

From: "EMCOMM MONTHLY" <emcomm@cot.net>
To: "@NONE" <"Undisclosed-Recipient:;>
Sent: Saturday, January 31, 2009 7:07 PM

Subject: EMCOMM MONTHLY - FEBRUARY 2009

WORLDWIDE eDISPATCH - 1 FEBRUARY 2009 - 0300Z

Dedicated to Emergency Communications by RADIO
EMCOMM MONTHLY
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The EM PHILOSOPHY

"MOXIE"

Moxie "The Original Elixir" is an old fashioned soft drink with a distinct taste. It has been made since 1884 and is the official soft drink for the State of Maine.

The term "moxie" became a popular term during World War II indicating a "know how" or "can do" attitude! In other words, the "knowledge, ability and the confidence to perform a task smoothly and efficiently." Moxie is closely related to The EM PHILOSOPHY!

Acclaimed historian Stephen Ambrose (1936-2002) once said that a major contributing factor to the allied victory in World War II was that many American citizen-soldiers came from farms and villages all across America

and who were experienced in the repair of tractors and trucks. When an allied tank or truck (or even an aircraft) needed repair in the field they were able to "git 'er done!" (With all due credit to Larry the Cable Guy.)

On the other hand, the professional soldiers of Germany and Japan lacked the skills necessary to make emergency and/or improvised field repairs, and when a tank or truck broke down, it was either abandoned or the crew had to wait until a specialist mechanic could be brought in to make the repairs. By then it was often too late.

SIDEBAR: In both WWI and WWII, many military and naval radio operators were radio amateurs that already knew the Morse Code and basic electronics. Also, many expert riflemen had been involved in civilian marksmanship programs such as those sponsored by the Boy Scouts of America or the National Rifle Association.

But I digress. There once was time when radio amateurs built, tested, and operated at least some home-brew gear. Today, fewer and fewer hams assemble kit-radios or accessories, build their own antennas, restore and repair vintage and modern gear, and learn and practice basic skills such as Morse and message traffic handling.

Sadly, many are duped into believing that if they take a one-day "ham cram" class, memorize a few multiple-guess answers, and get a license over the internet (don't even have to wait for the mail anymore), and start yakking...they are radio operators. Sorry if this offends you...but this is not "moxie".

Skilled EMCOMM operators have or need moxie, and it cannot be purchased in a bottle. EM exists to promote moxie: the essential and basic skills necessary to provide emergency communications under adverse and unusual conditions. EM believes that an (inter) national pool of skilled communicators has great value. Radio men and women who can set up a station with basic equipment, get a wire in the air, hook up a key or mic, and using only a pad of paper and a pen, get the job done.

It makes no difference who or what agency originates a message. It makes no difference whose logo or brand is on the cap you're wearing. The object is to get a message from "point A" (where you are) to "point B" (anywhere), accurately and efficiently. Just give us the message and we'll format it, get it on the air, and with a little moxie, we'll get it delivered to the addressee! We don't need any complicated equipment or commercial power lines, and..."we don't need no stinkin' badges!" (See QSH below.)

You can read more about Moxie Original Elixir at:

<http://en.wikipedia.org/wiki/Moxie>

Be sure to check out "Dilbert and Ham Radio" who has "the knack" (moxie).

Video at:

<http://video.google.com:80/videoplay?docid=2021369175979347037&hl=en>

"Keep yer batteries charged, yer hubs locked, and yer powder dry!"

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SHORT CIRCUITS

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FROST FEST - Richmond, VA - Saturday, February 7, 2009

February is just around the corner! "Frost Fest" www.frostfest.com is sponsored by The Richmond Amateur Telecommunications Society ("RATS"), and it is held in the winter each year when most other amateur radio conventions are being planned.

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FEEDBACK, MUSINGS and SPURIOUS EMISSIONS

I would like to take "umbrage" with the following excerpt from the Jan 2009 EMCOMM newsletter:

"A message should not be considered "delivered" if it is forwarded to an email address or left as voice mail or on an answering machine, since there is no way to know if the addressee ever got the message. If handling instructions (HX) indicate that a reply is requested, or if the message is undeliverable, how can the delivering station service the message back to the originating station? And how can an addressee reply if phones, email, and even the postal service are down in the originating area? RADIOGRAMS (routine) that are mailed as a First Class letter (from a local delivering station) may be considered delivered, because the post office will "RETURN TO SENDER" to the return address on (the delivering station's) envelope."

