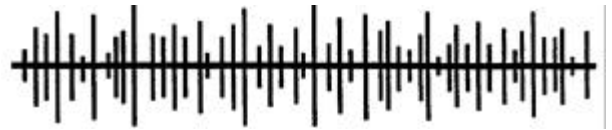


# WHITE NOISE



Volume 10, Number 7

August-September 1998

## CHIRPS

By Terry J. Taylor, W5JFM

So there it was – a whim! Yet this whim turned into a “why not”! Having a few days off to do a little playing, I decided to hop one of our international flights to London. Most of you know that I’m a ‘bus driver’ on the McDonald Douglas MD-88, known throughout the airline industry as the ‘MadDog’. The non-stop flight out of Cincinnati was aboard the MadDog’s big brother, the ‘MegaDog’ also known more astutely as the MD-11.

Summer travel is heavy so I had to make sure that I could get there, and more importantly back for my next work assignment. I was able to reserve the cockpit Jump Seat both directions, which added security for being able to get back to Cincinnati. The big airport is actually located in Northern Kentucky as the closest, largest chunk of flat land, so that’s why we fondly call it Cincinnati. I might add that getting around the US and the world on my airline is mostly a direct function of an empty seat. No empty seat – no go, unless I buy a ticket (Heaven forbid!). Living in South Florida and commuting to Cincinnati made for increased stress levels as flights filled up with paying passengers plus the Jump Seat was filled many times before I could reserve it. Alas, it was time to do something about it and move to Cincinnati.

The MegaDog, also called by some the ‘MightyDog’, is our flagship for international travel. Three engines, three pilots, and about 246 people depending on the model. At the time, our newest MD-11 had a new Olympic scheme livery (airplane lingo for paint job) and brought the Olympic torch from Athens, Greece, to Los Angeles, and from there made its famous zig zagging journey across the US to Atlanta for the Games.

The cockpit crew (Now hang in here as I’m getting to the Ham Radio portion of this article shortly!) is made up of a Captain, and two copilots, also called First Officers. Each pilot is type rated on the MD-11 which means that anyone can sit in the left seat, except that for takeoff and landing the Captain must be in his/her seat.

My Jump Seat was right behind the Captain giving me a nice view of all that was going on. Bright colored CRT’s (Super

VGA?) replace the old analog instrumentation and provide a dizzying array of information to the pilots. One CRT (for each pilot) provides basic aircraft attitude information such as level flight and turns, airspeed, groundspeed, altitude, winds, etc. Another CRT provides a navigational moving map display that can be zoomed in and out to several levels. With the push of a button nav aids such as VOR’s can be displayed on the screen, plus emergency landing fields. Yet another CRT shows various schematics of the aircraft systems. For instance, the air conditioning system schematic shows which engines are producing air to run the packs (small turbines that expand and cool air for cabin comfort). Valve positions can be seen on the schematic, plus various zone temperatures throughout the aircraft. It is simple to adjust the zone temps.

There was an empty Business Class seat, which I took later during the flight, but I stayed in the Jump Seat to watch the takeoff and climb to cruise altitude, and for the descent and approach through landing in England. At cruise, I slipped back to my seat. Employees are not allowed to sit in international First Class. These folks pay some really big bucks. A Flight Attendant told me that catering for each of these people is \$159. That is a lot of really expensive food. However, back in my business class seat, it was quite comfortable with reclining seats and foot rests plus lots of blankets and pillows. Each seat has a 6 inch or so square LCD TV screen where five different movies play simultaneously. You can switch between any of the movies at any time, or switch over to several audio channels with about 10 different types of music. Also, there is a video channel that depicts an airplane on a geographical map that shows our exact position in real time. Our speed across the ground/water is shown plus our estimated time of arrival to London Gatwick airport. You can find this information on the web for most any airline at <http://www.thetrip.com>. The caveat is that the flight you are interested in must be airborne. I don’t know how it is done, but it must be coming off the enroute Air Route Traffic Control Center computers. There is a Java applet that has to download from the web sight in order for the moving map to work. The last time I tried this the map part didn’t work as there was a message that some changes were being made to the web sight. Anyway, pick a flight that is airborne, and give it a try. This is great for tracking friends, or relatives that you may be picking up at the airport.

