



F.V.A.R.C.

Fall 2005 Newsletter



A Message From the Pres.

Hi all

Well, it has been a long time since the last newsletter. I will not make excuses, but I will not produce all of the information for the newsletter myself. Please, If you have any information that you think might be good for the newsletter, send it to me at khill@notquiteamountain.com. I will then look at it and make the decision as to whether it should be in the newsletter or not.

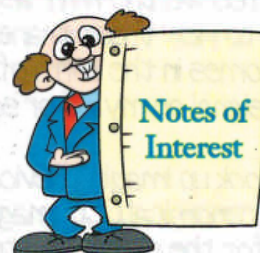
On a more pleasant note, thanks to all who are monitoring the repeaters and responding to calls. Please continue to do so. Respond to all calls, even if you do not know the person. Ham radio is supposed to be friendly. People look up the repeaters for areas they are traveling through and try to make contacts on them. From experience, I know that it is frustrating to not be able to get anyone to answer when you call.

We are making progress. We have just received a pre-amp for the .76 repeater and will try to get it installed soon. We will discuss this more at the meeting on 20 Oct. 05.

Don has put together a contest which will be a lot of fun. It is a worked all FVARC. See the information elsewhere in this newsletter.

I will be able to be at the meetings for the next six months, so you have to put up with me again. I am looking forward to seeing you all at the meeting.

73.
Kent
K7AH



HERE IS THE LIST OF SCORES FROM THE MT QSO PARTY.

#1 K7SAM	15,966 POINTS
#2 NW7MT	14,448
#3 K57T	6,045
#4 NB7V	3,795
#5 KJ7IZ	2,379
#6 K7NCR	1,595
#7 NBZR	6
W8KNO	4
WA4VAP	4
WN3USA	1
VA3IX	1

WE WILL SEND A CERTIFICATE OF PARTICIPATION TO ALL WHO SUBMITTED LOGS. PLEASE POST THIS ON [HTTP://WWW.FVARC.ORG](http://WWW.FVARC.ORG) [HTTP://WWW.FVARC.ORG](http://WWW.FVARC.ORG) AND I'LL COPY THIS NOTICE TO WARD SILVER FOR POSTING ON THE ARRL WEB SITE. IT'S TOO BAD BAND CONDITIONS WERE SO POOR, I FEEL PARTICIPATION WOULD HAVE BEEN BETTER IF THEY HAD BEEN BETTER. THANKS AND 73!!

NORM PALIN K7NCR

MEETING NOTICE

The next meeting of the Flathead Valley Amateur Radio Club will be:

When: Thursday Oct. 20th
Time: 7:30 p.m.
Where: United Way Meeting Room
Gateway West Mall
Highway #2 West Kalispell





Using Amateur Radio with Amateur Astronomy



HAM radio is helping local amateur astronomers photograph ISS transits. An ISS transit is where the International Space Station is seen crossing in front of the Sun or the Moon. It is an event that occurs very fast (typically .6 seconds), and along a narrow track (a mile wide). Because the timing and position is so precise, we use a wrist watch that receive the WWV atomic clock signal, and GPS and topographic mapping software. Since we are trying to view these transits during daylight, the ISS is invisible, lost in the blue sky. The HAM contribution comes in the form of packet radio transmissions on 145.800 MHz. We know that when we hear that signal on my HT or scanner, that the ISS is in line of sight.

The astronomers hook up imaging devices to their telescopes. Some use digital cameras, while one uses a webcam. Astronomical CCD imagers have been found to be useless because the "shutter speed" is not fast enough for the event. The trade-offs are resolution, frame-rate, and the number of consecutive frames captured. The web cam is capable of high frame rates and lengthy capture periods, so it is more likely to capture the event, even if the start time is a couple of seconds too early, however the resolution is not good. A digital camera has good resolution, but if the start time is off by a second or two, or the transit occurs between frames, then the event will be missed. The track coordinates and event time are updated more often as the event approaches, and the projected track may move in the hour preceding the transit. During solar transits, the event is photographed "blind". We don't know if we have successfully captured an image until we have viewed all the images.