I have my e-mail program set to request a "read receipt" for every message I send. Therefore, I know whether the message is received. Personally I do not

worry about SAR numbers, as I could have a wall full of BPL* cards if I so desired. I handle and generate traffic because I enjoy doing it, and who knows when my services may be required? If I telephone a recipient and leave a message on an answer machine I also request a return call stating the message is received, but it is seldom that I rely on answering machines. I will try again if I get one, usually. -- Glenn Killam, VE3GNA / VA3OPN, Ontario STM

Thank you for your comments and suggestions, Glenn, and we pleased to know there are at least some of our readers who are serious traffic handlers!

The problem with depending upon the email automated "read receipt" system is that it does not guarantee that a message was actually received by the intended addressee. It only indicates that someone, somewhere (email address do not show where a recipient is located), clicked on "Yes". Also, what do you do if the computer terminal keyboard operator chooses to select "No". Did they receive the message...or not?

Another problem with email addresses is that, since punctuation is not used in radio message traffic, email addresses can be tricky to send. Symbols like @, _ (underscore) or . (dot) cannot be used, so these symbols must be spelled out in Morse or spelled phonetically, whether added to the address, included in the text, or on the signature line (for reply purposes). See: EMAIL ADDRESSES IN RADIOGRAMS June 2005 at: <http://www.emcomm.org/em/2005/june2005.htm>

(If an email address is included in a RADIOGRAM address, it MUST be only in addition to a street (or PO box) address and a telephone number (if one is known and available).

I hope this helps to explain why we say what we do. By the way, what are "SAR numbers"? - Editor

* Brass Pounding League - An ARRL award given to operators who handle large amounts of traffic

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THE EM ADVISOR

The staff of EMCOMM MONTHLY is happy to answer your questions to the best of our ability. Some are "FAQs" (Frequently Asked Questions) and others are of a specific nature. Each month, we will answer questions that may have value to other emcomm radio operators. Technical questions are forwarded to our Technical Advisor, Ed Ewell, K7DXV. Questions about our ARCT program or NIMS/ICS are forwarded to Jerry Boyd, N7WR. Others may be forwarded to other staff members. Questions regarding emcomm in general are usually handled by D. W. Thorne, K6SOJ. Some will wind up on our FAQ page at: <http://www.wrrl.org/faq.asp>

Before submitting a question, we ask our readers to check the FAQ page first...your question may have been asked before. Also, please consider checking our site search page at: <http://www.emcomm.org/search.htm> to see if your question may have been previously addressed in EMCOMM MONTHLY. Thank you.

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Q: How about the WRRRL taking the initiative and printing up some message pads to sell to hams involved with emergency services? I suggest that you solicit some of the ICS-213 forms that ARES® and RACES groups use and design a WRRRL ICS-213 form and see if we can make things better than what we have going for us with the old dilapidated ARRL forms. In our county we use a modified ICS-213 with an ARRL type header on it, and 25 lines for words just like the ARRL form. Do not forget to put the (message service) cross on the bottom of the form. You might also print the WRRRL logo on the form near the top. While you are at it, take a look at WINLINK® AIRMAIL. - Name and call sign withheld

A: This subject has been discussed over and over in EM..ad nauseum. But apparently the message still hasn't soaked in. So we'll try again.

The ICS-213 memo form and the universal radio message format (RADIOGRAM) serve two completely different purposes. Attempting to use the ICS-213 form to send/relay/receive radio message traffic (or vice versa) works about as well as using a pipe wrench to drive a nail. Whether you have moxie or not, most of us know and practice this universal axiom: "The right tool for the right job!"

We have reviewed your "ZZZ ----- County GENERAL MESSAGE" form. While your form may work for radio message traffic within your county, at best it will be slow.

Whenever and wherever anything other than the standardized universal message traffic format (RADIOGRAM) isn't being used for radio message traffic, expect serious problems and/or delays. The standardized universal message traffic format for RADIOGRAMS, when used properly, will expedite radio

message traffic smoothly.

