FEEDBACK

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MRN Net Tue, Thur, & Sun
8:30 PM 3.60 MHz

CLUB REPEATERS
147.180 & 442.850 MHz

Contents

--- SHORT SKIP ---

September already. Wow. Where has this year gone ? By the way, the monthly meeting of procrastinators has been cancelled yet again. Stay tuned. Ya know Bunkey, I always wanted to be a procrastinator, but somehow just never got around to it . (HI)

73 de WB8OWM

SEPTEMBER MEETING

The meeting for the month of September will be held at the Massillon Senior Center on September 3, 2010 at 8:00 PM. All are welcome.

Now that the major summer activities are over; Field Day, North Bass Island SE, HOF activities and Shenandoah SE (See short history, page 4 this issue) we can now begin to concentrate on the second half of the year activities such as MARC Hamfest 2010. Most major prizes have been ordered and will soon be in our hands. We now will need to finish the mail - out flyer and begin to ask for volunteers for the various tasks that need to be done, such as Security, Club table, 2 meter check in station and others. This is of course a club function for all members and it usually takes quite a few volunteers to handle the entire operation. Please keep this in mind when asked to volunteer !

SEPTEMBER PROGRAM

The program for the month of September will be about the 'how's, why's and how to's of Foxhunting. All you will need to know about the "sport" . It will be presented by Mr. John Myers, KD8MQ. If you don't recognize the call, John is the current President of the Alliance Amateur Radio Club. He also serves as the editor of their newsletter Zero Beat.

The Alliance Club has a foxhunt nearly every month with great success. Hopefully this will instill some interest in our club ! Our interest has seemed to have faded in the past couple of years. See you at the meeting !!!

MARC MINUTES
August 8th, 2010

The Massillon Amateur Radio Club monthly meeting was held at the Massillon Senior Center Friday August 8th, 2010 with 18 members and guests in attendance.

Tom WD8MBE made the motion to suspend the reading of the minutes and accept them as printed in the Feedback. Jim KA8JIM seconded it. Motion passed

Gary WC8W gave the treasurer's report.

Wade WD8MIU gave the V.P. report on various newsletters, and upcoming hamfests. He would like to conduct a survey of the Club members.

Committees:

Hamfest – Discussion about using wristbands.

Old Business

Gary WC8W went over the field day scores.

August 28 will be the Shenandoah special event.

New Business:

Tom WD8MBE with a second by Jim KA8JIM made a motion to make Bud Stonebrook who served as host for the North Bass Island expedition an honorary club member for life.

Discussion about having a definition of honorary membership followed.

Perry W8AU made a motion to pay the Massillon Boys Club 50% of our net proceeds before rent for use of the Boys club for the Hamfest. Robert AC8GE seconded. Motion Passed.

Discussion on fund raising: Akron U, festival concessions, BBQ chicken dinners.

Mike WA8MKH donated to the Club a new pen with a laser pointer.

Peggy and Carl proposed having a monthly dinner get together with the club members.

A program on the Ohio QSO Party contest was held before the meeting.

50/50 was won by Dan N8DZM for $12.00. His winnings were donated to the club.

Minutes by Dan N8DZM

LATE ARRL BREAKING NEWS

Incumbent Ohio Section Manager Frank Piper, KI8GW, of Pickerington, was re-elected to a new full two-year term of office with 978 votes. His opponent, Thomas Sly, WB8LCD, of Kent, garnered 887 votes. Piper was appointed by ARRL in July 2009, to fulfill the term of office left vacant after then-Section Manager Joe Phillips, K8QOE, passed away.

… ARES CELEBRATES 75TH ANNIVERSARY …

At the ARRL Board of Directors meeting in July the Board unamimously approved a motion to celebrate the 75th Anniversary of the ARES. It was in September of 1935 that then ARRL Communications Manager F. E. Handy, W1BDI announced the creation of the ARRL Emergency Corps (AEC). It's goal was "An Amateur Radio Emergency Station in Every Community!" To enlist, the amateur had to have (1) transmitting and receiving equipment suitable for emergency operation and (2) the capability to operate from auxiliary power. Quite a daunting request in those day's of spark gap and mostly home built equipment. But the forerunner of today's modern ARES was born.

