



Lodi Amateur Radio Club

newsletter for

November 2020



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CLUB MEETING ANNOUNCEMENT

*Mark your calendar
and join us on Zoom:*

Thursday, November 5th

6:30 PM

Special program:

Parachute Mobile

Past – Present – Future
by Rob Fenn, KC6TYD

Details on page 2



To join the meeting, [CLICK HERE](#)
between 6:15 and 6:30 pm.

Welcome to our Wednesday night nets:

- **Simplex net:** 147.090 (simplex) 6:30 pm
- **Club net:** 147.090 (repeater, PL 114.8) 7:00 pm
- **10 meter net:** 28.400 (USB) 8:00 pm



ON THE AIR, IN THE AIR

Parachute Mobile: Past, Present, and Future

(*Ed. note:* we have a special treat for our November club meeting: parachute jumper and radio operator Rob Fenn, KC6TYD, will present a program on exactly how he does it: dive out of an aircraft at 10,000 feet and see how many 2 and 20 meter QSOs he can make before touching the ground! Here's an introduction provided by Rob.)



So why do they jump out of a perfectly good airplane? Come and join us for an exciting and informative presentation where Rob will take you through ten years of Parachute Mobile. Using skydiving as a platform, discover the many unique projects that the members of Parachute Mobile have incorporated into each mission.

Rob has been in the EMS field since the 1990s. He is currently working as a paramedic with AMR in Santa Clara County. When Parachute Mobile began, Rob was recruited as the Safety Officer. When the Team Coordinator position opened up, Rob grabbed it and has been handling all the coordinating, scheduling, and promoting ever since. Rob was not a skydiver when he started with the team. Being around and involved in the sport got him interested, and in 2011 Rob took the course and soon thereafter was making his own QSO jumps.



CLUB T-SHIRTS FOR SALE

Our initial order of club T-shirts have all been delivered to those who ordered them in advance, and we now have a few extras available:

- 7 size L
- 4 size XL
- 1 size XXXL

If you didn't get one during the initial ordering process, contact Ron, KG7OR to grab one of the extras. The cost is \$10.00 each, regardless of size. That's about what we paid for them, so it's a pretty good deal. You can pay by cash, check, money order, or PayPal. Call or email KG7OR for more info.

Important note: Don't wash these shirts in hot water, or put in the dryer at the "hot" setting. Use cold or warm water, and a medium setting on the dryer, or even hang to dry. Also, reverse them inside-out before laundering to limit wear on the graphics. That is especially true of the blue Stockton-Delta shirts as well as ours.



143 CONTACTS, 255 MILES

by Emilia Seiferling, KI6YYT

This year we tried something different for CQP. For that last couple of years we have been doing the VHF contests as a rover, so we thought we would try CQP mobile. I wanted to be in the YL category, so I'd have to operate solo. I couldn't be in the YL category as a multioperator entry and Jim was good with that. He was my route planner, driver, navigator, and hardware guy. I didn't operate while in motion; it's just too difficult to log in a bouncing 4WD truck. All operating was done while parked.

We looked at the counties map and planned a route. We started in San Francisco County, at the Legion of Honor parking lot, at 9am and then moved to Marin, Sonoma, Napa, & Solano on Saturday. We stayed in each county about 2 hours. I had packed cold beverages and snacks, but we took a fast food lunch break in Marin County. We rewarded ourselves with a nice inside sit down dinner on Saturday at La Strada near the Napa airport. On Sunday we did Sacramento & San Joaquin with an inside lunch at Casa Flores in Lodi. At the end, we activated 7 counties and drove 255 miles in our new Chevy Colorado. This may not be the typical tester routine but it works for me.

I worked the 4 corners of the USA; Alaska, Hawaii, Florida, and Maine. I just couldn't hold a frequency to run, so there was a lot of hunt & pounce. I also avoided the big pile ups and kept spinning the dial. It was fascinating to hear all the "local" California stations via back scatter on 20m. That has a very distinctive sound on SSB. That was the beauty of being at RF quiet locations. I did work some locals on 20m that were within ground wave distance.

I probably ticked off the true testers by having a real QSO with Bob, W0BH in Kansas. He and his wife do big time mobile state QSO parties in KS, OK, TX, and GA. He was very interested in our operation. This made it an

actual QSO party in that we actually had a real conversation instead of a quick exchange. He told me to do it the way I liked and have fun. In our SCUBA diving days I learned about the "WIMP Factor": *What I Mean by Pleasure*. If you don't find it pleasurable you don't have to do it. This type of operation works for me.

We used just 20m and 40m. The rig was a Kenwood TS-480SAT. Antennas were a Hustler mast and the appropriate coils mounted on the lid of the tool box in the bed of our truck. Power was a BIG (50 lbs) Optimum blue top battery, feeding a TGE N8XJK 40 amp 12v to 14v buck booster. The battery lasted all day Saturday and it still had 30% left. Recharged it over night and was good to go Sunday. We didn't have to worry about running it down and not being able to start the truck.

It was a lot of fun, compared to sitting at the home operating desk for 24 hours! Each county and band change was like starting fresh each time. I worked a lot of people multiple times and they were happy to contact me. Each time they asked what county we'd be in next and said they'd be looking for me. I ended up with, 143 contacts, 41 multipliers, and a final score of 11,726. This was a personal best for me. That's not big compared to some fixed base operation, but it was a lot more fun!

FAST AND FURIOUS!



KN6CTQ logs a 2-meter Sprint contact.

As the digital clock ticked over to 1100 PDT on Saturday morning October 17th, our first 2-meter Sprint contest began with an avalanche of CQs! Net manager N6TCE had cooked up an exciting one-hour sprint to see how many contacts could be made on a set of 2-meter simplex frequencies, with rules designed to enhance the competition: single operators only, fixed locations, and you must QSY after each contact.

