

AIRWAVES



WB0TEV/M on the Road in the 2014 OKQP

By Victor Paul – WB0TEV

Among the various domestic ham radio contests, so-called State QSO Parties are events where the sponsors attempt to drum up ham radio activity from each of the various counties within the state. Since many counties don't have active ham populations, mobile operators are recruited to drive from county to county making contacts from each. Many of the hams who attempt to work these mobile stations (and others) are part of a particular ham radio

sub-culture known as "County Hunters" whose goal it is to work every county in every state, all 3077 of them.

The Texas QSO party with its 254 counties occurs the last weekend in September. The Oklahoma QSO party was held on March 22. In the article below, which Victor Paul (WB0TEV) wrote for an on-line County Hunter newsletter, he recounts his trip across 21 counties in southern Oklahoma.

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Special points of interest:

- Next Club Meeting is Thursday, May 29, 2014 at 11:45am
- Don't forget HamCom is coming to Plano, TX on June 13th and 14th.
- UHF Repeater is off-line – looking for a new home.

Frozen Antenna Points the way South

Photo by Boyd Hudgens – N5TIJ

This past winter's ice storm played much havoc with tree limbs as well as commuters. But imagine the kinds of trouble a sustained and strong North wind and freezing rain can cause to a VHF/UHF antenna!

Here is a cool picture of Boyd Hudgen's – N5TIJ South Bending antenna, frozen in a bent position. Boyd says it's like an upside-down compass, pointing the way South.

Written by
Michael Ketchum – K5MDK



Man with Cell Phone Blocker gets hefty fine

By John O'Brien - KF5SSH

While we may not be fond of folks driving & using cell phones etc; putting a jammer in your car & driving for 2 years in Florida can lead to [what kind of consequences ?]:

- a) Federal Criminal Judgment
- b) Loss of \$48,000.00
- c) All of the above

If you guessed (c) All of the above, you would be correct!

Jason Humphreys of Seffner Florida is now aware of this thanks to the FCC & Hillsborough County Sheriff (Florida).

For 2 years Jason Humphreys drove with a jammer installed behind the passenger seat of his Toyota Highlander during his daily

commute between Seffner & Tampa Florida. Last year Metro PCS filed a complaint with the FCC stating that twice a day its cell towers in this area quit working due to possible interference. The FCC in conjunction with the local sheriff DF-ed the vehicle & found the jammer. While sheriff deputies were trying to pull him over the police radios were also interrupted by the jammer. Follow-up tests showed that the jammer was a high power broadband source covering at least 821-968 MHz, 1800-2600 MHz and 2091-2180 MHz. Among the offenses he is subject to are:

- a) Willful disruption of licensed communication (federal law).
- b) Willful ownership & operation of an unlicensed

electronic device (federal law).

c) Willful interference with a peace officer in performance of his/her duties (local law – jamming of deputies radios).

d) Willful generation of environmental hazard. Related to EIRP (Effective Isotropic Radiated Power) for the transmitter (federal law).

e) Willful disruption of emergency services. Tied to 911 calls from cell phones (federal law).

The EIRP issue the FCC didn't pursue however the only person significantly affected by this is probably Mr. Humphries.

You can see the judgment at http://transition.fcc.gov/Daily_Releases/Daily_Business/2014/db0429/FCC-14-55A1.pdf

"... the 100th birthday of the ARRL — the actual day — will fall on Sunday, May 18th ..."

ARRL to Celebrate its 100th Birthday at Dayton!

Republished from ARRL

Owing perhaps to grand coincidence, the 100th birthday of the ARRL — the actual day — will fall on Sunday, May 18, the final day of Dayton Hamvention® 2014. On that date a century earlier, Amateur Radio pioneers Hiram Percy Maxim and Clarence Tuska, founded the American Radio Relay League. On Sunday, May 18, at 9:15 AM in Room 1 of Hara Arena, ARRL President

Kay Craigie, N3KN, and Chief Executive Officer David Sumner, K1ZZ, will host a party, complete with a cake, to wish the ARRL a happy 100th birthday.

Dayton Hamvention is a Regional ARRL Centennial Event. W100AW/8 will be on the air from Hamvention as a special event station.

ARRL EXPO in the Ballarena will be the nerve center of the League's Hamvention presence, which will include

booths highlighting various League activities. Visitors can pick up a free Centennial Coin, while supplies last. The ARRL Store will offer for sale various ARRL publications and all manner of gear — don't forget ARRL Field Day supplies (T shirts, hats, mugs, posters)! Visitors who join ARRL or renew their League memberships at ARRL EXPO will receive a free gift.