I haven't been across either 'pond' since my Air Force days 20 years ago, but if one has to go, this is the way to do it. The food was excellent and I settled into my reclining seat trying to make a comfortable nest. None of the movies interested me, so I began reading my present book – a good novel by Tom Clancy – while listening to some easy music. As we crossed the North Atlantic, darkness fell and most everyone went to sleep. I tried, but the Sandman couldn't find me. Halfway through the flight, a second set of five movies started playing so I watched a portion of "Lost In Space". Just after sunrise, the flight attendants were serving breakfast.

An hour prior to landing, I went back up to the cockpit to watch the descent, approach, and landing. We had to hold about 30 minutes waiting for clearance to land from London Control. The holding pattern was the strangest I'd ever seen in about 30 years of flying. The automation of the MD-11 flew it perfectly, and needless to say, I was impressed. For as big and busy as London Gatwick is, I was amazed it only had one runway. We landed under almost clear, blue skies. The surrounding countryside was beautifully green, no doubt from all the rain England is noted for.



View From the Jump Seat

On final approach to Gatwick's single runway. To the right of the panel the "809" is the ship number; the "EQBK" is the selcal identification for the aircraft.

I knew that an international Amateur Radio conference was taking place at the University of Surrey, so I made my way over there, which is about a 45 minute train ride. All of Europe lives off of on-time trains. You can almost set your watch by them. I caught part of the conference as an observer. Represented, as best I could tell, was the USA,

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England, Germany, Japan, Italy, and the Russians by speakerphone. The purpose of the conference was to organize the installation and operation of Amateur Radio equipment aboard the International Space Station (ISS). After tremendous success with SAREX and MIREX, it is a natural follow-on to be present and active on the ISS. Chairman for the conference was Roy Neal, K6DUE former NBC Science anchor and announcer. Roy also announces for the Home and Garden Network's televised Tournament of Roses parade in Pasadena, which is beamed all over the world including the Armed Forces Network. Flip the channels during the next Rose Bowl parade and you'll hear Roy's pleasing voice. Also

from the USA were representatives from AMSAT, ARRL, and NASA.

The political implications of the conference were interesting to say the least. The various countries had their own ideas for operation and control, but in the end it appeared that a good plan of compromise met most, if not all of the planned objectives. After one of the sessions, I was able to tag along for a tour of the university's dedicated satellite building. Surrey has built numerous satellites, both commercial and amateur, with TMSAT-OSCAR-31 (TO-31) being the latest amateur satellite to have had the University of Surrey's help and cooperation. The satellite building was amazing. Entering the fully automated control room, numerous computers lined the walls. No human operators were present, nor required. There were two vertical equipment cabinets on wheels that were as tall as I am. It was amazing to see Kenwood all-mode dual band transceivers along with PacComm TNC's. Beneath each radio was an oscilloscope. While the group was there in the room, a satellite came into "view" and we could see the eye pattern develop on the scope. Unfortunately, no one knew what satellite we were watching. All in all, the satellite facility is one of major technical advancement and you'll be seeing more satellites being produced there.

Spending a little time in London, the neatest thing is that I could understand the language, albeit with some accents. However, my Louisiana accent might have been just as tough on them. I did a lot of walking seeing many of the tourist sights. The summer crowds were heavy so I didn't get to go inside of too many places. I learned very quickly to look in every direction when crossing a street. You know the Brits do drive on the "wrong" side of the road. At most intersections painted on the road are words that say "Look Left" or "Look Right". You might not think so, but this really helps to keep from getting run over. Vehicles appear out of nowhere at the speed of light, and NOT from the direction that you would think. Other intersections won't let you cross the street as there are fences. You must take the subway to get to the other side of the street. These are nothing more than foot tunnels. What we would call a subway in, say, New York City, is called "the tube" in London.

Yep, I did a lot of tubing, and it is very easy to get around. I made my way down to Greenwich where the Old Royal Observatory is located. This a super neat and interesting place. Navigation on the high seas many centuries ago had become a major problem due to numerous shipwrecks and loss of life. After many attempts to establish some sort of worldwide navigation system, it was a clockmaker that finally

solved the problem. The observatory became the Prime Meridian through international agreement. Zero degrees longitude is marked through the building, and out into the courtyard with a plastic, lighted line embedded in the concrete. So it is very easy to straddle the line and put half of me in each hemisphere. The world clock standard, GMT, was established here until the move to Universal Coordinated Time (UTC), which is an average of 80 atomic clocks, and I believe, managed out of Paris. All in all the Observatory was a most interesting place and I would have loved to spend much more time there. The ticket also was good into the Queen's House, which I'm not sure what that was for, as well as the British Maritime Museum, but I didn't have the time to go into either one.

