

February 2006

The Monitor

Published jointly by the Valley Amateur Radio Association and the Massanutten Amateur Radio Association.

VARA President's Message

Although it is the shortest month of the year, February is often a month to remember. Valentine's Day brings the feeling of romance in the air. The birthdays of some of our heroes like George Washington and Abraham Lincoln help us reflect on the historical aspects of our country. And of course there is Groundhog Day, a day to ponder the significance of a ground loving animal who cannot decide if he wants to come outside and play or sleep a few more days away. (Remind you of any hams?)

I enjoyed the January club meeting very much. I would like to thank John (N3GLZ) for his excellent presentation on his work in Louisiana. It was great that our club could help with a financial donation to the cleanup from Katrina. Thanks to Richard (AA4RH) for his efforts in finding a worthy cause to donate to. Also, it was great to see four (possibly five) new applications for membership to VARA. I am looking forward to the February meeting to hopefully welcome these men to our group.

The mining disaster in West Virginia was on my mind a lot recently. On a trip to Charleston a couple of days after the bodies were recovered, it was a sobering experience to see the West Virginia state flags at half-staff. It gave us hams a connection to this tragedy when we found out that the lone survivor, Randal McCloy, Jr., was also a ham (KC8VKZ). I hope many of us will send him a QSL card or get well card.

Our "Quote of the Month" comes from an inspiring book my daughter gave me for Christmas. It is entitled "Stonewall Jackson" by Colonel G.F.R. Henderson of Great Britain. Stonewall Jackson said "The clouds come, pass over us, and are followed by bright sunshine; so in God's moral dealings with us, He permits us to have trouble awhile."

Marvin Henderson
VARA President

Some Very Important Reminders...

A couple of VERY important things to remember...

First, February 14 is Valentine's Day. Don't forget to take out the XYL or your girlfriend. Or both! Even if it is just for a quick ice cream cone at Dairy Queen, you need to do SOMETHING for her, just to show her you care. Sure, you told her you loved her back when you got married and it if ever changes you'll let her know. But once in a while, you need to actually TELL HER that you really do care more about her than ham radio. Even if you don't.

Second, don't forget to renew your MARA or VARA membership. Some of you have already sent in your dues. But many of you let it slip. Drop what you are doing right now, including reading this article, and go write the check for your dues, complete the form at the end of this issue, put a stamp on

the envelope, and go outside and put it on the dashboard of your car — right now — so you won't forget to mail it in the morning!

Third, don't forget the nets! Put a note on your own calendar if you have to, but check in, and check in often.

Finally, don't forget the club meeting. Yes, you are welcome to bring the XYL along for dinner. But don't, and I repeat DON'T, even THINK ABOUT counting the club meeting dinner as your Valentine's dinner! Take her out AGAIN, just the two of you!

Debbie, KB4WPE
Wife of the Newsletter Editor,
(and hoping he'll see this!)

Antenna Zoning Website Available

Fred Hopengarten, K1VR, has compiled a very thorough, and extremely useful, website on Antenna Zoning and other information related to the legal processes surrounding the erection of ham antennas and support structures.

Check out this very well done site. It is easy to navigate, and is organized and presented in an easy-to-use structure.

<http://www.qth.com/antennazoning/>

Thanks to Don Landes WX4C for this tip.

N4JGO: Items for Sale

Bob McCracken has the following items for sale. Contact Bob by phone in Waynesboro at 540-943-1923, or email him at dbcmc@cfw.com

Ameritron AL-811 HF Amplifier, with all paperwork, in excellent condition. Asking \$395

Ameritron ATR-15 Antenna Tuner, rated at 1.5 kilowatts, with all paperwork, excellent condition. Asking \$265. (this tuner compliments the amp)

Timewave DSP-9+ filter, with paperwork, Excellent condition, Asking \$95.

MFG Model MFJ-260C 300-watt dummy

load, excellent condition, Asking \$15.

US Army Signal Corps, BC-611 "Squad Radio" 80-meter AM. Collector's item. Make offer.

Set of Premier SP-115 Stereo computer speakers, Very clean, Asking \$10.

Set of 2 168-pin 128 MB 100 MHz Memory Modules, tested and working, Asking \$10 for the set of 2.

Crucial 168-pin 256 MB 100 Mhz Memory module, tested and working, asking \$10

N-Vidia NV-1017 AGP Gaming Video Card, Tested and working, Asking \$15.

