

Waveguide

W8LAP / r

146.620 - 100 Hz

442.750 + 123 Hz

Lapeer County Amateur Radio Association

Club Founder: Hollis Hayes W8ACD

Edition for **October 2012**

****The next regular club meeting will be held on
Tuesday, October 9th, 2012 @ 7:30 pm****

ARES Net

Every Tuesday at 8:00 pm on 146.620 - with 100 Hz PL

(except club meeting nights)

Thursday Night Net

Every Thursday at 8:00 pm on 442.750 + with 123 Hz PL

Meetings

LCARA meetings are held the second Tuesday of each month in the Lapeer County Central Dispatch Center (911), 2332 W. Genesee St., Lapeer, MI at 7:30 pm

**See next page for
location change**

Newsletter

Items for the newsletter may be called in to the editor at 810-793-4986 or emailed to kevinboxey@hotmail.com. The deadline for submission is the 20th of each month.

Website: <http://www.w8lap.com>

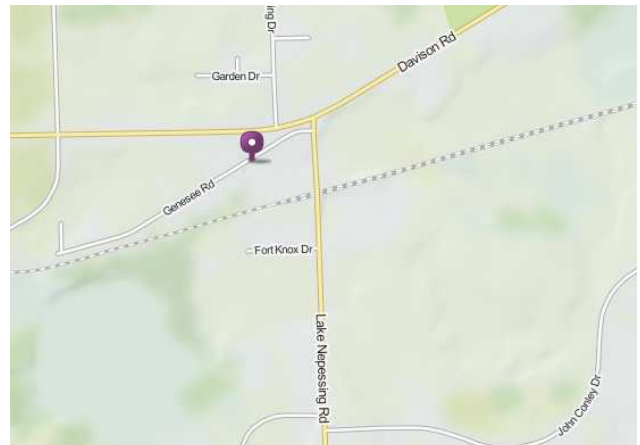
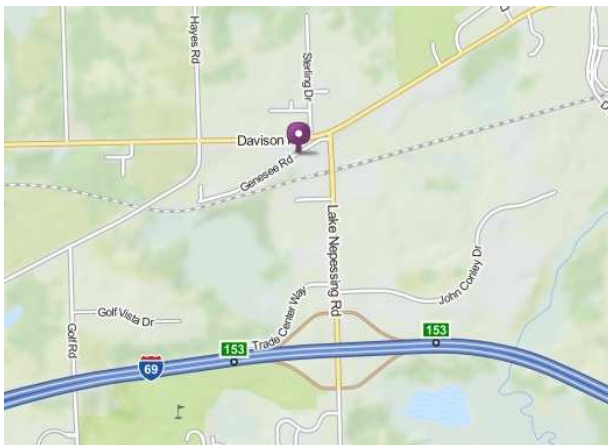
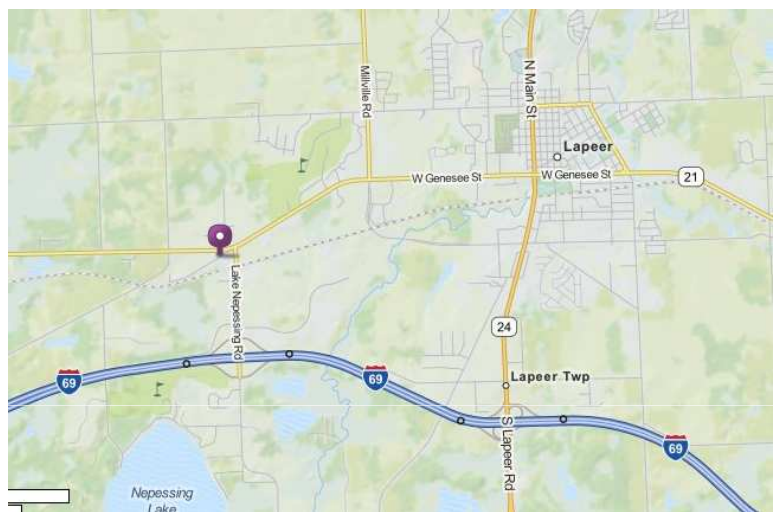
Facebook: Lapeer County Amateur Radio Association

***** ANNOUNCEMENT *****

**TEMPORARY CLUB MEETING
LOCATION CHANGE**

The club meeting for
October 9th and November
13th 2012 will be held at:

Lapeer County EMS
3565 Genesee Road
Lapeer, MI 48446



\$\$\$ *Reminder dues are payable at the October club meeting* **\$\$\$**

Editorial Section

The President Sez:

I have been playing with my new G5RV antenna (swap purchased) on both 40 and 80 meters. Before this new antenna I was active only on 10, 15, and 20 meters so the number of nets on the lower bands kind of surprised me. There is the Nightwatch net almost every night on 7.191 between 6 and 8 pm. Then by accident the Michigan Thumb Net presented itself on Sunday morning at 8:00 am on 3.950.