The League is currently working on a campaign to celebrate this historic amateur radio achievement and the September Issue of QST covers the beginning of the celebration in a special Emergency Communications Issue in concert with National Preparedness Month.

This issue covers numerous topics on public service including some great technical projects designed to enhance your ability to respond to emergencies. It also has a great story on the formation of ARES, from it's humble beginnings to today's modern service organization.

I hope you get a chance to review this issue and look for some additional information to come in the months ahead and also on the Stark Co ARES website.

… RIG PROGRAMMING – Part 2 …

Once you've figured out the VX-7R software, you'll find that the FT-8900 program is as expected very similar. The name Yaesu uses for this kit is the Advanced Data Management System (ADMS-2H) and this time I made sure that I got the new style USB programming cable. The system is quite a bit easier to hook up to the radio using the 6 pin Din receptacle on the back panel of the 8900.

Since I already had a few memories already plugged into the 8900 I decided to start off by downloading the current memories into the program. Start off by making sure the programming cable is properly connected between the USB connection of the laptop and the data receptacle of the radio. Boot up the programming software. Click the "Communications" button along the top of the screen and then "Get Data From Radio".

Another menu will then appear listing the six steps required to start the cloning process.

1.) Insert the cable (if not already done).

2.) Press and Hold the Left (V/M) Key While Turning On The Radio.

3.) Rotate the Right Dial to Clone Start.

4.) Press the Middle Unmarked Key to Start Clone Mode.

5.) Verify That the Radio Cycles Off Then On and Still Displays Clone.

6.) Click the "OK" Button on the Screen.

It actually went very quick once I followed the above steps and in a few seconds the laptop screen was populated by the entire contents of my memories. I then made a few changes to the various frequencies, power adjustments and PL settings and simply reversed the process to send data back to the radio. Very slick, very simple, and very neat !

The program will allow you to save this as a simple file of any name you choose. I settled on saving mine by date to remind me how old the file was. There is a great help file included with the program that can be easily printed for reference but I found that the program was easy enough to use without looking up anything.

This is another great way to keep track of the many frequencies that I have set in my rigs memory. Finally I can throw away that old cheat sheet I had stuffed in my wallet !

That's it for now. See you at the meeting !

73's
Terry – N8ATZ

THE AIRSHIP SHENANDOAH

From the beginning of time man looked at the birds and dreamed of flying. Flying meant freedom from danger, freedom to cover large distances without obstacles and predators. Thousand of years would pass before man would finally make the leap. In the sixteenth century Leonardo Da vince postulated the design of a flying machine. Lacking a power source it never got off the ground. Powered flight by a heavier that air craft was not achieved until 1903 by the Wright Brothers

It took paper maker by the name of Montgolfier in 1782 to launch man into the air in France. Montgolfier noticed that smoke from a fire built under a paper bag caused it to rise in the air. Like most people at the time he did not understand the concept of hot air expanding and thus weighing less by volume than the surrounding air. Scientist of the time had manufactured hydrogen but could not figure out how to contain it. Montogolfier theorized that the fire created a gas that was lighter than air.

By 1784 ballooning had become a favorite past time and in 1785 John Blanchard made the first aerial crossing of the English Channel. The problem of containing hydrogen was first solved by coating cloth with a rubber solution but this proved to be too heavy. The final solution was by the use of a material called goldbeater's skin.It was made from the intestines of cattle. It got its name from the gold smiths who put gold in the skins and beat them to make gold leaf.

Up until this time the direction of flight was dependent on the direction of the wind. Many attempts were made to provide a means of propulsion. All were people driven. One concept used oars, another used a screw turned by a team of men. All were doomed to failure. About the best of any approaches could achieve was about 3 miles per hour and only for short periods of time. It wasn't until 1852 that Henri Giffard made the first successful man carrying powered flight using a 3 hp steam engine. Unfortunately the horsepower to weight ratio was not very good because of the weight of the water required for the boiler. The propulsion problem was finally solved with the invention, in 1860, of the gas engine.

The shape of the balloons were also changing. They became elongated shapes with boat like gondolas. These tended to collapse in the center as the gas was released. To solve this problem a beam was suspended under the balloon to which the gondola was attached. The ridged airship was born.