It was indeed a *sprint*, with operators struggling to handle the microphone, make log entries, and change frequency on the radio as rapidly as could be done, non-stop until every station we heard on the air was in the log.



The WB6BET operating position.

Like any contest, results varied widely, depending on where you operated and with what. Several members did well from high ground in the foothills on either side of the valley, while others still managed to run up good scores from home with their usual base station gear. All in all, it was a fine first-time experience for veteran and new ham alike, and we can look forward to an even better contest next time with the lessons learned in this one. See page 9 for comments by some of this year's participants.

HAM PLATES AND THE DMV



That often frustrating subject got a lot of air time on an October net, due to the experiences of a couple members in getting new plates or in transferring existing plates from one vehicle to another. While nothing is ever guaranteed, those kinds of problems can almost always be avoided by following the procedures explained during a detailed presentation at a club meeting in 2018. Since memories can easily fade over time, and for the benefit of those who weren't

with us back then, here's a recap. The short version of this explanation is **never** take any ham plate issue to a local DMV office or to another office that provides such services, like AAA. The people at those offices are unfamiliar with the Special Recognition Plate program, which includes ham plates, and very often get it wrong. Instead, when you need to contact the DMV, **always** call the number in Sacramento cited below, regardless what you are wanting to do. That's your one best chance for getting help with a ham plate issue from someone who actually understands the process.

The following is a summary of the key points from the 2018 presentation, revised slightly for current circumstances.

* * * *

HAM LICENSE PLATES IN CALIFORNIA

Adapted from the Lodi Amateur Radio Club presentation, 2/1/2018

1. First step: Download and print a copy of the DMV's form *Reg 17A*. You can [click here](https://www.dmv.ca.gov/portal/uploads/2020/03/reg17a-1.pdf), or here's the full URL: <https://www.dmv.ca.gov/portal/uploads/2020/03/reg17a-1.pdf>. Fill it out, both sides.

An example of a filled-out form to get new plates appears on pages 16-17. To move existing plates from one vehicle to another, fill in Section 3. You'll need the VIN from the old vehicle in Section 3, and from the new vehicle in Section 1. In recent experience, transferring plates to a new vehicle requires a one-time \$12.00 fee.

2. Make a file copy of the filled-out form 17A, as well as *anything* you eventually send to the DMV.
3. Start a narrative log. Always write down *everything* you do and *everyone* you talk to: date, time, who, where, what, phone number, what was said, etc. A thoroughly detailed log will be vital in helping you get past any problems that might arise.
4. When you need to deal with the DMV in person, don't go to the local DMV office – *ever!* Deal only with the Customer Communications office of the DMV in Sacramento, **916-657-8035**. The local office staff are not experts in the *Special Recognition Plate* program (which includes ham plates) and they'll frequently make errors or otherwise delay the process. That's also true of other organizations that provide DMV-related services, like AAA. Your best option is always to call the number above in Sacramento, for anything relating to ham plates—new plate, new call sign, new vehicle, whatever.

Note: When you call, expect to get a recording inviting you to leave your number for a callback, which can take an hour or more. Be sure to have your phone ready to receive the call (not busy), because they won't try again if you don't answer.

5. The remaining steps relate to getting new plates. First, check the expiration date of your current vehicle registration. If it's *more* than six months out, send the original form 17A, a copy of your license, and a check for \$20 to the DMV address at the bottom of page 1 on the form. Do not take it to the local DMV office and do not send it to any other DMV address.
6. If your registration renewal date is *less* than 6 months out, wait for your DMV renewal invoice to arrive (about 3 months in advance). Note the renewal amount, add \$20 to it, write your check for the total (\$20 more than the renewal fee), and send form 17A, your license copy, and your check to the address at the bottom of page 1 of the form. Do *not* send the DMV renewal form for your old registration (the old plate). Remember to keep copies of everything, including your check.
7. Monitor your bank statement or your online account for your check to clear. You should receive an acknowledgement letter from the DMV, your new registration, and the tags for your new plate about four weeks after the check clears.

8. If your old registration will expire before the expected receipt of your new plates (which is likely), call the DMV number above to request a temporary registration sticker. Remove your old plates and affix the temporary sticker as per its instructions. Upon receiving the temporary sticker, note its expiration date. You may need to repeat the process if your new plates don't arrive before the temporary sticker expires, and that's also likely.

9. Expect the plates to arrive about 4 months from the date on your acknowledgement letter, which should approximately equal the date that the bank processed your check. It may be longer than 4 months due to coronavirus issues in 2020-21.

Addendum, March 2018:

The CA DMV has just posted a new web page for hams who may have received car license plates with a space in the FCC call sign, like: **K6 XYZ**. They will replace it upon request with a pair of proper plates (no space), and for free. Short version: fill out a form REG 17A, Sections 1, 3, and 5, and explain your request on a form REG 256. Send both forms to the DMV address on the 17A.

For full details: https://www.dmv.ca.gov/portal/dmv/detail/vr/ham_plate/

Form REG 17a: <https://www.dmv.ca.gov/portal/uploads/2020/03/reg17a-1.pdf>

Form REG 256: <https://www.dmv.ca.gov/portal/uploads/2020/06/reg256-1.pdf>

NOW HEAR THIS!



From the club president, Barry K6ZZD: Our local repeaters help us maintain a healthy radio community. Thanks to those of you who keep them up and running. We especially thank Fred, WB6ASU, and Ron, N6GKJ.

