

# UPPER PENINSULA NET NEWS SERVING THE WESTERN GREAT LAKES



HAM OF THE YEAR  
W8BP JOHN WASMUTH  
MARQUETTE MI

HAM OF THE MONTH  
AA9NN JON KRESKI  
APPLETON WI

FEBRUARY 2014

FROM THE EDITOR-----BILL, N8NJA [bkn8nja@att.net](mailto:bkn8nja@att.net)

Here we are in the month of February, the shortest month of the year so we get to March that much quicker and hopefully that puts us to Spring that much quicker. Keep you fingers crossed. Of course we are awaiting the arrival of Mr. Ground Hog, and by the time you read this you will know what his story was and what we will have to deal with.

Also remember that February 3<sup>rd</sup>, 1959 was the day the music died. If you don't know what that is look it up in Wikipedia.

It is with great sadness that I report the passing of a long time net participant, Ron, K9GEC of Antigo WI. Ron was always there to help anyone with the technical question and offer any ideas that he thought might help. He always had a good signal coming across the lake to me and just kind of operator we need in Ham Radio. I also hoped he would make it to Escanaba to the U. P. Hamfest. He was one of the people I will always be sorry I never got a chance to have an eyeball with.

Hang there, this weather will get better someday. Be careful out there removing that snow.

UPPER PENINSULA NET WEBSITE [www. michupnet.com](http://www.michupnet.com)

# February 2014

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9 <i>WB8VOF DOUG</i>	10	11 <i>MELVIN OM OF WA8DHB</i>	12	13	14 <i>W8SKS STAN KC8JLC ART</i>	15 <i>WB8ZNR STEVE</i>
16 <i>W8YV RICH</i>	17	18	19	20	21	22 <i>KB8UPW &amp; WIFE</i>
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UPN MEMBER PROFILE edited by Al, K8BLL

DAVID PUROLA, N8NTA  
COMMERCE, MICHIGAN

DAVE WAS BORN IN DETROIT, MICHIGAN IN 1952. HE GRADUATED FROM THURSTON HIGH SCHOOL IN REDFORD AND THEN WENT ON TO SCHOOLCRAFT COMMUNITY COLLEGE. HE WAS EMPLOYED AT UNITED TECHNOLOGIES FOR 12 YEARS AND THEN TRW AUTOMOTIVE FOR 33 YEARS. HE OBTAINED HIS GENERAL CLASS LICENSE IN MAY, 2001. DAVE AND HIS WIFE, CINDY, HAVE THREE CHILDREN, CHRIS, EMMA AND LITSIZ.

DAVE PARTICIPATED IN "FIRST ROBOTICS", AN ANNUAL NATIONAL HIGH SCHOOL ROBOTICS COMPETITION, FOR FIVE YEARS. HE CONTINUES TO PURSUE ROBOTICS AND PIC PROCESSOR PROGRAMMING AS A HOBBY ALONG WITH SOLAR POWER.

DAVE'S HAM GEAR INCLUDES YAESU 817 AND 897 HF/VHF/UHF TRANSCEIVERS PLUS AN ELECRAFT K3 TRANSCEIVER AND KPA-500 SOLID STATE AMPLIFIER. ANTENNAS INCLUDE AN 80 METER FULL WAVE LOOP UP 30 FT. PLUS VHF AND UHF BEAMS ALSO UP 30 FT.

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**When Insults Had Class... from Jim, WB8IEH**

**"He has all the virtues I dislike and none of the vices I admire."  
-- Winston Churchill**

**"I have never killed a man, but I have read many obituaries with great pleasure."  
-- Clarence Darrow**

**"He has never been known to use a word that might send a reader to the dictionary."  
-- William Faulkner (about Ernest Hemingway)**

## ARRL Centennial QSO Party

Attention all amateurs: 2014 will be one of the greatest ham radio years ever (if not THE greatest) The ARRL is 100 years old this year and the QSO Party we never even dreamed of is in process as this is being written.

Notice - W1AW/8 to operate on VHF frequencies!

The ARRL Centennial QSO Party is a year-long operating event and one of the two main activities includes the portable operation of W1AW in each state. Michigan is scheduled for two weeks, the first to begin on February 19 through February 25, and the second time slot will be in October. Plans are currently underway for about 40 hams throughout Michigan to operate phone, CW, digital and SSTV on the high frequency bands.