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WBØTEV/M on the Road in the 2014 OKQP – *continued from page 1*

Having taken first place in the Mobile Single OP SSB Only category in the Texas QSO Party for the last couple of years I thought perhaps it was time to "take my show on the road" and see what I could do north of the Red River.

I raised the subject with "The Olde Grey Lady" as I affectionately call my antenna festooned 1986 Pontiac Parisienne and as near as I could tell from her rumblings she seemed to assent to such and so planning began.

After exchanging some emails with Connie K5CM to get some rules clarifications, planning and preparation began in earnest. After poring over an Oklahoma state highway map, Google maps and Google Earth, an ambitious 23 county route emerged for a Saturday only effort.

In order to cover anything close to those 23 counties in 12 hours I'd have to remain almost constantly in motion with only a couple 10 minute pit stops along the way especially as I had hoped to park on a county line and operate 75m in the last few minutes Saturday evening.

With one hand on the wheel and the other clutching the microphone one can drive and operate SSB while in motion, but logging in real-time as a solo op is quite another matter. A means of recording is required, to enable post contest log transcription. It almost like doing the contest twice.

For the last couple of Texas QSO party runs I've used a nifty little device called a Sansa Clip. Measuring about 1"x 2" and with a clip on its back side for

attachment to shirt pocket, in addition to its usual function as an mp3 music player, it also has a built in voice recording function. When fully charged it will last in excess of 12 hours and with 4 GB of memory, it has enough storage space for a 12 hour run as well.

Desiring further redundancy for logging, and wanting a toy that would record video as well, I recently picked up a cheap discontinued model DashCam on clearance from on an online dealer. The VC-100 dash cam will record several hours of video and audio via an external microphone that came with it. I wasn't sure



WBØTEV & "The Olde Grey Lady"

how many hours of video the dashcam would record on its 8GB Compact Flash card (an almost obsolete memory medium) before it started overwriting the oldest data, but I figured I could rely on the Sansa clip for the early part of the contest that might get written over. Moreover, I brought a laptop and CF to USB adapter that I planned to use to copy over the video files from the DashCam to the

laptop at my first pit stop. Another advantage to the dash cam is that a date/ time stamp can be displayed on playback.

I lashed the DashCam atop my inside rearview mirror with some rubber bands so that it would look out the window and down the road. I tied an old sock to the rear view mirror mount and clipped the dash cam mic and the Sansa Clip to the bottom of the sock as it hung a foot or so above the speaker atop the Yaesu FT-757 sitting over the transmission hump.

Other paraphernalia included a newly purchased

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Garmin GPS. I bought a micro SD card, and loaded it with some county line data I found on line. Using Garmin's BaseCamp software I loaded up the various county line crossings I had targeted to keep me on course and help me see how close I was to the next county line. (Of course a plain old map, which I also had, would suffice too.)

One final bit of extra gear courtesy of my good friend Mark KK5MR was a small APRS gadget that interfaced with my Kenwood VHF/UHF rig to spit out my position on 144.390 so folks could follow me on the internet at aprs.fi. As I suspected however, APRS digipeater coverage seems to be all but non-existent in SE Oklahoma. About the only time my position got digipeated was a couple of bursts that got picked off from a digi on Mt. Magazine in western Arkansas.

A day or two prior to the contest I fired off some emails to known State QSO party aficionados and county hunters as well as the DFW Contest group reflector to plug the OKQP in general and my efforts in particular. I heard back from several including QSO party stalwarts OM2VL and N6MU. Rich, N0HJZ whom I worked many many times when he was mobile in the Minnesota QSO party in February forwarded my email on to the Minnesota Wireless Association. I'm grateful for the various MN stations who got on in the OKQP including W0ZQ, who worked me (and SPOTTED me) numerous times!

My initial plan had been to grab a room at a motel in Valliant, OK as this would be the closet motel I could find to my jumping off spot at the intersection of McCurtain, Choctaw and Pushmataha counties.

I waited too long to make reservations however, and the place in Valliant said they were full so I instead I booked into the HiWay Inn in Hugo. A bit pricey (\$75) but a good sized fairly nice place. I made the 90 minute drive up from my home in Greenville Texas on Friday night, checked in to the motel and then went



INSIDE WBØTEV/M: DashCam atop rearview mirror, Sansa Clip & DashCam mic on sock dangle above the FT-757

next door to the WalMart to pick up some snacks for the road (beef jerky, bananas, protein bars & water) and fill up the gas tank. Back at the motel I checked the weather forecast. It called temps in the 50's, overcast, with occasional light rain. Though there would be no sun, the temps were such that I wouldn't have to run neither the heater nor the AC and the moisture hopefully would help shut up an noisy power lines along the way. As it turned out I only rarely had to fire up the windshield wipers, it was good weather for operating mobile.