Another day I made my way out to the pile of rocks known as Stonehenge. This place is one of the big mysteries of the world. They know it was built 3 times, the first out of wood, and it used to be in a huge forest whereas now there isn't a single tree within miles. Why or how the huge rocks were transported from South Wales, nobody knows. The sun does shine through the rocks during the two equinox' and solstice's, but they still don't have a clue as to the significance.

To stop souvenir chippers of the rocks, visitors can no longer meander through the rocks. Handheld tape recorder devices are free of charge and provide in several languages explanations of what little they do know about Stonehenge. There were seven points around the site where you stopped and listened to a tape segment.

The trip back home was on the Jump Seat without getting a real seat, since the flight was completely full. It was good to get back home, but even England has a bit of home with its Americanization of McDonalds, Pizza Hut, T.G.I. Friday's, plus many more. Costs are higher in the UK with one British Pound about equal to \$1.70. The people were nice, and I was impressed with the friendliness and cordiality of the English Hams at the conference in Surrey. It was well organized and executed. It was good to get back and readjust to Eastern Daylight Savings time, which was 5 hours behind London.

Sure I would like to go back and see some more. There are other places that I would like to go as well before returning to London. I did make my way out to San Diego for the ARRL Southwestern Convention, but that will be in another article.

It is comforting to know that there are Hams working on future projects such as the ISS. Yes, it took a lot of money to send the participants, but I believe that it was money well spent. This type of conference could not have been handled

over the phone. If our hobby is to grow, people with the foresight to see far enough ahead and to meet the challenges that await must make things happen. I'm glad to know that some of these people were part of the Surrey conference, and will enhance the project as it gets off the ground (literally!)

...Chirp, Chirp!!

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### Dayton Hamfest

Marvin KD2CK

This is the third in a series of three articles on 9600 baud Packet equipment at the Dayton Hamfest. I had the pleasure of meeting Al Clark who is the Vice President of Timewave. He was kind enough to spend some time with me explaining what was new and what was not. Timewave took over where AEA left off and has supported the equipment made by AEA and has added some very interesting equipment of their own. The big attraction at the show was Timewaves release of their latest TNC the DSP-2232zx which is a DSP Multi-mode Data Controller.

DSP-2232zx – Now the legacy of the DSP-2232 is in a rugged package to match the renowned DSP-599zx. The DSP-2232zx has all the features that made the DSP-2232 famous: dual ports with RTTY, AMTOR, PacTor, 9600/1200 bps Packet, satellites, SITOR, NAVTEX, SIAMTM, and more. It even works with the same software programs. PC PakRatt for windows is included. The DSP-2232zx is the premier satellite data controller. It features automatic Doppler correction for PSK modems and outputs for up/ down frequency stepping to control the radio's frequency. The overall package features extruded aluminum housing, wear-resistant graphic overlays, LED tuning bars and status indicators, and a super- sharp, backlit LCD alphanumeric display.

Let's go over again what it has:

- Dual simultaneous ports.
- True mode/radio port Gateway.
- 9600/1200 bps packet.
- Signal Identification (SIAMTM).
- Auto satellite Doppler Correction.
- Full Maildrop Facilities.
- Hardware HDLC.
- DSP modulation / demodulation.
- All standard modes.
- PSK modems.
- Hardware memory ARQ.

According to Timewave's May 15, 1998 price list this little beauty goes for \$599.95.

If this is a little more than you care to spend there is still the old faithful PK-96 which is perfect for APRS/GPS & DX Clusters. This is a high speed controller with the speed you need. This 9600 bps packet controller comes standard with 1200 bps AFSK tone signaling, as well as 9600 bps K9NG and G3RUH compatible direct frequency modulation, making an excellent terrestrial or satellite data controller, it also can be used for high-speed data links between packet systems.

