County Hunter News OnLine

October 2024
Volume 20 Issue 10

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

1) Sunspots – Lots of them Solar Activity – Lots of it.

2) Vaccine Time. Seniors should seriously give thought to FLU and COVID-19 shots. New ones are out. The new COVID one covers more variants (FliRT). Now is good time to prepare. Typical holiday activities (Thanksgiving, Xmas, Hanukkah, etc,) are breeding grounds for infections/illness. Also new flu and maybe RSV if your doc recommends it.

3) Solid State Battery - close - A car is on sale in China with a 'solid state' **battery.** Well, seems it is semi-solid state. For $40,000, you get 600+ miles of range, ability to recharge 250 miles in 12 minutes at a 400KW super charger. Most EV's now have a liquid electrolyte battery. 2% of all cars sold in 2023 were EV's. Most of those in China, Norway, and California.

4) QSO Parties – lots of good QSO Parties to report on this month.

5) Convention Time. Lots of mobiles will be on the road headed to WV. N4CD included.

6) Hollis, KC3X - Hollis is selling his house and moving to a retirement home. The antennas are down. This month. After many trips to the hospital, it was time for him and wife to move to a safer environment. Hope he can do some operating from there.

The Crucial Role Of Vaccines As We Age

Vaccinations play a pivotal role in safeguarding older adults. Our ability to fight off infections and maintain our immune system declines as we age. As we age, many of us are also in situations where contagious conditions are easily spread. This creates situations where vaccine use is critical for us to stay healthy and live fully.

• Vaccines are a safe and effective way for older adults to build immunity against infectious diseases, reducing the chances of serious illness, hospitalization, and complications.

• Vaccines have been used for centuries and are one of medicine's greatest success stories. Why are Vaccines Important as we age?

As people grow older, their immune response diminishes, leaving them more susceptible to infections and severe consequences. This makes vaccines a vital component of maintaining health and preventing diseases that can have dire implications:

1. Vaccines help build immunity and protect against various preventable diseases that can be particularly severe in older age. Influenza, pneumonia, shingles, and pertussis are among the illnesses that vaccines help prevent. For older individuals, the consequences of these diseases can be severe, leading to hospitalization, complications, and, in some cases, even death.

2. By preventing diseases through vaccination, the healthcare burden on aging adults and the healthcare system is significantly reduced. Vaccines not only protect the individual but also contribute to overall public health by minimizing the spread of infectious conditions within the community.

3. Vaccinations that prevent or lessen the disease burden on the seniors, save money for individuals and the healthcare system. Money not spent on treating preventable diseases can be saved or spent elsewhere.

4. The impact of preventable diseases on the quality of life for older adults cannot be overstated.

• Chronic conditions resulting from infections can lead to long-term health issues, affecting independence, mobility, and overall well-being.

• Vaccination serves as a proactive measure to preserve and enhance quality of life.
It's not just that the immune systems of older adults aren't what they used to be. Other issues make older people more susceptible to contagious diseases:

• They may live with multiple people who may spread diseases, whether that's at home with family, in assisted living facilities, or in nursing homes

• Their ongoing, chronic conditions take a toll on their health and their ability to fight infections

• Medications for these conditions may impair their immune response

• They may not get enough sleep or exercise or eat healthy food

• Because of age or medical, financial, or family situations, they may have chronic stress and anxiety to deal with, weakening their immune system.
As we age, we often have a lot going on around us. Though many enjoy good health and stability later in life, retirement may not be the picture-perfect time described in ads for retirement planning services or 55+ housing developments. Many aging adults have low incomes, insufficient savings, substandard housing, and an obligation to care for their grandchildren. No matter the situation, the last thing we need as we age is a severe infection that may have been avoided or lessened by a vaccine.

Do You Have Questions or Concerns About Vaccines?

We should all consult with our healthcare professionals when deciding which vaccine we should get and when. None of us should rely on rumors, misinformation and conspiracy theories spread by social media, friends, and others.

Vaccine Resources (for both Pediatric AND Adult Vaccines:
Vaccine Education Center - CHOP (215) 590-9990 www.vaccine.chop.edu
Vaccinate Your Family - (202) 783-7034 info@vaccinateyourfamily.org
PA Immunization Coalition - (484) 446-3040 www.immunizepa.org

source:
https://static1.squarespace.com/static/624f0f6348a24f307d1f3417/t/66be1be5eb15563e2a0949af/1723735016112/August++2024+Update+%28Large+Print%29.pdf

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De N4CD - new COVID vaccines are available now as well as new flu shots. COVID still going around and serious. If you're over 65, can be very serious and deadly. We've lost many CH to COVID. Don't be the next. Only 20% of Americans are up to date on immunizations! My sister in NY came down with case of it. 4 days sick. Now over it She hadn't got booster in over a year. It caught up with her. New variants going around.

Ohio QSO Party

KV8Q mobile ops AD4EB KV8Q 1252 cw 30 SSB QSO

It started very slow. After the first hour, we only had 62 in the log. Here sat Jim, AD4EB and Tom, KV8Q wondering. After all that prep work, all that practice, driving the route early to make sure things were okay (we did find and fix some issues), working with our driver, Tim (Jim's nephew), explaining what we were trying to accomplish and having him practice working with the GPS and driving part of the route, what was going on? Things started picking up around 4pm for us and we never looked back. In the end we missed nine states but only got 3 Canadian sections, including NWT.

Our hats off to the folks who just kept working us every time we changed counties. Top honors go to:
KU8E - 34 QSO's
W5TM - 32
KW8N - 28
OM2VL -26
AD8J = 24
W4NZ - 24
K1LT - 23
DL3DXX -20
Those are the folks with 20+ QSO's in our log. Every Q was greatly appreciated.

We were pretty much a rookie crew. It was Jim's first time in the Ohio QSO Party after spending time in many other state QSO parties. Anyone who has worked him knows that he is a super op. He knows all the mobile tricks of the trade. What a guy to learn from. Tim, our driver, did a fabulous job keeping us on track and time. For being a non-ham, he really took an interest in how we were doing and always checked to see if we needed anything. This was the first mobile operation for KV8Q. It was quite an initiation using AD4EB's super mobile setup. Quite an amazing station!!! We all learned a lot.

We had great weather all over Ohio for the event. No thunderstorms anywhere in the state, just bright, hot sunshine. Ol' Sol was decent enough. He kept the A and K indexes down as best he could. Overall, it was a great weekend. Thanks to all who took the time to call in, get in our log, and enjoy our party!!!

K8MR mobile 1055 cw 76 SSB QSO

Another great drive around Ohio making lots of QSOs. Conditions seemed poor at the start - fired up on 40 CW and worked only two locals. 20 took a while to get going. During the afternoon many signals sounded they were going through some sort of DSP like auroral processing. But by late afternoon things got back to normal, working both local guys in Ohio and OM2VL and DL3DXX on 40M. I tried 15 a number of times, a few good signals but very little activity. 40 stayed so good into the night that I spent very little time on 80M.

One rig problem: after a 9 pm stop for gas and an ice cream bar, turned on the K3 to find very little sidetone level. I could hear what I was sending while the car was parked but not over the road noise. So if I sounded like more of a lid than normal, that's my excuse.

I've been bugging AD4EB for years to come up to Ohio, where he has a sister (he used to have a second sister up here who lived ten minutes from me) and to do OhQP. He finally did so, and did an excellent job with KV8Q! We, along with K3TN, had a fine eyeball get together for breakfast on Sunday, followed by K3TN joining my OhQP driving buddy K3LA and me for a FB 40 mile bike ride on the Alum Creek Trail around Columbus.

A good weekend. Thanks to all who got on to help make it a good one!

73 - Jim K8MR

K3TN/8 mobile 101 CW

First mobile QP effort for me in 14 years, first solo effort ever. I drove 4 hours to the PA/OH border and into BELM and set up in park in St. Clairsville: got the laptop, K3 and Hamstick/mag mount all set up and at 1159 ET snuck into a grove of trees to recycle coffee and was immediately greeted by a blast of music and screaming children as the community pool opened at 1200 on the already hot morning.

That was a harbinger of immediate problem: (1) The bands were stinko; and (2) no one could hear me. Found a loud KW8N CQing but he kept CQing until he finally started sending "5H? h5?" and then QSYed. I notice the PTT light seemed to be blinking during dahs and I started adjusting cables and was about to start snapping more ferrite cores on when I noticed I had plugged the WinKey cable into the paddle jack, not the KEY jack - oops, I was sending nothing but dits...

That cost me the first 1/2 hour, then drove a nice site in Cambridge (GUERN), and into Zanesville (MUSK) behind a high school under shade. Then near Buckeye Lake shadeless spots in LICK and PERRY with many people giving me odd looks.

I ran out time and never did much route planning before heading to OH - mainly used Google maps to find convenience stores/gas stations with a park nearby. I ran out of luck in Lancaster (FAIR) where the park was actually a very formal looking cemetery. I was running late for dinner with WA3UOO/XYL in Clintonville so I skipped FAIR and at 6pm or so got on from FRAN in Canal Winchester with a very high intermittent electric fence kind of QRN. Had a nice run on 40M there in between noise bursts but had to cut it short to get to Rick/Maggie's house.

I did more driving than operating, much more fun with a co-driver! Also, screwing/unscrewing Hamsticks to change bands does not enhance productivity but did build up my wrist muscles...

K8RYU Rover 343 CW 302 SSB QSO

Good conditions, nice weather. No action on 10 or 15, but 40 was gangbusters! No tech problems, setup in pickup truck a bit uncomfy but acceptable.

K8O Rover (W8CAR opr) - 444 cw 61 SSB

Great activity, great condx, and great driving day. TNX to all ops who got to work Ohio stations!

73 Dan W8CAR (K8O)

OM2VL - fixed DX 132 cw 20 ssb CW Mults 64 Ph Mults 18

Thanks for the QSOs! I was very busy in the KSQP and I missed so many OH stations (especially at the beginning.
Most QSOs:
K8MR 35/18
KV8Q 27/20
K8O 6/6
K8MFO 5/5
K8RYU 3/3
K8RR 2/2

(4): K1LT/8, KI8R, KW8N, WB8JAY

73, Laci OM2VL

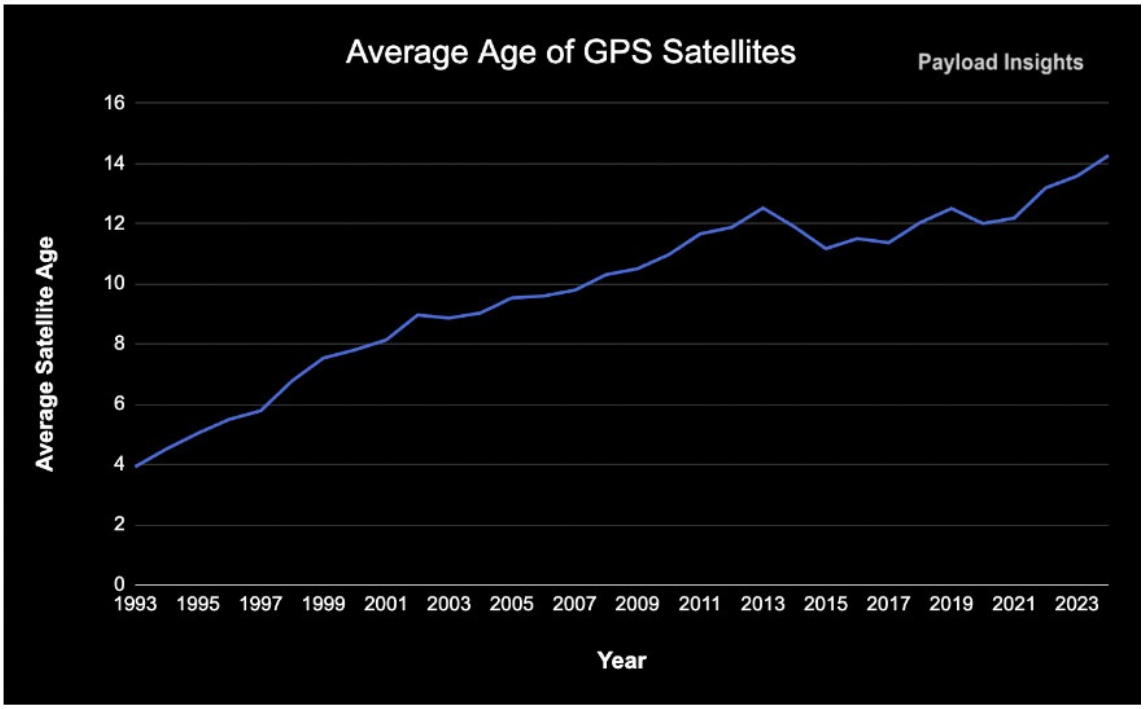
K4BAI - fixed GA 69 CW 13 ssb CW Mults 41 Ph Mults 10

OH to GA too long on 20M and too short on 40M during the day. 80 was very good. Had to take a lot of time out for a reception after wedding of some friends' son and his new bride. Good food and good fellowship. Thanks for all QSOs. 73, John, K4BAI.

Rise and Stall of GPS

Rise and Stall of GPS: The Average Age of GPS Satellites Hits 13 Years

The average age of a GPS satellite is now 13 years, with half of them exceeding their designed lifespan.



The USA-132 satellite broke the record for the oldest GPS satellite in history, having completed 27+ years in operation. While the record is an indicator of the reliability and robust engineering of the GPS satellite, it also means that the service still relies on hardware built in the 1990s.

The Global Positioning System has long been one of the most important and widely-used services in the world but the US navigational network is showing signs of aging, slipping into a pattern of maintaining the status quo rather than driving innovation.

60-sec history: The history of GPS goes all the way back to the world's first satellite, Sputnik. George Weiffenbach and William Guier of the John Hopkins' Applied Physics

Laboratory found that they could track the satellite's location by analyzing its radio signal.

This discovery paved the way for the US's first, but limited, satellite-based geopositioning system, dubbed "Transit," in the 1960s.

Ever-increasing Cold War tensions drove the military's need to improve the timing and positioning services, leading to the development of a new and improved version, the Navigation System with Timing and Ranging (NAVSTAR).

NAVSTAR is the GPS system we know today.

The first NAVSTAR satellite was launched in 1978, but the system did not surpass the 24-satellite threshold until 1993, when it became fully operational.
It was designed to offer global coverage by utilizing a minimum of 24 satellites in MEO. 31 GPS satellites are in operation today, down from 36 in 2016.

GPS 101: Here's how GPS works:

The satellites emit timed radio signals that can be picked up by user equipment
The equipment uses that signal to calculate the distance between itself and the satellite. By determining the distance between it and four or more satellites, the user's position can be derived.

Frequency: Each GPS satellite transmits signals in more than one frequency, with L1 and L2 available in all satellites and an L5 frequency offered in the latest generations.

Ground segment: The ground segment is a network of earth stations that track and monitor the GPS satellites, while at the same time keeping track of GPS time.

The Commercialization Era

Originally, the GPS system was primarily designed for military purposes but was opened up to wide-scale civilian use after the tragic accident of Korean Air Flight 007 in 1983.

The Korean Air flight was operating a service between New York and Seoul when the plane deviated from its course, accidentally entering the Soviet Union's airspace, where it was subsequently shot down.