After a good nights sleep it was up at 1130Z to hit the hotel's breakfast bar (waffle and oatmeal) followed by the 40 minute drive to the McCurtain/Choctaw/Pushmataha intersection.

I got there with time to spare and got set up. I turned on the Sansa Clip and got recording going with an initial time hack from WWV. As the 1300Z start time approached, scanning 40m I quickly saw that finding a hole in the recommended range for mobiles (below 7195) would be a challenge. 7195 is usually busy all day with a rag chew group and I found W1AW/5 on

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7192, with W1AW/4 on 7185. If you can't beat 'em, join 'em' so after a couple minutes of fruitless CQs after the starting bell in the best hole I could find I went and worked the two W1AW's from each of the 3 counties as the first QSOs from that 3 county corner.

Further CQing was getting me nowhere, but I really wanted to get QSOs with 5 different stations to lock in the 500 point bonus for those counties. I'd be driving through Pushmataha and Choctaw but this corner was the only shot at McCurtain.

In desperation I tried striking up a QSO with one of the guys on 7195. I managed to do a couple of exchanges with him, but he let me know that they tried to keep that freq clear of contesters, and politely gave me the brush-off. To each his own, so being resigned to not making my "5 on 40" in McCurtain at any rate and with most of the 20 minutes I'd budgeted to stay at that corner gone I put the olde grey lady into gear and headed north into Pushmataha and QSY'ed to 20m where I promptly ran in to N4PN.

I told him my tale of woe, and we quickly agreed that I'd turn back around and head back to the corner, work him from all 3 counties on 20 after which he'd dive down to 40m and try to work me on all 3 down there. In a couple minutes I was back on the corner, the 20m Q's were dispensed with and it was off to 40m.

Found the least bad choice of freqs around 7178, battled through the QRM to get the 3 Q's on 40 and was tipped that K3TW wanted me up on 20 so back I went, found a spot on 20 to CQ (14256) and worked 7 more stations from the 3 county intersection.

30 minutes in I was already 10 minutes behind schedule, so shortly after 1330Z I rolled north into Pushmataha. I still ended up with only 4 40m QSO's per county at that corner and so missed the bonus for McCurtain. I got past 5 on 40m during the subsequent drive through Choctaw and Pushmataha however.

From then on it was just sort of a blur. I ran across southern Pushmataha, then south into Choctaw, and west across Bryan county, then swung through Nida, OK to nip off the corner of Johnston. I stopped to spot myself on 40m to run the Bryan/Johnston county line before crossing back into Bryan, which resulted in

enough Q's to gain the low band bonus for both those counties. Then it was south into Bryan proper to head west towards Madill, OK while traversing Marshall county.

I bounced primarily between 20m and 40m at first but had my first 15m Q in the log at 1403Z with KK6AHB in California while still in Pushmataha county.

The first DX (other than VE) was worked a few minutes prior to 1400Z when I worked Tony YV5OIE on 20m from Pushmataha. I'd work Tony a total of 10 times on 20 & 15 meters from 9 counties before the day was out.

John, the ubiquitous N6MU first went into the log at 1340Z. John and I would eventually have 13 QSOs (9 on 20m, 3 on 15m) from 11 counties.

At the Marshall/Carter county line I stopped and ran the county line first on 20 then on 40m. I managed 40m QSOs with 4 stations while there, one shy of what I needed for the bonus. While I would later pick up a couple more on 40 while in Carter, that was the last chance for Marshall, so no bonus there.

I continued my westward trek into Carter county (the first of 3 separate incursions as I popped in and out to get to surrounding counties) then headed south to get just over the line into Love county where I pulled into a big open gravel parking lot that I'd spotted earlier on Google maps.

My first QSO there was with W0ZQ on 20m, who it turns out immediately spotted me on ch.w6rk.com and then the hordes descended! In 8 minutes I made 25 QSOs.

I posted videos of the Love county pileup on YouTube at <http://youtu.be/U7-zw5kky9k> and <http://youtu.be/1ChZKfXHUqQ>

I moved to 40m where I again was found, worked and spotted by W0ZQ up in Minnesota. That was to be just one of several occasions where W0ZQ was a great help. Thanks so much!!