More information about the local astronomy club is at <http://www.bigskyastroclub.org/home.htm>

Scott Slack
KD7VBS

Just For Fun

"Ham" Radio Word Search by Scott

E M E R G E N C Y P O W E R Z
R C X O I D A R S X R Z J E L
A M H U Q J I E M E J X I M O
L O G O S R R Y T O W E R L N
O C N I L A K A Q R P C N E G
S I J P F I E L D D A Y X Z W
R A P R S P N Y U F C F J A I
E R S C E C W K N E T G F R R
L R K R C V O A D M O X M I E
A L Y I W X O S C A R K Z S C
Y A C W T B D N O I T A T S Q

ALINCO

APRS

ARES

ARISS

ARRL

BPL

CQ

CW

DXCC

ECHOLINK

ELMER

EME

EMERGENCY POWER

FCC

FIELD DAY

ICOM

IRPL

KENWOOD

KIT

LAYER



LOG

LONGWIRE

NET

OSCAR

OVER

PACTOR

PSK

QRP

QSL

QST

RADIO

RELAY

REPEATER

SOLAR

STATION

TOWER

TRAFFIC

WAC

WWV

YEASU

Highway Pickup

On Saturday October 1, the FVARC did it's fall pickup of the highway. It was a rainy day but we did have some help and got the whole section picked up. The following people helped: Trash picker uppers Don KJ7IZ, Scott KD7VBS, Jack K7SMT, Joe W7MG, Glenda WB7OCC, Vern N7SPK and his bride Sherry. Support personel, Kent K7AH, Mary Jane KD7DSR and Peter.



Kent gives us our orders as we get ready to pick up. Kent was not feeling good that day. He had hurt his neck.



Some of the faithful crew in the rain.

The worked all FVARC Contest or WAF:

The contest is open to all FVARC members and the list could change at any time. The most current list will always be on fvarc.org.

The contest will run from November 1, 2005 to April 1, 2006.

You can contact any member on the list but must keep a log. You can use the list as your log sheet. [found at the end of the newsletter]

Only paper log sheets will be accepted and must be submitted by April 15, 2006 to:



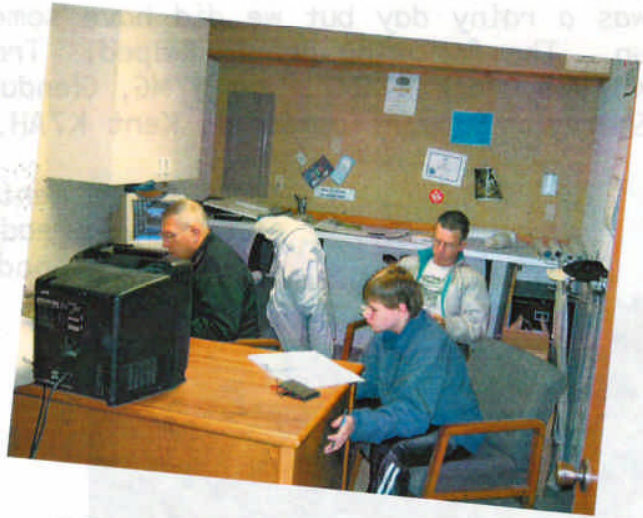
FVARC
117 Rainbow Drive
Kalispell, MT 59901

The Board of Directors will be the judge of the logs and the winning and second log will be checked against all logs received. If a person does not submit a log they will be called to confirm the log. In case of a tie the judges will pick the winner by drawing.

The winner will receive a new Yaesu VX-2 dual band HT.

TESTING

VE testing was offered in April, May and June. Only five people attended. To date we have One Technician Peter KE7DBK and One General W7CJW C. J. Congratulations to the new hams.



All ARES members need to stay alert and keep your ear to the radio. With all the natural disasters happening around the world one can never be too alert or too ready to help out in times of need.

Remember ARES nets, Flathead County ARES net Mondays at 8 PM local, 147.38 or 147.04. Missoula County ARES net Thursday 8 PM, 147.04 or 147.38. If you have questions KJ7IZ is EC, K7AH and WA7VNP are assn. EC's.