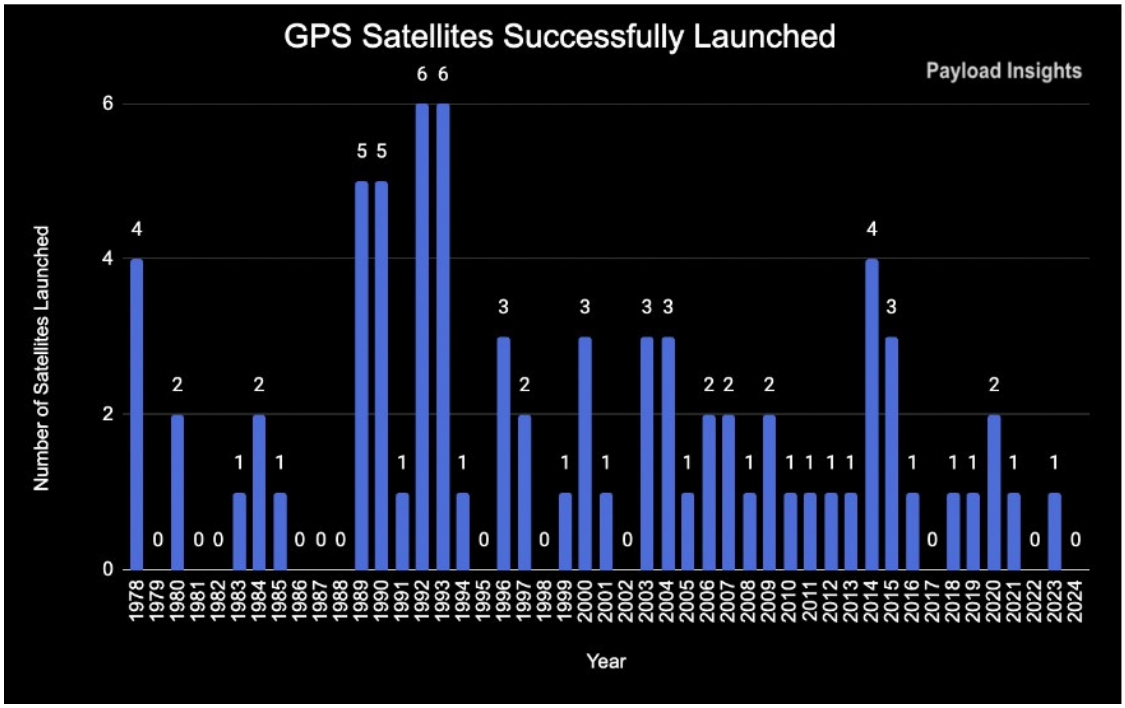
After the event, President Reagan announced the US would make GPS available to all

commercial airliners to ensure no such accident could happen again.

Since then, GPS has grown into one of the most widely used services in the world, with billions of people using GPS on a daily basis today. By many measures, it is the most valuable component of the space economy.

The service is free for all users equipped with a compatible receiver.
Civilian GPS applications range from personal devices to transportation and banking.
GPS time is used across industries to record the time of financial transactions and by the energy sector to synchronize the electricity grid.

It is estimated that a GPS outage could have an impact of $1B per day.



GPS Modernization

Through the years, the US has modernized both the satellite and the control segment to improve the accuracy and resilience of the GPS service.

Satellite upgrades: For the spacecraft, the changes have focused on adopting stronger signals, increasing autonomous operations, and extending their lifetimes. The most significant recent upgrade has been the introduction of the L5 signal, which required an upgrade to both the satellite and control segments.

The 10 Block III satellites, alongside the 12 IIF ones, bring the total number of L5-equipped satellites to 22, just shy of the 24 required to declare the L5 signal operational

Ground segment upgrades: The GPS ground segment is also in the process of modernization effort via the GPS Next Generation Operational Control Segment (OCX). OCX is essential for activating the L5 signal and managing the GPS Block III satellites.

The phase 0, 1, and 2 OCX contracts were awarded to Raytheon (RTX) starting in 2010, and had a target 2016 completion date.

Phase 0 has since been delivered, but the rest of the system is now 8 years late.

Due to the delay, the Space Force created the "GPS III Contingency Operations" program for a software update to existing systems so that the GPS III satellites could operate until OCX is delivered. The government asked Lockheed to develop a software upgrade that would allow the GPS III satellite to operate using the existing infrastructure.

Enter Stagnation

The delay in the OCX ground control program is just one of the issues that have surfaced with the GPS system. Another problem is that the US delayed the launch of new and improved GPS Block 3 satellites.

In 2021, Lockheed Martin and the Space Force declared three GPS III satellites (SV06-SV08) "ready to launch," but three years later, only one has launched, while two remain in storage. The next launch is not expected until early 2025.
The last two GPS III satellites from the 2018 contract (SV09 and SV10) were delivered by Lockheed Martin in late 2022 and early 2023, but they are not expected to launch before 2026.
The GPS satellite launch rate has severely slowed down in the last couple of years, with only 6 satellites launched in the last 8 years. The assets cost hundreds of millions each and are slowly losing their value sitting on the ground.

A game of this or that: Experts suggest budgetary prioritization has become a factor. The GPS continues to work well enough, so if the government can delay launching a satellite with upgraded capabilities, it opens up dollars for other project priorities.

“The government has money to launch GPS,” Todd Walter, director of the GPS lab at Stanford, told Payload. “But I think they look at that money and say I don’t have to spend it on launching these satellites.”

The result is that the government has fallen into a cadence of launching for replacement.Ground segment upgrades: The GPS ground segment is also in the process of modernization effort via the GPS Next Generation Operational Control Segment (OCX). OCX is essential for activating the L5 signal and managing the GPS Block III satellites.

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“The current status is launching on need rather than launching to keep moving forward,” said Walters. “Currently the oldest satellite in orbit is over 26 years old, so that’s quite a long time to have a satellite up there.”

The delays in launching GPS III satellites have increased the average age of the GPS constellation. And now their average age has exceeded the design life of many of the satellites.

New satellites need to be launched so older satellites with outdated technologies can be retired, and to minimize the risk of faults that could lead to a temporary system outage.

Publicly available data from the Stanford GPS Lab shows that from 2009 to 2023, eight satellite clock errors occurred. Five errors occurred between 2009 and 2012, with no errors reported in the following ten years. Two recent papers from Rebbeca Wang have reported an upward trend in satellite clock failures in the past two years, with one taking place in 2022 and two in 2023.

The overall GPS network still works well. But the aging satellites, coupled with the delays in the OCX program and GPS III launch schedule, threaten its competitive edge as international rivals bring into service their own GNSS systems and private companies develop bespoke alternatives.

Source: https://payloadspace.com/rise-and-stall-of-gps-the-average-age-of-gps-satellites-hits-13-years/

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There are at least two other systems comparable to GPS. Russia runs one. China is setting one up. Europe too.

Kansas QSO Party

There are 105 counties in KS. Top scorers worked over 100 of them but no 'clean sweeps' this year reported. All counties on the air but propagation (and time of day) probably caused a few misses.

Lots of 1x1 calls – and of course, the challenge to spell out several words including Sunflower. Near a dozen mobiles out – most of them from 'out of state'! (IA, TX,)

KD8RTT Rover 663 SSB QSO

I had a great time out at Geary County (Milford State Park, POTA US-2345) and the Chase/Marion/Morris County Corner. Thanks to everyone who worked me!

For this year's Kansas QSO Party, I participated again as a 1×1 station, K0B, traveling around central Kansas. Unlike previous years, I decided to make only two stops and enter under the new "Expedition" category. This meant visiting one location on Saturday and a different one on Sunday, with the requirement to use commercial power for at least one of those operations. In previous years, I typically competed as a rover, but that has been frustrating for a couple of reasons: First, I am a one-man show, and setting up and tearing down at multiple stops in the hot Kansas summer is exhausting; second, the rover category is very competitive, with some entries having multiple operators and a focus on CW (which is worth more points).

I learned last year that county lines or corners are really key to this event since you get to multiply those contacts by the number of counties, so that was a primary focus this year. As I needed to use commercial power as well, I decided to reserve a shelter at Milford State Park in Geary County, which had electricity (and restrooms), and use that for my Saturday stop. This location also had the benefit of being a POTA (Parks on the Air) park, US-2345, which means I could use that spotting network as well and drive more activity my way. I've done this several times, and it has been a huge help to my

score with all the POTA hunters out there. Sunday then became my three-county corner operation down a minimum maintenance dirt road dead-ending where Chase, Morris, and Marion counties meet.

I drove out from Kansas City to Milford State Park (just outside Junction City, KS) with the intent of being on the air at the QSO party start at 9 a.m.; however, this was delayed after arriving at the park and finding out the shelter I reserved with power did not have power. Apparently, it was recently rebuilt due to flooding, and while the website said it had power, they hadn't finished the installation. A bit of panic ensued, as not only did this cost me ~$40 to reserve, but without commercial power, I couldn't enter the Expedition category. Luckily, there was one shelter (the biggest one with the best view, incidentally) that was not reserved for the day, but it cost nearly double. I spoke with the ranger in charge, and he graciously converted my reservation at no extra charge, so I was back in business.

I set up my 20/40m linked dipole in the tree next to the shelter as an inverted vee and got on the air almost two hours late. I spent the first half of the day almost exclusively on 20m with some brief periods on 40m. I also tried using the antenna on 15m when set to 40m using the FT-991's internal tuner, and it tuned up fine! I never heard a ton of signals on 15m, but I did make a number of contacts both Saturday and Sunday.

It was very hot on Saturday (highs in the 90s and a heat index over 100), but between the large shelter and the annoying constant ~20mph wind, the heat actually didn't bother me much. By around 7 p.m., I switched over to 40m exclusively and worked until the event ended for the day at 9 p.m. I finished Saturday with 177 QSOs. I then packed up and headed to my hotel in Junction City.

The next morning, I awoke and planned to arrive at the county corner about 30 minutes before the event started at 9 a.m. Of course, various delays meant I got there more like 5 minutes before contest start, but setup was fairly quick using my same linked dipole with my 25-foot drive-on mast and the radio on the passenger seat. I made my first contact at about 9:15 a.m. and was off to the races. With no commercial power, I was using my 20 Ah Bioenno battery and hoping it would last the six hours ahead of me. With each contact counting for three, my score quickly went up. Band conditions on 20m were also good for me during the morning.

This location was quite convenient for this type of operation. The road dead-ended at two farm property gates and had a little area that was not part of private property where I could straddle the three counties and stretch out my antenna. The last two miles of road were a little hairy at times for my Honda Accord, but they would have been easy for

basically any SUV or truck. There were no homes for a distance, so I was hopeful it would be quiet. About an hour in, a UTV drove up with a farmer staring at my running vehicle (I don't blame him). I jumped out to talk to him with hopes he wouldn't try to kick me out or threaten to call the Sheriff. Luckily, he was genuinely curious and friendly. I also explicitly asked him if it was OK for me to be there and to confirm I wasn't on anyone's property, in the spirit of giving him a non-confrontational way of telling me to leave, but he said there was no problem at all for me to be there. He then said he was sorry for keeping me from things and left. I was really happy with this interaction; no matter who is in the right, all it takes is someone to be suspicious and call law enforcement, who will tell you to leave to keep the peace. Too often, I find hams overly defensive of their activities, and then they increase tensions with people, which leads to negative outcomes. Being respectful, reasonable, and kind goes a long way. For the remainder of the day, the only other visitors I had were grazing cows.

I switched to 15m at one point and made a few contacts, and I could hear several Hawaii stations for their QSO party (they never heard me), plus some from Europe. By early afternoon, 20m was quieting down, so I jumped to 40m to grab any Kansas stations, and then back to 20m to close out the event. This spot had cell service, so I was able to spot myself multiple times and then run pileups. I even completed a sked with KK7AC, who was specifically looking for Chase County, which is always a good feeling. About twenty minutes before the event ended, my Bioenno battery died. I switched my radio to be powered from the cable run I have to my vehicle battery to my mobile radio and continued on just fine. At 3 p.m., I quickly tore down and headed home.

My final score was 64,974 with 663 total contacts and 49 multipliers, broken down by band as:

75 QSOs on 40m
576 QSOs on 20m
12 QSOs on 15m

This year was probably my favorite of the four years I've done this. For one, by only setting up once per day and not driving all those miles, I was much less tired than in the past. I also racked up a higher score for that effort. My radio and antenna setup was capable yet simple, and I had a headset that made pileups easier. The main negative item to note from the whole weekend was my own fault: I built a headset interface box for a PC headset in the couple of months preceding the event but didn't test it much. I received several negative comments about audio quality (one of which was rather rude —do you want me to put you in the log or not?) that I need to address before next time. An other item is a renewed motivation to make the setup somewhat self-contained, so

moving it from my home to the car to the park shelter and back is faster.

Next year, I'll probably do something similar. I now have a nice catalog of locations I have confidence in within about three hours of home. It is nice to spend Saturday at a spot with restrooms and power nearby, so I will likely do that again. Since county lines and corners tend to not be in areas with commercial power, relegating that to Sunday, where the event is only six hours rather than twelve, seems to be a good idea.

Thanks again to Bob, W0BH, for organizing the Kansas QSO Party. He always does an excellent job

NU0Q mobile as N0U 1337 CW QSO

First, thanks to my wife Karen for doing all the driving!
Thanks for the QSOs. The pileups at times were intense. As usual, Sunday was more productive, helped by 15 meters, which I probably should have tried earlier than I did. We squeezed in a few extra counties on Saturday, but had to skip Gove. The car thermometer topped out at 106 degrees while driving on new asphalt, but otherwise had no issues with the weather.

I was using an Icom IC-7100 running 50 watts. I had a Little Tarheel I on 20m (and 15m) and a Little Tarheel II with the longer whip on 40m, and a coax switch for instant band changes, which really helps. I use NO5W's CQ/X software with a K1EL WKmini keyer as well as a GPS and a USB connection to the rig. I run an old copy of DeLorme's Street Atlas USA software and Franson GPSgate to supply the GPS data to both programs.

I know I had trouble getting everyone in the log at times. When multiple loud signals are all zero beat, it is impossible to copy anything. If you had trouble working me with a big signal, yet wonder why I was responding to weak DX signals, it's because they had good timing and a bit of frequency offset. It's even more challenging when the road is bumpy, the keyboard is bouncing around, we're watching for road signs and doing some back-seat driving, trying to self spot, etc. But it's all part of the fun. Thanks for being patient with me.

N5NA as N0R mobile 1349 CW

Thanks to everyone who gave me a call! This is the 10th year for me being mobile in

the KSQP using N0R. The first two years I did a mobile multi-op with Chuck, NO5W. I operated in 2012, 2013, 2015, 2016, 2017, 2018, 2019, 2021, 2023, and 2024.

I usually start Saturday morning on 40m but this year I started on 15m, at the request of OM2VL. I spotted myself and quickly worked 6 stations on 15m, including OM2VL, before moving to 40m. 15m was in great shape all weekend. I was even able to work N5RZ and N5TJ on 15m from a number of counties depending on the power line noise I was experiencing at the time. For the most part line noise was low.

Sunday afternoon near the end of the QSO party I was on course to head home to WTX. I guess I was having so much fun I didn't see the Oklahoma sign and made a couple of KSQP QSOs in OK. Luckily my logging program, CQ/X, creates a GPS log with the lat/long of each QSO. So, I was able to determine which QSOs I made in OK. My apologies to KY7M and N6AR!

Equipment: Elecraft K3, Scorpion SA-680 antenna, Dell Latitude 5420 Rugged running CQ/X.

As always, a BIG thanks to my wife, K5AKS, for driving!

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Thanks to the following stations for contributing more than half the QSOs: N5RZ(56), N5TJ(41), OM2VL(37), K7SV(35), W5LXS(29), K2DFC(28), W9DC(28), K9CW(27), DL3DXX(27), N8II(22), KC3X(19), W8PI(19), N0HJZ(17), VE3YT(16), WB9HFK(16), HA8IB(16), K7SS(14), W2TB(14), N6AR(14), W0ELT(14), AF5J(13), N1API(13), W4SIG(12), K0AD(11), N4RKK(10), DL3IAC(10), W7GF(10), K4YFH(10), WB2FUE(10), W8OP(9), N7EPD(9), NK4O(9), K0TQ(9), AC7GG(8), KS4X(8), W0UC(8), VA3SP(8), W1FJ(8), W9QL(8), KS5N(8)

73. Alan N5NA / N0R

W0P wth KK6MC opr   872 CW

The KS QSO Party is one of my favorites and Bob does a great job of coordinating it all. It is especially nice to get a 1x1 call and be the hunted.