In 1886 the simultaneous invention, of a light weight material, called "aluminum" in both the United States and France allowed count Ferdnand Von Zepplin to build his first dirigible the LZ1 in 1900. The hull was 420 ft long and 38 ft in diameter using 4000,000 cubic ft of hydrogen.

Unfortunately the two 15 hp Daimler Marine engines that powered the LZ1 were not sufficient to drive the dirigible in a breeze.

Zeppelin continued to develope the dirigible funded by the German Military. As a result, at the start of World War I, Germany was the only country that had the capability for long range bombing and reconnaissance. One hundred and six airships were built during the war. In the beginning they had the potential of air superiority as the airplane was unreliable and could not sustain the altitudes or the flight times of a dirigible. As airplanes improved larger dirigibles were designed to be able to fly higher. One of the last was the L70, with 2,195,800 cubic feet of gas, could reach an altitude of 23,000ft with a maximum speed of 81 mph. She was 693 ft 11 inches long. Aircraft technology over took the dirigible and by the end of the war it was discredited as a combat weapon even in Germany.

What is of interest is the perception each side of the conflict had as to the value of the airship. In Germany the Navy high command thought that it was a very effective weapon for long range bombing of strategic targets in England. Airship commanders would report back that they had destroyed their intended targets of shipyards,

factories and military installations. In fact their navigation and weather was so bad that they were generally off target by as much as 60 miles. What they were bombing was cow fields, villages and water. The net results were that they destroyed private property and killed close to 2000 citizens by wars end. The English, in defense were forced to deploy antiaircraft guns and aircraft to try to destroy the dirigibles. The English could never understand why the Germans put so much resources into airships just to bomb cow fields.

Shenandoah on Goodwill Tour

Even when the Germans realized what was happening they still felt the airships were effective because they forced the English to deploy large amounts of resources to protect the cities that would have been sent to the front in Europe. Besides long range strategic bombing, the airship's intended use was used for reconnaissance. The German Navy staff knew that the English Navy was superior and that the only way they could overcome this was to be able to know where the English were so that they could focus their smaller forces against the English. Unfortunately for the Germans, they were never able to take full advantage of this capability because of weather or mechanical problems with the airships. On the other hand the English thought that the airship was effective because just before some major battles they detected the German airships in the area. What they, the English, did not know was that the airships never saw the fleet or they, could not contact the surface fleet to give the location of the English.

The English tried to develop their own airship industry. The major reason was that Germany was a rival and they felt that they had to understand the technology. The English were never successful in developing their own until they started to copy the captured German Zeppelin that had crashed. They were never a factor in the war.

With all this background why did the United States want to develop an airship industry? In the Washington treaty of 1922 the United States, England and Japan agreed to limit the strength of their navies to a ratio of 5 US, 5 English to 3 Japan. The Navy felt that this would put them at a disadvantage in protecting the Philippine Islands as the Japanese fleet could operate from nearby bases in the Marshalls and the Carolines where the US fleet would have to cover the whole Pacific Ocean. The only way that they could counter this force was to have long range reconnaissance capability to focus their limited resources.

Congress authorized the purchase of three airships. The Shenandoah, to be built in the United States with the objective of establishing an airship capability in America, was authorized in 1919. The R-38, an English airship, also authorized in 1919. The Los Angeles built in Germany by the Zeppelin Company authorized in 1922. The R-38 was never delivered as it crashed in a training flight in England.

An alliance was formed between Goodyear industries and Zeppelin to build the Shenandoah. The Shenandoah made her first flight on September 4, 1923 and was the first ridged airship that was inflated with helium.

Under Construction

The Shenandoah (ZR-1), was assembled inside Hangar No. 1 at NAS Lakehurst. The parts were fabricated at the naval aircraft factory (NAF) at Philadelphia and were transported to Lakehurst by truck and by rail. The first ring or frame, from mid ship, reached the base in late April 1922. The hull of the rigid airship was composed of alternately spaced main and intermediate rings or frames connected by longitudinal girders. Twenty gas cells provided the lifting element of the aircraft. The outer cover was made of high-grade cotton fabric, the cover panels were laced tightly into place over the entire hull and given several coats of "dope" which shrunk the material tight against the framework.

The final coat was mixed with aluminum powder to provide a smooth, weather-resistant skin which also reflected the sun's heat away from the lifting gas.