Rescue in Glacier National Park

as told by Jack



I had gone to the West Glacier Restaurant for my weekly hike with the "Over the Hill Gang", on Thursday May 26, 2005. We left there a little after 8 am, having decided to hike - towards Seiyh pass - starting at Sunrift Gorge (Baring Creek). On the way over, we stopped for a few minutes at Logan pass (elevation is 6646 feet) where several of our group were going to go cross-country skiing. Ivan O'Neil (KC7TJ) was one of the group that was going to be skiing. I was riding with a "new" hiker this morning - Jim

Folston (Somers, MT) who said that he had hiked with our group before - sometime last year.

When we got to Sunrift Gorge a group of 4 hikers, who had arrived before us had already started to hike - but I didn't know it at the time. We (3 from the vehicle that I was riding in & at least 5 from another vehicle) all started to hike together. We tend to group up in bunches as we hike so we can carry on a conversation with a fellow hiker. I was near the front with another hiker, Glen Bitter (Bigfork) who had come in the same vehicle that I had. On the way over to Sunrift Gorge I had talked to our driver - Jim Folston - and found out that he had flown planes in the military. I told him about another man in our group - Bob Dundas (Bigfork) who had also been a military pilot. Although I didn't know it at the time - Jim had found Bob and the two of them were hiking and talking together.

At first, most of the other hikers were pretty close together - and Glen and I had gotten quite a bit in front of them. After we had gained about 1000 feet of elevation we got to the fork where a trail goes on towards Seiyh pass and another goes (for a little ways) up towards Goat Mountain. This is where Glen and I caught up with the 4 hikers who had arrived (and started the hike) before us. Three of the 4 hikers were planning to follow the trail up towards Seiyh pass and go as far as they could before they reached the snow line. One of the 4 hikers (Martin Shrock) a highway patrolman (and a member of the National Guard) asked if anyone was interested in climbing Goat mountain. I said that I would and Glen wanted to go along too. Since Glen and I had ridden together in Jim's vehicle I used my radio (ICOM T7H) to call Elmer Searle (W7IKV) (he has a single band ICOM - fairly recent model - about 5 or 6 watts). I told Elmer to tell Jim that Glen and I were going to be climbing Goat mountain and that we would talk later to coordinate transportation if necessary. The plan was for them to call me when they stopped for lunch. Jim and Elmer were close together at the time that I made that call. I led the climb up Goat Mountain - the north summit of Goat Mountain (the highest) was another 3200 feet up from there. I set a steady pace and just talked to Martin and Glen as we hiked. Not sure of the time - but I'm guessing that around 12 noon, Elmer called me on the radio to say that they had finished eating and were going to be starting back. (I assumed that Jim was right there with him).

We were still climbing - and had not stopped yet for lunch. We were planning on having lunch at the summit. A little while later, around 12:30 p.m. I got another call from Elmer - he said that someone that they encountered along the trail on their way back down, had had a heart attack or stroke. He said that help was needed immediately.

At the time Elmer called me about the emergency - we - Martin, Glen and I - were only about 500 feet below the north summit of Goat Mountain. (I checked my altimeter watch later on and it said my max altitude was 8283 feet). Shortly afterwards - I found out that the "someone" was Jim Folston - the man who drove me over to the trail head.

I was able to contact Ivan (KC7TJ) (he has a single band Alinco radio), who was cross country skiing above Logan Pass and he got the information down to the visitors center (at Logan's Pass) via FSR (Family Service Radio) to another member of our group. I said that it was an emergency and that a helicopter was being requested. The park told Ivan that they would not request a helicopter unless some doctor - park ranger (can't remember who else qualified) was on the scene and was doing the requesting. In several different communications with Elmer the importance of a helicopter was repeated and (finally) the Park called Alert. In the meantime, however, the park had sent personnel down to the Sunrift trail head - and they hiked up to the site where the heart attack victim was resting. I stayed up at altitude until all of the critical information had been communicated (We were even able to give them the GPS coordinates)

Then - we started to come down to meet everyone at the scene of the accident. We had to come down some 2700 feet. Quite a while before we got down, I could hear the siren (it turned out to be an ambulance that was in the area) of some vehicle stop down in the vicinity of the trail head. Just as we were coming down the last few hundred feet the Alert helicopter arrived - flew over the scene of the accident and then came up hill a ways and tried to find a landing spot. They hovered around for quite a while before climbing another couple hundred feet - landing - and letting two flight nurses out. Then the helicopter took off - looking for another landing spot - It finally landed some 4 or 5 hundred feet below the accident site.