Conditions were fair on Saturday, but a mid-day disturbance made for a noisy band, watery and echoey signals, and general band noise. Thankfully it cleared up Sunday. 15 was great on Sunday.

I tacked the KS QSO Party on to a family trip to the Midwest, with the return through Kansas. As a result I did not have the usual rover vehicle, a Subaru Outback. I did make do with the Camry Hybrid by getting a couple of hamsticks and a trunk lid mount. With the exception of having to go to out and change antennas to change bands it all worked better than I expected. The Camry was relatively noise free, but I ran from a LiFePO battery rather than any connection to the car's power.

At times the pileups were difficult to deal with, so if I missed you in the mayhem, sorry. For the most part, callers were well behaved.

I activated 22 counties, I think a new record for counties activated in any QSO Party for me. We ended up in Elkhart KS, on the border with OK with 10 minutes left in the contest, so my trip planning was pretty good this go around, which is not always the case.

Thanks to Virginia for doing all the driving. Operating in motion makes a big difference.

W0W mobile with N0RP opr - 731 SSB QSO

no comments

K0W mobile (K0AP op) 1685 CW QSO

This was my first solo rover trip and I did not have high expectations. Was able to assemble my mobile station two weeks before the KSQP and tested it few times to make sure everything worked well. Used Hustler resonators on a 54 inch mast atop the roof of my newly purchased Hyundai Tuscon. Worked with Bob W0BH on my route and for the most part the plan worked fine. Wanted to start at the ATC/BRO/DON 3 county line but due to some road construction in that area missed the 3 county line spot and began the operation at the ATC/BRO county line.

I was blown away by the pileups and signal reports I was getting.

W0O (W0ZQ op) Rover 1769 CW QSO

First off, many thanks to W0BH and his team for sponsoring a really fun event. If you are a mobile contest operator please consider getting to KS next year because its a hoot.

The biggest problem for me this year was the heat. Lots of it. It was really hot. With my stop & operate contesting style I did not want to run the cars A/C while parked as temperatures were in the upper 90s to 100 degree range. When you start to sweat your hands get sticky on the keyboard and you need to be careful not to get the water bottles condensation dripping into the laptop when you hydrate. I did make sure to have a well stocked cooler and I did go through a lot of Gator Aid and water bottles. Driving to the next stop I was able to run the A/C and cool down, so that helped. Also, there were a couple of stops where I found a nice cottonwood tree for shade .... me and the cows.

Signs of the changing propagation through our solar cycle, I never felt 40m was as productive as previous years, but on the other hand 15m was a player being especially good on Sunday. I was able to operate 15, 20 and 40m from each county stop and worked many stations on all three bands from each stop, some with weak scatter. I had plans to work some 80m from GEA after a hot meal on Saturday evening, but oh, it was so hot still and the fun index was rapidly dropping. If mobile activity dropped late on Saturday it could be because all the mobiles were heat exhausted.

Fun to work all the DX this time. Boy, that doesn't happen from MN. OM2VL and DL3DXX just about blew me out of the car on a few of our contacts. 112 DX contacts from OM2VL, DL3DXX, DL6KVA, DM3ZF, F5TVG, F6FHO, F8PDR, HA8IB, I4IKW, LA8OM, LZ1JZ, RZ1OA, and SP5OA.

So thanks for all the Qs and your patience's in the pile-ups. Between sticky fingers from sweaty hands on the keyboard and fighting off flies, I was working ya'all as fast as I could. I rarely left a county without working down the pile up and I especially love working the weaker signals, so keep calling. Also, as other have said, please dither your transmit signal from the spotted frequency as it becomes difficult to figure out a call sign to respond to when your all S9 on 14.035.123 Hz. Just slide up or down 200 or 300 Hz please.

Regarding mobile contesting, I may get down to Iowa in a few months for their one day QP.

73, Jon
W0ZQ/W0O/m

K0P Rover (K5ZZr op) 53 SSB QSO

Well things got ugly when I stopped to operate on a county line and my van's AC unit, up front in the driver's compartment, decided to stop operating. (Froze up?) It eventually regained it's cooling once I went in motion again, but by that time I was over heated myself and that was all I could do Saturday. Pulled into an RV park in Ellis to recuperate and operated from there on Sunday. Kansas summers are not a good place for old men. Hi

N5RZ fixed TX 406 CW 100 counties worked

W0BH and the crew always put on a great party. Thanks Bob! Noticed the N0Q mobile team disappeared late Saturday afternoon, never to return. Hope is all OK with them. Thanks to all the KS stations and mobiles to keep us hopping.

Thanks for the QSOs.

73, Gator

DL3DXX fixed DX 216 CW 83 counties worked

15m was in good shape but 20m long times useless during day time. 20m üpened in the late evening for a few hours. Very good activity and many mobiles made the party a very enjoyable event. Thank you for all the QSOs.

K7SV Fixed VA 351 CW 101 counties worked

Great fun once again. Kept busy in the early part, then spent time on a home improvement project as I waited for the mobiles to move to new counties. Great way to spend the weekend! Really surprised to get all but four counties. I know the ones I missed were on, just didn't have propagation at the times they were there. Great mobile ops! Once again Bob the King of KS did an incredible job in organizing activities! Tks for the Qs!

K5CM mobile 2308 CW 668 SSB

Conditions, for the most part, were good the entire weekend. It was good to have 15

meters open, but the real bread winner was 20 meter CW. Pam and I operated separately, both as Single_op. I used K0A and she used K0O. We did NOT use the calls simultaneously. We had a combined QSO total of over 3800 Q's. The only problem we ran into, was a bridge out detour across the Neosho River going up HY59 North of Parsons.

73,
Connie / K0A / K5CM

N0Q mobile 533 CW
Operator(s): K7TQ WAØWWW

Equipment problems cut short our planned 26 county effort to only 13, so we missed Saturday evening and all of Sunday. Further details and pictures at

https://sites.google.com/site/randyk7tq/home/2024-kansas-qso-party

N8II fixed WV 301 CW 185 SSB 98 counties worked

Without a doubt this is the most over performing QP based on population of hams. The secret to success is a big turnout of KS ops with 1x1 calls and lots of mobiles, most from out of state. I decided to put most all of my effort in the KQP, but still managed 170 OH Q's perhaps costing a few mults. It seemed like the CW only mobiles took Saturday evening off resulting in not much to work. Sunday mobile activity seemed increased noticeably compared to 2023.

I seemed a bit rusty out of the gate and my first and best rate/hr was only 43 at 14Z. Sunday, I only broke 20/hr at 17 and 18Z. It was endless S&P. I am not set up very well for spotting help, but the spots did help my score quite a bit. 20M SSB CQ's were only worth about 6-8 Q's probably an all time low.

40M was a thorn in my side. For many hours during the day no KS signals could be heard, not a whisper of any one spotted on 40 Sunday at 19Z could be heard. By 23Z the louder mobiles could be barely heard. There was a broad band "jammer" signal on 40 Saturday evening from 7035-7053 KHz or so. KS ops were trying to run in the crud which did not work out well for anyone as far away as I was. Some 40 SSB signals were still in/near the noise when the sun was setting in KS.

20M was definitely where prop was best and the crowd congregated. Especially Saturday, signals dropped down around 1540Z and stayed down about 21Z. I was getting beaten badly in pile ups on both modes then, but eventually made it through. I could still copy most all of the mobiles through my S 2-3 noise.
Saturday evening KS signals were very loud, but activity had dropped. The pile up behavior on the CW mobiles was worse than ever. You experienced contesters know who you are that just keep dumping in their calls during a QSO. When W0BH was handing out his 2nd N0L call about 75% of the time some lid was calling him.

15M was a teaser, signals were loud from nearly all of KS for a very short time. There was some Es Sunday 1400-1530Z but quite poor activity. That was the best it got. Mostly only about the western 1/2 or 2/3 of KS was workable and many were weak. I tried 10 several times, never heard a spot or anyone.

Many thanks to all of the mobiles and rovers for making it worth enduring low rates for hours and for the mults! Bob, W0BH/N0L lead the way with Q's and was on for most all of the party. K0A/N0O gave out many multi line Q's. And many thanks to K0I, W0B,

and W0W on SSB and N0R, N0Q, W0O, K0W, and W0P(lots of rare ones).

This might be my last big effort. Many thank to all for the QSO's and especially to Bob, W0BH for organizing such a wonderful QP. Someone needs to make a big LP mixed effort.

73, Jeff

The 2024 Kansas QSO Party by W0BH as K0S/m

This year's KSQP planning was interesting to say the least. I had cataract surgery on my right eye a few weeks before, and I have 5/800 or worse vision in my other eye, so unbalanced vision was disorienting to say the least. It made using the computer really tiring. I was much slower than usual in responding to emails, getting the web site updated, and getting routes posted. Once my right eye started working, it got better, but it took lots more concentration than usual. My left eye was scheduled for Wednesday after the KSQP and I'm using it now!

We're all grateful for the mobiles, rovers, portables and expeditions who, along with 45 fixed stations, put out all 105 counties from year to year. They come from all over and there must be a reason (FUN!). Idaho, Minnesota, Texas, Arizona, Oklahoma, Iowa, New Mexico and seven from Kansas were all represented. A special welcome to Arlene/KE6GFI who came in from Arizona with John/WO1S for her first Kansas run as K0I. Dragan/K0AP also put together an amazing first-time rover run as K0W and has already said he'll be back! As Jon/W0ZQ (W0O) from MN said in his 3830 post, "If you are a mobile contest operator please consider getting to KS next year because its a hoot."

The eastern part of Kansas was well-covered. Two mobiles who often run SSB in western Kansas weren't able to activate this year. Western Kansas needed some SSB help (which helped determine my route). Thanks to everyone for paying close attention to the maps and filling in those red counties. We got all 105 counties covered on CW again this year, 93 on SSB, 104 on Saturday and 74 counties active on Sunday.

We also had all 57 1x1 spelling challenge calls active. Late Friday evening, I got not one but two emails saying 1x1 stations would be off the air due to equipment issues. I got permission to run one of them from time-to-time (W0R)

and did that occasionally on Saturday. The other op was able to get things working and got on the air after all as did W0R eventually. Aaron/N0QD ran my home station as W0Y using SSB from MCP county on Sunday. With his permission, I put W0Y out a bit on CW on Saturday to get that letter out for the spelling challenge.

N0L was a last-minute cancellation due to a death in the family. Since K0L was SSB only, W0L and N0L worked best as mixed mode to give both CW and SSB ops a chance to spell YELLOWBRICKROAD (two Ls). Putting out both calls to everyone slowed me down and confused some, but overall, I think everyone was happy to get the extra contacts and letter.

OK, yes, it was hot! We had a week of cooler weather before, but a heat dome settled in for the weekend with 100+ heat index temps. We all had to make adjustments. We did have some rain, so at least back roads weren't too dusty, and we're so short of rain that they weren't muddy either, at least where we went. I prefer operating from county lines, but a number of western counties were needed on SSB, so we went west with an overnight planned in Hays.

Saturday

After a good breakfast, I headed out solo to the three-county line just a few miles from our farm and arrived right on time. Everything worked great as NW0M and WB9HFK made it into my log after my first CQ! Conditions weren't great at first, but they improved over the next hours.

Our Saturday route took us west towards Dodge City and Garden City before a turn to the north. I was the only SSB op in most of my counties, so I made sure to give extra time to SSB, but it was busy on both modes. I continue to get the question of how I could keep everything straight in my log. As you can see on my downloadable route schedule, I number each county and assign a letter to each county line. For example, my first county line was MCP/MRN/HVY. MCP was 1, MRN was 2, HVY was 3. The line was 1A, so when I logged a QSO, I put 1A in the field where RST usually goes (I made it a text field). I added an L for N0L, R for W0R and Y if I gave out W0Y. I teach computer science and enjoy programming, so it was easy to write a program to split the logs out and expand them based on the code.

Saturday was a blur in more ways than one (thanks left eye). I had to concentrate pretty hard to see the computer screen and the sun glare didn't

help. I don't remember much scenery and we only stopped a few times at lines. I started noticing that my computer screen was flickering and it seemed to be the plug to the DC-DC converter (not my eye . I found that if I held it a certain way with my knee, it worked, and the computer got power. That made me more cramped than usual since I couldn't move around much without disturbing the plug. Then I noticed that if I blew air from the air conditioning directly on the plug, it got cold and "hardened up" enough to make a good connection!

While that was happening, I also noticed that the plug to my MFJ Travel Paddle seemed to have a broken wire and would randomly start sending out dits or dahs. Confusing, I'm sure. It wasn't happening a lot at first, but finally I had to stop and tape it up. That temporarily solved that problem. What next?

My schedule had almost 3 hours of slack time which I used to extend time in counties if needed (it often was). We got to our overnight hotel in Hays with about 45 minutes to go, so I decided not to run Rooks until the following day. I finished up watching a beautiful sunset and enjoyed a nice run from the parking lot of the Garden Inn. I also made a few 80 meter contacts after finally figuring out my RF feedback issue. If I rerouted the 80m antenna cable away from the other cables, problem solved!

We ended a very successful day with 771 QSO lines in my log. Remember that some of those lines represent 6 and in one case 9 contacts, so I really had no idea how many contacts I'd made. Last year it was 800 QSO lines. Lorna really enjoyed going to the hotel early and had a nice takeout supper ready for me when I came in. A good day.

Sunday

After a restful night and a big breakfast, we decided to get started early and head to a line. When I switched on battery power to the electronics (separate from the radio batteries), my Logikey keyer didn't initialize. That has happened before, but after a number of tries, it just wouldn't start. I broke out my spare keyer, plugged it in, and we were back in business (I thought).

The logging computer seemed to work at first, but suddenly it just died during a run when the battery ran out. No matter how I wiggled the power plug, it wouldn't stay on. I tried my spare computer, but no luck. The power plug was bad. Time for plan B. I broke out my inverter and used the AC cord with a

different power plug and that worked fine. Unfortunately, the inverter was noisy, especially on SSB, so I couldn't hear as well as usual. At first that was really tough, but conditions went from OK to really excellent as the day progressed, so your loud signals took care of the inverter noise! Luckily, that was the last issue and things stayed working until finish.

Even with the equipment problems, we were on schedule until detours started appearing on the route. The first one wasn't a problem, but the second one required a reroute and a "short" county. I could have stopped, but we were getting further and further behind, so we elected to continue on. I missed Osborne and Mitchell (both had other ops already through or in), and went to Jewell and then Republic county. With about half an hour to go, Lorna suggested a nearby three-county line to finish up, so we arrived at JEW/REP/CLO with 11 minutes to go. I had run Jewell and Republic on CW, so I decided to run the line on SSB. 75 contacts later (times two since I also gave out N0L), we were done! What a rush. We ended Day 2 with another 456 lines in the log.

The day wasn't finished! After driving home, we had a very nice visit with Arlene/KE6GFI and John/WO1S who were staying overnight in Hesston. One of my favorite parts of the KSQP is being able to email, talk with, or eyeball you all. Makes it all worthwhile!

Stats

We operated 16.0 hours, 670 miles, 1576 K0S/m Qs, 50 mults, 3358 combined Qs, 428 unique calls, 24 K0S/m dupes, one radio.

States not worked ------- : RI MD HI AK WY CO SD
VE worked ---------- : QC ON MB AB BC
KS worked (12 counties) - : THO JOH LEA DOU JEF ELK MGY WIL WAB GEA RIL REP
DX worked (8 countries) - : HA OM DL I F KP4 UA SM

Overall combined rate : 210/hr (K0S+N0L+W0R+W0Y)

AFTERWARDS

Logs are coming into the log repository from the Log Submission page on the KSQP web site. Remember to email me a separate FT4/8 log since we score FT4/8 logs

separately. They can be in any format. Also remember to log county line contacts on one line per county.