The five Packard 1A-1551 engines with a total horsepower of 1500 hp were suspended outside and away from the hull in separate pods. The aft power car and the control car were equipped with handling rails for ground crews, which allowed the aircraft to rest on the ground at these two points. The forward car was suspended from the hull by struts and cables.

Rebuilding the Nose after Storm Damage

ZR-1 had been designed for hydrogen, not helium. But the R-38 tragedy, in August 1921, generated concern about the use of hydrogen, and the Bureau of Aeronautics had recommended that the new ship be inflated instead with inert helium.

When completed the airship displaced 2,289,861 cu ft with an overall length of 680 ft 2 in and a diameter of 78 ft 9 in It had a total gross weight of 129,000 pounds that included a payload lift of 48,774 pounds. With a maximum speed of 51 kts. it had a range of 2,250 miles and 50 hours endurance. At cruising speed of 41 kts It had a
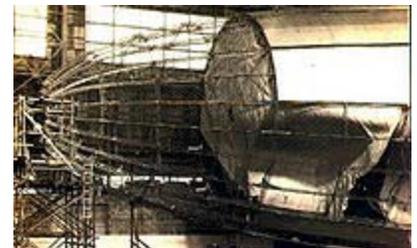
range of 3,980 miles and an endurance of 54 hours. the nominal flight crew was 40. Before it was destroyed in bad weather on September 3, 1925, it had logged 59 flights with a total time of 740 hours. It performed various missions including working with the fleet, cross country and good will flights.

The USS Shenandoah flew over the Los Angeles area in October 1924 as part of a cross country tour. It started in Lakehurst NJ and made a stop at Fort Worth TX before flying over the Rockies and mooring in San Diego. From there it flew up the coast to Tacoma Washington where it stopped to refuel before returning to Lakehurst back along the same route. As the first airship it became the guinea pig for working out the many problems of operating with the fleet as well as training the crews.

The Shenandoah was scheduled for a goodwill tour of the mid west starting on September 1, 1925. Storms were usual during this time of the year in the mid west, but pressure was put on by the Navy Department to go ahead with the flight. The flight plan called for the airship to go from its home in Lakehurst, fly over Lafayette Indiana landing in Scott Field Springfield Illinois on September 3rd logging in 941 miles. The second leg was to fly over St Louis, Kansas City, Des Moines Minneapolis, Milwaukee, Kalamazoo, finally landing in Detroit on September 6th logging 1330 miles. The final leg, 671 miles took it over Flint, Bay City, Owosso and Lansing Michigan before returning home to Lakehurst. The total flight plan 2959 miles.

The End

At 4:20 am on September 3rd as the Shenandoah was over Cambridge, Ohio the airship started to experience an uncontrolled rise of 200 ft per minute. Despite corrective action to control the accent it continued to rise for 7 minutes achieving rates of 360 feet per minute. Later calculations showed that the Shenandoah was caught in an up draft of 1000 ft per minute. In that time she has gone from her cruising altitude of 1700 feet to 3600 feet. For the next six minutes the crew thought that they had the ship under control when the air became turbulent with the ship pitching and rolling. Again it began to rise at a rate of 225 feet per minute achieving rates of up to 1000 feet per minute. This continued for 11 minutes with the ship reaching an altitude of 6060 feet.

Shenandoah

During this period it was calculated that the updraft achieved rates of 2000 feet per minute. At this time she started to fall at a rate of 1500 feet per minute. This descent was arrested at 3000 feet when the ship was again hit with another up draft estimated at 4800 feet per minute. At 4:51 am she broke up. The crew fought to try to stabilize the airship throughout the ordeal, but the Shenandoah was never designed to withstand the rate of changes encountered

Twenty nine crewmen survived the crash.