Recognizing that many hams do not have access to the HF bands, and to make this once in a lifetime opportunity to contact W1AW available to as many as possible, the organizers are looking to include some VHF operations to the working schedule. Due to the limited range of VHF transmissions, there will very likely be several operations ongoing from different parts of the state.

If any individuals or clubs would like to participate, please contact Joe Miller KJ8O at [kj8o@arrl.net](mailto:kj8o@arrl.net) for more information. The process of selecting HF stations to participate in the first week of Michigan's Centennial QSO Party is complete with over 40 stations who have volunteered to man their stations for over 350 hours of operation during the week of Feb.19 – 25.

Thank you for volunteering to help provide W1AW/8 contacts for your fellow amateurs.

The Centennial Points Challenge is the accumulation of points from qualifying contacts made throughout 2014. To have a score listed online in the Points Challenge competition, logs must be submitted through the Logbook of The World (LoTW) system. W1AW will be on the air from every state and most territories, and it will be easy to work WAS working only W1AW portable operations.

This is the first ARRL-sponsored operating event where every member is worth at least one point, so work as many points as you can during 2014! Earn awards based upon points, working all states or working W1AW portable in every state and territory. This is an on-the-air event like no other. Complete information is available on the ARRL Website at: [http://www.arrl.org/centennial-qso-party#Centennial\\_Points](http://www.arrl.org/centennial-qso-party#Centennial_Points)

# Cuba Provides its Hams a Slice of 60 Meters

01/28/2014

Cuba's Ministry of Communications is reported to have made available to its radio amateurs a 12 kHz segment of 60 meter spectrum, as opposed to a channelized plan as the US and other countries have done. Access is not immediate. Hams in Cuba must obtain approval and a license modification. Access to 5418 to 5430 kHz will be on a secondary basis, with emphasis on its use during emergencies.

"Cuba is in the path of the Caribbean hurricanes every year, and this band allows a steady communication path for all the island," said **Pavel Milanés Costa, CO7WT, in Camagüey, who posted the news on the Internet.**

**Cuban hams will be allowed to use SSB, CW, and PSK31 and PSK63 in the new mini-band.** Once an official emergency is declared in Cuba, band usage will be restricted to emergency traffic only. Hams there may run 50 W (10 W for Novice licensees), although 100 W would be permitted in an emergency if needed to provide a reliable link.

At World Radio Communication Conference (WRC) 2007 it was Cuba that suggested establishing an allocation to the Amateur Service on a secondary basis within the band 5250 to 5450 kHz. The item failed at WRC-2012 but will be on the agenda of WRC-2015 as Agenda Item 1.4.

The band 5250 to 5450 kHz is allocated to the fixed and mobile services, except aeronautical mobile, on a primary basis. The **FCC** authorized five channels for US radio amateurs after consulting with the National Telecommunications & Information Administration (**NTIA**) regarding ongoing government use of that region of the spectrum. The US channels were specifically chosen to avoid Amateur Radio interference to government operations.

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I would like to share an experience with you, about drinking and driving.

As you well know, some of us have been known to have had brushes with the authorities on our way home from the odd social session over the years.

A couple of nights ago, I was out for a few drinks with some friends at the Marriott Hotel and had a few too many beers and some rather nice red wine.

Knowing full well I may have been slightly over the limit, I did something I've never done before: I took a bus home.

Sure enough I passed a police road block but as it was a bus, they waved it past.

I arrived home safely without incident, which was a real surprise, as I have never driven a bus before and am not sure where I got it.

## Horses Behinds And Railroad Tracks

### Railroad tracks.

The U.S. Standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number.

Why was that gauge used? Because that's the way they built them in England, and English expatriates designed the U.S. Railroads.

Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Why did 'they' use that gauge then? Because the people who built the tramways used the same jigs and tools that they had used for building wagons, which used that wheel spacing.

Why did the wagons have that particular Odd wheel spacing?

Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts ..

So, who built those old rutted roads?

Imperial Rome built the first long distance roads in Europe (including England) for their legions. Those roads have been used ever since.

And the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels.

Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing. Therefore, the United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot. In other words, bureaucracies live forever.

So the next time you are handed a specification, procedure, or process, and wonder, 'What horse's ass came up with this?', you may be exactly right.

Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses ...

Industry Canada has granted Amateur Radio operators the use of five 60 meter channels on a non-interference basis. The center-channel frequencies harmonize with those available to US radio amateurs on 60 meters: 5332 kHz, 5348 kHz, 5358.5 kHz, 5373 kHz, and 5405 kHz.



