



KEY KLIX

Amateur Radio Club of Savannah

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Issue 2

The next meeting of the Amateur Radio Club of Savannah will be held at **Armstrong Atlantic State University**, Science Center, First Floor, Lecture Hall Room 1405, Tuesday, February 13, 2007 from 7PM to 9:30 PM.

There will be a very brief business meeting, then a feature presentation movie titled *"Empire of the Air, The Men Who Made Radio"*.

This is a very enjoyable and educational video. All area hams are invited to attend. Talk-in 146.37/97.

ARCS ANNUAL BANQUET

The Amateur Radio Club of Savannah Annual Banquet, held at Skyler's Restaurant on Bay Street, was very enjoyable. The food and service was great. There were around 25 people present. The new officers for 2007 were recognized. Door prizes were drawn.



Morse Code Requirement Ends Friday, February 23

ARRL, NEWINGTON, CT, Jan 24, 2007 -- Circle Friday, February 23, on your calendar. That's when the current 5 WPM Morse code requirement will officially disappear from the Amateur Radio Service Part 97 rules in accordance with the FCC's Report and Order in the "Morse code proceeding," WT Docket 05-235. Beginning on that date, applicants for a General or Amateur Extra class Amateur Radio license no longer will have to demonstrate proficiency in Morse code. They'll just have to pass the applicable written examination. Publication of the new rules in the January 24 Federal Register started a 30-day countdown for the new rules to become effective. Deletion of the Morse requirement -- still a matter of controversy within the amateur community -- is a landmark in Amateur Radio history.

"The overall effect of this action is to further encourage individuals who are interested in communications technology or who are able to contribute to the advancement of the radio art, to become Amateur Radio operators; and eliminating a requirement that is now unnecessary and may discourage Amateur Service licensees from advancing their skills in the communications and technical phases of Amateur Radio," the FCC remarked in the "Morse code" R&O that settled the matter, at least from a regulatory standpoint. The League had asked the FCC to retain the 5 WPM for Amateur Extra class applicants, but the Commission held to its decision to eliminate the requirement across the board. The R&O appearing in the Federal Register constitutes the official version of the new rules.

Until 1991, when a Morse code examination was dropped from the requirements to obtain a Technician ticket, all prospective radio amateurs had to pass a Morse code test. With the change the US will join a growing list of countries that have dropped the need to demonstrate some level of Morse code proficiency to earn access to frequencies below 30 MHz.

The new rules also put all Technician licensees on an equal footing, whether or not they've passed a Morse code examination. Starting February 23, all Technicians will have CW privileges on 80, 40, 15 meters and CW, RTTY, data and SSB privileges on 10 meters. When the new rules go into effect Technicians may begin using their new privileges without any further action.

On February 23 or after, applicants holding a valid Certificate of Successful Completion of Examination (CSCE) for Element 3 (General) or Element 4 (Amateur Extra) credit may redeem it for an upgrade at a Volunteer Examiner Coordinator (VEC) exam session. A CSCE is good for 365 days from the date of issuance, no exceptions. For example, a Technician licensee holding a valid CSCE for Element 3 credit would have to apply at a VEC test session and pay the application fee, which most VECs charge, in order to receive an instant upgrade to General.

ARRL cautions that a license upgrade is not automatic for those holding valid CSCEs for element credit. "You must apply for the upgrade at a VEC test session, and you may not operate as /AG or /AE until you have upgraded and have been issued a CSCE marked for upgrade," he stresses. "A valid CSCE for element credit only does not confer any operating privileges." Henderson also advises all radio amateurs to know and fully understand their operating privileges before taking to the airwaves.

STRAYS

For Sale: Alinco DM-1350 35A power supply \$75
Realistic HTX-100 10 meter transceiver w/antenna \$60
MFJ493 Memory Keyer w/manual \$75
MFJ-1702 A/B coax switch \$10
Realistic Pro 2006 Scanner \$100
Contact Andy Blackburn, WD4AFY
(912) 238-4676

GA CODE FOR DRIVING A MOTOR VEHICLE AND TALKING ON A RADIO AT THE SAME TIME

O. C. G. A. § 40-6-241

A driver shall exercise due care in operating a motor vehicle on the highways of this state and shall not engage in any actions which shall distract such driver from the safe operation of such vehicle, provided that the proper use of a radio, citizens band radio or mobile telephone shall not be a violation of this code section.

MONITORING THE MILITARY PART 2: AIR TRAFFIC CONTROL

Air Traffic Control frequencies are good places to start finding military aviation activity; as aircraft are en route from one location to another, they will be in communication with local air traffic controllers or ARTCC air traffic controllers. Typically, these air traffic control frequencies will be in pairs of one VHF (118.000 to 136.000 MHz) frequency and one UHF (225 to 400 MHz) frequency. Both civilian and military aircraft use VHF frequencies; military aircraft use UHF frequencies (AM mode is used on both VHF and UHF). The type of aircraft usually determines whether or not they will use VHF or UHF with air traffic control. Military aircraft will usually have 2 or more radios, a typical combination would be 1 VHF radio and 1 UHF radio (larger aircraft may have more than one of each). Some military aircraft are only equipped with UHF radios (this is becoming less common). For air traffic control, large transport aircraft will usually use VHF; fighter or attack type aircraft will usually use UHF.