That being said, I have some thoughts about simplex radio. Simplex is radio-to-radio communication, no Internet, no repeaters, no computers. It is the heart of amateur radio. If you are looking for a challenge, try simplex. If you want to be frustrated, try simplex. You can experiment with radios, antennas and location. If you have a Technician class license, try 10 meters, 6 meters, 2 meters and up. If you have a General class license, go for distant contacts on HF. If you want a real challenge, try lower power. Sometimes you will have success, sometimes not so much. Every mistake is a chance to learn. You probably won't remember your frustrations, but I guarantee that you will remember your successes. If things don't go well, shake it off. If you make a great contact, have a beer. If you need help, find a mentor.

As a radio community, we often make claims about our ability to provide emergency communications "when all else fails." We say it is one of the reasons that amateur radio should exist. It is time to live up to that claim. We can only do that if we polish our simplex radio skills, both by learning protocols for handling traffic and by understanding how to get the most from our radios and antennas.

I'll be listening for you on the simplex net.

NOW HEAR THIS, continued



From the Net Operations Committee, Bob N6TCE: Here are the results from the 2-meter Sprint contest on October 17th. Certificates will go to the first, second, and third place entries in each class. I'm still working on the certificate design.

<u>Power Class*</u>	<u>Station</u>	<u>Score</u>	<u>Place</u>	
A	KD6SUN	10	1	*A = up to 5 watts B = 6 to 49 watts C = 50 watts or more
A	K6AAN	1	2	
B	N6KZW	20	1	
B	N6GKJ	19	2 tie	**N6TCE not eligible for certificate
B	KG7OR	19	2 tie	
B	N6TCE	19**		
B	KN6CTQ	13	3	
B	KA6MEL	11		
B	KA6MLL	10		
B	N6NFB	8		
B	K6ZZD	8		
C	WB6BET	17	1	
C	K6DGQ	15	2	
C	K6YK	14	3 tie	
C	N6LHL	14	3 tie	
C	AE6SE	13		
C	KI6YYT	12		



From the Technical Committee, Mark W6SXA: FCC to close public comments on proposed fees on November 16, 2020. This will be your last chance to comment to the Federal Communications Commission before they make their final decision on the matter.

Under this new proposal, called a "Notice of Proposed Rulemaking" (NPRM), in MD Docket 20-270 a fee would be charged for the following:

1. Applications for a new Amateur Radio License - \$50.00
2. Renewal of your existing license - \$50.00
3. Upgrades from Technician class to General, or from General to Extra class - \$50.00 each.
4. All Vanity Call requests, whether granted or denied - \$50.00
5. Any request for official license copies - \$50.00

(continued next page)

Some arguments against FCC Fees for Radio Amateurs:

1. Amateurs contribute to the public good. In many areas they provide an emergency communications backbone capability at no taxpayer cost. Consistently we have witnessed storms and natural disasters completely wipe out internet, cellular, and other means of communication. Radio amateurs often fill that void on an unmatched, flexible basis when needed. One recent example is the California wildfires.

2. Unlike operators in other FCC licensed services, Amateur Radio operators by law – domestic and international — must eschew using their license for any pecuniary interest. Amateurs are prohibited from earning or charging any money for any communications activity. The expenses for their equipment and activities come out of their own pockets, with no opportunity for reimbursement or payment of any kind.

3. The United States is experiencing a severe lack of RF engineers and expertise at the very time it is needed by the burgeoning wireless industries. Amateur radio is helping to meet the deficit, but much more is needed and youngsters (high school and college age) are least able to afford licensing fees. RF knowledge and related digital expertise is needed to maintain U.S. leadership in wireless industries. At a minimum, young people (below the age of 26) should be exempt from the proposed license fees.

4. Amateur radio is self-regulating:

(a) Amateur examinations are written and administered by radio amateur volunteers.

(b) Examination results and paperwork most often are submitted electronically to the FCC. Electronic submission could be required if there would be a cost savings.

(c) Amateur radio educational classes are conducted by volunteers who by-and-large do not charge fees or tuition for teaching.

(d) The amateur service, in cooperation with the FCC's Enforcement Bureau, has a volunteer corps that monitors the amateur airwaves, and has programs that try to prevent their misuse before FCC involvement might be needed. The amateurs also observe non-amateur signals both within amateur spectrum and outside it, and report unusual or suspicious signals.

5. Amateur radio continues to be a source of significant technological innovation that should be encouraged, not discouraged.

6. The Commission argues that the charges are required by the statute. The word used is "shall," which is mandatory, not optional. But the statute does not set the amount, nor does it prohibit reasonable exceptions – evidenced by the Commission's proposal to exempt from fees administrative update applications based on policy grounds.

Please let your voice be heard in a thoughtful and respectful manner. For help with some points on "why" that you can use in your comments, use any of the points I made in our last newsletter: [Click here](#)

File comments by using the FCC's Electronic Comment Filing System (ECFS), posting to **MD Docket No. 20-270**. This docket is open for accepting comments until November 16, 2020.

To submit a comment on this proceeding, the official FCC website address is: <https://www.fcc.gov/ecfs/filings>. Where it asks for Proceeding(s), type in: 20-270.

Mark Cloud - W6SXA

FROM OUR READERS

(*Editor's note:* reader input like the following messages is *very* welcome and appreciated. Please send your comments and photos on any newsletter or other ham topic to LodiHams@gmail.com. Be aware that your message may require some editing in order to fit everything on the page.)

1. The 2-Meter Sprint Contest, October 17th:

- **Bob, N6TCE:** Overall, the contest went well. It appears we had 22 or more people participate. My operation [at 1400 ft. on Patterson Pass, south of Altamont Pass] started



off well, and then the Alameda County Sheriff's department arrived. It took a few minutes of explanation and the deputy smiled and said he was just checking. He drove by twice during the hour.