Another interesting net is the MITN or Michigan Traffic Net at 7:00 pm every night on 3.952 if you are curious about how NTS traffic gets passed. It is good practice to copy the NTS formatted messages for anyone interested in the emergency side of amateur radio.

If there is an adequate place at our temporary meeting location we will be seeing a movie presentation on wave behavior. For the part I watched he does a good job relating the mechanical (visual) behavior to the electrical side and in just a few minutes I learned something.

Also, we will be having the voting part of the election at the October meeting - although it is a little moot since everyone is unopposed.....

See you there. Kevin KB8TAR

The Treasurer Sez:

Greetings to one and all. Be for warned, October starts our fiscal year. If you haven't paid your 2012-2013 dues yet, they are due now. Please renew as soon as possible. That said I can tell you that other than the normal electric and phone bill, the only other bill was for the post office box.

Thanks to many members and others that did so much this summer to help the club by volunteering for Op Care and the Swap and Shop. Due to their efforts the club has been able to keep up with our bills and to have a little surplus to cushion us until next spring, when we can start all over again. Thank you all very much...


Respectfully, William Miller KD8VP Treasurer

The Secretary Sez:

The meeting was called to order at 7:30 with the Pledge of Allegiance to the Flag and introduction of members and guest. The secretary report was given by Flo, KC8CAB. It was accepted by Jamie, KC8PMW and seconded by seconded by Dan, KC1BUD. The treasurers report was given by Bill, KD8VP. This years Swap and Shop did about the same as last year. The report was accepted by Tom, KD8EOZ and seconded by Dan, KC1BUD. The EC report was given by Tom, KD8EBY. The D3 SET is October 6. Tom, KD8EOA upgraded to General at the Swap and Shop. The October and November meeting place will be announced before the next meeting, as 911 will be closed for meeting use. Operation Care was canceled for Labor Day weekend. Bill, KD8VP made a motion to try Operation Care again for 2013. But ask a local youth group to help on Operation Care. The motion was accepted by Ed, W8NCJ, and seconded by Tom, KD8EOZ and Dan, KC1BUD. Break was from 8:07 to 8:17. Nomination of Board: President: Kevin, KB8TAR: Vice President: Tom, KD8EBY: Treasurer: Bill, KD8VP: Secretary: Flo KC8CAB: Trustee: Joe, KD8CIL. A vote will be held at the October meeting. Also dues are due in October. Do not forget. We are looking into going to a restaurant for this years Christmas Party. That each person is responsible for his own meal and they can get what they want. The place will be announced in October or November. We will still need to sign up so they can tell them how many to expect. Old business: The verbiage of the constitution was tabled till October or November. We need a program director. 50/50 was won by Lee, N8LJ. Meeting was closed at 8:36. Flo KC8CAB

2012 2012 2012 2012 2012 2012 2012 2012 2012 2012

October						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1 GCRC technician license class	2 ARES net 146.620+ 100 Hz PL at 8 pm	3	4 ARES net 442.750+ 123 Hz PL at 8 pm	5	6
7 -MITN @ 5:00 pm on 3.953 -D3 net 145.31+ 131.8 Hz PL at 6:30 pm -SWAP - USECA	8 GCRC technician license class	9 LCARA club meeting 7:30 pm at LC EMS	10	11 ARES net 442.750+ 123 Hz PL at 8 pm	12	13 SWAP - Muskegon
14 -MITN @ 5:00 pm on 3.953 -D3 net 145.31+ 131.8 Hz PL at 6:30 pm	15 GCRC technician license class	16 ARES net 146.620+ 100 Hz PL at 8 pm	17	18 ARES net 442.750+ 123 Hz PL at 8 pm	19	20 -T&C at Brian's Restaurant -GCRC license test Baker College, rm S-103 9:30 am
21 -MITN @ 5:00 pm on 3.953 -D3 net 145.31+ 131.8 Hz PL at 6:30 pm -SWAP - Kalamazoo	22	23 ARES net 146.620+ 100 Hz PL at 8 pm	24	25 ARES net 442.750+ 123 Hz PL at 8 pm	26	27
28 -MITN @ 5:00 pm on 3.953 -D3 net 145.31+ 131.8 Hz PL at 6:30 pm	29 GCRC technician license class	30 ARES net 146.620+ 100 Hz PL at 8 pm	31 			
Phases of the moon: 8: ☉ 15: ● 21: ☾ 29: ○						
Holidays and Observances: 8: Columbus Day (Most regions), 31: Halloween						