Some of the other features include:

- Hardware "true DCD" state machine for open squelch operation.
- Hardware HDLC ensures accurate protocol conversion at 9600 bps.
- Modem disconnect header for installing on other modems.
- Separate 1200/9600 TX level controls on the back panel.
- Identifies TCP/IP, NET/ROM, and TheNet stations.
- Special EXPERT disable option eases the learning process by limiting the command set.
- PC PakRatt for Windows 2.0 compatible.
- Comprehensive manual which illustrates radio connections.
- Includes open-ended radio cable, power cable and RX audio cable.

If your serious about packet radio, the PK-96 is the obvious choice. The PK-96 allows you to communicate on existing 1200 bps systems as well as with the new 9600 bps systems we have available right here in South Florida. You can take this unit home with you for a very reasonable \$169.95.

Writers note: Some of you may have heard that Timewave was in chapter 11 and was reorganizing their finances. I sent a message to an old friend of mine W0SXU Pat Durgins, he lives in Saint Paul, Mn and that is the same city that Timewave is in. He spoke to the people at Timewave and they assured him that even though there are discussions going on about a possibly being bought out by another company, they are currently still making and selling their full line of amateur product.

## APRS And the IC-756 An Unfriendly Combination

Bill Manley KB4XE

When the Automatic Position Reporting System (APRS) moved from 145.79 MHz to 144.39 MHz, I noticed a remarkable amount of noise on the channel. It didn't take long to discover that it was coming from my new IC-756 HF Transceiver which was located on the shelf just below my IC-228H VHF transceiver.

Disconcerted, I called ICOM. They were non-committal on the phone but invited me to send them the HF rig for them to look at. I did. (UPS was \$79.00 including insurance).

Having heard nothing after a month, I phoned. It seems that they had a backlog and had not gotten to my rig. But since I phoned, they would look at it right away. I called again in two days and they reported that they could not duplicate the problem. I insisted on speaking to a supervisor who set up a test. They could not verify my complaint. They returned the rig to me.

Upon receipt, I of course immediately checked out the rig. To my surprise, as ICOM had said, there was no interference! Ready to write the experience off as a lesson learned, I soon discovered that both ICOM and I had drawn a hasty conclusion.

It seems that the IC-756 emits a spur exactly on 144.39 MHz which is a product of its internal digital mixing circuitry. It grows in intensity as the rig warms up. After two hours, the ugly spur once again completely covered my VHF rig which was tuned to the APRS frequency.

Now thoroughly annoyed, I requested that others, who I know had access to the proper equipment, verify my findings. They did.

In a letter from ICOM they stated that "..... We have run extensive tests here at Icom and found that the emission reported on the new APRS frequency of 145.39 (that is 144.39 - ed) is a low level "spur" that is the result of mixing components. We have also found that this signal is well below that required by the FCC. To minimize the effects of this spur, we recommend proper grounding and physical equipment separation....."

Well I'll tell you. With the IC-756 warmed up, sitting on the bench, with nothing attached but its power cable, the spur is strong enough to completely block my battery powered IC-2AT with a rubber ducky at a distance of 30 feet. You can

imagine what it does to the IC-228H 12 inches away. It may be acceptable to the FCC and to ICOM, but it is certainly unfriendly in a typical ham shack setup.

Recalling that the interference worsened as the rig warmed up, I can't help but wonder if ICOM's extensive testing might have conveniently been performed on a cold rig, as they did when they sluffed off my original complaint. What might have been the result if they let things warm up a bit?

If you own an IC-756 and a VHF transceiver, check it out. Turn on both. Tune the VHF transceiver to 144.39. Let the IC-756 cook without antenna or anything other than a power connection attached to it. Let me know what you find. Maybe we can warm things up for ICOM a bit!

Email: bmanley@gate.net

Packet: KB4XE @WB4TEM

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## ARLB058 Section Manager Election Results

Kevin M. "KB" Bunin, K4PG, has been declared elected as Southern Florida Section Manager. Bunin, who lives in Delray Beach, topped a field of three candidates for the post with 827 votes. Ed Petzolt, K1LNC, got 691 votes, Neil H. Lauritsen Sr, KA3DBK, got 400 votes. Ballots were counted August 18 at ARRL Headquarters.