Alas I could only come up with 4 40m QSOs from Love

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before I felt I had to move on down the road, so no bonus for Love, although so far I had made the bonus in Pushmataha, Choctaw, Bryan, and Johnston.

I rolled back up north into Carter and started the journey west towards Jefferson. Had a good run on 15m and made my one and only 10m QSO (with DK3EE). I caught the NE corner of Jefferson county turning north at Ringling, OK to head north to Stephens. By now I was almost 20 minutes behind schedule and just blew thru the county on 20m, never even attempting 40m until I got to the Jefferson/Stephens county line.

I sat on that county line for several minutes CQing on 40m but the only reply I got was static. I don't know if I was unable to get an internet connection through my phone out there (happened at least once as I recall) or whether I never even bothered to try and spot myself, but after several fruitless minutes and with me slipping further and further behind schedule, I finally just fired up the olde grey lady and moved on down the road.

Back on 20m I called CQ and was promptly answered by N4PN. In 5 minutes I managed 11 QSOs before my eastward trek took me back into Carter for the third time.

Owing to all the time I spent in CARter county I made more QSOs there (75) than any other county. I think I must have run it dry as my log shows a 16 minute gap between the last QSO I made in Carter at 1757 Z and the first one when I crossed into Murray at 1813 Z.

The run north thru Murray is a short quick one on I-35 and I never got off of 20m there. By this time I was getting anxious to get to my first pit stop at Paul's Valley in Garvin county. It wasn't so much that the olde grey lady's tank needed to be filled but rather that after more than 5 hours on the road mine needed emptying!! It was onward into Garvin as I blew thru Murray in 9 minutes.

After about 15 minutes (still on 20m) I at last rolled into a Valero Station in Paul's Valley, OK. Pulling up to the pump I stopped recording on the Sansa Clip and Dash Cam then got the gasoline flowing. While the olde grey lady was drinking her fill I fired up the laptop to get ready for the first data backup from the dash cam

and Sansa Clip. I popped the Compact Flash card out of the Dash Cam and plugged it in the multi format USB card reader I'd packed with the laptop. Based on a previous test with a different CF to USB I'd used before I figured I could transfer the 8GB capacity of the CF chip in under 10 minutes. The "time remaining" however indicated over 2 hours. I let it go for a while hoping it would get better. Soon the olde grey lady had drunk her fill of volatile hydrocarbons, but after securing the gas pump and replacing the gas cap on the filler port (which on a vehicle of that vintage is under the rear license plate where it belongs!) I saw that the estimated time to download the Dash cam file was still in the 2 hour neighborhood. I canceled the download, drove to a parking spot and made the mad dash to men's room.

Several minutes later I tried again with a Dash Cam to laptop backup but it again was taking way too long. It dawned on me that the old card reader I'd brought was probably USB 1.0 and USB 2.0 was what was needed. Turns out such was the case. Though it wasn't absolutely necessary, out of an abundance of caution I connected the Sansa Clip to the laptop and spent about 8 minutes copying over the first audio file of the data which came in at a little under 1 GB.

Then it hit me that I was hungry. I devoured the beef jerky, scarfed up a protein bar and banana and re-hydrated while I finished stowing the laptop and getting things set up for the next leg of the journey. I also took a few minutes to assess the situation. Although I'd made up some time by just scooting through Murray county I was still well behind the time line in a schedule that didn't have any margin to begin with. Moreover, my 10 minute pit stop had already turned into something more like a half hour, so something was going to have to give.

By now I'd figured out that to reliably get the 40m QSOs I was after for the bonus points I needed to take the time to stop on county lines occasionally and get spotted, which would mean less time to cover all the miles. At that point I made the decision to drop the two "dead-end" counties of Cleveland and LeFlore where I would have to dash in and then back track back out.

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Canadian River Bridge

It was shortly after the halfway point (1900Z) when I cranked up the olde grey lady again and headed east on Hwy 19 to catch Hwy 133 north into McClain county.

Some counties on my itinerary were on the north side of the Canadian River. Originally, I'd planned on continuing north on I-35 to Purcell, OK and then cross the bridge there into Lexington, OK. However, during my route planning I discovered that that bridge had recently been deemed structurally compromised and had been closed even to foot traffic. The nearest alternative bridge was a small bridge on a back road between Byars, OK in McClain county and Wanette, OK in Pottawatomie county.