November						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1 ARES net 442.750+ 123 Hz PL at 8 pm	2	3
4 -MITN @ 5:00 pm on 3.953 -D3 net 145.31+ 131.8 Hz PL at 6:30 pm	5	6 LCARA club meeting 7:30 pm at LC EMS	7	8 ARES net 442.750+ 123 Hz PL at 8 pm	9	10
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Phases of the moon: 6: ☉ 13: ● 20: ☾ 28: ○						
Holidays and Observances: 6: Election Day, 11: Veterans Day, 12: 'Veterans Day' observed, 22: Thanksgiving Day						

2012 2012 2012 2012 2012 2012 2012 2012 2012 2012

Don't forget to join your fellow hams on the **Tuesday** night net at 8:00 pm on 146.620 - with 100 Hz PL



NET CONTROL SCHEDULE

25 Sept - KD8EOA
02 Oct - KB8TAR
09 Oct - club meeting
16 Oct - KD8EBY
23 Oct - KD8EOA
30 Oct - KB8TAR



The presentation for October will be from the distant past (something called "1959") when wave behavior was a new invention. It looks very interesting so please join us - courtesy of KN8Z.



Here are some photos of the world's first cell phone in use. This happened in Britain in 1922. Note the phone had to be grounded to the fire hydrant and the antenna was fastened to the umbrella.

\$\$\$

Stuff for Sale

\$\$\$

FOR SALE, Heathkit HF transceiver SB1400 + SB14001 power supply. Radio has FM 10 meter C.B. \$300. Contact KD8EOA on the repeater or on email at tomadams69@yahoo.com

If you have something to sell please send an email with the details to kevinboxey@hotmail.com to be included in the Waveguide listing



The 27th Annual



U.S.E.C.A. Hamfest



Utica Shelby Emergency Communications Association, Inc.

Sunday, October 7, 2012, 8am-2pm

- New and Used Sales
- Radio Test Bench
- VE Test Session (From 9am to 11am ONLY)
- Many Great Door Prizes
- Hang Out With Other Hams
- Food and Fun
- Admission is \$5.00 at the Door
- Vendors, contact Larry WB8SJD, (586) 944-6679 or WB8SJD@ARRL.NET for registration information / application

Talk-in on the USECA Repeater 147.180 +100 Hz PL

**New Location!
Larger!
More Tables!**

United Food & Comm. Workers 876 Hall
876 Horace Brown Drive Madison Heights, MI 48071
GPS Coordinates: 42.516818, -83.113124




Saturday October 13th

MUSKEGON COLOR TOUR HAMFEST

Talk In 146.820 94.8PL

Admission Tickets
\$5.00 in advance
\$6.00 at the door

Tables \$8.00

Fellowship Reformed Church
4200 Apple Ave

Muskegon, Mi 49442

6:00 AM to 8:00 AM Vendor Set up

8:00 AM to 12:00 General Admission

VE Testing 9:00 AM

HSMM/Mesh Network Demo 10:00 AM

Fox Hunting Demo 11:00 AM

For tables or Tickets go to www.mcecs.net click on Hamfest

M.C.E.C.S./Hamfest, P.O. Box 386, Fruitport, MI 49415

Contact :Jim Duram 231-638-7010

KD8EOA's Station

EVERYONE

THE PICTURE ARE OF MY HF SETUP THE RADIO IS A ICOM 718 10 TO 160 METERS VERY NICE RADIO. VERY EASY TO USE. NOT TO MANY BUTTONS OR KNOBS TO USE. THE ANTENNA IS A OUTBACKER OUT REACH. THIS ANTENNA IS GOOD FOR 10 TO 160 METERS. THE ANTENNA HAS A STRINGER CALLED A TURING STRINGER.