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## EDITORIAL

Terry Taylor W5JFM

I suppose there are those who disagree with the way the ARRL makes and implements decisions. On the surface, it might be very apparent that the League is operating with shortsightedness, but did you ever stop to think how well informed they are compared to the average ham. With people in Washington, DC, who keep their ear to the ground continuously for those that would take our frequencies, and those that work with the international organizations that would change our bandplans, it is a continuous fight to retain what we have, and there is no one else doing it but the ARRL. You might not like what our US Government does, but try living elsewhere on this planet and you'll see how well we have it. All I'm saying is that the ARRL is our "hand in the basket" to keep up with whoever wants to diminish our hobby in whatever way, and I think it behooves us to support them in any way that we can. They know the issues, and are better

able to make intelligent decisions as to what course to take. It might not be the most popular one, but there are many factors that enter into the decision. The Division Directors and Section Managers are there to hear you and to make note of your input and opinion. I'm glad that the ARRL is part of the plan to implement permanent radio equipment on the ISS. (End of Soapbox!)

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### **WHY RADIO AMATEURS ARE CALLED "HAMS"**

From Florida Skip Magazine - 1959  
reported by WB4MOZ

Have you ever wondered why radio amateurs are called "HAMS"? Well, it goes like this: The word "HAM" as applied to 1908 was the station call of the first amateur wireless stations operated by some amateurs of the Harvard Radio Club. They were ALBERT S. HYMAN, BOB ALMY, and POOGIE MURRAY. At first they called their station "HYMAN-ALMY-MURRAY". Tapping out such a long name in code soon became tiresome and called for a revision. They changed it to "HYALMU", using the first two letters of each of their names. Early in 1910 some confusion resulted between signals from the amateur wireless station "HYALMU" and a Mexican ship named "HYALMO". They decided to use only the first letter of each name, and the station call became "HAM".

In the early pioneer days of unregulated radio, amateur operators picked their own frequency and call letters. Then, as now, some amateurs had better signals than commercial stations. The resulting interference came to the attention of congressional committees in Washington and Congress gave much time to proposed legislation designed to critically limit amateur radio activity.

In 1911, Albert Hyman chose the controversial WIRELESS REGULATION BILL as the topic for his thesis at Harvard. His instructor insisted that a copy be sent to Senator David I. Walsh, a member of the committee hearing the bill. The Senator was so impressed with the thesis that he asked Hyman to appear before the committee. Albert Hyman took the stand and described how the little station was built and almost cried when he told the crowded committee room that if the bill went through, they would have to close down the station because they could not afford the license fees and all the other requirements which the bill imposed on amateur stations.

Congressional debate began on the WIRELESS REGULATION BILL and the little station "HAM" became the symbol for all the little amateur stations in the country crying to be saved from the menace and greed of the big commercial stations who didn't want them around. The bill finally got to the floor of Congress and every speaker talked about the "...poor little station HAM". That's how it all started.

You will find the whole story in the Congressional Record. Nationwide publicity associated station "HAM" with amateur radio operators. From that day to this, and probably to the end of time in radio, an amateur is a "HAM".

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### **ANNOUNCEMENT Ham Radio Class**

**Objective:**

To become a licensed Amateur Radio Operator

**Where:**

Santaluces High School  
N.E. Corner of Hypoluxo & Lawrence Rd.  
Lantana  
Phone (561) 642-6212  
Room 8219

**When:**

September 14, 1998  
6:30pm

**Registration:**

Evening of First Class  
\$25.00 for text & tapes

**What To Bring:**

Cassette Tape Player  
Lined Note Book  
Two Pencils

**Instructor:**

Art Dudley WA4DBA  
50 Years in Amateur Radio  
20 Years Teaching Electronics  
Electrical Engineering Degree

**Class Content:** Rules & Operating Practices, Radio Wave Propagation, Basic Electronics, Radio Circuits & Components, Signals & Emissions, Antennas, Safety, Morse Code, Equipment.

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Questions? Call Art Dudley (561) 968-3222

Come out and enjoy the fun. People from 6 to 90 have passed the test for an Amateur Radio License.

**PALM BEACH PACKET GROUP  
BOARD OF DIRECTORS MEETING**

August 10,1998

The meeting was brought to order by President Doug Welcker (WB4KGY) @ 1320 Hrs. Board members present include John (WB4MOZ), Mike (K2GPI), Marvin (KD2CK), Bill (KB4XE).