Special thanks to Chip/N3IW for hosting the QSO Party Hub Spotting Site! Chip makes free spotting available to all QSO parties. In previous years, the KSQP (and other parties) overloaded the site, so Chip upgraded his ISP service and streamlined the coding. Spotting worked flawlessly this year. Chip reported 881 spots over the two-day period.

Another big, BIG THANKS to Bruce/WA7BNM and Trey/N5KO for making log submission available to us. It saves me a tremendous amount of time by letting me return emails instead of collect logs. Bruce is also the one in charge of the 3830 pages we're all using to post our scores and comments. Be sure to post yours!

THANKS to the sponsors including the ARRL, ops, clubs, KS0KS bonus station crew, and support teams (log-checking/AD0DX, web/KB0RWI and stamps/KI5TE) who made this sixteenth Kansas QSO Party so much fun. You are all much appreciated and we couldn't do it without you!

The next two years there are five full weekends in August. The Kansas QSO Party is always the last weekend in August, so mark your calendars separate from OH and HI next year. Hope to see you all again in 2025 ..

73, Bob/w0bh K0S/m
2024 KSQP Coordinator

Wanna Buy an EV?

Seems more and more not so great news for EV fans.

The big three just postponed 3 major battery assembly plants.....that were started with hundreds of millions of dollars from the Biden-Harris administration 'Infrastructure Bill'. If you don't sell millions of EV's, you don't need millions and millions of batteries for them! Postponed several years – if ever.

VW is talking about shuttering plants in Germany. They were 100% devoted to 100% production of only EV's by 2030. Hello? Their sales of ID4s and ID5s dropped like a rock and intense competition in their biggest overseas market in China saw more than 50% market drop. The Chinese companies are now taking 50% of their home market that a few years ago was all WV, GM and Japanese companies having 80% market share.

To add to the confusion, Toyota and others are working quickly on solid-state batteries that have no 'liquid' as do conventional Lithium battery packs. Safer. Others are working on different battery chemical makeup. If you build conventional LiOn battery packs, they may be obsolete in five years.

Solid state batteries offer twice the range of conventional ones. You'll see them in top end cars as of now they are still cost 50% more to make. If all goes well with mass production, the price is likely to drop to where they are competitive with regular ones.

You have the possibility of 900 miles of range from a solid state battery. Or if they change it, you have the possibility of 450 miles of range from half the battery size and weight. Of course, much lower price, too.

As of now, most EV's go through tires at 20-30,000 miles. They weigh another 1200+ lbs, due to heavy batteries and are tough on tires as they have tons of torque and quick acceleration – tough on tires as it stresses them. So they wear out quickly. They are not cheap either. You still have to rotate them every 5000 miles or so.

As an example, as of August 2024, there were 192,000 'charge ports' in the US. Would you believe that 100,000 of them were in California? True.

March 1 " Today, Governor Gavin Newsom announced that California has surpassed 100,000 public and shared private electric vehicle chargers installed statewide,"

In addition : This is on top of more than 500,000 at-home chargers that Californians have installed for personal use.

So...more than half of all charge ports in the country are in California. And likely the same for personal use ones. In CA, you get not only Federal tax incentives, you get state one too!

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From the Washington Post March 28

Biden's $7.5 billion investment in EV charging has only produced 7 stations in two years

https://www.washingtonpost.com/climate-solutions/2024/03/28/ev-charging-stations-slow-rollout/

President Biden has long vowed to build 500,000 electric vehicle charging stations in the United States by 2030. Those stations, the White House said, would help Americans feel confident purchasing and driving electric cars,

But now, more than two years after Congress allocated $7.5 billion to help build out those stations, only 7 EV charging stations are operational across four states. And as the Biden administration rolls out its new rules for emissions from cars and trucks — which will require a lot more electric cars and hybrids on the road — the sluggish build-out could slow the transition to electric cars.

"I think a lot of people who are watching this are getting concerned about the timeline," said Alexander Laska, deputy director for transportation and innovation at the center-left think tank Third Way.

The Bipartisan Infrastructure Law, which Biden signed in November 2021, included $7.5 billion for EV charging. Of that, $5 billion was allocated to individual states in so-called "formula funding" to build a network of fast chargers along major highways in the National Electric Vehicle Infrastructure, or NEVI, program.

But after two years, that program has only delivered seven open charging stations with a total of 38 spots where drivers can charge their vehicles, according to a spokesperson for the Federal Highway Administration. (The funding should be enough to build up to 20,000 charging spots or around 5,000 stations, according to analysis from the EV policy analyst group Atlas Public Policy.) Stations are open in Hawaii, New York, Ohio and Pennsylvania and under construction in four other states.

Twelve additional states have awarded contracts for constructing the charging stations; 17 states have not yet issued proposals.

Last month, Republican members of the House of Representatives sent a letter to the Biden administration with a list of questions about the slow rollout of EV chargers.

“We have significant concerns that under your efforts American taxpayer dollars are being woefully mismanaged,” wrote Cathy McMorris Rodgers (R-Wash.), Jeff Duncan (R-S.C.) and Morgan Griffith (R-Va.). “The problems with these programs continue to grow — delays in the delivery of chargers, concerns from States about labor contracting requirements and minimum operating standards for chargers,” the letter continued.

Nick Nigro, founder of Atlas Public Policy, said that some of the delays are to be expected. “State transportation agencies are the recipients of the money,” he said. “Nearly all of them had no experience deploying electric vehicle charging stations before this law was enacted.”

Nigro says that the process — states have to submit plans to the Biden administration for approval, solicit bids on the work, and then award funds — has taken much of the first two years since the funding was approved. “I expect it to go much faster in 2024,” he added.

“We are building a national EV charging network from scratch, and we want to get it right,” a spokesperson for the Federal Highway Administration said in an email. “After developing program guidance and partnering with states to guide implementation plans, we are hitting our stride as states move quickly to bring NEVI stations online.”

A White House spokesperson said in an email that the nation’s public charging network has grown substantially since Biden entered office, and that the administration expects the nation to reach the goal of 500,000 charging stations by 2026.

Part of the slow rollout is that the new chargers are expected to be held to much higher standards than previous generations of fast chargers. The United States currently has close to 10,000 “fast” charging stations in the country, of which over 2,000 are Tesla Superchargers, according to the Department of Energy. Tesla Superchargers — some of which have been opened to drivers of other vehicles — are the most reliable fast-charging systems in the country.

But many non-Tesla fast chargers have a reputation for poor performance and sketchy reliability. EV advocates have criticized Electrify America, the company created by Volkswagen after the company’s “Dieselgate” emissions scandal, for spending hundreds of millions of dollars on chargers that don’t work well. The company has said they are working to improve reliability. The data analytics company J.D. Power has estimated

that only 80 percent of all charging attempts in the country are successful.

Biden administration guidance requires the new publicly funded chargers to be operational 97 percent of the time, provide 150kW of power at each charger, and be no more than one mile from the interstate, among many other requirements.

EV policy experts say those requirements are critical to building a good nationwide charging program — but also slow down the build-out of the chargers. “This funding comes with dozens of rules and requirements,” Laska said. “That is the nature of what we’re trying to accomplish.”

States have also faced challenges getting permitting approval and electricity out to stations that may be in fairly remote areas. Nigro points out that each charging spot will require the same maximum power as around 20 homes — a huge lift for local utilities not used to installing chargers.

But the chargers from the NEVI program would increase the country’s fast charging capacity by around 50 percent — a crucial step to alleviating “range anxiety” and helping Americans shift into battery electric cars. States just have to build them first.

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de N4CD

If you want the charge points to be anything like the 'gas stations' of today....well, at a minimum of 150KW per charger, and likely 4 to 8 charge points there, that could be 0.6 to 1.2 megawatts of power needed. If the charge points are 250 kW draw, that could be 2 megawatts needed if all used. A small town of homes, likely uses a max of 15 to 20KW per house (air conditioning, pool pump, refrig, stove) and that is on the high side. Probably a lot less. That would be 50 to maybe 100 homes per megawatt. Some of the far west towns only have populations of a thousand or two. Some just a couple hundred. Where is the power going to come from?

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Another article from Dec 2023 a bit more than 7 months ago:

source: https://www.politico.com/news/2023/12/05/congress-ev-chargers-billions-00129996

“Congress provided $7.5B for electric vehicle chargers. Built so far: Zero.

The United States has around 180,000 chargers today, according to the Energy Department. That includes 41,000 of the type of fast chargers that can alleviate the dreaded “range anxiety” of a long-distance road trip in an electric vehicle.

In a June study, the National Renewable Energy Laboratory projected the U.S. will need 1.2 million public chargers by 2030 to meet charging demand, including 182,000 fast charger

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de N4CD:

What that really says is there are ONLY 41,000 fast chargers in the entire country– the ones that can give you a fast charge in less than an hour in warm conditions.....the rest are useless for travelers. We have a couple charge points here in Plano built a couple years ago by the city. You plug in and get about 3 miles charge per hour! Drive to the rec center, park at a charger, stay 2 or 3 hours and maybe you get enough juice to get you back home! Not even level 2 chargers. A joke really. The city spent several hundred thousand putting a 36 of them in at 6 locations. Probably to charge up the dozen or two EV's the city bought to be 'greener' that fill up the charge points every night. Useless for others. Level 2 chargers take overnight to charge up your battery at home). Level 3 chargers are the 'fast ones' that are needed to quickly recharge your battery on trips. Or at the corner market.

As folks found out in freezing weather in Chicago this past winter, it can take 2 hours to 'fast charge' a battery - IF the battery will even accept a charge! At zero degrees, EV's were abandoned left and right as long lines formed at charge points – and folks sat for 6 or 8 hours – waiting – and ran out of juice to keep them warm. Range of EV's was down to 100 miles or so....and Tesla recommended you head toward a charge point when it reached 20 miles left. So you only got, at best 80 miles. Your super charger would charge you up to 80%.....which means....you really only got 60 miles of driving range on a charge when it is zero degrees outside! Half the power goes to keep the battery warm to be able to work....and of course, you in the car.

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from
https://www.npr.org/2024/01/16/1224913698/teslas-chicago-charging-extreme-cold

The Arctic air gripping much of the U.S. put Tesla drivers in Chicago into a pickle on Monday. Many of the cars sat in long lines at Supercharger stations, their owners saying the cold sapped the electric vehicles' normal ability to charge — and keep a charge.

In some cases, tow trucks were called to move the cars, in scenes that were relayed by local TV news.

Tesla owners line up, hoping to get a charge

"I've been here for over five hours at this point and I still have not gotten to charge my car," Tesla driver Brandon Welbourne told CBS News Chicago, as car horns blared nearby. "A charge that should take 45 minutes is taking two hours."

Other drivers spoke about how the cold seemed to drain their batteries more quickly than normal.

On Monday, the local National Weather Service office recorded a rise to 1 degree Fahrenheit at Chicago-O'Hare Airport at 1 p.m. local time, adding, "This means that Chicago's climate site spent about 35-36 hours below 0°F."

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Oh well...and if you travel.....

Incompatible 'plug's at your car point make it even make it more interesting with the need for adapter 'dongles' to go from one variety charge port to another. You'll have to sign up with five or six 'networks' to be able to use them. It's all 'apps' on your smartphone, no other way. They don't take credit cards in the machines. If your car can't talk to the charge point for any reason– you don't get a charge. If your smarphone App isn't working for that network.....you don't get a charge.

When you're traveling, likely you'll spend as much per mile on 'fuel' as a gas car. Those charge points aren't cheap. They cost millions to put in by the time the permits are granted, the access from the power company bought, the prime land needed, etc. You'll pay a hefty price to use them when you travel. As much per mile as a gas car.

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What's Really Going On

According to internal memos from the Department of Transportation obtained by the Washington Free Beacon, as well as interviews with those who are responsible for overseeing the implementation of the electric vehicle charging station project, **the delay is in large part due to the White House's diversity, equity, and inclusion initiatives.** President Joe Biden has reportedly expressed frustration with the pace at which his infrastructure projects are getting built, but he should look at his executive orders since becoming President, some of which have contributed to the delays in project progress.

Shortly after taking office, the president signed an executive order mandating that the beneficiaries of 40 percent of all federal climate and environmental programs should come from "underserved communities." The order also established the White House Environmental Justice Advisory Council, which monitors agencies such as the Department of Transportation to ensure the "voices, perspectives, and lived realities of communities with environmental justice concerns are heard in the White House and reflected in federal policies, investments, and decisions." **One of the areas determined to be "low income" and therefore worthy of federal funding for EV charging is Martha's Vineyard, home to celebrities and such luminaries as former president Barack Obama.**

In order to qualify for a grant, applicants must "demonstrate how meaningful public involvement, inclusive of disadvantaged communities, will occur throughout a project's life cycle." According to the Department of Transportation, "public involvement" should involve "intentional outreach to underserved communities." That outreach, the Department of Transportation states, can take the form of "games and contests," "visual preference surveys," or "neighborhood block parties" so long as the grant recipient provides "multilingual staff or interpreters to interact with community members who use languages other than English."

These Biden-administration "public involvement" requirements serve to slow down construction. They open builders up to lawsuits by members of the community where an electric vehicle charging station is set to be constructed. Applicants for federal funding must in many cases submit reports that can total hundreds of pages about how they will pursue "equity" every step along the way, which leads to delays and increases costs throughout the construction process. "Highly Qualified" applications must "promote local inclusive economic development and entrepreneurship such as the use of minority-owned businesses" that can take the form of funding "support services to help train, place, and retain people in good-

paying jobs or registered apprenticeships, with a focus on women, people of color, and others that are underrepresented in infrastructure jobs." A firm's "workplace culture" should "promote the entry and retention of underrepresented populations."

"These onerous diversity, equity, and inclusion requirements handcuff professionals from making proper evaluations and prevent the government/public from funding the most deserving projects, instead funneling money towards less qualified applicants," said one high level Department of Transportation official. Those regulations are visible throughout more than 500 federal initiatives across 19 agencies, according to the White House's chief environmental justice officer Jalonne White-Newsome.

The first electric vehicle charging station funded by the bipartisan infrastructure bill opened last December in a small Ohio town, and no one used the station within the first hours of its opening. Ohio has some of the lowest electric vehicle adoption in the country, with just 0.33 percent of all vehicles in the state operating on battery power.

The propensity for the local population to actually use an electric vehicle charging station may be an afterthought for the Biden administration. **The administration's regulations seem to serve as a way to pay off Democratic constituencies—in the form of minority-focused contracting and hiring—at the expense of completing any projects in a timely or cost-effective manner.** Additionally, requirements that reams of paperwork be presented to qualify boosts business for paper-writers and researchers while diluting the dollars available to go into the ground building charging stations.

Conclusion

The paucity of EV charging stations built in three years under Biden's National Electric Vehicle Infrastructure program shows how conflicting the various regulations and executive orders are under the Biden administration. Diversity, equity and inclusion requirements are holding up progress, but President Biden apparently is incapable of understanding that given his frustrations with the pace of the program. The EV charging program has turned into a debacle, funded by billions of dollars from taxpayers, and search for blame brings to mind the famous Pogo cartoon quote: "We have met the enemy and he is us." The Biden administration claims that a lot of charging stations will be built by the end of the year, but time will tell.

source: https://www.americanenergyalliance.org/2024/06/biden-spends-7-5-billion-for-7-ev-charging-stations/

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Oh well....your tax money at work building charge points in 'minority communities' where no one can afford to buy an EV and won't buy one. Even a second hand one. And if they should wind up with one, they'll charge it at home at ¼ the cost of a commercial charge point 'fill up'. The probability of those charge points being vandalized (for the copper in the charger cords) is likely 500% higher there, too. Most won't work after a few weeks.

To be 'built by 'groups' that meet DEI, but have no clue how to acquire real estate, build a charging point station from A to Z, negotiate for power line access, have the business experience to run the business once up and running, and be able to maintain it 24/7, etc. To get the 99% up time goal, you need a fleet of service trucks. Build one, or five and who is going to fix it when it dies?