THE MANUAL SAID IF IT IS TRUED UP ON 40 METERS IT WILL BE GOOD ON ALL BANDS. AFTER SOME PROBLEMS WITH GETTING THE STINGER OUT MY STEPSON AND ME SET THE STINGER TO THE MARKS MADE BY THE FACTORY. I CHECKED THE SWR AND IT WAS 1.2 TO ONE. WE CHECK OUT 10 THRU 80 METERS AND ALL WERE THE SAME. SO ALL I HAVE TO DO IS MOVE THE CABLE THAT IS WARPED AROUND THE ANTENNA TO CHANGE BANDS, NO TUNER NEEDED. I WILL NOT BE USING 160 BECAUSE YOU HAVE TO REMOVE THE CABLE AND RETUNE THE ANTENNA. WITH ALL THE PROBLEMS WE HAD GETTING THE STINGER SET I DO NOT WANT TO MOVE IT. THE ANTENNA WORKS GREAT MY FIRST CONTACT WAS TO TRENTON S.C. I ALSO GOT A E-MAIL FROM JAPAN SAYING THAT HE HEARD ME BUT COULD NOT GET BACK TO ME, HE IS IN THE ARMY AND HAS A LONG WIRE UP IN HIS APARTMENT SO HE DOES A LOT OF LISTENING. SO I THINK ITS A GOOD ANTENNA. I CAN NOT HAVE ANY ANTENNAS ON MY HOME. SO THIS WORKS TO BEAT THE RULES. I CAN'T SAY MUCH ABOUT PRICE BECAUSE I GOT THE RADIO AND ANTENNA FROM MY MOTHER IN LAW AFTER MY FATHER IN LAW PASSED AWAY. I HAVE LOOKED IT UP ON AES'S WEB SITE THE BASE IS ABOUT 300 AN THE ANTENNA IS ABOUT 300 DOLLARS SO IT'S NOT CHEAP. SO I'M GOING TO GO PLAY RADIO NOW.
73's KD8EOA TOM



WWII Facts

Courtesy of KN8Z



Below is an excellent summary of the effort required in WWII. It focuses on the American side of things, but the British, Germans and Japanese expended comparable energy and experienced similar costs. Just one example for the Luftwaffe; about 1/3 of the Bf109s built were lost in non-combat crashes. After Midway, the Japanese experience level declined markedly, with the loss of so many higher-time naval pilots. This piece is worth saving in hard copy.

Most Americans who were not adults during WWII have no understanding of the magnitude of it. This listing of some of the aircraft facts gives a bit of insight to it.

276,000 aircraft manufactured in the US .

43,000 planes lost overseas, including 23,000 in combat.

14,000 lost in the continental U.S.

The US civilian population maintained a dedicated effort for four years, many working long hours seven days per week and often also volunteering for other work.

WWII was the largest human effort in history.

Statistics from Flight Journal magazine.

THE PRICE OF VICTORY (cost of an aircraft in WWII dollars)

B-17 \$204,370. P-40 \$44,892.

B-24 \$215,516. P-47 \$85,578.

B-25 \$142,194. P-51 \$51,572.

B-26 \$192,426. C-47 \$88,574.

B-29 \$605,360. PT-17 \$15,052.

P-38 \$97,147. AT-6 \$22,952.

PLANES A DAY WORLDWIDE

From Germany's invasion of Poland Sept. 1, 1939 and ending with Japan 's surrender Sept. 2, 1945 --- 2,433 days

From 1942 onward, America averaged 170 planes lost a day.

How many is a 1,000 planes? B-17 production (12,731) wingtip to wingtip would extend 250 miles. 1,000 B-17s carried

2.5 million gallons of high octane fuel and required 10,000 airmen to fly and fight them.

THE NUMBERS GAME

9.7 billion gallons of gasoline consumed, 1942-1945.

107.8 million hours flown, 1943-1945.

459.7 billion rounds of aircraft ammo fired overseas, 1942-1945.

7.9 million bombs dropped overseas, 1943-1945.

2.3 million combat sorties, 1941-1945 (one sortie = one takeoff).

299,230 aircraft accepted, 1940-1945.