The Board Meeting

Left to right: Mike K2GPI, Marvin KD2CK, Doug WB4KGY, Bill KB4XE, John WB4MOZ. Absent Bill KE4GUM.

Photo by Bill KB4XE

1) *White Noise* Printing Situation

For the past several years the *White Noise* has been printed at no cost to the Palm Beach Packet Group. This may come to an end soon. If a no-cost printer cannot be found or the dues raised, it may be necessary to reduce the frequency of *White Noise* printings. Commercial printing costs will be investigated and reported at the next BOD meeting. (editor 26 May 98:Good news - no cost printing will continue)

2) Membership E Mail Notices

With the increase in member E-Mail activity the BOD's want to use use this mode notify members of special events, activities, etc. Finding a home for a "List Server" will be investigated.

3) Internet Access at FAU

Dave Gendel (KC4WVQ), President of the IBM Radio Club, is now helping Joe Kuntz (WB4TEM) to initiate the interface

for the INTERNET at the FAU site. We hope they are successful soon.

4) Loss Revenue from No WPB Hamfest

For the past several years the WPB Hamfest has been one of the major revenue generators for the club treasury. PBPG activities included hands on training, educational literature, a digital mode presentation, new product raffle, and subscription renewals. In discussing ways to relieve this funds shortfall, the board members decided to solicit members and others on the mailing list by direct mail. This would include a short letter with the membership form printed and filled in on the opposite side and included a return mail envelope.

5) *White Noise* Articles

Bill expressed a need for more WN articles. Members of board agreed to supply articles and we encourage the membership and others take pen in hand and ink their view or present a packet/digital related experience.

6) Loss Of Belle Glade Site Update

Doug will contact various parties that maybe able to either supply information about a Belle Glade site or are site owners.

7) Assignment Of Presentations

Board members have accepted responsibility to do multiple presentations during their tenure. Marvin will do a the September educational secession followed by Mike in October. The PBPG will be continue to encouraged any individual to give a presentation on some aspect of electronics or amateur radio. If the club member has a subject he would like covered please contact a board member and express your wishes.

8) WEB Site

Doug will Contact Derick NP2IJ to work with Bill and others on the development of a PBPG Web Page.

9) Methods to Increase Activity

Bill suggested we print the title of the next educational secession in the WN as an enticement to bring people to the meetings. All agreed that interconnectability to the internet would go along way in increasing activity.

10) Rewrite of ROSE Users Guide to the SWITCH Users Guide. A few months ago the educational secession presented by Doug on "HOW TO USE FPAC" made quite an impression on Mike among others. Mike suggested a Users Guide for FPAC similar to previous additions of the NODE and ROSE Users Guides.

**11) KB4VOL Lists**

For several years Bill (KB4VOL) has maintained "LISTS" including BBS's, Repeaters, Hamfests, etc. Included with these are the NODE's and ROSE/SWITCH list. Bill has indicated his desire to hand off the maintenance of these lists in a recent packet message. It was suggested that the PBPG BOD discuss taking on this responsibility but before the PBPG BOD meeting was held others had stepped forward. We want to thank Chuck Hast (KP4DJT) for maintaining the ROSE/SWITCH List and Gurdon Wolf (KB4FEA) for maintaining the NODE list.

**12) Status of Shirts.**

Marvin reported that he had found a firm (Owned & operated by a ham from South Africa) that does laser coloring of shirts. Due to problems with the digital format of the club logo, the logo was re-created by Philip (Marvin's son) at his facility in New York City. Marvin was wearing the prototype polo shirt and the logo printed in great detail. The members of the board set the price at \$13.00 per shirt which includes the logo, call sign and name. If desired the shirt is available without name and/or call sign at no extra charge. Shirts are available in all sizes with no minimum orders. Were sure the membership will want to own at least one these shirts. Send your checks to the Club today.

The PBPG thanks Marvin and Bernice for the use of the facility to conduct the BOD meeting. The meeting was adjourned at 1540 Hrs.

Respectfully Submitted by;  
Doug Welcker (WB4KGY)

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**PALM BEACH PACKET GROUP  
MEETING**

**AUGUST 13, 1998**

**OPENING AND REMARKS**

President DOUG (WB4KGY) convened the meeting at 7:35 PM. This is the first meeting to be held in the meeting room of the Piccadilly Cafeteria. Introductions were held. Due to the nature of the educational secession, tonight's business meeting will be a shortened version.