Contrary to popular belief, the standardized universal message traffic format for RADIOGRAMS, is NOT a proprietary format (or form) of the ARRL/NTS, the WRRL, or anyone else! It has been used worldwide by commercial services, maritime, military and naval services for over 100 years. Also, the RADIOGRAM format is NOT solely for "Health and Welfare" traffic like so many try to say. It should be used to expedite messages of any precedence (EMERGENCY, Priority, Welfare, or Routine). See: The EM Philosophy - April 2007 at: <http://www.emcomm.org/em/2007/april2007.htm>

If I were a busy radio operator handling a pile of messages (perhaps visiting in your county), and someone handed me a message written on your FIELD 213 ICS, I would have to stop handling traffic and figure out how to transmit the message, or hand it to a counter person and ask them to properly format it, thus delaying the message.

As for your (revised) ICS-213, we see no need to revise a form that is mandated for intra and inter office written messages. Adding more forms will only confuse the issue.

Attempting to use your revised 213 for radio message traffic:

1. The Message # block is self-explanatory and clear to understand, but there is no place for precedence (EMERGENCY, Priority, Welfare, or Routine). There is a square labeled PRIORITY, and one assumes that it is for PRECEDENCE. But using the term PRIORITY for all messages, could be very confusing.
2. There is no provision or place for Handling Instructions (if needed).
3. There is no place for originating station. (Different than "from," but nevertheless important in message traffic.)
4. In message traffic, CHECK ("word" count) follows originating station, not priority as it is on your form. This could really screw up the message...or at least delay it.
5. There is no specific place for place of origin. Often different from originating station.
6. Time and date are reversed. That could also really screw up the message...or at least delay it. (I hope your operators aren't having to spend time sending the name of each box.)
7. If a message originates in your county that is addressed to a location outside your county, and since your form/format may or may not be used elsewhere, what message format would your operators use? Or, suppose the message must be relayed via a station outside your county and back into your area?
8. Some operators have a hard time learning the very simple standardized universal message traffic format, so why confuse them with two different message formats?
9. Imagine what would happen if every county, state, country, used a

different radio message format? It would be another "Tower of Babel!"

Skilled traffic handlers do not need any form. They know the format and simply automatically copy the preamble, the address, the message and the signature in the universal format. (See the example under MESSAGES RECENTLY RECEIVED and TRAFFIC HANDLER'S MANTRA in NET and TRAFFIC HANDLING, below).

Finally, we are not about selling every item we can think of to hams. (The WRRL has a free, downloadable RADIOGRAM form, that our member stations can use for the final delivery of RADIOGRAMS. (In person, via special courier, by mail, etc.) EMCOMM MONTHLY and the WRRL are about emcomm and message traffic, on behalf of a third party...by radio. Our goal is to preserve the basic skills necessary for effective emcomm using tried and true, simple, reliable, old-fashioned methods that will outlast, out perform, and work very well when any and all "better mousetraps" fail. We are sure we will not convince everyone...but at least we can try. Our only hope is that there will be enough skilled emcomm operators left standing to handle the message traffic load when "the ship hits the sand!"

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ICS PERSPECTIVES

By Jerry Boyd, N7WR, Associate Editor and ICS Advisor

Thanks to those who, upon reading the January 2009 ICS column, took the time to provide suggestions for future column topics. Thanks to that input, I have "fodder" for discussion for several months. Some who made suggestions clearly have firmly-held beliefs related to their suggested subjects. My perspective may differ from their, but at least the discussion should generate some thought. My goal is not to change anyone's mind. If that happens, so be it. As long as people consider all sides of an issue (mine being only one) before "locking in" on the direction they choose, that should prove constructive.

One reader made two related topic suggestions. One had to do with the Universal Radiogram vs. ICS 213 interoffice memo form for message traffic handling use. This has been discussed in depth and at great length in past issues of EM, that are available for perusal anytime by going to the EM archives www.emcomm.org/em or search EMCOMM.ORG at www.emcomm.org/search.htm

The second topic the same reader suggested was a discussion of WinlinkT Airmail as a means of passing message traffic from point A to point B. To make my position clear, I am something of a pragmatist. That is, whatever works to accomplish the task at hand, as long as it is legal, is worthy of consideration. That could mean, under some circumstances and conditions, that CW is the only effective communications mode available. At the other end of the spectrum (no pun intended), more sophisticated approaches may be appropriate. WinlinkT Airmail may be one of them.