Shortly before I got to the Garvin/McClain county line, I QSY'ed from 20 to 40m in preparation for running the county line. As he would several times on 40M, K0DEQ chimed in from Missouri, added to my 40m total and spotted me to boot. I ran the county line on 40m and as would be the case in multiple counties, KI0Y from MO, K0PVW from Kansas and K2DSW from Iowa were among those who were instrumental in helping me secure those coveted 40m QSOs. The Midwestern states were key to my 40m QSOs. The top mults on 40m for me were Missouri (35), Texas (25), Kansas (11) and Iowa (10).

My good friend KK5MR from my home QTH in Greenville, TX also made his first appearance of the day there. Mark would follow me along on 40m for most of the rest of the contest acting somewhat like a "Mission Control".

Part way through that 40m county line run K0DEQ broke back in to inform me that he'd gotten a phone call from KC3X who wanted to know where I would be on 20m. I passed back that I would be somewhere below 14260. (As an aside on 20m I never strayed beyond 14248-14260.3). Shortly thereafter the rate on 40m tapered off (and I had crossed the 5 QSO threshold with a little margin) so I went to 14259, called CQ and after working KD8IZZ, KC3X showed up and went into the log. Laci, OM2VL also showed up for a pair of QSOs on the GRV/MCL line. After working the pile down on 20m I announced a QSY to 15m where I again worked OM2VL and a few others. Finally after sitting on that county line for 20 minutes (which hadn't been in the original timing plan), it was time to put it in gear and head for the bridge into Pottawatomie.

When I got to the bridge I knew it wouldn't be huge, but it was only one lane! I had to wait for a car coming from the other direction to cross then rolled over it myself right at 2000Z while in QSO with N6MU on 20m. He remarked that my signal wavered up and down as I drove under the big old cast iron bridge supports. I was essentially inside a big leaky Faraday cage!

The Canadian river was nowhere to be seen (just a big long empty ditch) as Oklahoma has likely suffered from the same drought that has plagued us down in Texas. That bridge crossing was a real trip. You can see the DashCam view of the crossing on YouTube at <http://youtu.be/dHadnozfo4U>

Now into Pottawatomie, I headed east, omitting the originally planned westward foray into Cleveland as I was by now some 45 minutes behind schedule.

When I got to the Pottawatomie/Seminole county line I again stopped, spotted myself on 40m, scared up 5 stations for the bonus in both counties, then QSY'ed to 15 where I found OM2VL CQ'ing, worked him and then motored on down the road into Seminole proper.

I didn't know it a the time, but somewhere near Konawa, OK just inside Seminole county a motorist behind me found herself bemused my my antennas.

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Using her cell phone she snapped a picture of the rear of the old grey lady as she motored down the road, her Hustler vertical with all the coils and whips silhouetted against the gray Oklahoma sky. The photo was promptly posted to Facebook with the caption "Yes that's a TV antenna mounted on the side and secured with a spring. Texas plates."

In one of those "small world" affairs it turned out that this lady motorist school teacher had a Facebook friend who was the wife of someone who works at the same large Aerospace company that I do. That gentleman instantly recognized my vehicle (it sort of stands out in the plant parking lot) and forwarded it to his boss, another friend who also works the same place I do. The Monday after the contest I get an email from my colleague (and cc'ed to several other of my co-workers) with a screen grab of the Facebook posting with the notation "Victor seems to be trending in Oklahoma on Facebook. What were you doing in Oklahoma?" I darn near fell out of my chair laughing!

In my email reply I got to explain a little bit about ham radio mobile contesting. I assume that word eventually

got back to the lady in OK that, no, it really wasn't a TV antenna :-), but I digress.

Heading back south over the Canadian river (on a much bigger and more modern bridge) Seminole gave way to Pontotoc. After passing Ada, Ok and heading southeast towards Coal county I moved off 20m down to 40m and in scanning the band found two of the only three Oklahoma stations I worked all day, W5GFI in Craig county and W5CW in Muskogee. After reaching the Pontotoc/Coal county line I stopped, went back and worked them again for Coal. After QSYing to my typical 40m run freq of 7191 kHz and getting spotted once again by K0DEQ, the 3rd OK station was worked, NE5S from Oklahoma county, Oklahoma. After a nice 40m county line run I went to 15m and eased on down the road, working a mix of USA and some DX including OM2VL, YV5OIE, EA2BY. A QSY to 20m brought in S58N, OM2VL again along with regulars N4PN, WB8WKQ, KO7X, K4YT and others.