Just as amateur radio operators use callsigns, military aircraft do as well. Military aircraft callsigns are composed of a word or combination of letters followed by a series of 2 or more numbers. For the most

part, the word or letter combination identifies the unit or service the aircraft is from and the numbers identify the flight number, mission number, or airframe. For example, ARMY 26260 would be an Army UH-60 Blackhawk; ARMY denotes the service and 26260 is the last 5 digits of the helicopter's tail number. AB 401 would be a US Navy F/A-18 from VFA-86; AB identifies it as a VFA-86 aircraft and 401 is the aircraft number. SHOOTER 11 would be an F-16 from the 55th Fighter Squadron; SHOOTER is a callsign that the 55th FS uses and 11 denotes the flight number (additional aircraft in the flight would be 12, 13, 14, etc.)

The local air traffic control frequencies are airport tower, airport ground control, clearance delivery, and approach/departure frequencies. The tower controls the airspace immediately surrounding the airport. Ground Control controls the ramp space, taxiways, and runways. Approach/Departure controls the airspace around the airport but outside of the airport's immediate airspace.

In Savannah, although there are two major airports, Savannah/Hilton Head International and Hunter Army Airfield, there is one Approach/Departure facility that handles the area surrounding both. Savannah International and Hunter each have their own tower and ground control facilities. Savannah International also utilizes clearance delivery frequencies to issue departure clearances to aircraft; at Hunter clearances are passed over the ground or tower frequencies.

125.300/387.100
Savannah Approach/Departure

120.400/380.025
Savannah Approach/Departure

118.400/307.225
Savannah Approach/Departure

119.100/257.800
Savannah/Hilton Head IAP Tower

121.900/348.600
Savannah/Hilton Head IAP Ground Control

119.550/291.775
Savannah/Hilton Head IAP Clearance
Delivery

133.550/279.575
Hunter AAF Tower

121.800/291.675
Hunter AAF Ground Control

When they aren't within the areas surrounding the airports, aircraft will be in communication with ARTCC (Air Route Traffic Control Center) controllers. ARTCCs are separated into sectors and altitudes. The sectors are named by a city or airport within the sector (sometimes where the transmitter is located) and by the altitude it covers (low, high, or ultra high). The area surrounding Savannah falls in Jacksonville Center's area. Sectors surrounding the Savannah area are (once again, both VHF and UHF frequencies use AM mode):

Allendale Low	132.500/363.200
Brunswick Low	126.750/277.400
Jekyll Low	124.675/282.200
Savannah Low	322.500/120.850

Aiken High	127.875/319.200
Summerville High	124.075/351.700
Alma High	135.975/282.300
Statesboro High	126.125/285.650

Hunter Ultra High	132.425/290.350
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Related to Air Traffic Control are the Flight Service Stations (FSS). The area around Savannah is under the Macon FSS, which uses 123.650/255.400. Pilots can contact an FSS to open flight plans, get weather information, etc.

To illustrate how all of this works we'll create an imaginary flight, ARCS 11, which will depart Hunter Army Airfield and turn south toward Florida. ARCS 11 is given their flight plan via Ground Control on 291.675 and are then given instructions to taxi to the runway. Once they are ready to take off, Ground Control switches them to 279.575 for Hunter Tower where they are cleared onto the runway and then give clearance to take off. When ARCS 11 leaves Hunter's airspace, they are switched to Savannah Approach/Departure control on 380.025. As

ARCS 11 continues south, they leave Savannah's airspace and are switched to Jacksonville Center on 282.200. At each of these frequency changes, the air traffic controller will pass the new frequency for the flight to switch to. Of course, most of the time you won't be able to hear the air traffic controller because you are out of range, but the pilots usually repeat the frequency they are given for confirmation, enabling you to follow them along their journey until the aircraft is out of range.

Mac McCormick, KF4LMT
kf4lmt@comcast.net

AREA HAM SILENT KEY

Wally Rankin (KE4ISH) passed away January 24, 2007. Wally was former EC of Liberty Co. Our thoughts and prayers go out to his family.

KA4KOE's HAM SHACK

The ham shack pictured below belongs to Philip Neidlinger, KA4KOE, who now resides in Richmond Hill. Philip has a variety of equipment, which includes: Kenwood TS-940 HF, TS-600 6 Meters, TS-700 2 meters, Collins R-388 Receiver, a "Greenie," and much more. Nice "shack" Philip!!!



It's a new year, which means it time to pay your annual ARCS membership dues. "Individual Membership" is \$30.00 and "Family Membership" is \$40.00. Please renew your membership before March 30th.



AMATEUR RADIO CLUB OF SAVANNAH



ARCS Elected Officers for 2007:

President: Doug Rowland, KF4EFP, jdrowland@comcast.net

Vice President: Mac McCormick III, KF4LMT, kf4lmt@comcast.net

Secretary: Andy Blackburn, WD4AFY, (912) 238-4676, andy@g-net.net

Treasurer: David Delamater, K4DJD, k4djd@comcast.net

Activities Manager: Philip Neidlinger, KA4KOE, ka4koe@arrl.net

Trustee: Kurt Hoffman, N4CVF, n4cvf@arrl.net

The Amateur Radio Club of Savannah, was founded in 1938, and is a non-profit 501(c)(3)(a) organization dedicated to:

- (a) Recognition and enhancement of the value of the amateur service to the public as a voluntary noncommercial communication service, particularly with respect to providing emergency communications.
- (b) Continuation and extension of the amateur's proven ability to contribute to the advancement of the radio art.
- (c) Encouragement and improvement of the amateur service through rules which provide for advancing skills in both the communication and technical phases of the art.
- (d) Expansion of the existing reservoir within the amateur radio service of trained operators, technicians, and electronics experts.
- (e) Continuation and extension of the amateur's unique ability to enhance international goodwill.