808,471 aircraft engines accepted, 1940-1945.

799,972 propellers accepted, 1940-1945.



WWII Facts

According to the AAF Statistical Digest, in less than four years (December 1941- August 1945), the US Army Air Forces lost 14,903 pilots, aircrew and assorted personnel plus 13,873 airplanes --- **inside the continental United States**. They were the result of 52,651 aircraft accidents (6,039 involving fatalities) in 45 months.

Think about those numbers. They average 1,170 aircraft accidents per month---- nearly 40 a day. (Less than one accident in four resulted in totaled aircraft, however.)

It gets worse.....

Almost 1,000 Army planes disappeared en route from the US to foreign climes. But an eye-watering 43,581 aircraft were lost overseas including 22,948 on combat missions (18,418 against the Western Axis) and 20,633 attributed to non-combat causes overseas.

In a single 376 plane raid in August 1943, 60 B-17s were shot down. That was a 16 percent loss rate and meant 600 empty bunks in England . In 1942-43 it was statistically impossible for bomber crews to complete a 25-mission tour in Europe .

Pacific theatre losses were far less (4,530 in combat) owing to smaller forces committed. The worst B-29 mission, against Tokyo on May 25, 1945, cost 26 Superfortresses, 5.6 percent of the 464 dispatched from the Marianas .

On average, 6,600 American servicemen died per month during WWII, about 220 a day. By the end of the war, over 40,000 airmen were killed in combat theatres and another 18,000 wounded. Some 12,000 missing men were declared dead, including a number "liberated" by the Soviets but never returned. More than 41,000 were captured, half of the 5,400 held by the Japanese died in captivity, compared with one-tenth in German hands. Total combat casualties were pegged at 121,867.

US manpower made up the deficit. The AAF's peak strength was reached in 1944 with 2,372,000 personnel, nearly twice the previous year's figure.

The losses were huge---but so were production totals. From 1941 through 1945, American industry delivered more than 276,000 military aircraft. That number was enough not only for US Army, Navy and Marine Corps, but for allies as diverse as Britain , Australia , China and Russia . In fact, from 1943 onward, America produced more planes than Britain and Russia combined. And more than Germany and Japan together 1941-45.

However, our enemies took massive losses. Through much of 1944, the Luftwaffe sustained uncontrolled hemorrhaging, reaching 25 percent of aircrews and 40 planes a month. And in late 1944 into 1945, nearly half the pilots in Japanese squadrons had flown fewer than 200 hours. The disparity of two years before had been completely reversed.

Experience Level:

Uncle Sam sent many of his sons to war with absolute minimums of training. Some fighter pilots entered combat in 1942 with less than one hour in their assigned aircraft.

The 357th Fighter Group (often known as The Yoxford Boys) went to England in late 1943 having trained on P-39s. The group never saw a Mustang until shortly before its first combat mission.

A high-time P-51 pilot had 30 hours in type. Many had fewer than five hours. **Some had one hour.**

With arrival of new aircraft, many combat units transitioned in combat. The attitude was, "**They all have a stick and a throttle. Go fly `em.**" When the famed 4th Fighter Group converted from P-47s to P-51s in February 1944, there was no time to stand down for an orderly transition. The Group commander, Col. Donald Blakeslee, said, "**You can learn to fly `51s on the way to the target.**"



WWII Facts

A future P-47 ace said, "**I was sent to England to die.**" He was not alone. Some fighter pilots tucked their wheels in the well on their first combat mission with one previous flight in the aircraft. Meanwhile, many bomber crews were still learning their trade: of Jimmy Doolittle's 15 pilots on the April 1942 Tokyo raid, only five had won their wings before 1941. All but one of the 16 copilots were less than a year out of flight school.

In WWII flying safety took a back seat to combat. The AAF's worst accident rate was recorded by the A-36 Invader version of the P-51: a staggering 274 accidents per 100,000 flying hours. Next worst were the P-39 at 245, the P-40 at 188, and the P-38 at 139. All were Allison powered.

Bomber wrecks were fewer but more expensive. The B-17 and B-24 averaged 30 and 35 accidents per 100,000 flight hours, respectively-- a horrific figure considering that from 1980 to 2000 the Air Force's major mishap rate was less than 2.