The rest of unserved users are apartment dwellers, mobile home units, or older housing like city housing, row housing, etc. Even some of them can run extension cords out to charge their EV's if they buy one. They aren't going to pay 4 times more at a 'fast charger'.

Lower income housing folks are likely to put $10 in gas in a car at a time – enough for a week - – not interested in 'filling it up' except on travel. They're living 'week to week'.

Most gas stations are a combination of gas and convenience store. The convenience store provides 90% of the profit (selling cigarettes, snacks, mild and bread, and lottery tickets). EV charge points? Most are now located in the back of shopping centers with nothing nearby or are by a car dealership, usually in the back, closed half the night so there is no one around.

Most charge points now charge 50-80c per KWH. About the same as gas on a mile by mile basis! No bargain. No savings.

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In case you didn't catch it before, Hertz is selling off it's most of stock of EV's. All 300,000 of them ! Ten thousand at a time. Suckered into buying them at a big discount, Hertz bought 100,000 Teslas. Loads of other EV's from other car companies. Now they are all up for sale. You get a measly 1 year warranty from a not well rated third party.....if you buy a high mileage one and most have 80-90,000 miles on them!

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It's the kind of headline EV boosters hate, and EV boo-birds trumpet: just two years after announcing that it would buy 100,000 Teslas and a raft of other EVs, rental giant Hertz announced that it would sell 20,000 of its Teslas and replace them with tried-and-true gas-guzzlers

It isn't clear if Hertz means to ditch all its Teslas, or just thin the herd. Teslas reportedly make up about 80% of Hertz's EV fleet, and EVs make up about 11% of Hertz's total rental fleet. It's also not clear if all EV brands are on Hertz's doo-doo list, or just Tesla—the rental company has also announced plans to buy EVs from GM and Polestar.

So, why the massive corporate about-face (and loss of face)?

Hertz cited expensive repairs as one of the reasons for its decision. This is a real issue (and one that Hertz should have known about). By all accounts, Tesla repair costs, especially for collision work, are higher than for other brands, and the company's service operation doesn't have a great reputation.

The likes of GM and other automakers have "decades of establishment of a broad national parts supply network," Hertz CEO Stephen Scherr said on a recent analyst call. "There's an aftermarket of parts that is there, that is less mature, obviously, in the context of Tesla." Scherr also said that EVs are getting in more crashes. He signaled that Hertz isn't giving up: "Our work with Tesla is to look at the performance of the car, so as to lower the risk of incidence of damage, and we're in very direct engagement with them on parts procurement and labor."

The pricing of the Teslas was surely another sore point. Rental companies typically buy cars at substantial discounts from MSRP, and sell them on the used market, and they pay close attention to resale values. Back in 2021 when Hertz ordered the Teslas, napkin math indicated that it had paid something near list price. In those post-pandemic days, resale prices on used EVs were sky-high, but they've since collapsed, and Tesla drastically dropped prices of its new cars in 2023. Hertz said it expects to lose about $245 million on the Teslas.

Hertz got whipsawed on the price, but did it get its money's worth? Some of the used Teslas that Hertz is now selling off have close to 100,000 miles on them, far more than the point at which rental agencies usually sell. It reminds me a bit of the old comedy routine in which a restaurant-goer cleans their plate, then complains about the food (and

the small portions).

Hertz also cited customer complaints about EVs, and we've read some comments from dissatisfied Hertz/Tesla customers—most of these are basically the usual horror stories about malfunctioning public chargers. A few Hertz employees have commented on how hard it is to manage charging—if customers don't return the cars topped off, it's a nightmare to get them charged and turned around quickly enough.

How much of Hertz's misfortune was self-inflicted? As EV pundit James Carter put it, "Hertz's decision is far more a reflection on business practices than the product." Unhappy campers have reported problems—cars delivered with low batteries, missing charging adapters, poorly functioning apps—that point to a lack of proper training on Hertz's part. It's also worth noting that Hertz started experimenting with EVs in 2011, so the company has had over a decade to figure this out.

All of these factors surely contributed to this massive corporate fail, but it seems to me that if the Teslas had been a big hit with Hertz's customers, the company would have found ways to deal with the repair, depreciation and training issues. Yes, dear readers, even this tireless EVangelist has to admit that, in the current state of technology, an EV isn't a good fit for every driver or every application, and I've long been skeptical that car rental represents a good use case.

Most car rental customers are air travelers who need transportation to their final destinations. At most airports, getting into a rental car and on your way is a hassle, which rental companies go to some lengths to try to minimize. Taking time to give customers an orientation on how to drive and charge an EV doesn't fit well with the goal of streamlining the pickup process.

Ironically, Tesla's unique connectivity features make it possible to make the pickup and drop-off process much easier, not harder (as Turo customers know). Back in 2022, Hertz said that it would offer "a premium and differentiated rental experience for the Tesla EVs," including "digitized guidance to educate customers about the electric vehicle to get them on their way quickly, and coming soon, an expedited EV rental booking process through the Hertz mobile app." What happened?

Obviously, most customers are away from home, so they don't have a place to charge. Public charging, as we all know, is no picnic, and when you add the facts that most renters are navigating strange cities, and many are driving long distances to rural destinations, finding places to charge can be a nightmare, as many a disgruntled renter has documented. (Yes, I have rented Teslas, and keeping them charged, especially

charging them up before returning them, to avoid an extra fee, is a hassle.)

Someday, longer ranges, better public charging, and simply more consumer familiarity with EVs will solve the problems—a similar process happened with the internet. But at the moment, I don't believe the majority of rental car customers are going to be happy with EVs. The good news is that, as CEO Scherr made clear, Hertz is going to apply its hard-learned lessons as it proceeds (more cautiously) with the transition.

source: https://chargedevs.com/newswire/the-real-reason-hertz-is-selling-evs/

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Well, rent a Hertz EV, drive to a ski area at 10 below zero – and good luck sitting waiting hours to charge that EV at a public charger – if it charges at all. Then on the return trip, try and find a charge point near the airport ...and sit for the better part of an hour wasting travel time. Hoping of course, the charge point actually works. Not fun.

Tesla doesn't make 'spare parts'. If you break something, there is no after sale market of components from other suppliers. You wait and wait to get a part from Tesla. They don't stock pile them unlike GM, Ford, Honda, etc. Teslas can sit for months waiting for a part to come in. Otherwise, need a bumper, hood, tail light assembly or fender for your GM car? No sweat – 24 hours to get one.

Only good thing about Teslas is the super charger network that connects to the car 99% of the time, but still has yet to achieve 95% uptime availability nationwide.

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Tesla agreed to open its Supercharger network to vehicles from other automakers last year, but the plan has been plagued by delays. Drivers should be able to access the network next year, but so far only two companies have gotten past the first step of updating the software needed. (New York Times)

de N4CD - good luck getting your non-Tesla car to synch to a Tesla super charger if not a Tesla.

P S: Some states are requiring now that new chargers accept credit cards. Tesla will put credit card readers on new chargers.

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“Coal powers about 63% of China’s electric grid today, and the country is the world’s largest consumer of the fuel.”

source: https://heatmap.news/sparks/china-coal-slowdown?mc_cid=c2698ee58e&mc_eid=fa434cb518

de N4CD – so if you buy one of the millions of EV's being sold in China....most of them are run on 'coal' – spewing out gigatons of carbon each year. 63% of all miles driven are powered by COAL! Maybe in 10 or 20 years, it will be less than half. Meanwhile.....

Ironic.....and coal puts out more pollution than a hybrid gas powered car per mile driven.

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Consumer Reports are that EV's are 80% less 'reliable' that gas powered cars. Despite the hype on 'nothing to break', frequent manufacturing problems, recalls, and software glitches on everything from failure to start to various other systems like entertainment, backup cameras, electronic 'dashboard' malfunctions, your car is likely to sit for days or weeks till they can figure out what is wrong.

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Sales figures fo 2Q this year (March to June) show EV sales up 1%, Plug in Hybrids up 8%, and gas-hybrids up 17%.

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Watched an interesting YouTube video from a guy in California who goes around and checks 'fast chargers' to see how much they actually put out. Had his battery down at 8%. Tried an EV-go charge point. All it would do was 40KW per hour charge – and his truck capable of 230KW charge rate. At that fast charger, he'd be there for hours and hours. Tried another. Started slow and got up to 30KW. Tried the one next to it. (they had 4 at this location). That would go 65KW/hr. Hmmm.... same station, different charge rates. Tried a 3rd station down the road. It would do 200 KW/hr. Finally. But on any given day, you never know. Next week it might be half that. If multiple cars are charging, the charge rates usually go down. You pay about 43c/KW-

hour in CA at most places but some are higher. Not advertised. Full charge might be $3 0 to $40.

He actually lives in apartment in Long Beach (LA area) and most of the time hooks up his truck to a slow but free community Level 2 charger that takes all day to charge up. Leaves it connected and walks the ¼ mile to home, comes back 8 hours later after charged up. One of his activities is checking out 'fast chargers'. His conclusion – most severely lacking in ability to fast charge cars!

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Tesla.....Tesla fired it's entire department of SuperCharger installation. 500 people out the door. Tesla said there was no money being made at most charger locations, and at some, there weren't enough chargers. Rather than expand with a 100 more locations, they are focused at adding chargers at existing locations (a lot of them in CA). EV sales have slowed – still rising but hybrids and plug ins 5x faster.

Tesla rehired some of their team and continues building a nationwide network of chargers. Good if you follow the interstates. Not so good on rural routes in MT. It costs about $35,000 capital investment for a single charge point. If lightly used, there is no breakeven point. Even though Tesla is now opening up it's network to Ford and GM cars, it will be a while before all the software and glitches are worked out. Maybe your Blazer EV will work – or not right now. The other big network provider is EV-go. It seems to have more reliability programs and downtime.

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Pilot truck stops are rolling out charge points. In five years, will be cross country along interstates at Pilot truck stops. Great if all your trips are on the interstates. Not so great on route 2 across MT (none within 150 miles).

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Tesla is promising a $25,000 EV Model 2 with 230 mile range. If Musk can bring it about, with really be competition to the Big 3 in Detroit. Well, Big 2 there plus Stellantis, which is a foreign company on the way to extinction with 'Fiat' quality (junk) in Jeeps and similar.

Hawaii QSO Party

Reports left over from last month. This was held Aug 24 weekend just before press time. A few more reports:

KH6AQ fixed HI 629 CW QSO

The 2024 Hawaii QSO Party began with a bang before mellowing out. In spite of the G2 Geomagnetic storm I had some nice runs going for the first couple of hours on 15, 20 and 40 meters. Rates of 162 Qs/hr for 10 minutes and 107 Qs/hr for 60 minutes are pretty good at this low power station. I ran at 32 wpm for the first two hours, slowing down to 28/30 to try to attract more casual ops. Continual practice with Morse Runner at 40++ WPM makes actual operating speeds effortless.

Space WX and terrestrial WX intersected to keep QSO totals well below 2023. Operating fewer hours this year, the geomagnetic storm the first day (with three back-to-back solar flares) followed by a 3-hour storm induced power outage made for 40% fewer Qs than in 2023; 629 vs. 1050.

Overall it was a fine contest and I look forward to working you all again next year. And thank you for the Qs! 73.

KH6RF portable/club 140

Hello from Kawaihae, Big Island!

I used my "portable" 1-el quad and 100W Yaesu FT450d. An interesting time. I really had no firm idea / plans of what I was doing up until a few days before. I decided on:

operate as AH7RF on Friday night / Saturday morning (before 17UTC)
go to KH6LC on Saturday
operate as AH7RF the rest of the time.

Oh, and operate at 100W, now that things are sorted out, and I can... No QRP / outdoor operation for me this year!

The tropical-storm-turned-hurricane had other plans, naturally....

Anyways, the first night was a ton of fun! Got my highest rate ever at my QTH, 60 contacts in the first hour! However, at about 7z or so, I had managed to run us a bit too low on power. We are off grid, and don't have enough batteries to operate 100W at night. So, powered everything we could think of off, so that we wouldn't have to run the generator or turn off the refrigerator. Off grid problems!

Saturday, keeping an eye on the storm, decided to head to KH6LC, a 2 hour drive. The problem, our main car was dead, so ended up having my husband, WH6FUS, drive us over to Lloyd's in his Z car. Operated about 3-4 hours before the storm looked iffy, so we headed back. We got back just in time, with the civil defense messages telling us to shelter in place. Winds kicked up, and there were many 75mph gusts starting Saturday afternoon through Sunday morning. Lucky for me, I have a portable antenna, easy to take up and down, so that worked out great. Not so great, Rob NH6V's EME antenna, located at our place, got quite battered by the wind, and needs a bit of work to get him back on the air...

Sunday, I set up briefly, and got about 3 QSOs before the gusts came back. Worth it, got my friend Dan in TX before I had to shut down. Cool.

Then, a lot of whimpering about the rain and the winds, until things died down in the early afternoon. So, I set up the antenna again, and had quite a bit of fun until the end of the contest.

Anyways - 6 hours of operating as AH7RF, 3-4 at KH6LC, and most of the rest of the time frustrated about the weather or lack of decent low band antenna. Also of note, the enchiladas at KH6LC were most excellent. Thanks!

Thanks very much for the contacts! :-)

See you next year!

Oh, and a comment about the lack of KH6 participation - the hurricane/tropical storm definitely didn't help. Lots of hams without power at times this weekend, lots of hams had to take down their antenna in preparation for the storm. Hopefully next year won't be so stormy...

Aloha and 73

Heather AH7RF

K6GHA fixed CA 25 cs 18 ssb 31 digi 27 mults

Obviously conditions on the Islands were impacted by Hurricane Hone. Some operators were very impacted with lost antennas and compromised operation. THANK YOU to all who stuck it out and weathered the band noise and winds.

Although this is one of my favorite TESTS in finding and logging HI stations, it is truly an iron butt operators special. If you aren't in the seat, you won't get the Q's. I retired at 73 contacts thinking it was an appropriate contest score.

The Hawaiian shirt and flip flops are retired again for another year. Thanks to all the work in coordinating and hosting this event. One of these days I'll make the trip to be on the other end of the pileup.

KH6WI portable HI 9 SSB 263 digital

I had originally intended operating portable from Ka'ena Point State Park but Tropical Storm/Hurricane Hone had other plans. I wanted to run 100w SSB there until sunset and then go back home to operate 40m QRP FT8 for the WW Digi contest happening at the same time. This would allow me to put two different multipliers on the air for for hunters. Not wanting to risk loosing my hexbeam to the wind or my radio gear to rain, I ended up deciding to operate QRP from home the entire weekend. I guess it was for the best that I operated at home since I was sick and tested positive for covid after the contest.

The first night started off with my long-wire antenna snapping. Ended up tossing a 40m EFHW out of a window on the second floor and into nearby trees. I couldn't leave it up during the day time (HOA) so I used a mag-loop while the sun was up.

Definitely not the performance I had last year, less that 1/3 the total QSOs I made in 2023 when I had the hexbeam at the beach.

Reading the comments, it looks like the hurricane impacted most operators.

73 and Aloha
Eric, KH6WI

Colorado QSO Party

There are 64 counties in CO. I don't think more that a two dozen or so made it on the air! Top scorers reported working 23 counties on cw, 18 on phone, and I have no idea of total number of counties actually on the air due to separate CW and SSB multipliers.

There were no mobiles out in CO for the QP. Unlike KS (next door) which was crawling with mobiles end to end, not a single mobile ventured out in CO. There were some POTA stations on (and thoroughly confused when folks asked them for the county.) A one day event, plus being held on Labor Day weekend may have contributed to no mobile willing to brave the mountains and valleys of half of CO. Usually there is one or two.

K4BAI fixed GA 38 CW 12 SSB 11 CW counties 8 SSB counties

Worked nearly every CO station I could hear and there were not too many of them. Missed W0ZA and other mobiles from past contests. Band conditions were generally pretty bad. Heard nothing from CO on 10M or on 80 SSB. Thanks for all QSOs.