Set of 3 Matrox G@+/MSD/88/20 PCI SVGA Cards, tested and working, asking \$5 for all

Set of 2 3Com PCI 3C905-TX Network Cards, tested and working, asking \$5 for all.

Set of 2 Sony Model CDU701 32x CD ROM Drives, tested and working, asking \$5 for set.

IOMEGA 100 MB Zip Drive, parallel port, tested and working, Asking \$5

ADDTRON 8-port 10 MBps Ethernet hub, tested and working asking \$5

Richmond FrostFest: February 19 — Stop By and Chat a While

The guys are doing it again! Bob Van Fossen K4DJG, Jay Suter W4QDC, David Fordham KD9LA, and a whole bunch of other ne'er-do-wells are planning to spend the day sitting on Dave's orange plastic chairs, loitering behind two tables, somewhere out among the masses of electronics, radios, and general garbage at the Richmond FrostFest again this year. Be sure to stop by. If you have a piece of junk, ... er, um, ... radio gear that you'd like to get rid of, feel free to put a price on it along with your name, and drop it by the table. They welcome almost anyone from the valley to put a piece or two out for public perusal. If you are from this side of the Blue Ridge, well — hey, you are welcome to stop in and rest your feet anytime — we've got a whole stack of those orange chairs that will be there for you — just drop by and set a spell. The whole idea behind this is to have fun and fellowship. And if you are headed for the Frostfest on Sunday morning on I-64, tune into 147.075 or 146.895 and join in on the chatter of the valley group as we drive our way over. See you there!

The Opinionated One: In Search Of...

A few years ago ... um, well, okay, a few DECADES ago, ... there was this program on television, hosted by Leonard Nimoy, titled, "In Search Of..." The title of that program is becoming the story of my life. As I get older, I find it harder and harder to locate things.

For example, I have a hard time finding the radio mike in my car. One day last week, I tried tracing the cord, starting at the radio, and following it down, under the seat, around the springs and seat-belt sensor, around the seatbelt buckle, up between the seats, and ... right to the microphone, — which I was holding in my other hand!

When I got back from a recent business trip, it took me six hours of hunting to find my car keys, which I had deliberately put in the front of my dresser drawer just so they'd be easy to find! The fact that my wife had washed my underwear and put them on top of the keys didn't really help matters. Of course, in all fairness, if it weren't for her, I doubt I could even find my underwear.

Well, fortunately, someone is out there thinking of people like me. Who? The airlines! Yes, the major airlines have recognized my problem, and they have started making it easier for me to find my seat on the planes.

Of course, finding the plane to start with is much harder these days! You'd think that something as big as a Boeing 767, with a wingspan of half a mile, and a cabin so wide you could mount a 40-meter dipole crosswise in it would be easy to spot. Guess again.

The problem finding the plane actually begins when you approach the airport — assuming you can find the airport! First you have to find the terminal assigned to your airline. If you are approaching Dulles, for example, you begin reading the dozens of signs displaying airline names, conveniently posted starting eight miles before you get to the terminal complex, telling which airline is where. After passing about twelve such signs, each displaying the name of twenty airlines, you marvel that the newscasters talk about lack of competition in the air industry! You find names like "J-Air" and "Ted" and "Pinpoint Shuttle" and "Air Monaco" and "North Freeport Island Elementary School Airways". There are almost as many different airlines serving Dulles as there are pages of MFJ advertising in a typical issue of QST. Well, ... maybe not *that* many, but there are at least a couple hundred.

After you find the correct terminal, you next have to find out how to get a boarding pass. The airlines no longer give these out at the counter. You have to use the automated kiosk, which is the physical equivalent of the "Welcome to our automated answering service. All of our representatives are currently busy campaigning for mayor of Punjab, so please press 1 if you speak English, press 2 if you are A.D.D., press 3 if ..." that you find on the telephone these days. Fortunately, the travel agents all advise you to arrive at the airport at least two days before your flight's scheduled departure so you have enough time to find out how to get a boarding pass. "Click here if you packed your luggage yourself. Click here if you've accepted any gifts from an Iranian Imam in the last 24 hours. Click here if you've ever lived in Wisconsin." Being a ham operator I am well-experienced with the Yaesu menu structure (better known as

the "Vermicelli System") and thus, it didn't take me long to drill my way down twenty-seven layers of menu options to get my boarding pass. I closed my eyes and just pretended I was setting the PL tone on my FT-100D.