Given that use of these frequencies was requested, in part, to allow for cross-border communications in times of emergency," Industry Canada said, "harmonization of the frequencies with the United States would facilitate such communications between the Canadian and the US Amateur Radio communities."

Amateur stations will be restricted to USB, data, RTTY and CW modes, with a maximum bandwidth of 2.8 kHz, and a maximum power output of 100 W ERP -- the same as the US allows.

"Canadian amateur operations shall not cause interference to fixed and mobile operations in Canada or in other countries," Industry Canada ruled, "and, if such interference occurs, the Amateur Service may be required to cease operations. The Amateur Service in Canada may not claim protection from interference by the fixed and mobile operations of other countries."

Elsewhere, Unión de Radioaficionados Españoles (URE) General Secretary Salvador Bernal, EA7SB, reported recently that Spain's telecommunications regulatory agency has authorized the use of several 60 meter frequencies through June 30, 2014. The authorized center frequencies are 5268, 5295, 5313, 5382, 5430, and 5439 kHz, with a power of 100 W PEP and a maximum bandwidth of 3 kHz. Center channels authorized for the US and Canada differ. The URE is recommending that hams in Spain use USB on 60 meters, the mode employed in most countries authorizing operation on 60 meters.

In the Czech Republic, up to 10 radio amateurs are being permitted to operate on 60 meters on an experimental basis until the end of 2014. This experimental phase of 5 MHz operation follows an initial trial that ended two years ago. Czech Republic radio amateurs holding a special permit may use six channels that are common to many current 5 MHz ham radio allocations. The USB dial frequencies are 5288.5, 5330.5, 5366.5, 5371.5, 5398.5, and 5403.5 kHz. Experimenters will be allowed to operate 100 W ERP on USB and CW (+1.5 kHz from the USB dial frequency). -- *Thanks to Industry Canada and Bryan Rawlings, VE3QN, URE and Southgate ARC*

UPN MEMBER PROFILE Edited by Al, K8BLL

JOHN N. (NICK) MODDERS, W0KLV

PRIOR LAKE, MINNESOTA

CURRENTLY RESIDING IN THE MINNEAPOLIS AREA, NICK WAS BORN IN MANISTIQUE, MICHIGAN, IN 1940. HE GRADUATED FROM MANISTIQUE HIGH SCHOOL IN 1958 AND WENT ON TO GRADUATE FROM MICHIGAN TECH IN 1962.

FOLLOWING COLLEGE, NICK SERVED AS A PILOT WITH THE U.S. AIR FORCE FROM 1962 TO 1969. HE JOINED NORTHWEST AIRLINES IN 1969 AND CONTINUED HIS MILITARY SERVICE WITH THE MINNESOTA AIR NATIONAL GUARD FROM 1969 TO 1984. AS A PILOT FOR NORTHWEST AIRLINES, NICK FLEW BOEING 727 AND 757 AIRCRAFT UNTIL 2000.

NICK'S INTEREST IN HAM RADIO WAS THE RESULT OF MEMBERSHIP IN THE CIVIL AIR PATROL IN MANISTIQUE FROM 1955-1960. HE WAS MENTORED BY LYLE, W8ORR AND HOLLY, W8YWF, NOW BOTH SILENT KEYS. HE FINALLY OBTAINED HIS LICENSE IN 1980 AND NOW HOLDS AN EXTRA CLASS TICKET. NICK OPERATES HF WITH HIS KENWOOD TS-430S FEEDING A G5RV DIPOLE ANTENNA. HE IS ALSO ACTIVE ON VHF AND UHF, SOMETIMES AS "BICYCLE MOBILE".

NICK AND HIS WIFE, SARA, HAVE TWO DAUGHTERS AND FOUR GRANDCHILDREN. BESIDES ENJOYING BICYCLING, NICK ALSO INVOLVES HIMSELF IN RAILROAD HISTORY AND OPERATIONS AND IS SUPERINTENDENT OF A TOURIST RAILROAD OPERATION ([WWW.TRAIN-RIDE.ORG](http://WWW.TRAIN-RIDE.ORG)). HE LIKES FIRETRUCKS AND THE FIRE SERVICE AND, WITH A FRIEND, OWNS TWO FIRE TRUCKS. THEY DO A LOT OF PARADES!



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