73, John, K4BAI.

NN0G portable - Gunnison Count y 259 cw 224 SSB QSO

Portable in Gunnison County.
K4, POTA hex, 20M EFHW, homebrew RX transformer with 60' Loop on Ground.

Thank all for chasing me up and down the bands.

73,
Dana NN0G

W0CQC club call fixed CO 132 CW QSO
Ops: ABØCD NO2D WBØJN

There were lots of stations participating in the CO QSO Party this year -- very gratifying. Our operaters, running Colorado QRP Club (CQC) station W0CQC, included

CQC Secretary Pete NO2D, CQC Treasurer for Life Roger WB0JNR, and CQC President Dick AB0CD. We ran the In-State Multi-Single/QRP class from Pete's QTH in Parker CO -- Douglas County (DOU). The rig was a Yaesu FTDX10 controlled with N1MM and a Schurr Profi paddle via an LDG AT-100 Pro tuner into an 80-meter doublet at 30 feet. The club also is sponsoring two In-State QRP Single Op winners: CW/QRP and Mixed/QRP. Again, great fun.

KA6BIM fixed OR 46 CW 74 SSB CW Mults 13 Ph Mults 22

Poor band conditions. Worked one new county for Worked all county award. Still need a few more fro Colorado. Thanks for the qso's Dave ka6bim

AI5P Trip Report

Activating Gateway Arch National Park
St. Louis, Missouri

This area was originally designated as the Jefferson National Expansion Memorial in 1935. The Gateway Arch was completed in 1965 and was designated a National Park in 2018. The park consists of the Gateway Arch, the Old Statehouse, and the Museum below the arch. It is the smallest National Park at 29 acres. The change from a National Monument to a National Park was controversial due to the nature of the site - National Parks typically include conserved natural landscapes and significant opportunities for nature recreation.

The arch was built between 1963 to 1965. Forty-three tons of concrete and steel were used in its construction. It is 630 feet tall and 630 feet wide at its base. There is a unique tram system to carry passengers to the observation room at the top of the arch.

The museum, beneath the arch, is definitely worth the visit. The primary focus is on six interactive galleries: Colonial St. Louis, Jefferson's Vision, Manifest Destiny, The Riverfront Era, New Frontiers, and Building the Arch. (Thanks Wikipedia)

I had tried to activate this POTA site (US-0039) and St. Louis City county a couple of years ago - with zero contacts! Admittedly, only on 2 meters in the rain hi. I reconned the area in the hopes of returning some day. So I planned a stop on my return from my

July trip to Michigan.

I left Springfield, Illinois, early on a Saturday morning to time my arrival in St. Louis around 8 a.m. Traffic was light and I got lucky in finding a parking spot not more than 50 yards from the site. I had a backpack to transport the equipment over to a good location. I found a bench and began to set up the station - Icom 706MKIIG, Bioenno 12V 20Ah battery, and Bengali Key.

I set up the Wolf River Coil (WRC) antenna a few yards away. I double-checked the antenna resonance with the MFJ SWR analyzer and posted myself on the POTA site. I quickly made CW contacts on 40 and 20 meters.

More tourists and locals walking their dogs began to arrive so I decided to keep it a short activation. There was a NPS "Law Enforcement" vehicle parked about 30 yards away - the officer was looking bored and unhappy to be working on a Saturday morning and he didn't seem to be interested in what I was doing.

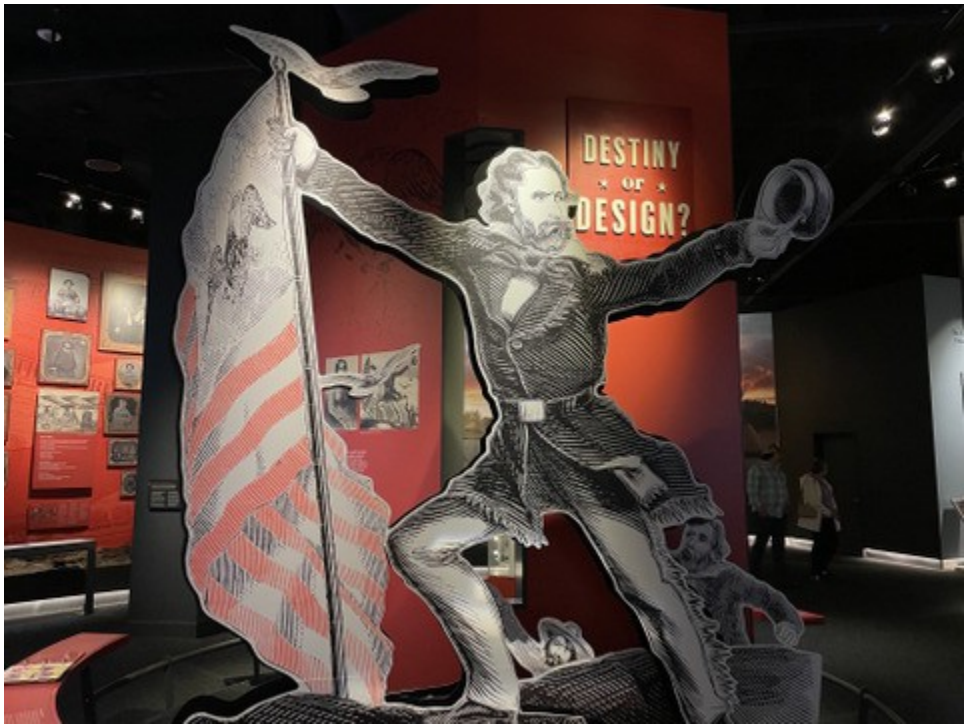
I wrapped it up after 19 contacts in the log.

Another National Park in the activation log. 73 Rick AI5P

Pictures:

. Gateway Arch National Park - POTA US-0039

. Activation set-up



. Gateway Arch Museum

Tennessee QSO Party

There are 95 counties in TN. This is a one day affair. Also held this year on Labor Day Weekend.

There is no way to know how many counties were worked. Scoring is based upon multipliers per band. Thus if you worked 50 on 20m and 40 on 40m and 30 on 80M, you'd have more multipliers than all the counties in TN. So the multiplier column not included in report. Useless.

Several mobiles were out including super mobiles AD4EB and AC6ZM who racked up

lots of contacts and counties.

From the 3830 contest reflector:

K4TCG - fixed TN bonus station 762 CW 915 SSB

It was our pleasure to represent the Tennessee Contest Group as the bonus station, K4TCG, in the Tennessee QSO Party. Thanks to Mark K0EJ for hosting this multi-multi operation at his very nice contest station on Mowbray Mountain in Hamilton County just north of Chattanooga. It was our intent to provide the bonus points to as many stations as possible. Thanks to all those who did give us a call. You certainly made it fun for us, we hope you had fun too.
Until next year...
73, Ted W4NZ for the team

TENNESSEE ONTEST GROUP - celebrating over 30 years of contesting fun.

AD4EB multi-op mobile 1793 CW QSO

This was the 12th time that an AD4EB mobile team has run in the the TNQP, and it was by far our best showing ever. We were comprised of Don N4ZZ, Jim AD4EB, and for his first time mobile adventure, Kirk K4RO. We drove thru 25 counties over a 380 mile loop, and everything went off without a hitch.

Last year we had 1,370 QSOs for a total claimed score of 740,270, which we beat this year by 423 QSOs and over 200K. We attributed this big increase to several factors including: Excellent band conditions, the extra hour added this year, one county line worked, and that the CWOps CW Open is happening on a different weekend. Having Kirk K4RO on the team was a big plus also. And we can't forget to mention the increase in activity from the State QSO Party Challenge. Our best hour was 227, the average rate was just shy of 180/hour. Not bad for just driving around the country with your friends.

As many of you know who check my QRZ page, you can track our location using APRS.fi during the contest. But we never considered the fact that we could also be physically followed. When we stopped to get gas in Hardin county, we were totally shocked when a big truck pulled in right behind us and out jumped and NR4L and WV4P (Trina and Ron). We all had a nice visit while we filled up, changed operators, and swapped antennas for 80m. Thanks Trina and Ron, it was a FB surprise.

Another incident happened as we drove thru downtown Pulaski in Giles county. We could hear some kids in a car behind us yelling at us for a couple blocks. When we were stopped at a light, I stuck my head out the window, and yelled at them WHAT? They yelled back and asked ARE YOU STORM CHASERS, and I simply responded NO! Then they loudly yelled DARN! They must have had a bet going between friends or something. They gave us a chuckle.

An interesting statistic, last year we worked 260 unique callers and this year a whopping 322. Hope this becomes a trend, perhaps helped by all the new CWOps graduates? CW is alive and well.

The top 15 operators based on the number of QSOs were:

K7SV (41)
DL3DXX (34)
OM2VL (32)
K5CM (31)
N5KW (30)
VE3YT (28)
W5TM (28)
AF5J (26)
AA3R (24)
KC3X (24)
NM2A (24)
W0ELT (24)
W3US (24)
N6AR (23)
K4JKB (22)

Thanks to everyone that worked us. We had an absolute blast, thanks to the huge pileups you gave us. All three of us were really impressed not only by all your operating skill, but the FB cooperation during the pileups.

Next up for AD4EB/m is the TXQP and the ILQP with Melody driving (she got a break on this one).

73 - Jim AD4EB, Don N4ZZ, and Kirk K4RO

AC6ZM multi op mobile 600 cw 75 ssb
OPS: AC6ZM KW4T

This was a ROVER operation (new category this year). We paid a visit to 16 East TN counties and logged the K4TCG bonus station 6 times. Stations with >10 QSO's are listed below:

CALL	QTY
OM2VL	12
DL3DXX	11
W5TM	11
AA3R	10
AC0W	10
KA6BIM	10
N6AR	10

WX made the bands noisy and roads wet but everything worked and we returned home safely. Thanks for the QSO's and catch you again next year.

K1GU mobile 451 CW QSO

Thanks for the calls.

What pain we go through and call it fun.

WA4JA fixed TN 296 SSB QSO

Fun afternoon and evening provided by the TN Contest Group.
Huge thunderstorm wiped out first hour's activities.

W5TM fixed OK 151 CW

DL3DXX fixed Germany 118 CW

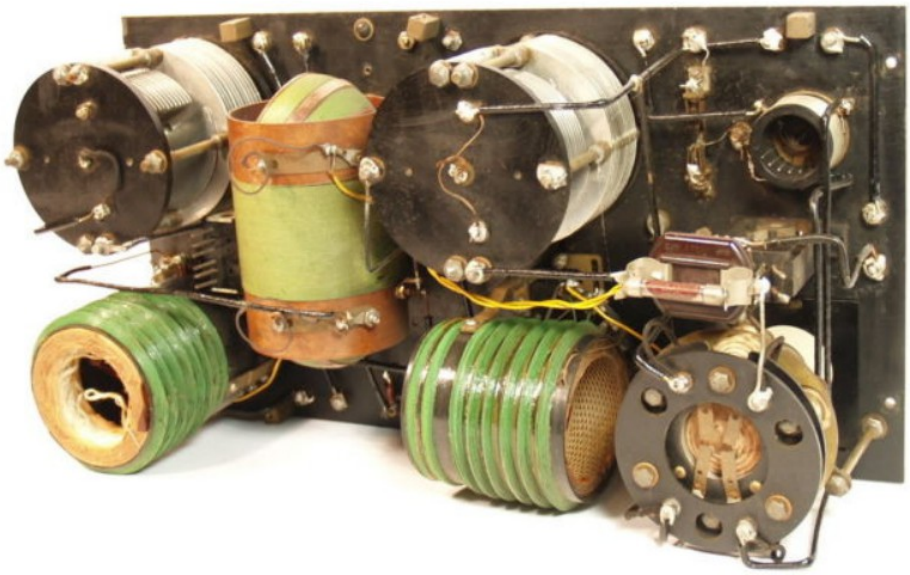
long time poor propagation on 15m and nothing at all on 10m.
So main band was 20m what was little better compared to Kansas QP.
40m was well open during night time but 80m signals were so poor
that I never tried to call someone.

Thank you for all participants and especially to the mobiles
AD4EB (34 Q) AC6ZM (11 Q) K1GU (5 Q) K4AL (2 Q) and N1XI (2 Q)

Early Wireless / Ham

Early wireless receiver; type SE-1012; circa pre-1920; includes early Moorehead tube and crystal detector

Here's what it looks like inside



It's mostly coils and variometers. One tube as a dectector but also has a crystal detector. Back them, everything was below 600 KHz – long wave. This one up for sale on Jim Sargant's web site. Covers 50 to 1000 KHz. Uses battery supply for the 'audion' tube. Likely part of a big order for Navy receivers for WW1 use on ships.

Early wireless was military, Marconi, experimenters, and researchers. Marconi had hundreds of ships that 'subscribed' to Marconi services. Operators on ships were employed by Marconi. If you traveled across the Atlantic, and wanted to send a message, it was expensive ($10 and up) back then. About $1000 a message to day, but the millionaires back then didn't worry (They'd be billionaires today).

Hams used mostly simple spark gap transmitters and crystal receives and big antennas. After 1914, they were banned to the then useless frequencies with wavelengths less than 200 meters.

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Now for a rare ham unit from just after WW2. Hams were off the air during both WW1 and WW2.

Hammarlund Four 20 Transmitter (rare)

This is an early unit – 20 watts output with plug in coils for the bands! It uses an 807 final tube. Back then in 1947, there was only 80, 40,20 and 10m. No 15m. Came soon after WW2 and hams getting back on the air. Used 4 7C5 tubes, 807 final, and 5u4 rectifier tube. Weighed 30 lb. You could buy an AM modulator for it if you wished – an option. It's crystal controlled. You'd probably use it with an HQ-129X receiver.

Both up for sale on Jim Sargents web site with starting bid of $850 for the wireless receiver and 75 for the Hammarlund.

Texas QSO Party

Another good one with over 120 planned counties on the air. No coverage from far south TX. A dozen mobiles out and many participating. Lots of fixed stations too. There are 254 counties in TX so many saw no operators. W0BH couldn't make it this year (Usually runs panhandle plus), and K5NA(SK) no longer out on big trips around

TX.

Looks like top out of state scorer reporting had about 108 counties worked.

K5DX mobile 578 CW 25 ssb
Operator(s): K5GQ NM5G

IC 7300
Hustler 40
Little Tarheel HP 20

Good operation Saturday.
Sunday was a disaster, beginning with catching a tree limb with the Hustler, breaking the mount. Spent a lot of time repairing, and was not able to operate 40 while driving. Had to stop to operate 40. Modified route to compensate for time lost.
But, we had a lot of fun and did our best for 2024.
Mark K5GQ made all of the CW QSOs and Keith NM5G Made all of the phone QSOs.
No phone contacts, and only about 100 CW contacts Sunday.
Thanks for the qsos

AD4EB mobile 2864 CW

First of all, thanks to everyone that took the time to work us in this contest.
Each new county brought huge pileups, and I was blown away by how respectful and orderly everyone was as we worked our way thru them. It was a real pleasure operating on my end.

This was our 6th TXQP. Melody drove/navigated the 743 mile route thru 41 counties, while Jim operated in the back of our KIA Carnival. Even though we had very good band conditions, and good participation this year, we fell short of our best score from 2023.

We ended up with 54 less QSOs and 30 less multipliers compared to 2023. Our biggest setback was not being able to attract or find Texas county multipliers to work. Perhaps we would have worked more TX counties if we had taken the time to put up the 80m vertical Saturday evening, but the pileups were still strong on 40 and 20m and we did not want to take the off time required to switch antennas.

Our best 60-minute rate was 252 (helped by a county line stop), and the average rate was around 160/hour. We worked a total of 11 countries, 34 counties, and 48 states/provinces. The DX was really tough to copy at times due to severe multi-path. It helped knowing that the probability was the DX was most likely DL3DXX or OM2VL, so I would listen hard for a distorted XX or VL. Hats off to Vlad RZ1OA who managed to work me 13 times, he was very hard to copy at times, but he was very persistent.