After crossing into Hughes northbound it was back to 40m again to try and scare up 5 QSOs for the 500 point county bonus. NW0M (ex-WD0ECO) from Missouri showed up for the 9th of what would be his 10 QSO's with me (6 on 40m and 4 on 20m) along with well-known mobile county hunter Joyce N9STL from Illinois. Back on 20m repeat DX customers OM2VL, LY5A, and YV5OIE all made it into the log again along with frequent callers N8OYY, WB8WKQ, KC3X and others.

Heading east again now, Pittsburg county came next along with the obligatory QSY to 40m where KK5MR was waiting with a QSO and a spot, a process from which I would benefit repeatedly until the closing bell. After 3 QSOS from the great state of Missouri thanks to KI0Y, NW0M, & AC0CU with support from Iowa and Kansas in the form of K2DWS and K0PVW respectively, it was back to 20m and 15m for the long eastward trek across to Latimer county.

I stopped in McAlester, OK for my 2nd and last pit stop for a quick top off of the gas tank and a whizzle stop for me. After about 15 minutes I was back on the road again.

I was running on 15m as the Latimer county line came

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into view so I worked AI7J from both sides of it, worked WQ7A inside LAT and then went to 40m again to go fishing. In motion this time, KK5MR found me on 7183 kHz (that's 1), Missourians KU0G and KI0Y followed (2,3), trailed by Kansan K0PVW (4). KC3X apparently saw the spot and reached out from NC to put me over the goal line for the Latimer county bonus, while securing a 3 band bonus for us in the process. Later, in the waning minutes of the contest Hollis and I would also QSO on 75 meters making him the one 4-band bonus station from WB0TEV/m.

With no more callers on 40m it was back to 20m for a scenic drive along the winding Hwy 2 through some pine crested mountains and valleys southward towards Pushmataha (where I'd been in the morning) forgoing my originally planned foray into LeFlore county to make up time. There was now but 90 minutes to go but by dropping Cleveland and LeFlore I had made up most of a 45 minute deficit. While I likely wouldn't make it to the targeted Pushmataha/Choctaw county line where I'd planned to do a 75m run, there was only 1 unvisited county left (Atoka) and barring something really going haywire I could get there in plenty of time to activate it.

The push was on to get to Atoka. Now back in Pushmataha the route to Atoka took the olde grey lady and I around the east side of Lake Sardis to Hwy 43 along its southern edge catching the far southeastern corner of Pittsburg county then back into Pushmataha yet again for a few miles before reaching Atoka.

I was on 40m for most of that PUS to PIT to PUS to ATO run along Hwy 43 and worked county hunter N5MLP/m mobile to mobile from all three of those counties. Ron was weak from his mobile down in Montgomery county Texas but it was good to hear him show up again after having worked him some 8-1/2 hours earlier when I was on the Johnston/Bryan county line.

A few minutes after crossing into Atoka county and with the entrance to the Indian Nation Turnpike looming in the distance I pulled off at a closed gas station, parked and went back to 20m one last time. Final QSOs with KK4HEG, YV5OIE (#10), OM2VL (#15), K1TKL (#7), N8OYY (#6), and WA4WKL (#9)

among others ensued.

With 30 minutes remaining before the closing bell the 20m run dried up and I went QRT to strip the 40/20/15/10 stack off the Hustler vertical and replace it with the 75m job as the sun approached the horizon. Since it was obvious that I wasn't going to make it back down to the Choctaw/Pushmataha line I decided to run 75 during the last half hour through the few miles of Atoka that remained and then the run down the Indian Nation Turnpike in a final push through Pushmataha.

The first call on 3860 kHz went out from Atoka County at 0033Z as I rolled back onto the highway and headed for the on-ramp to the Indian Nation. Soon the olde grey lady was racing southward on a that luscious piece of high speed concrete and its 75 mph speed limit. Although perhaps still remembering a very expensive speeding ticket I received on the Indian Nation Turnpike some some 34 years ago while a college student (and the speed limit on the turnpike was only 55 mph back then) I kept it to only 65 mph or so. The miles were rolling by, but the QSO sure weren't. I hadn't made a single 75 m QSO before I was out of Atoka and into Pushmataha.

I was beginning to think the QSY to 75m had been a mistake, but the other resonators were now in the back seat and I was committed. Even if I didn't make a single 75m QSO, I'd still had a blast and doubtless provided some wanted counties for the county hunting crowd as my mail box would later attest.