The photo shows the view from north-northwest to northeast. I didn't use the top of the pass because the area to the north around Rio Vista/Fairfield would be behind the top of the hill. The second reason was I doubted anyone from the other side of the hill would be looking for points.

The next contest will be different. Those changes are still under discussion. Lessons learned. Contests are not easy to design and organize.

- **Steve, AE6SE:** Very much enjoyed the contest this Saturday. Maybe to get more people to participate we could pair up new hams with elmers and take some of the fear factor out of it. Just a thought.
- **John, K6YK:** Fair amount of action, but not enough!

- **Dave, N6LHL:** I was happy to hear so many Lodi & Stockton members participate. I'd like to see the results when you can pull them together. We might take a look at doing it again in February or March.
- **Bob, K6DGQ:** I worked the VHF Sprint from my home QTH. My 2 meter antenna is a 1/4 wave vertical on top of my MFJ-1798 10 band vertical, over 40 feet above ground. The SWR for all the 12 frequencies we could use was around 1:1. I have had very good coverage when using it on the Wednesday night simplex net and the Sprint was another very good test for the antenna. The radio was a Yaesu FT-2900 running 75 watts. I made 12 contacts in the first half hour and 3 in the last half hour, for 15 contacts total. I worked everyone I could hear.
- **Paul, N6KZW:** My setup: there is a scanner with a homemade antenna. Next, my beloved Kenwood TM-V71. For the contest I hooked it up to a rather low Comet antenna. The Kenwood TM-281 is an awesome radio; feels very commercial quality. That was my main radio for the contest. Used my big Comet dual band antenna. This radio was the easiest to change channels quickly. Not programmed scan, but manually rotate the dial. Very fast! Could listen to all the simplex channels in a second or two.



I am glad the contest was set up in the Sprint style format. Having to change channels did achieve the goal of no one hogging a frequency. Not everyone understood the format. That's okay; it was a learning experience. My thoughts are to not modify the rules too much. All it needs is more participation.

- **Ron, N6GKJ:** My I arrived onsite at Gopher Ridge by 1045, cutting it close. I deployed my TM-281A running low power, 25W. Antenna was a Comet CX-333 at 20 feet. I worked 19 stations on all freqs. I could easily hear everyone but one station. There were some mobile stations passing through that were gone before I could work them. The contest was actually very fun and the frequency hopping took the boredom out of it.

I was listening to how people were working the contest, and noticed one operator really stood out above the rest: KD6SUN. She started out slow and sounding unsure of what to do. By the end of the contest she had found her contest voice and sounded like a pro.

All in all it was a 100% success as far as I am concerned. Hams learned a new skill while others polished up existing skills. I am sure the next one will be as much fun, and we can take what we have learned from this contest and improve the next one.

- **Jim, WB6BET:** This was fun and challenging at the same time. It started off pretty rough, because operators really didn't understand the rules on changing frequencies. After a while, it seemed like the concept was understood and things settled down. There were only 2 relatively new hams that we worked, KN6CTQ and KA6MLL. Well done Lefty and Melita.

Because height is everything on VHF simplex, I set up in the middle of the windmill farm west of Rio Vista. The base elevation was 200 feet. I put up a 20 foot flag pole mast on top of my truck tool box, with an Ed Fong roll up J-pole at the top. I reprogrammed my TM-281 with all the contest frequencies. This way it was just a single button push to go into scan mode and pushing the microphone button to stop the scan when a signal was heard.

The one thing I forgot to take into account was the duty cycle of a sprint contest. It is very high, and the 65-watt radio got very hot. I made a big note to add a fan to the heat sink.

N6GKJ detected some kind of digital signal on 146.500. It was very strong at my location in the windmill farm and it bled over to 146.495 and 146.505. This created a big problem with me, because 146.505 was one of the usable contest frequencies. When I put the radio into scan mode, it would stop on this interfering channel. I had another problem with 146.445; repeater traffic from all over the country. For future contests, 146.445 & 146.505 should be deleted from the frequency list.

I think Round 2 of this contest will be well received and run smoother. If you'd like to log with a computer, use software for the CQ World Wide WPX contest.

2. QST Magazine: Ham Radio in "ZA":

- **Roger, W6PKB:** I enjoyed reading the QST article referencing the 50th anniversary of the first operation from ZA (Albania), by Marti Laine, OH2BH, (QST October 2020, pp.72-3).

I recall being at a DX Convention sponsored by the NCDXC and the SCDXC in 1972 or 1973. In an informal group Marti talked about his experiences getting ZA on the air. I recall that at that time Albania was very isolated and somewhat backwards, and the people were very poor. The country had a single stop light, and it was not in the capital city of Tirana. Households were limited to just one of 3 major appliances: refrigerator, television set or a washing machine. You can imagine that families would have a difficult time deciding.

Marti has done so much for ham radio, including bringing China on the air. I have worked China but never Albania. That is still on my wanted list.



CLUB BASEBALL CAPS AVAILABLE SOON

Just as this issue of the newsletter was completed and ready to post, K6AAN reports that our new club baseball caps should be available to members during the first week of November. We only bought a few for an initial supply, so if you want one from this first batch, don't delay. The price is only \$13.00 each, payable by check, money order, cash, or PayPal—exact dollar amount only if paying cash. If we run out of caps, we'll order more. We won't be taking any unpaid advance orders for the caps; your order happens when payment is received. Lodi club members will receive full details by email within the next few days.