Here, however, are some things to consider:

1. No one, exclusive mode or technology should be selected. If it (WinlinkT or anything else) does not get the job done, there needs to be a fall back.
2. One should consider the cost of acquiring WinlinkT Airmail capability. Modem costs, while dropping, are still significant.
3. Related to #2, will there be enough amateurs equipped with WinlinkT Airmail capability to make for an effective message delivery system?
4. It is difficult enough with less-sophisticated modes to get enough

amateurs up and running and proficient at all times to handle message traffic. Will that problem be any greater or lesser just because WinlinkT is chosen over some other mode or technology?

5. Assuming substantial local interest and investment capability in implementing WinlinkT, does that interest and capability exist service-wide to the point where it can be reliably used in a disaster where infrastructure is liable to fail? And, finally, what about the potential interference issues on the amateur band created by automatic WinlinkT transmissions?

The answers to the preceding questions, as opposed to the bias of any amateur, myself included, should drive the selection or non-selection of WinlinkT Airmail as a viable emcomm tool. - Until next time, 73 from NE Oregon de N7WR

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WRRL NEWS and NETS

? REGIONAL EMCOMM NETS (ALL SERIOUS EMCOMM STATIONS WELCOME):

Pacific (and Mountain) Time Zones: PTZNN (aka Jefferson Noon Net/JNN) daily at 1200 PTZ on 7204± kHz (3911± kHz alternate)

Central (and Eastern) Time Zones: CTZNN Mondays, Wednesdays and Fridays at 1200 CTZ on 7208± kHz

? WRRL NET on MONDAYS on 14.280 MHz USB (listen up or down the band as much as 20 kHz)

2000Z (When on Daylight Saving Time) and 2100Z (When on Standard Time)

? WRRL STATION MAP UPDATE

Map showing the location of WRRL stations can be viewed at:

<http://www.wrri.org/map>

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TRAFFIC HANDLING

"For want of a letter, a word was lost.

For want of a word, a message was lost.

For want of a message, a life was lost."

"Record Message Traffic, by skilled operators, and by RADIO (only)!" It's about Dependability, Accuracy and Accountability!

NET and TRAFFIC HANDLING

LINCOLN NOON NET - LNN (CTZNN) M-W-F

MONDAYS, WEDNESDAYS, and FRIDAYS at 1200 CTZ on 7208 kHz ± LSB.

All emcomm stations in the Central (U.S.) Time Zone, PLUS the Eastern and Mountain Time Zones are invited to check in.

JEFFERSON NOON NET - JNN (PTZNN) DAILY

DAILY at 1200 PTZ on 7204 kHz ± LSB. (3911 kHz alternate)

Stations in the MTZ (and CTZ, if the band is very long) are also welcome!

The LNN and the JNN are for operators who want to learn and/or practice proper net operating procedures and standardized traffic handling skills.

Stations in the MTZ (band conditions permitting) can potentially participate in both of these nets, and thereby provide a relay

circuit between the east coast and the west coast on 40 meters three times a

week! It is anticipated that the LNN will eventually become a daily circuit.

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MESSAGES RECENTLY RECEIVED

10 R AL7N 27 FAIRBANKS ALASKA 0900Z JAN 3

DW THORNE K6SOJ
P O BOX 99
MACDOEL CA 96058
530 938 4751

WEATHER BAD HERE FIFTY BELOW
THIS MORNING VISIBILITY ONE HUNDRED
YARDS ICE FOG HAVING DIFFICULTY
KEEPING RADIO BATTERY FROM FREEZING
CONTACTED K6KPH 14050 AT 0830Z
SIGNAL GOOD

ED AL7N

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THE "TRAFFIC HANDLER'S MANTRA" (Recite often to help remember the eight parts in preamble):

"No . Prepared . Ham . Should . Copy . Priority . Traffic . Delayed"
NUMBER . PRECEDENCE . HX (Handling Instructions) . STATION OF ORIGIN . CHECK
. PLACE OF ORIGIN . TIME . DATE

To help you to memorize the eight parts of the preamble, RECITE the "Traffic Handlers Mantra" often:

"No . Prepared . Ham . Should . Copy . Priority . Traffic . Delayed"

ASSESS your current traffic handling skill. Take the "TRAFFIC HANDLER'S CHALLENGE" at: www.emcomm.org (main page)

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NATIONAL EMCOMM TRAFFIC SERVICE (N.E.T.S.)