After almost 10 minutes of CQing and with the sun just going down (although I couldn't be sure given the overcast skies that had been present all day) KK5MR broke through the noise. We exchanged signal reports (hint, they weren't the usual 59), but I had been heard.

A minute later KJ4LTA called in from Alabama for his 16th QSO with me. The skies were darkening as a new call NW6S rolled in from North Carolina. The low band propagation gods of darkness were starting to cast their nocturnal spells. K0DEQ from Missouri was hot on his heels. 16 minutes to go and another station started to rise above the noise. It took a bit of work but WA2VYA from Florida made it through. As propagation improved as darkness fell, the QRM

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WBØTEV DashCam shot rolling up to Antlers, OK Toll both with 4 minutes to go.

started rolling in as well. I was on 3860 and it sounded like a net was getting warmed up a little above me.

Five minutes went by when Hollis KC3X reached across the ionosphere to work me from North Carolina. I wouldn't realize it until days later when I was processing the log, but that was his 4th band QSO with me, having already worked WBØTEV/m on 40m, 20m and 15m earlier in the contest.

The biggest surprise was yet to come. With 9 minutes to go KO7X from Wyoming called in, where it must have still been daylight (though perhaps not by much). What was to be the final QSO of the night took place just before I hit the toll booth at Antlers, OK.

KG5VK who was working in the Louisiana QSO Party called in from Bossier parish.

After paying the \$1.75 toll I pulled off in the siding just past the toll booth and called CQ again for the final 2 minutes or so, but no further QSOs were to be forth coming.

During that 30 minute run on 75 meters I only made 8 QSOs, but as I was to discover later when processing the log, two of those QSOs qualified me and the other stations (KJ4LTA and K0DEQ) for a 500 point 3 band bonus and the QSO with KC3X made for 4 bands with him netting a 1000 point bonus. So, the move to 75m was worth an extra 2000 points total.

So, could I have done better score wise to have stayed on 40m and 20m? Even if I had, I don't think it would have been as much fun. I know it wouldn't have been as much fun for KJ4LTA, K0DEQ and KC3X and one of the prime motivations for me isn't necessarily to maximize my score but to maximize the fun factor for both me and those I work. After all this is a hobby and hobbies are supposed to be fun!

Nonetheless, to answer the question of whether the move to 75 likely helped or hurt my score, lets run the numbers. 8 Qs x 2 points/Q x 54 mults = 864 points. Tack on the 2000 bonus points earned thereby and we get 2864 points. Divide that 2864 points by

54 mults then again by 2 points per SSB QSO and you get 26.5 QSOs. Could I have made 27 or more QSOs in that 30 minute time frame? Given that I was in a county I'd already activated in the morning (I actually crossed into Pushmataha county 4 separate times) and it was late in the day, the answer is probably no. So, in doing good by going to 75m, I also probably did well.

WHEW!

In a little under two hours the olde grey lady and I were back home in Greenville, Texas. In the days that followed, many hours were spent playing back the Sansa Clip audio and DashCam video/audio files and building a log in an Excel spread sheet so that I could filter, sort and assemble all the statistics.

Of course a not insignificant amount of time went in to composing this rather lengthy tome. I hope in reading it you got your money's worth :-).

In the coming days, if I can get around to it, I hope to post some video clips captured from the Dash Cam on YouTube. If you worked me, maybe you can hear yourself coming out of the FT-757 in the olde grey lady and see what I saw through my windshield while in QSO with you. A shot of the traverse of that funky narrow bridge I mentioned earlier would be worth posting too I think.

WB0TEV/M on the Road in the 2014 OKQP – *continued from page 10*

If your interested, check my QRZ page for links to any further videos I eventually post.

<http://www.qrz.com/db/wb0tev>

In the days that followed I went through the machinations necessary to generate a Cabrillo compatible text file from the Excel spreadsheet and sent it off in an email to Connie K5CM, the driving force behind the OKQP.

I've got a bone to pick with him. I had so much fun in the OKQP, that now he's got me hooked. In addition to being a regular mobile op in the Texas QSO Party in September, now heaven help me, it looks like I'll be

back for the 2015 OKQP unless Providentially hindered. I've already been plotting a better route based on lessons learned this year.

Lets see, how about if instead, I grab a hotel north of Durant, start the day on the Johnston/Bryan county line, then over to Marshall.....

See you on the radio. 73, de Victor, WB0TEV/m

P.S. The "olde grey lady" sends her regards as well. :-)

Contest results can be found at this link:

<http://lists.contesting.com/archives/html/3830/2014-03/msg02557.html>

ARRL to Celebrate its 100th Birthday at Dayton! – *continued from page 6*

Join or renew for 3 years and take home a free ARRL Centennial Edition Handbook. ARRL Dayton 2014 buttons also will be available for free.