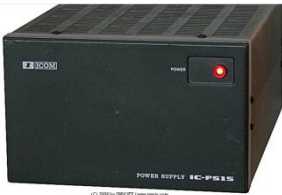


HAM SWAP MEET

Welcome to the Lodi A.R.C. virtual swap meet. If you have any item of ham radio-related equipment that you'd like to buy, sell, trade, find, or even give away, [send the info](#) and we'll list it here. Include your name, call sign (if any), and email plus phone number. Check out the freebies from N6ZW this month!



- Kenwood TM-D700A, 144/440/APRS, including GPS interface. For more info, [click here](#). \$250 o.b.o. Bill, KB6LFM, 510-909-9581, nitehog@comcast.net.



- Icom IC-PS15 20 amp transformer power supply, \$100. Dave, WB6TOU, 209-368-5878, devoit1944@gmail.com.

- HAL W8FYO keyer paddle, \$100. Dave, WB6TOU



- "BHI Noise Away," [Model ANEM MkII](#). Contact me for more info. \$100 OBO. Jim, WB6BET, 209-625-5771, jes@riverdeltawireless.com.

- Wanted: Kenwood TS-480HX (need more power in the mobile!). Jim, WB6BET (see above).

- Wanted: Bird wattmeter slug, 2-30 MHz, 100 watt. Jim, WB6BET (see above).

- Wanted: vintage regenerative receiver, Knight-Kit, Heathkit, or similar. Dennis, W6UHQ, 916-622-5814, demerit@comcast.net.



- Alpha-Delta [#DX-EE antenna](#), 40-20-15-10 meters. Lists for \$160 new, yours for \$40.00. Also a heavy duty transmatch, expertly built by Cliff Kurtz, N6ZU (ex-K6EKH). Tune *any* antenna. Asking \$40.00. Dave, N6LHL, 209-477-8866, N6LHL2@gmail.com.



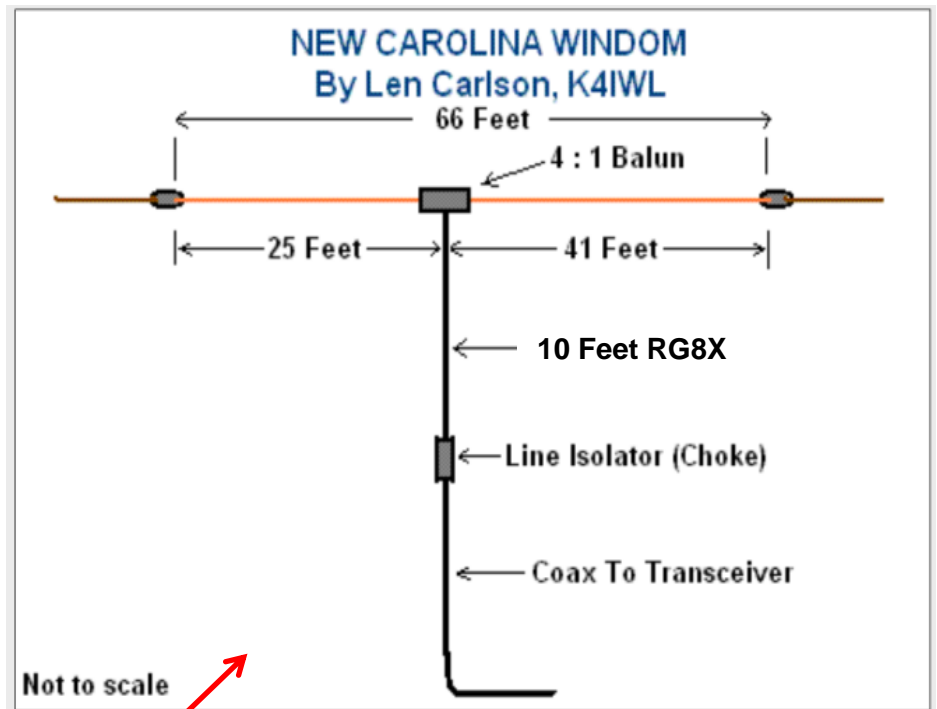
- Kenwood TS-2000 with mic., power cord, manual. 160M - 10M plus 6 & 2 meters and 70 cm, all mode. \$700 or reasonable best offer. John, K6YK, 209-462-7391. K6YK@juno.com

- *Free* - 1 Honda E1500 generator, 1.2 kw, with manual. Not working, needs a lot of cleaning and reconditioning. *Mike, N6ZW, N6ZW@comcast.net.*

- *Free* - Fluke multimeter, model 8021B with case and leads. May need new battery soon. Looks kinda beat up, but it works. 1000vdc, 750vac. *N6ZW.*

- *Free* - Laser B/W printer. Includes a used but usable toner cartridge. *N6ZW.*

- *Free* – Windows 7 Pro desktop computer with monitor and operating system disk. 6 gb RAM, USB wi-fi, DVD drive. *N6ZW.*



- 2 "Radio Works" Carolina windom antennas, 40-10 meters, with line isolator and balun. Requires a 10 foot section of coax between the balun and isolator. \$55 each (\$140 when bought new.) *N6ZW.*

HamCram and VE Tests December 12th

The next scheduled HamCram and amateur license test session in our area is scheduled for Saturday, December 12th at Fire Station #2 in Stockton. Note that during the present coronavirus crisis, it is normal for the Fire Department to cancel such activities with short notice. In that case, the event changes to license testing only and will relocate to the Stockton Sailing Club at the west end of March Lane. Regardless of how and where the testing is conducted, you must register in advance: [click here](#).

Any new developments or schedule changes will be announced on our 7:00 pm Wednesday night net, as well as on the Stockton-Delta club net, Monday night at 8:00 pm, 147.165 mHz.