We ran a slightly different route this year, resulting in 2 less counties. But it offered more county line operations on Saturday which boosted our QSO count. Also, it provided a less congested drive thru Dallas/Ft. Worth, which helped keep us on schedule. On Sunday, we planned to end on a dirt road next to a 4 county line marker near Amarillo, which Rich N5ZC was kind enough to inspect for us last week. Rich contacted us Sunday morning to let us know that area had received a large amount of rain Saturday night. After discussing it further, we decided to take an alternate route we had laid out just in case. That decision cost us QSOs, but was certainly better than being stuck in the mud literally in the middle of nowhere.

Here are the stations that worked us 30 or more times:

DL3DXX (102) - Congratulations again Dietmar, very well done!
OM2VL (88) - FB job as always Laci
VE3YT (73) - Vic, you were the #1 pileup buster, always quick and loud
NM2A (71) - Well done Mark, was easy for me to copy your call
KV8Q (67) - Tom, your operating skill and small attic antenna are amazing
N5TJ (60)
W8PI (52)
N4OX (51)
N5RZ (49)
NK4O (44)
K9CW (43)
KA6BIM (43)
K9OM (39)
VE7SK (31)
K0AP (30)
WB9HFK (30)

Thanks to the TQP committee and to Chuck NO5W for all his help with the contest.

And the biggest thank you goes to my wife Melody, you did an awesome job providing a nice smooth and safe ride, and keeping us right on schedule. Hope we can do it again next year.

73 – Jim – AD4EB and Melody – KI4HVY

KE5CW mobile 478 CW no comments

N5TM mobile 225 CW

I can summarize the 2024 TQP in one word, disappointing...
20 was just spotty. I would work a few very strong stations, and then nil for several minutes. As a rover I expected a good following and many callers when I crossed a county line, but it never happened.
20 was terrible, 15 better, and 40 after dark was ok.

Saturday was so poor, I didn't even bother with Sunday.

N5YIZ mobile FRIO/LSAL county line EL08lp 406 SSB QSO

N5NA mobile 1599 CW 6 ssb

The above score includes 29000 bonus points for activating 29 counties with 5 or more QSOs and 500 bonus points for working K5EC in 5 counties.

A big thanks to everyone who gave me a call!

This year I had more QSOs but fewer mults than last year resulting in a lower score. Looking at some of the other 3830 posts fewer mults seemed to be the norm.

I operated on 15m - 40m. I tried to hit each band from every county. 15m was really hopping with lots of DX. DX stations worked included OM2VL, DL3DXX, DL3GA, DL3IAC, DL5AN, DM3ZF, HA8IB, HA9RE, HA1AG, RZ1OA, F5TVG, F8PDR, F5NKX, LY5A, SM3DMP, and G3WPF. I'm always amazed at the DX I work

while mobile.

While I had the usual power line noise to deal with at times there were many areas that were really quiet. That allowed me to work a number of Texas stations on all three bands I operated. The low noise areas also allowed me to be able to work some of the weaker DX stations.

Here are a few statistics:

Thanks to the following stations for contributing more than half the QSOs:
WA6KHK(53), W8PI(41), W5LXS(40), OM2VL(37), N5TJ(34), DL3DX33), N5RZ(32), HA8IB(32), KA6BIM(27), VE5KS(26), N5MI(26), K9CW(26), KI5DDO(24), DL3GA(23), F5TVG(23), NF5T(22), N4O21), K0AP(20), K4YFH(19), K9OM(17), N5JJ(17), AJ5Z16), W5TM(16), K5WAF(16), WB2PJH(16), WB9HFK(15), NA5YO(15), WB5BKL(15), N5EKO(14), RZ1OA(13), W5MT(13), W8OP(12), NM2A(12), WD5CSK(12), W0GXQ(12), WN4AFP(11), LY5A(11)

Equipment: Elecraft K3, Scorpion SA-680, Dell Latitude 5420 Rugged running CQ/X, 2015 Ford F-250 antenna support.

A special thanks for my wife, Kay K5AKS, for driving and Magnus for being a good boy in the back seat. Recently Chuck, NO5W, asked if I'd ever estimated how many miles Kay had driven in the QSO parties. So I went through my records and came up with a minimum of 26600 miles in 36 QSO parties since 2010!

73, Alan N5NA

K5CM mobile 852 CW 67 SSB Mults 64

Conditions were not the best at the start of the party, but got better as the day turned into night.

Mr. Murphy had not bothered us much in the last few QP's, but this party, he made up for it. We were still at the three county line of DELT, FANN, HUNT. I hit the switch to move the Tar-heel screw driver from 20 to 40 meters. It made a few turns and stopped. Usually this is just a lose connector on the Tar-heel, but not this time. It became clear that this was not going to be fixed on the side of the road. I carry backup Ham-sticks that

I put on mag-mounts on the roof of the F-150. The first Mag-mount did not work. No problem I thought, I carry three. The second worked but swr was high so I had to tweak the whip length for 40 meter cw. I put the 20 meter Ham stick on the Third Mag-mount. Ham-sticks work good on 20 and higher, but not great on 40, but at least we were back on the air. Made a few Q's on 40 but conditions on 40 were not good yet so switch to the 20 meter stick. It worked for a few minutes and then the SWR went high. I removed the mount and cleaned under the magnets and tightened the connection where the stick screws into the mount. I finally got it working on CW but still would not tune to SSB. So we stayed with CW for the rest of the day/evening.

All Q's are important, but here are the most worked.
23 OM2VL
15 N5TJ
14 K9OM N8II
13 DL3DXX K4BAI W8PI
12 NE8P
11 DL3GA K2ZR KA6BIM N2CU N5RZ
10 K4FT KA2F WA6KHK
9 K9CW KV8Q WB9HFK
8 AA3LX K3TW KA3EHL N2MF N4OX N6AR VE5KS W4IDX WD4CFN
7 K0AP K0MPH W9QL WA2JQK WB2PJH
6 AA2IL AA3R AI7PS K0TC K5EC K6NR KA2MGE KB9S KD4S KV0I KY4GS N0HJZ N5EKO 6 N6TQ NK4O W4SIG W4XK W5VS W9AV WA8KAN

We had not yet booked a motel so we decided to make the drive back home Saturday Night and lick our wounds.

73,
Connie K5CM

NX5M super station 779CW 1031 SSB Mults180
Operator(s): KJ5T KU5B N5XJ NX5M

Total casual operation. Spent part of Saturday morning putting up a new homebrew 2 element 40. Broke for lunch on Saturday and Sunday and had a nice dinner Saturday evening.
KJ5T had to leave suddenly around 16z Saturday. At least I got a chance to see him run a little CW before he was called away. That's a first, seeing him running on CW, here. A few more projects to complete and a repair to do on the 15m phasing box but all in all

everything worked ok.

N5RZ fixed TX 933 CW

Hadn't planned a big effort due to a couple of commitments and a slew of chores to do. Late start and early finish due to the commitments, but I put the chores aside the rest of the time. I will pay for that later.

Multipliers include:
44 states (missed NM MT KL7 ND SD)
5 Canadian Provinces (VE2 3 5 6 7)
27 DX
105 Texas Counties - worked all I heard.

Thanks to the mobiles and to all the callers and participants.

Worked 299 Texas stations, and missed my own county.

Thanks for the QSOs.

73, Gator

KD2KP mobile 11 SSB QSO no comments

WB0TEV mobile 554 SSB QSO

Score includes 32,000 bonus points for activating 32 counties, 30 on Saturday and 2 additional ones on Sunday. I operated all 12 hours on Saturday but only the last hour on Sunday.

I was back in the "olde grey lady" (my antenna festooned 1986 Pontiac Parisienne) this year. I had planned to use her in last years QSO party but her starter went out the week before the contest (better then than in the middle of nowhere during the contest) and so used my 2008 Tahoe in 2023. Unlike last year where I shared the radio with K5PS who did a mobile CW only entry in parallel with my efforts, this year I had the rig all to myself as Scott relocated to NH for a job change.

I had a driver this year. My fiancee practically begged to come along and drive, so how

could I say no to that?! Miss Mia drove while I rode shotgun with a small laptop on my lap running N1MM+ and controlling a 1985 vintage Yaesu FT-757GXII. This was very much a retro operation.

We had planned to do 31 counties on Saturday, but got behind schedule so I had to forgo the foray into Sabine county. Hadn't necessarily planned on going back out on Sunday after church but decided to go to a 3 county intersection about 45 minutes away from my home (Grayson, Collin, & Fannin) of which two were new counties. I had a huge and frantic pileup going in the final 15 minutes of so. Great fun! That corner was also not far from the new QTH of my good friend KK5MR who also supplied several QSOs, so arrangements were made for my YL and I to go visit Mark and Holly after the contest ended. A good time was had by all.

It all went well. I was a little concerned about the reliability of the Pontiac but she came through just fine, even her AC held up. I was a great trip on Saturday across the NE corner of Texas. I made spots to ch.w6rk.com as well as to the QSO Party hub that I heard about from KK7AC at
http://qsopartyhub.com/qso-party-spotting.html
Thanks much to others who spotted me as well.

I worked 37 states (not counting Texas) 5 VE provinces, 26 Texas Counties, and 2 DX (F & OM). As in years past, Laci OM2VL worked me several times from Slovakia.

Participation in the mobile categories was down from previous years. Looking at NO5W's routes page it looked like there was scheduled coverage for only 146 out of 254 counties here in Texas. I remember in years past when we came close to having coverage in all counties. The tragic death of K5NA last year left a big hole. Richard and crew did much to motor across Texas during the TxQP. W0BH who used to always come down from Kansas to cover most of the Panhandle hasn't been able to do so for the last couple of years as well. Its time for some new blood to discover the joys of mobile operating, HI!

Special thanks to those who worked me a dozen or more times including WA6KHK (33!!), OM2VL (17), KK5MR (15) and KK7AC, VE5KS, & WA4JA (12 each).

Hope to see you in the log next year.

73, Victor WB0TEV/M

KI5MM mobile 724 SSB QSO 71 mults

My XYL did the logging for me while I drove and ran radio. We activated 7 POTA parks along the route. Operated from 17 counties for 17000 bonus points. Thanks to all who chased us around getting most of the counties. Conditions were fair. Wished for more TX counties but 40 meters was not working except Sat night. Thanks for the QSO's

Lee

On the Road with N4CD

Hmmmm...getting old sucks. Came down with sore left eye a few days before the TQP so the planned two day trip out to undeclared counties went bust. (Jack to Kent/Garza and back just north of that). No mobiles planned to run a whole strip of counties.

So Plan B was just run around some local counties. Headed out to my favorite POTA park in Dallas County and put 100 in the log from there. After a while headed to Rockwall County and ran it. Came back, stopped at previous Dallas park as Washington Salmon run started so added in two dozen WA contacts. Then over to my home county at a town park (COLN). Then home to nurse irritated eye.

Sunday went up to Bonham State Park (POTA) – 75 mile drive, most of it at 70 mph and one stretch at 75 mph. It's a small state park. I reserved online with my state park pass, otherwise $4 to get in, but no one usually at the gate so you can just drive in. Sadly, the lake is infested with Hydrilla weed. Yucky green algae type stuff. Only one or two boats on lake. Not great for swimming either.

Ran 15 and 20m. Didn't see spots for 10m so never went there.

If you go to Eisenhower State Park, they run out of 'day passes' on a weekend so you might not get in. Good camping, beach, lake, etc.

Ran FANN County from Bonham. . Caught a bunch of park stations around the country.. If it weren't for park stations would have missed a half dozen states. Ran 15

and 20m. Didn't see spots for 10m so never went there.

Then hit Grayson County on highway 160. Later over to Denton County and home.

Monday got some strong med for left eye from eye doc. Just irritated apparently from lack of 'lubrication' (tears). So now back to 'natural tears' (no preservatives!) to help out both eyes. Many seniors don't produce enough tears as they age.

Made 379 CW QSO. Worked most states but no ME, DE, ND, SD, AK, HI, or MS. Only way I got WY, RI, UT, NV, NM, LA was park chasers!

OM2VL pounded in 15M CW – loud. DX included DL, F, SP, G, KP3, OM, HA and VE2, 3, 4, 5 and 7.

Only caught half dozen TX counties. Didn't fight the giant pileups on the mobiles and didn't spend much time chasing them. Most were weak on 20M due to skip. Never did get to 40m which would have helped run up TX counties worked.

Mobile Activity in September

At the beginning of the month, the CO and TN QSO parties were underway

KA2LHO spotted in POTA park in FL

K8ZZ left home, was in MI on his way to NC. Ran a bunch in MI first, On FT-8 at times. Then into OH for data contacts. Then lots of WV counties. Moved over to NC, ran some VA as well. Lots of NC counties followed for next 10 days.

W4SIG spotted in Garfield UT

N4RKK and KM6HB were busy spotting parks/counties for the rest of us to work.

Busy weekend followed with OH QP. Followed by nearly week of no mobile activity but lots of parks spotted. Then K8ZZ back to running NC counties.

The following weekend very busy with TQP, IQP, NJQP, NHQP, and Salmon run.

Mobiles out everywhere. A few county hunter mobiles out including NU0Q, N4CD

N0KV noted in Arapahoe CO. Later, W0GXQ and N0KV out together running bunch of CO Parks.

AI5P noted in AR POTA park

End date 9 /25/2024 for mobile activity.

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Very very few mobiles wandered out and about. It was a K8ZZ month with over 100 counties put out by Ed. Some were in the KS QP and TX QP but that was pretty much it. N0KV/W0GXQ hit a dozen in CO. I guess trip season is over – other than a half dozen mobiles headed to WV in October.

Iowa QSO Party

There are 99 counties in IA. Looks like maybe 74 or so of them were on the air but most reporting had 50 or less worked. Mobiles were out running, some rovers, some county type expeditions on the air.

N0HJZ mobile 1672 SSB

A big THANK YOU to everyone who followed me around! I was able to hold my freq on 20M for over 11 hours! The pile-up just kept coming!

I would urge Iowa (and other QSO Parties) to move away from the 1 point for SSB and 2 points for CW. If there is a good CW op, there is no way for a phone guy to compete (make twice the Q's?!).

Thanks again to everyone who stopped by!

W0ZQ mobile 507 cw 266 SSB

Don't normally spend as much time on phone but that was where the action was this

time; 20m phone. Never got any strong activity going on CW despite lots of calling, I think all the CW ops where playing in the TX QP. QRN and a dropping "fun index" with too much PH had me QRT about 7:15 pm local for the drive back to Mpls, so sorry for no 80m this time. Thanks for all the Qs. 73, Jon

AC0W mobile 511 CW

Operating the IA QP today was mainly a way to fill the windshield time with other activities while we travel to visit grandchildren and wish one of them happy birthday. So, the route wasn't optimized to do a QSO Party. The morning and first half the afternoon route was really noisy. Looking out the window I would see power lines or be traveling through some populated area. Result sometimes I needed a few repeats as many signals were weaker than the noise I was dealing with.

The morning was also dealing with the hilly terrain. Top of the hill's good reception. Go into a valley or depression, everyone would disappear.

Glad I was able to help a few get a county or two in the IA QSO Party. Now that fall is officially here, getting closer to MN QSO Party Feb 1. Hope to work you there.

73
Bill AC0W

KB0NES mobile reported 211 SSB QSO

no comments

N0HR portable 1016 CW QSO

Some computer problems early (happens too often). Hours listed in simply operating time from N1MM. I probably drove > 500 miles.
50w FT-891 WinKeyer 17 ft whip on Faraday cloth with radials going to each county.

These county line operations can get crazy...

Had at least 3 conversations with people asking what I was doing (including a sheriff

deputy in a very remote area on a gravel road). Anyway - fun event as always and I appreciate those who were able to find my signal amongst the chaos of 20m.