The NATIONAL EMCOMM TRAFFIC SERVICE uses designated watch and calling frequencies. Public service amateur radio operators everywhere are invited to monitor these frequencies whenever possible. But when disasters or other incidents occur, emcomm operators are asked to warm up their radios and "light up" the NATIONAL EMCOMM TRAFFIC SERVICE..."24/7". Active operators know which bands are most likely to be "open" depending upon the time of day, season, etc.

During disasters and for other emergencies, the frequencies are "open nets". When traffic becomes heavy, they will become "command and control" frequencies with a net control station "triaging traffic" and directing stations with traffic to another (traffic) frequency. (At least 5 kHz away.) Proper net procedures are essential.

NETS does not maintain regular schedules and does not handle routine "make work" messages such as birthday greetings, "your license is about to expire", "book messages", etc. NETS is intended to supplement and fortify other networks by providing a vehicle for emcomm operators to originate,

relay and deliver legal radio message traffic (I.e. - "first class mail") of any precedence, at any time, from and to anyone and anywhere--especially during disasters or other crises. NETS stations will cooperate and use other networks that are known to be capable of accurately and efficiently handling RADIOGRAMS.

NATIONAL EMCOMM TRAFFIC SERVICE (NETS) WATCH . MONITOR . CALLING . TRAFFIC FREQUENCIES

All listed frequencies (except 60 meters) are nominal. Actual nets may be up or down as much as 20 kHz

SSB:

1982 kHz

3911 kHz RADIO RESCUE (SSB and CW)

5332 kHz "Up" to other 60M channels as necessary. 50W maximum ERP.
(Activated during actual incidents.)

7214 kHz

14280 kHz

ALASKA ONLY: 5167.5 kHz (USB emergency traffic only)

CW:

1911 kHz

3540 kHz

3911 kHz RADIO RESCUE (SSB and CW)

7111 kHz

10119 kHz

14050 kHz

ALASKA - 3540/7042/14050 kHz

GULF STATES (LA, MS, TX, AL) - 7111 kHz 1100Z-2300Z / 3570 kHz 2300Z-1100Z

During EMERGENCIES: 7111 kHz daytime, 3570 kHz nighttime.
(Times approximate depending on band conditions and changes in sunrise/sunset.)

VHF/UHF FM

LOCAL EMCOMM SIMPLEX - 146.55 MHz

RED CROSS EMCOMM SIMPLEX - 147.42 MHz

NATIONAL CALLING SIMPLEX - 146.52 MHz

Frequencies listed may be on or near other established net frequencies.

As a matter of operating courtesy, always move up or down a few kHz to avoid QRM when a frequency is in use.

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QSH -- (I HAVE HUMOR FOR YOUR STATION)

EM's Quiz, Survey, and [attempt at] Humor Section...

"Badges?... We don't need no... stinkin' badges!"

One of the most frequently quoted, misquoted, and parodied movie quotations in history.

<http://www.youtube.com/watch?v=VqomZQMZQCQ>

<http://www.youtube.com/watch?v=-lj056ao6GE>

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"SHOW US YOUR SHACK"

"SHOW US YOUR SHACK" is at: <http://www.emcomm.org/em/shacks>

Send a picture of you AND your shack (all in one frame and in JPG or JPEG format) to: k6soj@wrrl.org

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FEATURE SECTION

RADIO BRAZZAVILLE

By D. W. Thorne, K6SOJ

This month our feature is about another type of emergency communications. It's about broadcasting by a free government in exile while its homeland is occupied.

Radio Brazzaville went on the air in 1940 as The Voice of Free France after French Equatorial Africa rallied to General De Gaulle, who made daily broadcasts of hope to his compatriots in Nazi-occupied France and other places such as Algeria, Morocco, and allies everywhere.

After World War II ended, Radio Brazzaville remained on the air as a much listened-to powerhouse SWBC station until about 1960. It's broadcasts were heard worldwide, and was famous for its excellent news bulletins in French, English, Portuguese, Spanish and Swedish. Radio Brazzaville also was known for its excellent entertainment programming, and boasted a record library of over 25,000 items to "satisfy all tastes".