LINE FEED



The California QSO Party (“CQP”) on October 3-4 was a real hoot for this operator. I actually didn’t plan on working it much due to other priorities in the home that weekend, but I got hooked and burned a lot of time on the air over both days. It paid off well with lots of QSOs from Hawaii to Maine, despite my built-in confusion factor: I had to sign KG7OR/6 to make it look like I was actually here! Anyway, it was really nice to be the target of the pileup for a change instead of bouncing off its edges. **Note for you Technician licensees:** every contact was made in the General class bands, and right there is a good reason for you to upgrade. You don’t want to miss out on the next CQP....The following weekend brought the Nevada QSO party (NQP), in which I burned a bunch more hours. I had a good advantage in being able to hit the Mt. Rose repeater near Reno with my portable 144/440 yagi that you see here. That contest counts QSOs made through a repeater system, mainly to give Technicians with HTs a chance to participate. Hats off to the NV folks for that one...WB6BET also scored well in the NQP, even hitting Mt. Rose from Rio Vista with his base station vertical....Thanks to those who have complemented the Lodi A.R.C. for sponsoring the 2-meter simplex contest, but that’s a misconception. It wasn’t a club function at all; we just publicized it. All credit goes to N6TCE and the AD6KU Memorial DXCC. FB Bob!....Speaking of simplex, it seems that participation has dropped off a bit on our Wednesday simplex net, 6:30pm on 147.09. Your simplex operating skills are important in dealing with the unexpected, so mark your calendar and join us....FB to KD6SSN for donating a LARC T-shirt that he bought and decided not to keep. It’s still brand new and in the stack as described on page 2....I hope somebody buys that Kenwood mobile from KB6LFM soon, before I decide I need it myself. See the first item in the Swap Meet section. Looks like a great 50-watt radio, with built-in APRS....until next time, 73 DE KG7OR.

Image credits in this issue:

p. 1, 15 Lodi grapes graphic: lodi.gov
p. 1, 4 K6HEW plate: plateshack.com
p. 2 KD6TYD in flight gear: KD6TYD
p. 3 KI6YYT CQP mobile: WB6BET
p. 4 WB6BET operating position: WB6BET
p. 7 N6TCE, W6SXA: w6sf.org

p. 12 TM-D700A: Universal Radio	p. 12 TS-2000: rigpix.com
p. 12 Icom power supply: rigpix.com	p. 13 Windom: K4IWL
p. 12 HAL paddle: telegraphkeys.com	p. 15 Star Trek: hamhijinks.com
p. 12 DX-EE ant: dxengineering.com	P. 11 cap: K6AAN
p. 12 N6ZU tuner: N6LHL	All others: KG7OR
p. 12 Stuff: stuff-buy-sell-trade.business.site	



ABOUT THE LODI AMATEUR RADIO CLUB

Web: <https://lodiarc.org>

Email: LodiHams@gmail.com



Our Board of Directors and key supporters for 2020:

President: **Barry Marson, K6ZZD**

Vice President: **Mike Dugger, K6AAN**

Secretary: **Jim Seiferling, WB6BET**

N6SJV Call Sign Trustee: **Mike Zane, N6ZW**

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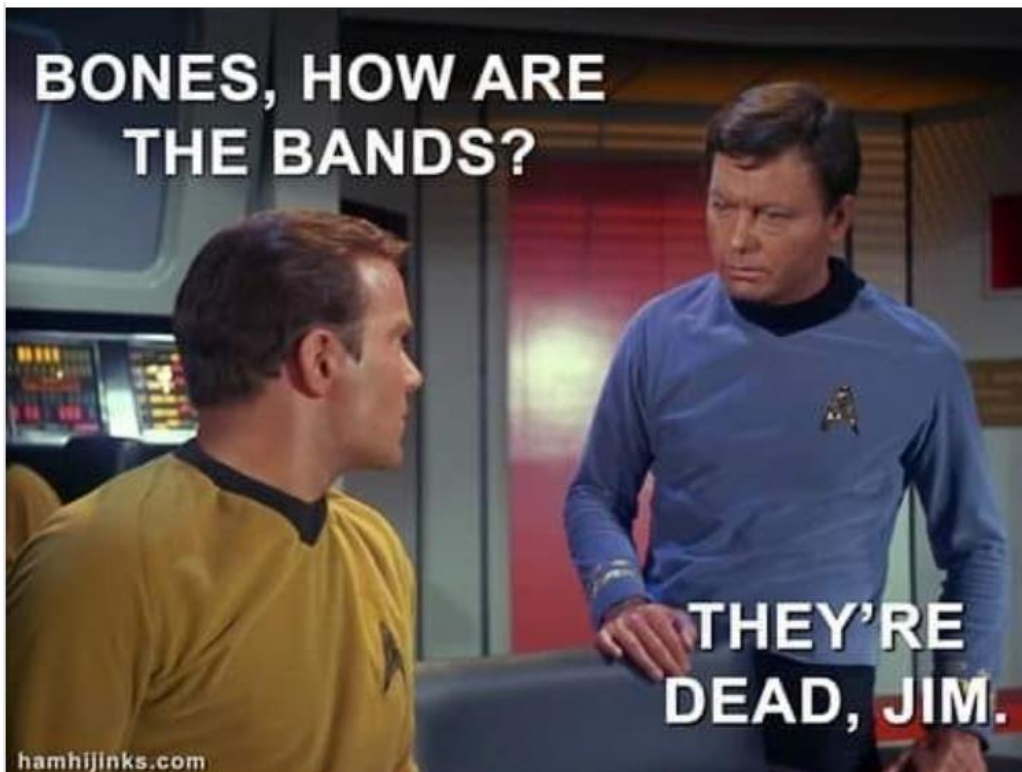
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Technical Committee: **Mark Cloud, W6SXA**