The B-29 was even worse at 40; the world's most sophisticated, most capable and most expensive bomber was too urgently needed to stand down for mere safety reasons. The AAF set a reasonably high standard for B-29 pilots, but the desired figures were seldom attained.

The original cadre of the 58th Bomb Wing was to have 400 hours of multi-engine time, but there were not enough experienced pilots to meet the criterion. Only ten percent had overseas experience. Conversely, when a \$2.1 billion B-2 crashed in 2008, the Air Force initiated a two-month "safety pause" rather than declare a "stand down", let alone grounding.

The B-29 was no better for maintenance. Though the R3350 was known as a complicated, troublesome power-plant, no more than half the mechanics had previous experience with the Duplex Cyclone. But they made it work.

Navigators:

Perhaps the greatest unsung success story of AAF training was Navigators. The Army graduated some 50,000 during the War. And many had never flown out of sight of land before leaving "Uncle Sugar" for a war zone. Yet the huge majority found their way across oceans and continents without getting lost or running out of fuel --- a stirring tribute to the AAF's educational establishments.

Cadet To Colonel:

It was possible for a flying cadet at the time of Pearl Harbor to finish the war with eagles on his shoulders. That was the record of John D. Landers, a 21-year-old Texan, who was commissioned a second lieutenant on December 12, 1941. He joined his combat squadron with 209 hours total flight time, including 20 in P-40s. He finished the war as a full colonel, commanding an 8th Air Force Group --- at age 24.

As the training pipeline filled up, however those low figures became exceptions.

By early 1944, the average AAF fighter pilot entering combat had logged at least 450 hours, usually including 250 hours in training. At the same time, many captains and first lieutenants claimed over 600 hours.

FACT:

At its height in mid-1944, the Army Air Forces had 2.6 million people and nearly 80,000 aircraft of all types.

Today the US Air Force employs 327,000 active personnel (plus 170,000 civilians) with 5,500+ manned and perhaps 200 unmanned aircraft.

The 2009 figures represent about 12 percent of the manpower and 7 percent of the airplanes of the WWII peak.

IN SUMMATION:

Whether there will ever be another war like that experienced in 1940-45 is doubtful, as fighters and bombers have given way to helicopters and remotely-controlled drones over Afghanistan and Iraq . But within living memory, men left the earth **in 1,000-plane formations** and fought major battles five miles high, leaving a legacy that remains timeless

L.C.A.R.A. MEMBERSHIP APPLICATION

PLEASE PRINT:

CALL SIGN: _____ NAME: _____

ADDRESS: _____

CITY, STATE, AND ZIP: _____

PHONE : _____ LICENSE CLASS: _____

SKYWARN NO.: _____ RACES NO: _____

ARES MEMBER YES ___ NO ___ E-MAIL ADD.: _____

ARE YOU AN A.R.R.L. MEMBER: YES ___ NO ___

L.C.A.R.A. MEMBERSHIP IS \$12.00 PER YEAR, RENEWABLE EACH YEAR ON **OCTOBER. 1ST.** FAMILY MEMBERSHIP \$20.00. ASSOCIATE MEMBERSHIP \$4.00. IF YOU WISH AN AUTODIAL NUMBER FOR THE REPEATER THERE IS AN ADDITIONAL \$3.00 CHARGE. Financing available.

Lapeer County Amateur Radio Association

P.O. Box 12

Hadley, MI 48440-0012

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Hadley, MI 48440-0012

Officers

President: Kevin Boxey KB8TAR, 810-793-4986
Vice President: Tom Oliver KD8EBY, 810-247-3227
Treasurer: Bill Miller KD8VP, 810-797-5329
Secretary: Flo Haack KC8CAB, 810-793-2606

Committees and Appointees

Club Call Trustee W8LAP: Joe Medved KD8CIL
Repeater Assistants: KC1BUD, KD8EBY, KD8EOA
Skywarn Coordinator: Tom Oliver KD8EBY
Swap & Shop Chairpersons: Bill Miller KD8VP & Dan Bain KC1BUD
Meeting Refreshments: Bill Miller KD8VP
Newsletter Editor: Kevin Boxey KB8TAR
Net Manager: Tom Oliver KD8EBY
Testing Coordinator: **Volunteer needed**
County EC: Tom Oliver KD8EBY
County PIO: Dan Bain KC1BUD
County AEC: Joe Medved KD8CIL
County AEC: Kevin Boxey KB8TAR



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