NK completed Mobile Diamond on 7 August 2023. She received #11

1X2 Call Combo Award:

W0GXQ attained level 3000 on 20 June 2023. He received #6

1X3 Call Combo Award

W0GXQ attained level 3000 on 26 July 2023. He received #7

County Challenge Award

K5GE attain level 26000 on 12 July 2023. He received #1

US Presidents Counties Award:

K8II completed 196 counties on 4 July 2023. He received #62.

YL Mobile Award

W0GXQ attained Level 1000 on 15 August 2023, He received #8

Roadrunner Awards: (last counties given out)

AB7NK 1225 last counties on 31 July 2023. She received #9
AB7NK 1250 last counties on 3 July 2023. She received #8
AB7NK 1275 last counties on 3 July 2023. She received #8
AB7NK 1300 last counties on 2 August 2023. She received #8
AB7NK 1325 last counties on 2 August 2023. She received #6
AB7NK 1350 last counties on 3 August 2023. She received #6

K7SEN 375 last counties on 3 August 2023. He received #60

W4SIG 1025 last counties on 8 August 2023. He received #14
W4SIG 1050 last counties on 9 August 2023. He received #12
W4SIG 1075 last counties on 12 August 2023. He received #11
W4SIG 1100 Last counties on 12 August 2023. He received #10

KB6UF 2075 last counties on 5 May 2023. He received #2
KB6UF 2100 last counties on 10 August 2023. He received #2

KE4UP 300 last counties on 19 August 2023. He received #81

NU0Q 225 last counties on 14 August 2023. He received #114

Upcoming Events for County Hunters

Back to QSO Party time, plus a good bunch of other contests to snag counties! Likely 400-500 counties up for grab! Or more! Let's see - 254 in TX and sometimes 200 of them on the air. 100 in IA. 21 in NJ. 10 in NH. 21 in NJ. Lots in WA state – 21 . Usually 20 or more in CO. AL some years good with half dozen mobiles for the 67

counties there.

Some allow digital (RTTY, FT-8). Hard to send county on digital with FT-8.

Most use 3 or 4 letter abbreviations so check ahead of time what they will be. Some good mobiles likely out on the road for these.

Looks like Sept 16 will have five big QSO parties going on at the same time! TX IA WA NJ NH . 254 + 99 + 21 +10 + 19 potential counties to snag if on the air. 503 counties plus maybe some WI park counties.

September 2 weekend

2 1300z to 3 0400z

All, except WARC

Colorado QSO Party

CW Ph Dig

Name, CO county or SPC

ppraa.org

2 2000z to 2 2359z 1.8-28

CWOps CW Open

CW

Serial, name

<http://cwops.org/>

Sept 9 and 10 weekend

9 0000z to 9 2359z

1.8-28,VHF

FOC QSO Party

CW (folks will call CQ FOC or CQ BW)

RST, name, mbr or none

g4foc.org/qsoparty

9 1400z to 9 2200z

3.5-28 Phone Only

Ohio State Parks on the Air

OH park abbreviation or SPC

ospota.org

9 1500z to 10 0300z

3.5-28 Alabama QSO Party

CW Ph

RS(T), AL county or SPC

alabamacontestgroup.org/aqp

10 0000z to 10 0400z

3.5-14

North American Sprint, CW

CW Other's call, your call, serial, name, SPC

ncjweb.com/Sprint-Rules.pdf

September 16 weekend

16 1400z to 17 0200z

All, except WARC & 60

Iowa QSO Party CW Ph Dig

RS(T), IA county or SPC

www.w0yl.com/IAQP

16 1400z to 17 2000z

All, except WARC

Texas QSO Party

CW Ph Dig

RS(T), TX county or SPC

www.txqp.net

16 1600z to 16 2300z

All, except WARC

Wisconsin Parks on the Air

CW Ph Dig

WI park abbreviation or SPC

wipota.com

16 1600z to 17 0359z

3.5-28

New Jersey QSO Party

CW Ph Dig

RS(T), NJ county or SPC
<http://www.k2td-bcrc.org/>

16 1600z to 17 2200z
3.5-28

New Hampshire QSO Party
CW Ph Dig
RS(T), NH county or SPC
www.w1wqm.org

16 1600z to 17 2359z
1.8-28,50 Washington State Salmon Run
CW Ph
RS(T), WA county or SPC
salmonrun.wwdxc.org

September 23

23 1200z to 24 1200z
1.8-28
Maine QSO Party
CW Ph
RS(T), ME county or SPC
www.ws1sm.com/MEQP.html

More smaller contests and ARRL VHF contest and others listed here:

<http://www.arrl.org/files/file/Contest%20Corral/2023/September%202023%20Corral.pdf>

that's all folks !