73 Pat

WI0WA portable (N0AC Opr) 817 CW

Thanks to the SCARC for sponsoring the Iowa QSO Party 2024.

Thanks to all those that got on the air to work the Iowa stations. This would be no fun if it wasn't for you.

My most notable QSOs were at both ends of the station spectrums, small to big. N6HI, John, with his 1/2 watt and 20' EF antenna and OM2VL, Laci, with his monster station. Laci worked us in every county on all but 80m. DX worked were DL3GA, F8PDR, F5TVG, OM2VL, SP5SA, RZ1OA, and a bunch of VEs.

I didn't think conditions were good although I am only 19 QSOs and three multipliers behind last year. The rain held up until after our picnic lunch just before stop #2. We had showers off and on for a good part of the afternoon but luckily I had very little during setup/teardown at each stop. The roving caused us to drive a lot of gravel that was really dusty. The rain hadn't helped the gravel we drove.

Last year I damaged my K3 due to a operator mistake. This year all the equipment held up. This is the longest operating stretch I have done in a long time having retired from most of me state QSO party adventures. I have 4 1/2 hours of operating time opposed to 7 1/2 hours of driving and lunch/snack time.

Thanks for riding along, Bill N0AC aka WI0WA/m

WN4AFP fixed SC 87 4 CW Mults 74

Thanks for all the Qs IA stations! Especially the mobile stations... AC0W, K0PC, KB0NES, KE0TT, KK6MC, N0HJZ, N0HR, NU0Q, W0ZQ and WI0WA.

Station: IC-7300 - 80m OCF Dipole NW/SE at 35\'

K0PC mobile 241 CW QSO - no comments

KE0TT mobile (Rover) 96 CW QSO 34 mults

50 watts to Hamsticks, operating while stopped. Enjoyed the activity - thanks for the Q's. At times QRN from storms was awful, but got better in late afternoon. 20M was in good shape and enjoyed 4 QSO's from EU to boot. C U next time, 73, Dan ke0tt

K4BAI fixed GA 69 cw 13 ssb Mults60

Pretty good band conditions on 20 and 40. Skip was too long for QSOs from GA to IA on 15 and 10. No IA stations heard on 80M. Thanks for all QSOs, especially the mobiles. 73, John, K4BAI.

Solar News

Sunspots surge to 23-year high as solar maximum continues to intensify far beyond initial expectations

The average number of visible dark patches on the sun's surface in August was higher than any other month since September 2001. The final count was more than twice as high as experts initially predicted it would be.

The number of black spots peppering the sun's surface in August was the highest for almost 23 years, new data shows. The latest sunspot count was more than twice as high as initial forecasts predicted and is another clear sign that the sun's explosive peak, or solar maximum, is likely well underway — and will be far more active than scientists initially thought.

Sunspots are regions of the sun's surface where surges of electromagnetic radiation break through the star's magnetic field, creating relatively cool patches that appear black to us thanks to an optical illusion. Along with the size and frequency of solar flares and

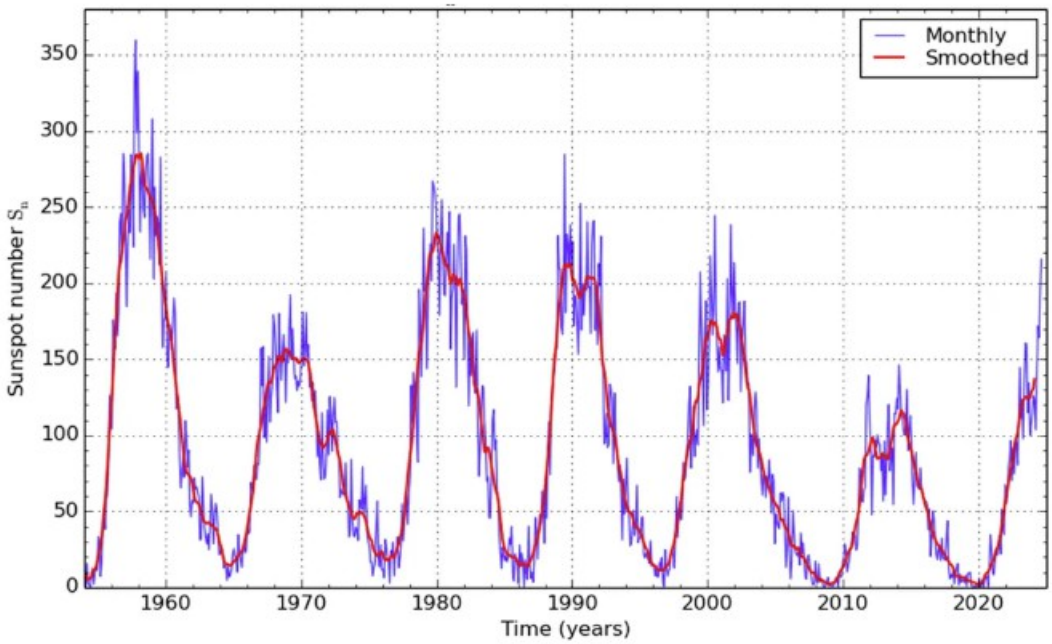
coronal mass ejections, sunspot numbers indicate the progress of the sun's roughly 11-year solar cycle.

During the sun's least active phase, or solar minimum, there are very few or occasionally no sunspots. For example, in late 2019, shortly before the start of the current solar cycle (Solar Cycle 25), there were 40 consecutive days with no visible sunspots. But as the sun's magnetic field gets entangled with itself and weakens, sunspot numbers quickly climb before peaking during solar maximum. During this active phase, the sun's magnetic field eventually snaps and completely flips, which triggers a falling-off period of solar activity and a decrease in sunspots until the whole cycle restarts.

In August, there was an average of 215.5 daily sunspots on our home star's surface, according to the Space Weather Prediction Center (SWPC), which is jointly run by the National Oceanic and Atmospheric Administration and the National Weather Service. The last time the monthly sunspot number was this high was September 2001, during the solar maximum of Solar Cycle 23, when the average was 238.2.

The number of sunspots peaked on Aug. 8, when up to 337 sunspots were observed on the sun, which is the highest total in a 24-hour period since March 2001.

These numbers indicate what some scientists have already suspected — that we have entered solar maximum. However, we can't be certain of this until long after sunspot numbers begin to drop again.



When the current solar cycle began in 2020, a panel of SWPC scientists predicted that Solar Cycle 25 would be relatively weak compared with historic cycles, much like Solar Cycle 24, which peaked around 2014 and was the weakest maximum for around 90 years. For example, the average sunspot number predicted for August 2024 was 107.8, which is less than half the actual number that has just been released.

The SWPC forecast also suggested that the solar maximum would probably not arrive until 2025.

However, from early on in the current cycle, the sunspot numbers have not matched the initial forecasts. The numbers began to climb in early 2022, reaching an eight-year high by the end of the year. By June 2023, the average number surpassed any of the months from Solar Cycle 24 and has increased ever since.

As a result, SWPC released a "revised prediction" for Solar Cycle 25 in October last year, which forecast that solar maximum would likely arrive by mid-2024 and be more active than expected.

Rising sunspot numbers are not the only indication that we are now living through solar maximum. In early May, Earth was hit with the most powerful geomagnetic storm for more than 21 years, which painted an abnormally large portion of the planet's skies with auroras. And just a few days later, our home star spat out an X8.7 magnitude solar flare — the most powerful solar explosion since 2017.

Solar maximums can last for one to two years or more, meaning there is still a decent chance that activity will continue to ramp up over the next 12 months or so. During Solar Cycle 23, sunspot numbers peaked at a maximum monthly value of 244.3 in July 2000. And in Solar Cycle 22, the monthly record was 284.5 in June 1989.

If solar activity continues to increase and Earth is bombarded with more powerful solar storms, like the 1859 Carrington Event, it could impact ground-based infrastructure, trigger widespread auroras at lower latitudes and cause satellites to tumble back to Earth.

Source: https://www.livescience.com/space/the-sun/sunspots-surge-to-23-year-high-as-solar-maximum-continues-to-intensify-far-beyond-initial-expectations

Salmon Run (WA QSO Party)

There are 39 counties in WA. All of them were on the air for this event. Some stations worked all of them. Lots and lots of salmon to be chased! Contacts made on 10M, too. N7EPD made over 300 QSO on 10m. (70 CW 226 on SSB)

From 3830 reflector:

W7TMT mobile (Rover?) 471 CW

That was fun!

I took the floating contest station 65 miles north from my usual berth in Eagle Harbor on the S. end of Bainbridge Island to Mackaye Harbor on the S. end of Lopez Island in San Juan County. Southern gateway to the San Juan Islands.

Anchored here:

https://www.google.com/maps/@48.4400855,-122.8756674,2291m/data=!3m1!1e3?entry=ttu&g_ep=EgoyMDI0MDkxOC4xIKXMDSoASAFQAw%3D%3D

Lovely spot. Largish harbor with excellent holding for the anchor and good protection from the wind/waves. However, the greatest asset for this purpose was the RF noise level. There is none! I'm used to S9+10 on 160 and 80 and S4-7 on 20-10M in my marina berth. Here there was S0-2 on 160-80M, and S0 on 20-10M. Just amazing how enjoyable a quiet location can be.

Thanks for the Q's, 73 Patrick, W7TMT

K7RAT (N6ar OPR) county expedition Klicitat 532 cw 407 ssb

Portable operation near BZ Corner, just north of White Salmon in a VRBO.

Arrived Friday evening and after assembling the beam, sat down to put the station together and realized quickly I forgot the power supply for the laptop. This resulted in a 3.5 hour round trip Friday night. My wife called to say she didn't see the laptop either. DUH!! I need to make a checklist for next time.

And then - just to make sport of it all - I operated the first 16 hours of the contest with the antenna backwards! Not that it has a great pattern only 15 feet off the ground, but when KH6LC called in really loud Sunday afternoon - it got me wondering.

At any rate - good thing I was running an amp (600 watts) to help make up for that. This QTH was nice and quiet. Was fun to give out the rare county. There was another station active a little - enough so I could work all WA counties. I missed some of the rare VEs and Vermont. Got through to a TI on 10 SSB in the last hour to get my 10th DX multiplier. Also worked the bonus station on both modes.

Antenna: Force 12 C3 up about 15 feet. Low dipoles on 40/80. Radio - Elecraft K3 with an Ameritron AL-800 "antenna tuner". TR Log Linux edition.

This was a fun event. Amazed at the amount of Washington stations that get on the low bands during the daytime. They sort of had a county hunters type net on 3933 going all evening.

Many thanks to Dawn for her support for this event.

WS7L County Expedition Pacific 581 CW

Good session. I did not have any specific goal other than to get on the air and make noise. Stuck with CW because that's my favorite mode. Stated score includes the 500 bonus points for W7DX.

Portable from Ocean Park WA using wires for 80/40 and a BuddiHEX beam for 10/15/20, rig being K3 + KPA500

73 & thanks for the Q's
Carl WS7L

KX7L county Expedition to MAS 374 CW 5 SSB

My original intention was to do this expedition to Belfair State Park using my KX3 barefoot, but when I found out that the cabin I'd reserved had lights and electricity, I decided to bring along my 100W amplifier. This is my first time using my home-made 2 band inverted vee in the field, and it worked, great. Excellent propagation conditions didn't hurt either. I brought along an antenna tuner and used it on 15 and 10 as well, with good results (I heard a VK2 calling CQ on 10 and couldn't resist answering. He gave me a 559 and we had a nice chat.). Saturday evening, when I went on 40m, I promptly had a pileup on my hands. I guess everyone wanted Mason county! Since I was in a state park, I also posted my activation on the POTA website, which automatically spots it via RBN. This was a great boost: the usual exchange for POTA is RST and state, so no prompting is needed. I think probably a quarter to a third of my contacts were POTA, judging by the "honest" RST numbers and the "dit dit" at the end of the contact. (seems to be a POTA thing). All in all, a great success and a lot of fun. Belfair is a nice park too, right next to salt water! Thanks for all the QSOs!

N5OT fixed OK 156 cw Mults 35

Great to work W7DX on 6 bands! Score is 500 points higher for working W7DX per the rules.

Salmon brings 'em out! Congrats to WWDXC for another fine running of a great event.

Thank you to the rovers, mobiles, portables, and expeditions for getting so many counties on the air.

73 - Mark N5OT

N7EPD fixed WAS in PIE 634 cw 823 ssb

Worked all WA counties, then WAS and 27 countries. Just missing a few rarer Canadians

K4BAI fixed GA 88 CW 26 ssb Mults 31

Participation seemed down this year, particularly by the more casual ops. I ran across the same dedicated SR ops in WA on most bands and modes. They did a great job and hat's off to the mobiles. But I missed the casual contesters this year. Band conditions between GA and WA weren't very good. Partly my fault for not staying up late here on the East Coast to get 40M SSB and 80M QSOs. 40 and 80 were very noisy with QRN as if there were storms nearby, but there didn't seem to be any near here. Thanks for all QSOs. 73, John, K4BAI.

NJ QSO Party

Fair activity this year. Maybe 14 of the 21 counties on the air. No mobile reports

from 3830 reflector:

K4BAI fixed GA 33 cw 10 ssb Mults13

Fair conditions from GA to NJ on 40 and 80. Generally skip too long for 15 and way too long for 10. No MJ stations heard n 80, but that was my fault. I didn't go to 80 until just after 0200Z when the NJQP had ended. Thanks for all QSOs. 73, John, K4BAI.

WN4AFP fixed SC 56 cw 12 SSB Mults14

NH QSO Party

Not much going on as usual. Most stations show up in NE QP but few show up in the NH QP. Maybe 6 counties on the air, but most worked 4 or less. Mobiles. Lots of competition from 4 other major contests going on at same time. Likely hard to get and keep a frequency on SSB on 20M. Probably more activity on 40 and 80m but none spotted on W6RK

K4BAI Fixed GA 6 CW 5 SSB 4 mults

Band conditions from GA to NH were pretty good. But there was almost no activity from NH stations. I can't understand why since there are so many good contest operators in NH. Thanks for those who did participate. 73, John, K4BAI

Awards Issued

Roadrunner Award:

K8ZZ attained 1900 last counties and received #3

NF0N attained 475 last counties and received #45

KI4JZW attained 50 last counties, She received #366

Single Band Award:

N1API attained Level 2000 on 15 meters, he received #5

County Challenge Award:

N1API attained Level 13000, He received #8

Ran all State Award:

N5MLP ran all Kentucky counties and received #28

KE4UP RAN ALL CO RECEIVED #35
KE4UP RAN ALL AK RECEIVED #28
KE4UP RAN ALL ID RECEIVED #40
KE4UP RAN ALL OR RECEIVED #32
KE4UP RAN ALL WA RECEIVED #37

Events for County Hunters

Last of the QSO Parties for this year. Enjoy. November is contest month with Sweepstakes and other major events. Some DX popular contests on weekends in October, too.....

October 5

5 1600x to 6 2200z
1.8-28
California QSO Party CW Ph Serial,
CA county or SPC
www.cqp.org

October 12

12 0300z to 13 2100z
 1.8-28,VHF/UHF
Nevada QSO Party CW Ph Dig
 nvqso.com

12 1500z 13 0500z
1.8-28
Arizona QSO Party CW Ph
RS(T), AZ county or SPC
www.azqp.org

12 1600z to 13 2200z
 No WARC
Pennsylvania QSO Party CW Ph
Serial, PA county or ARRL/RAC section
paqso.org

12 1800z to 13 1800z
 1.8-28,50,144
South Dakota QSO Party CW Ph
RS(T), SD county or SPC
www.sdqsoparty.com

Oct 19 and 20

19 1400z to to 20 0200z
 No WARC
New York QSO Party CW Ph Dig R
S(T), NY county or SPC
www.nyqp.org

20 1700z to 21 0100z
 1.8-28,50,144
Illinois QSO Party CW Ph Dig
RS(T), IL county or SPC
w9awe.org/ilqp

That's all folks..... 73 de N4CD