SHENANDOAH

(Thanks to Jim WA8GXM for this story and pictures)
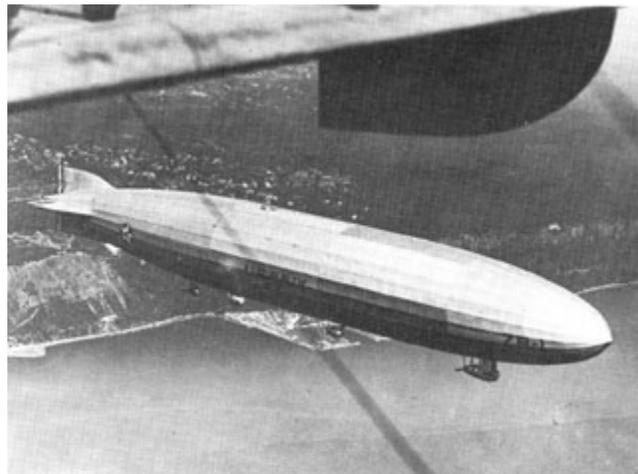
BATTERY CONNECTIONS

Those of us who have worked in Emergency Services and QRP as HAMS have often needed a quick and easy method of attaching power supply leads to lead acid batteries.
We all have seen several methods of doing this, some more innovative and others.
The "wrap the wire around the post and clamp with the Vise-lock" is a popular attachment method, but not recommended.. See Figure 1.

A more permanent attachment method uses Car Battery clamps and a 5 way binding post. See figure 2.   Neither method works well if the battery is still connected to an automobile.

I decided to build a quick and easy method to attachment to a car battery.

I had some old jumper cables, (somewhere ??) and I already had a radio shack small box, some binding posts and some Anderson connections. I purchased a fuse holder and proceeded to fabricate the box. Hmmm I know I have the old battery cables somewhere. I built the box, and placed a couple of spare Fuses inside the box, but didn't include a schematic as I usually do for most "contraptions" I build.   I considered building into the box, diode switching so no matter what polarity you connected the clamps to the battery you go the correct polarity output but considered it not worth the effort. You can always use a Voltmeter to check the polarity and voltage output.

Now I know the jumper cables are around somewhere ,,,,,

Well after hunting for a couple more weeks, I broke down and purchased some clamps at the auto parts store.

DANG, they were not cheap.   The box works well and looks good. See below:

Note: I found the Jumper cables two days after completion of this project.

Enjoy

Charles Scherger KB8STV

September 2010

W8NP Monthly Planner

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Aug 2010 S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 **Oct 2010** S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31			**1** BD KB8STV BD N8GAF	**2** Massillon Radio Net - 3599.5, 1930	**3** Massillon Amateur Radio Club Meeting. Senior Center, Massillon, 2000	**4**
5 Massillon Radio Net - 3599.5, 1930	**6** Labor Day	**7** Massillon Radio Net - 3599.5, 1930 Stark County ARES Net on 147.12 at 7:00 PM VE Test Session, Cuyahoga Falls ARC, 1900, Ctc: Bruce, 330-929-2766, Stow-Monroe Falls Public Library, Stow	**8**	**9** Massillon Radio Net - 3599.5, 1930	**10**	**11**
12 BCARA Swapfest Ctc Gerald, 724-282-6777, Butler, PA Findlay Hamfest, Ctc Eric, 567-429-9077, Hancock County Fairgrounds Massillon Radio Net - 3599.5, 1930	**13**	**14** BD WA8HHO Massillon Radio Net - 3599.5, 1930 Stark County ARES Net on 147.12 at 7:00 PM	**15**	**16** Massillon Radio Net - 3599.5, 1930	**17**	**18**
19 Massillon Radio Net - 3599.5, 1930	**20**	**21** Massillon Radio Net - 3599.5, 1930 Stark County ARES Net on 147.12 at 7:00 PM	**22** BD N3JJT	**23** Massillon Radio Net - 3599.5, 1930	**24** BD K8RIC	**25** Akron Marathon
26 Cleveland Hamfest and Computer Show, Ctc. 800-CLE-FEST, Cuyahoga County Fairgrounds Massillon Radio Net - 3599.5, 1930	**27**	**28** Massillon Radio Net - 3599.5, 1930 Stark County ARES Net on 147.12 at 7:00 PM	**29**	**30** Massillon Radio Net - 3599.5, 1930	**Upcoming Events:** October 3, MARCFEST 2010, Elizabeth, PA October 16 - Ohio Section and ARES Conference, Columbus October 31 - Massillon Amateur Radio Club Hamfest!	

Please contact K8INN for updates, changes, or additions.

MASSILLON AMATEUR RADIO CLUB
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FIRST CLASS MAIL

TO:

75 Years in existence 1927-2002

VISIT US ON THE WEB AT; http://www.w8np.org

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