Martin, Glen and I arrived at the accident site at the same time as the nurses and just before a bunch of park personal - who had hiked up the trail - arrived. We had some lunch then - and waited until evacuation plans were complete before starting back to the trail head at Sunrift Gorge. It was clear at that time that Jim had suffered a heart attack. One of our group who had come upon him on the trail had given him some aspirin earlier. The flight nurses came well prepared - they had an IV and even a portable electrocardiogram machine.

I took Jim's backpack and car key, went down to the trail head - found someone from Kalispell - who had carpooled over to West Glacier that morning - to drive Jim's vehicle back.

Before we left Sunrift Gorge - I talked to Bob Dundas and found out how Jim happened to be hiking alone. It seems that Bob wasn't feeling too good and decided to go back to the car. After Bob had left, Jim, was in the process of catching up to the bunch ahead of him, when he had the heart attack.

We went to West Glacier where I got my car and the two of us drove to KRH where we went in to see Jim. He was in the Intensive Care Unit when we arrived and they let us in to see him. He was very pale - weak and had ALREADY been given a stint (spelling) to relieve the total blockage in a vessel near his heart - It had been caused by a blood clot. We talked briefly - met his wife (who had driven up from Somers) and left. I called him at the hospital this morning (Fri. -May 27, 2005) and talked to him some more. He sounded MUCH better - it sounds like there was minimal damage to the heart because the location of the blockage was at a place where not a lot of heart muscle was affected.



FVARC Members

#	Name	Call	City	Date& Time Worked	Initials
1	Athorn Paul	KC7JQR	Bigfork		
2	Ax Gary	KB7KXE	Kalispell		
3	Blair John	KA5LXB	Swan Lake		
4	Carter Jon	WA7VNP	Whitefish		
5	Carter Pat	KD7UVN	Whitefish		
6	Corbett Brett	KC7MSJ	Columbia Falls		
7	Corbett Andrea	KD7ZRB	Columbia Falls		
8	Cox Samuel	KA7VCK	Columbia Falls		
9	Croonguist John	K0GMO	Bigfork		
10	Dahike Karen	KE7AHM	Kalispell		
11	Fitzgerald Edmund	WA7ODR	Bigfork		
12	Hall Chris	KD7LOC	Kalispell		
13	Hall Julie	KD7OXE	Kalispell		
14	Hanson George	W7BKB	Whitefish		
15	Hill Kent	K7AH	Kalispell		
16	Johnson Joe	W7MG	Kalispell		
17	Johnson Glenda	WB7OCC	Kalispell		
18	Kana J.P.	KD7UVR	Haslet, TX		
19	Klovstad Jack	K7SMT	Whitefish		
20	Kuffel Tom	AL7AU	Whitefish		
21	Mahlum Ed	W7EJM	Kalispell		
22	Matson Len	KD7ZRC	Lakeside		
23	O'Neil Ivan	KC7TJ	Kalispell		
24	Palin Norm	K7NCR	Kalispell		
25	Peachey Bruce	KD7VNJ	Bigfork		
26	Peters Leland	KD7DZG	Bigfork		
27	Placer Dvid	KD7DSU	Kalispell		
28	Ross Donald	KJ7IZ	Kalispell		
29	Ross Mary Jane	KD7DSR	Kalispell		
30	Schneider Del	W7BKM	Kalispell		
31	Sheldon Gordon	KB7BPH	Kalispell		
32	Shelt Paul	KC7NYM	Kalispell		
33	Shelt Ann	KC7NYN	Kalispell		
34	Slack Scott	KD7VBS	Kalispell		
35	Stickney Rodney	W7VOS	Kalispell		
36	Thiesen Lyndel	N7LT	Kalispell		
37	Thiesen Wendy	KD7ZER	Kalispell		
38	Turk David	N7XVF	Kalispell		
39	Turk Colleen	KC7HFF	Kalispell		
40	Wheeler Vern	N7SPK	Kalispell		
41	Williams Robert	W7IPB	Lakeside		
42	Wolff C.J.	W7CJW	Whitefish		

71

The Flathead Valley Amateur Radio Club
Fall 05 Newsletter

F.V.A.R.C.
117 Rainbow Drive
Kalispell, MT 59901



59901#1201