Media Committee: **Ron Simpson, N6GKJ**

Net Operations Committee: **Bob Officer, N6TCE**

THE LAST WORD



Ham Plates, continued from page 6. Form 17A, 2 pages:

SPECIAL RECOGNITION LICENSE PLATE APPLICATION			
<div>DMV DEPARTMENT OF MOTOR VEHICLES A Public Service Agency</div>			
<input checked="" type="checkbox"/> ORIGINAL Complete Sections 1, 2, 5 <input type="checkbox"/> REPLACEMENT Complete Sections 1, 2, 4, 5 <input type="checkbox"/> REASSIGN, RETAIN, RELEASE Complete Sections 1, 3, 5			
Special License Plates must be assigned to a vehicle currently registered in California. The department will not honor a change of choice, spacing or a request for refund after the reservation is made.			
SECTION 1 — PLATE OWNER (Please print true full name of plate owner or purchaser)			
LAST NAME		FIRST NAME	MIDDLE NAME
HAMM		JOHN	QUINCY
MAILING ADDRESS (STREET OR P.O. BOX)		CITY	STATE ZIP CODE
123 MAIN ST		LODI	CA 95240
SECTION 2 — PLATE SELECTION:			
Will be assigned to: <input type="checkbox"/> Auto <input checked="" type="checkbox"/> Truck <input type="checkbox"/> Trailer <input type="checkbox"/> Motorcycle (Motorcycle plates are available in Amateur Radio License, Purple Heart, POW, or Antique Motorcycle. Gold Star Family and Firefighter Motorcycle: Decals are applied to a white plate.)			
Plates to be placed on this vehicle, if known:			
Documentation Required*		LICENSE PLATE NUMBER	VEHICLE IDENTIFICATION NUMBER (VIN)
<input checked="" type="checkbox"/> Amateur Radio License (PROVIDE CALL LETTERS) K6XYZ		5ABC432	8X7JR6B4EF9876
<input type="checkbox"/> Legion of Valor (TYPE OF MEDAL OR CROSS) <input type="checkbox"/> Purple Heart Recipient <input type="checkbox"/> Antique Motorcycle <input type="checkbox"/> Gold Star Family <input type="checkbox"/> Ex-Prisoner of War (POW) (REQUESTED FOUR DIGITS) <input type="checkbox"/> California Firefighter For an Environmental License Plate (ELP) use boxes to the right. ELP'S ARE SUBJECT TO REVIEW AND APPROVAL. Indicate a half space by marking a "/" between the boxes where requested. Indicate a full space by placing an " " in the box where you want the space.		California Firefighter Only First Choice Meaning (Required) Second Choice Meaning (Required) Third Choice Meaning (Required)	Certification Required* <input type="checkbox"/> Pearl Harbor Survivor <input type="checkbox"/> Horseless Carriage <input type="checkbox"/> Press Photographer *Certify in Sections B, C, or E. See reverse for explanation. Documentation AND Certification Required* <input type="checkbox"/> Congressional Medal of Honor <input type="checkbox"/> Honorary Consul <input type="checkbox"/> Historical Vehicle *Attach Copy of Documentation. Certify in Sections A, D, or E. See reverse for explanation.
*Attach Copy of Documentation. See reverse for explanation.			
A. CONGRESSIONAL MEDAL OF HONOR RECIPIENT CERTIFICATION			
I certify that I am a Congressional Medal of Honor recipient. This vehicle is the only vehicle for which the exemption is requested; it will not be used for transportation for hire, compensation, or profit.			
SIGNATURE		DATE	
X			
B. PEARL HARBOR SURVIVOR CERTIFICATION			
The applicant was a member of the United States Armed Forces and stationed at Pearl Harbor, the island of Oahu, or offshore within a distance of three miles, on December 7, 1941, during the hours of 7:55 a.m. to 9:45 a.m., Hawaii time; and received an honorable discharge from military service. Signature of an authorized employee of the California Veterans Service Office (CVSO) is required.			
AUTHORIZED CVSO EMPLOYEE SIGNATURE	TITLE	DATE	DAYTIME PHONE NUMBER
X			()
C. PRESS PHOTOGRAPHER CERTIFICATION — MUST BE SIGNED BY EMPLOYER			
The applicant is regularly employed or engaged as a press photographer or camera person for a:			
<input type="checkbox"/> Newspaper <input type="checkbox"/> News Magazine <input type="checkbox"/> News Gathering <input type="checkbox"/> Newsreel Company <input type="checkbox"/> Television Company			
EMPLOYER'S SIGNATURE	TITLE	DATE	DAYTIME PHONE NUMBER
X			()
NAME OF COMPANY			
STREET ADDRESS CITY STATE ZIP			
D. HONORARY CONSUL CERTIFICATION			
I certify that I am a citizen and/or permanent resident of the United States appointed as an honorary consul or similar official by the country listed below for the purpose of facilitating and promoting the interest of that country. I understand that these may be placed only on a vehicle owned or leased by me, and that this application is subject to review and approval by an authorized Department of Motor Vehicles employee.			
SIGNATURE	NAME OF FOREIGN COUNTRY REPRESENTED	DATE	
X			
E. HISTORICAL VEHICLE AND HORSELESS CARRIAGE CERTIFICATION			
Historical Vehicle License Plates			
I certify that I understand these plates may only be placed on a motor vehicle manufactured after 1922, which is at least 25 years old and is of historic interest. I also certify that I understand that the vehicle for which these plates are issued is primarily driven in historical exhibitions, parades, or historic club activities.			
SIGNATURE	DATE		
X			
Horseless Carriage License Plates			
I certify that I understand these plates may only be placed on a motor vehicle manufactured in 1922 or prior, or manufactured with 16 or more cylinders before 1965. I also certify that I understand that the vehicle for which these plates are issued is primarily driven in historical exhibitions, parades, or historic club activities.			
SIGNATURE	DATE		
X			
SUBMIT ORDER AND FEES TO: DMV, SPU — MS D238, P.O. BOX 932345, SACRAMENTO, CA 94232-3450			
REG 17 A (REV. 1/2015) W1		SEE REVERSE SIDE	