I first heard Radio Brazzaville in 1958, one afternoon when I turned on my Hallicrafters S-38D (5 tube AC/DC) that I had recently purchased from Montgomery Ward with my paper route earnings. \$49.95 plus tax. As it warmed up, I slowly tuned across on the 25 meter band and heard: "Ici Brazzaville, Poste National Francais." - "This is Radio Brazzaville, the French National Broadcasting Station in Central Africa."

It became one of my favorite short-wave stations. I listened often as I could, but since the evening broadcasts to Europe were during midday in my area, I couldn't enjoy all the programming except during the summer and on weekends. Their late-night broadcasts to Europe faded in during the late afternoon where I lived.

I remember relaxing on the four-poster bed in my room, looking up at my model airplanes hanging from the ceiling, and thinking, "This sure beats my Kitcraft, home-built, one-tube (1T4) radio, that was sitting idly by on my bedroom table. I sure like being a boy."

Guess what? After all these many years, I still like being a boy. Just as often as I can get away with it.

I submitted a reception report, and a few months later, the mailman delivered a treasured, 4-page, color QSL card (actually it is paper). The "card" confirms my reception of Radio Brazzaville on: "4-12-58* (01:15 GMT) 11970 Kc/s" (apparently they had no "1" on their typewriter). The "card" is one of the favorites in my collection of radio memorabilia. (View it at: http://www.trsc.com/qsq_french_eq_af_radio_brazzaville.html)

* (4-12-58 is European shorthand for December 4, 1958.)

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EMCOMM SPECIALTY PRODUCTS

EMCOMM "LICENSE PLATES"

View at: <http://www.emcomm.org:80/products/>

\$10.00 each or 2 for \$18.00 - postpaid

Or, outfit your emcomm team by ordering:

10 for \$70.00 - postpaid (shipped to one address)

Mail check or money order to: EMCOMM, P.O. BOX 99, Macdoel, CA 96058

RADIOGRAM TRAINING DVD

Features D. W. Thorne, K6SOJ, as the instructor. The session was taped live at the U.S.F.S. facility at Redding, CA on October 29, 2005 by Paul Peterson (K6PTT). As you watch it, you'll feel like you are actually in the classroom. DW begins with a review of the history of communications beyond the horizon, followed by a thorough explanation of the "whys and wherefores" of basic message handling. Essential information for all emcomm operators is presented in a palatable way. The video includes a brief overview of the ICS. Thanks to Robert Jackson (KB6YTD) of Weaverville, CA, the quality is good. Disclaimer: This is not your usual scripted, studio, well-rehearsed, and edited training video--it is raw and unedited and it includes flub-ups, bloopers, jokes, as well as unsolicited comments! There are a few "glitches" that could not be remedied; however, it is not necessary to adjust your player or TV when you encounter them, but rather just let the video run. Not rated. 155 minutes. \$10.00 ea. and includes protective case, study and instructor's guide. \$5.00 for extra DVD (disc only) to same address. \$18.00 for two complete sets to one address. The DVD is copyrighted. Contact us for permission to make copies (for non-commercial use only). Send check payable to: EMCOMM, P. O. Box 99, Macdoel, CA 96058

MORE EMCOMM SPECIALTY PRODUCTS AT:

<http://www.emcomm.org:80/products>

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NEW SUBSCRIBERS - WELCOME!

Tim Purvis, N5UDK, Wiggins, MS - ARES®
Tina Pacheco, W7TUL, Tulalip, WA - ARES®, RACES
Patrick Speer, VE7PJS, Surrey, BC - ARES®
Robert Gilchrist, VE7CZV, Surrey, BC - SEPAR
Bill MacLane, AI4WM, Palm Coast, FL - ARES®

Manuel Fernandez-Longo, NP3IL, Kissimmee, FL - ARES®
Michael Schulz, W9MJS, Wayne, IL - ARES®
Jib Daeges, KE7TOS, Reno, NV

Michael B. Smith, K7MBS, Sequim, WA - ARES®, RACES
Charles Kimtantas, WB5EXI, Sugar Land, TX - RACES, ARES®
John Shuping, N4YLC, San Francisco, CA

Gary Huisman, KE7SPZ, Sedro-Woolley, WA - ARES®, RACES
Mike Weber, WA2RZJ, Ransomville NY - ARES®
Mark Chagnon, WA1HVK, Lakewood, CO - ARES®, RACES