**TREASURE'S REPORT**

Due to tonight's events, the report will appear in the WHITE NOISE.

**TECHNICAL COMMITTEE REPORT**

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DOUG (WB4KGY) reinstalled the GE DELTA APRS radio after replacing the final amplifier board. VERO switch was upgraded to FPAC on Saturday July 25th by John & Doug. BOCA switch was upgraded Aug. 8th by the same team including Joe (WB4TME) and Dave (KC4VBQ). The Israeli built TMSAT & TECHSAT, digital amateur satellites, were orbited by a Russian launch vehicle in the past few weeks.

**OLD BUSINESS**

*White Noise* was mailed August 11th. BOD meeting was held August 9th. See next *White Noise*. Packet books are available from KE4GUM. PBPG is still looking for Bel Glade replacement site. Handout of *White Noise* was completed.

**NEW BUSINESS**

Assault on 420-450Mhz band. ARRL petitioned FCC to drop LMCC portion relating to the 424-450 Mhz. bands. The PBPG wishes to acknowledge and thank TERRY TAYLOR (W5JFM) for donating a book; Packet Radio What? Why? Where? to the PBPG. Terry has long been an active member/supporter of our club.

Art Dudley (WA4DBA) is starting a novice Amateur Radio class at Santaluces high school, beginning September 14th (more information available on other pages of this issue). For more information call him at 968-3222. PBPG polo shirts are available for group purchase. Contact Marvin (KD2CK). The club can use your help. Please step up and volunteer your services.

**ADJOURN/BREAK/FIELD TRIP.**

Meeting was adjourned @ 17:49 Hrs to the new EOC. The group was given an excellent tour of the New EOC facilities at Southern Blvd. and Military Trail. The tour was conducted by Manny Papandreas (W4SS). This was an enlightening tour of a state-of-the-art facility which was enjoyed had by all.

Respectfully submitted;

Wm. H. RABUN (KE4GUM)

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**Broward Amateur Radio Digital Society**

**July 18, 1998**

We had two programs at this meeting. The first was by Bill Rafus, KD4FRB. Bill had recently visited the Amateur Radio Satellite (AMSAT) integration facility in Orlando, Florida. The integration facility is in a free trade zone where parts from all over the world can be received duty free for "integration" or assembly into the Phase 3 D satellite being built by AMSAT. Bill had slides; videotape, photos, and a

storyboard showing the current build status of the satellite. . He visited for three days and helped assemble modules to the spacecraft. It was a detailed presentation that described the components of the satellite. We received a good deal of information about the antennas, transmitters, and many other parts.

Carl, W9ZGU, gave us a demonstration of his portable packet / APRS station. It was a quick demo but he also had a time valued show-and-tell. The Radio Shack Digital Scope Probe had been reduced from \$100 to \$30. There was only a few left in the area. Several of the attendees went straight to Radio Shack after the meeting and bought one. None were left locally.

Dave, KB0NNZ, was successful with his balloon launch during field day. The digi was carried aloft and pictures were taken with the Kenwood SSTV hand held unit. Later the 160-meter antenna was raised. There was not enough wind for the kite.

The August 15 program will be by Carl on the proper set up and adjustment of a TNC.  
Bob, N4CU

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**Broward Amateur Radio Digital Society**  
August 15, 1998

Carl, W9ZGU, brought in his portable packet station and his adjustment equipment and showed us how to set up and adjust a TNC. He showed us how the oscilloscope could be used for adjustments and was really the only tool needed. He had a variety of interconnect boxes and other gadgets he has built to better use and adjust packet equipment. His portable packet station is very interesting, complete with several connectors for accessories and a monitor voltmeter built in.

Jim Dahling, WA4CSQ, provided a door prize, a brand new monitor and a high current +5,+12,-12 power supply.

The September 19 program will be by W4QN, Norm Alexander of Cubex Quads, on the subject of Quads..  
Bob, N4CU

**ARTICLES FOR *WHITE NOISE***

The Palm Beach Packet Group accepts articles from other clubs and individuals wishing to have them published in the *White Noise*. This is offered as a gratis service for those not otherwise having publication services at their disposal. Article content should be amateur radio related, including all operating modes, applications including computer, experiences, announcements and reports of meetings. Advertising is not accepted.

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