SECTION 3 — REASSIGNMENT (Antique Motorcycle, Historical Vehicle, Horseless Carriage Plates cannot be reassigned or retained)

SPECIAL LICENSE PLATE/DISABLED PERSON LICENSE PLATE NUMBER	WERE REMOVED FROM (VIN)
PLACED ON (CURRENT LICENSE PLATE)	WITH (VIN)

RETAIN INTEREST <input type="checkbox"/> Retain for future use (Annual Fee Required for Honorary Consul) <input type="checkbox"/> Fee enclosed	RELEASE INTEREST <input type="checkbox"/> Release
---	--

SECTION 4 — REPLACEMENT ONLY (To replace disabled person license plates, use form REG 156)

I NEED: <input type="checkbox"/> One Plate <input type="checkbox"/> Two Plates	PLATE(S) WERE: <input type="checkbox"/> Lost/Stolen <input type="checkbox"/> Mutilated <input type="checkbox"/> Surrendered
---	--

SECTION 5 — SIGNATURE REQUIRED FOR ALL APPLICANTS

I certify (or declare) under penalty of perjury under the laws of the State of California, that the foregoing is true and correct.

SIGNATURE X <i>John D. Hamm</i>	DATE <i>12/7/17</i>	DAYTIME PHONE NUMBER <i>(209) 123-4567</i>
---	------------------------	---

SPECIAL LICENSE PLATE REQUIREMENTS

Fees can be located at https://www.dmv.ca.gov/portal/dmv/detail/pubs/brochures/fast_facts/ffvr11

Amateur Radio Station	Issued to a person licensed by the Federal Communications Commission (FCC). A copy of the valid FCC license must accompany the application. The plate configuration will be the call letters. Licensee may obtain only one set of plates.
Antique Motorcycle	Issued to a motorcycle manufactured in 1942 or before. A copy of the vehicle registration, manufacturer's Certificate of Origin, or other documentation acceptable to the department indicating the manufacture date of the motorcycle must accompany the application.
CA Firefighter	Issued to a vehicle owned by a regularly employed, retired, or volunteer firefighter. Documentation submitted must be presented and verified as proof of eligibility. Acceptable proof of eligibility are: <ul style="list-style-type: none"> • Fire department identification (ID) • International Association of Firefighters (IAFF) • California Professional Firefighters (CPF) Callback Association membership card
Congressional Medal of Honor	Recipient of the Congressional Medal of Honor receives plates at no additional cost. Certification on the application must be completed. A copy of the service record, or a copy of the letter which was given to the recipient awarded the Congressional Medal of Honor, must accompany the application.
Ex-Prisoner of War (POW)	Issued to a vehicle owned by an applicable person held prisoner of war by forces hostile to the United States during a period of conflict. Documentation submitted must be one of the following: <ul style="list-style-type: none"> • A letter of verification from the National Personnel Records Center • An official document marked former American POW • Discharge papers declaring the bearer to be a former American POW
Gold Star Family	Issued to family members of an active duty member of the Armed Forces killed in the line of duty; "Family Members" as defined in Section 5156 of the California Vehicle Code. The Report of Casualty (DD 1300) form from the Department of Defense, and the Project: Gold Star License Plate Application (VSD 5-1918) from the California Department of Veterans Affairs must accompany the application.
Historical Vehicle	Issued to a motor vehicle manufactured after 1922, which is at least 25 years old and of historic interest. Vehicle is primarily driven in historical exhibitions, parades, or historic vehicle club activities. For commercial vehicles only: The Certificate of Title must be submitted with the application.
Honorary Consul	Issued to a vehicle owned or leased by an honorary consular officer. A photo copy of the Consular Identification Card issued by the US Department of State denoting the applicant's Honorary Consular status is required.
Horseless Carriage	Issued to a motor vehicle manufactured in 1922 or prior, or manufactured with 16 or more cylinders before 1965. Vehicle is primarily driven in historical exhibitions, parades, or historic vehicle club activities.
Legion of Valor	Issued to a vehicle, except motorcycles, owned by an Army, Navy, or Air Force Medal of Honor, or an Army Distinguished Service Cross, Navy Cross, or Air Force Cross recipient. A copy of the service record or Department of Defense Form 214 must accompany application.
Pearl Harbor Survivor	Issued to a vehicle, except motorcycles, owned by a member of the US Armed Forces stationed at Pearl Harbor on December 7, 1941, with an honorable discharge from military service. Certification by an authorized employee of the California Veterans Service Office is required.
Press Photographer	One set of plates issued to a vehicle owned by anyone regularly employed or engaged as a newspaper, newsreel, or television photographer. Certification by employer must be completed on the application.
Purple Heart	Issued to a vehicle owned by a Purple Heart recipient. Copy of orders, service record, or discharge papers reflecting the Purple Heart Award is required with application.

NOTE: All fees and procedures for original and renewal issuance are in addition to regular registration fees pursuant to Vehicle Code Section 4000.