ARRL EXPO exhibits will include the ARRL Laboratory's "Get Your Handheld Radio Tested!" as well as the Youth Lounge and activities aimed especially at younger visitors. Representatives from ARRL Headquarters and many volunteers will be on hand for DXCC card checking and to answer questions about ARRL contests and awards, the Centennial QSO Party, the QSL Service, Logbook of The World, the ARRL Second Century Campaign, ham radio and Scouting, and more.

ARRL EXPO also is the place to meet and network with ARRL Field Organization volunteers from around the country. The ARRL Ohio Section will serve as the host for visitors.

The League will sponsor several forums throughout Hamvention weekend. On Friday, May 16, at 2:30 PM in Room 5, the League will present the video "ARRL at 100 — A Century of Ham Radio." A discussion will follow about the ARRL Centennial celebration and ways hams can help to promote Amateur Radio in their communities. Attendees will receive a complimentary ARRL historical timeline. A repeat presentation will take place Saturday at 10:30 AM in Room 3.

The popular ARRL Member Forum will take place on Saturday at 1:15 PM in Room 3. ARRL Great Lakes Division Director Jim Weaver, K8JE, will moderate. National and local League officials will be on hand to

discuss key areas of member interest. At more than 163,000 members, the League is the world's largest national Amateur Radio association.

The League also will sponsor two antenna-related forums on Saturday at Dayton. Starting at 9:15 AM in Room 5, The ARRL Handbook and The ARRL Antenna Book Editor Ward Silver, N0AX, will host "Getting Started with Antenna Modeling." The discussion will focus on how to use antenna modeling software to design simple antennas, based on the EZNEC antenna modeling program. Saturday afternoon at 2:30 in Room 3, Silver will present "Impedance Matching 101," an overview of impedance matching for amateur applications — what it is, and why it's necessary.

The ARRL will be marking its Centennial throughout Hamvention weekend, too. It's a good time to learn more about the ARRL National Centennial Convention, July 17-19 in Hartford, Connecticut.

Calendar

2014

1/1 ~ ARRL Centennial QSO Party. W1AW WAS portable operations and points contest.
12/31 <http://www.arrl.org/centennial-qso-party> for more info.

MAY

15 SVARA Meeting
The Sabine Valley Amateur Radio Association will be having their regular meeting at Fire Station #3:
3601 Leo Hackney Rd – Greenville, TX. The meeting starts at 7pm.

17 WILD RIDE AGAINST CANCER.
<http://y71a.qr.ai> WR-Richardson yahoo group.

29 MFARC MEETING.
11:45 in the Rainbow Conference Room. 30 minutes.

JUNE

13-14 HAM-COM

14 COLLIN CLASSIC
email tony@w5adc.com

19 SVARA Meeting

26 MFARC MEETING.
11:45 in the Rainbow Conference Room. 30 minutes.

28 FIELD DAY

REGULAR ACTIVITIES

Daily DFW Early Traffic Net (NTS) at 6:30pm 146.88 – PL 110.9Hz

Daily DFW Late Traffic Net (NTS) at 8:30pm 146.72 – PL 110.9Hz

Daily DFW CW Traffic Net (NTS) at 7:00pm and at 10pm on 3541 KHz www.k6jt.com

Thurs Sabine Valley Amateur Radio Association Net Every Thursday night at 7:00pm on the K5GVL/R 146.780 MHz (+) PL 114.8Hz

Friday **Majors Field Amateur Radio Club Talk-In Net** Every Friday morning on your way in to work on the

**MAJORS FIELD
AMATEUR RADIO
CLUB**

Phone:

(903) 457-4646

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Michael@Ketchums.info

**We're on the
Web!**

See us at:

mfarc.ketchums.info

Your article submissions
are welcomed. Please
submit to
Michael@Ketchums.info

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Club Station

Club Station: TBD

VHF Repeater: WD5GSL/R
147.160 MHz (+) PL 100.0 Hz
Friday Morning Talk-In Net

UHF Repeater: WD5GSL/R **(CURRENTLY OFF AIR)**
444.625 MHz (-) PL 151.4 Hz

MAJORS FIELD AMATEUR RADIO CLUB

10001 JACK FINNEY BLVD
Attn: Michael Ketchum – K5MDK
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Greenville, TX 75402

<MEMBER NAME>
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