Scott Hughes, KE4QAF, Bowling Green, KY - ARES®
Bryce Denker, AD7RO, Coolidge, AZ - WRRL, ARES®

John Davenport, KI6ART, Arnold, CA
Clifford Bronson, KE6AXS, San Jacinto, CA - REACT
Eric Weiss, Oldsmar, FL
Leroy Griffiths, KB3MSU, Sunbury, PA - ARES®
Victor Thomas, KDØAAV, Wamego, KS
James Rawls, KG5ZY, Shreveport, LA - ARES®
Austin Green, KE7SKY, Port Ludlow, WA - ARES®, RACES
Julian Temple, AI4RW, Punta Gorda, FL - RACES
Floyd Rasmussen, KD7SLY, Mt. Vernon, OR
Christine Smith, N5CAS, Waller, TX - ARES®

RECENT CONTRIBUTOR\$ - Thank you for your support!

The individuals listed below have recently made monetary contributions to help EMCOMM MONTHLY and EMCOMM.ORG survive.
Joseph Ames, W3JY, Malvern, PA

Hyrum Huskey, Jr., KB1KRS, Turners Falls, MA

Roger A, Fidler, KC5NPU, North Little Rock, AR
Austin Green, KE7SKY, Port Ludlow, WA

EMCOMM MONTHLY and EMCOMM.ORG are private (non-government, non-commercial) endeavors and are funded by donations from emcomm operators who are concerned about preserving the ability of amateur radio operators to be prepared to provide skilled, accurate and efficient emergency communications during times of disaster or other events where normal channels of communication may be interrupted or overloaded. If you have benefited from our efforts, and would like to support this work in a tangible way, you may do so by sending a check or money order payable to: EMCOMM.

Mail to: EMCOMM, PO Box 99, Macdoel, CA 96058. Your donation is an outright gift and is NOT tax-deductible.

SORRY: We have no PayPal®, credit card, or other methods to accept the electronic transfer of funds. "We do it the old fashioned way!"

REFERENCE and RESOURCE SECTION

ICS-ARCT GUIDE: www.emcomm.org/ARCT/
WRRL ARCT Page www.wrri.org/arct_program/

TRAFFIC HANDLER'S CHALLENGE: <http://www.emcomm.org/thc>
OPERATING PROCEDURES: www.wrri.org/operating
PHONETICS: www.wrri.org/operating/itu_phonetics.htm
RADIOTELEPHONE PROCEDURES: www.wrri.org/operating/icao_radiotelephony.htm

GEAR AND EQUIPMENT LIST: www.emcomm.org (Click on GEAR CHECK LIST)

FEMA TRAINING COURSES: <http://training.fema.gov/emiweb/IS/crslist.asp>

FEMA TRAINING COURSE IS-700 (NIMS):

<http://training.fema.gov/emiweb/IS/is700.asp>

ARRL FSD-218. The famous "pink card" that contains (almost) "everything you ever needed to know about RADIOGRAMS".

An electronic version of FSD-218 is at:

<http://www.arrl.org/FandES/field/forms/#fsd-218>

NTS page by W7ARC: <http://www.w7arc.com/nts>

NATIONAL TRAFFIC SYSTEM (NTS) Methods and Practices Guidelines:

<http://www.arrl.org/FandES/field/nts-mpg/>

PACIFIC AREA TRAFFIC NETS: <http://home.earthlink.net/~k7bfl/nwnets.html>

MARITIME MOBILE SERVICE NETWORK: <http://mmsn.org/>

BEAUFORT WINDSPEED SCALE:

http://www.zetnet.co.uk/signs/weather/Met_Codes/beaufort.htm

NOAA/NWS WINDCHILL CHART: <http://www.weather.gov/os/windchill/index.shtm>

STANDARD TIME ZONE SCALE: <http://www.travel.com.hk/region/timezone.htm>

HOSPITAL DISASTER SUPPORT COMMUNICATIONS SYSTEM (HDSCS):

<http://www.hdscs.org>

U. S. AIR FORCE Search and Rescue SURVIVAL MANUAL MIRROR SIGNALING (AFM 64-5 Aug. 1969)

http://www.emcomm.org/drawings/Mirror_Signaling_mid.jpg

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