Next, I set off in search of the security gates. These aren't hard to find at all, actually. Just look for the eight-thousand people standing in line, taking off their belts and shoes. I watch the cute little blonde-haired four-year-old girl having to open her Little Mermaid change-purse to show the guard that she really doesn't have any Semtex explosive in there, only a nickel and a wad of bubble gum which she was told to remove from her mouth so it wouldn't set off the alarm as she went through.

After putting my clothes back on, I follow the crowd down the hall to those funny-looking shuttles that take you to the concourse. The shuttle unloads, and I begin the trek down the concourse, occasionally looking up to compare the passing gate numbers to the one on my boarding pass.

My boarding pass has about fifty different numbers printed on it. Finding out which of those is actually the gate number takes some analysis. The blank boarding pass cards are never correctly positioned in the printer just right, so the gate number actually appears under the label "Date of Return Flight". But most people can recognize that "B96" is not a date.

Okay, so I'm now in search of gate B96. I look up and see the first gate. B1. I walk 300 feet, and find B2. Another 300 feet, and there on the opposite side of the hallway is B3. So far, so good. Another 300 feet. I expect B4 to be next. But no. The next gate is B3A, followed by B3B, B3C, and B3D! Finally, I get to B4, approximately half a mile from B1.

It's going to be a long walk to B96. I begin looking for B5. No such luck. In the place where I'd expect to find gate B5, there's a Starbucks. Then a Borders Bookstore. Then "Smilin' Charlie's Chinese Take Out". Next to it is a row of pay phones. Pay phones in an airport are kind of like the handstraps that come in the box with your HT. They're always there, but they don't serve any real purpose. These phones certainly don't work for communicating. They are there simply to let passengers listen to the recording that says, "We're sorry, but the calling card number you entered is not accepted at this telephone."

I continue down the concourse, and finally get to gate B5, and thankfully, there is something called a "moving sidewalk". While it moves at the same speed as traffic over a vintage packet radio network, at least I can set down my heavy carry-on and rest my arm. I could have rowed to Belgium by now.

About a third of the way down the concourse, I pass something called a "Gold Star Club Lounge". No one really goes into those lounges, except perhaps Donald Trump, Bill Gates, or Warren Buffet. Even the Wal-Mart heirs aren't rich enough to be able to afford membership in the Gold Star Club. No, the lounge is put there only to serve as a convenient landmark: Once you finally

Opinionated One (continued)

get to gate B96 and ask the gate agent where the nearest restroom is located, she'll point up the concourse and say, "back that way about four miles, just past the Gold Star Club Lounge."

Sometime in the late afternoon, as I pause to put band-aids on the blisters on my feet, I look up and behold — there is gate B96. It's almost as exhilarating as a 10-meter band opening to Australia!

Boarding starts about an hour before the flight is scheduled to leave. First class passengers are the first to board, along with mothers with small children. It is everyone else's job to crowd up next to the door, and make it impossible for the correct passengers to get through. It's just like participating in a DX pile-up. "Just the PY5 station, just the PY5 station, everybody else please take a seat until we call your row number."

Finally, it's my turn. I give the lady my boarding pass, she tears off a piece of it to keep (just like going into a hamfest) and points to the jetway door. And, this... THIS ... this right here, is where the airlines show mercy, and start accommodating people like me.

The jetway is so narrow, I can't get lost. All the side doors are locked down tight with number pads and alarms so I can't take a wrong turn. And lest I accidentally get mixed up and go the wrong way, they have thoughtfully provided a sensory cue: the ambient temperature moves AWAY from "comfortable" as I get closer to the plane. I know I'm moving in the right direction if it is getting sweltering hot or bitterly cold. It's just like going up the mountain to fix a repeater.

I step onto the plane and pass through the first class cabin. I nod to Donald Trump, Bill Gates, and Warren Buffet as I pass. Next, I enter the Business Class cabin, where I greet the Wal-Mart heirs. Finally, I get to Economy class. I instantly recognize it, because it looks just like the inside of a modern HF ham rig — packed so tightly you can't squeeze a human hair in between the components. I look at my boarding pass and find my seat number conveniently printed under the heading "Passenger Nationality". Now, I ask myself, which seat is 172M?

Never fear! The airlines have adapted to the Americans with Disabilities Act, and have recognized that I might be old and infirm and have trouble finding my seat. So they have installed multi-sensory beacons to let me home in on my seat. I can immediately determine which of these little tiny cramped cushions is assigned to me. My seat is always clearly marked in multiple ways.

To start off with, there is the audible beacon. I am always, always, located in the seat right behind the screaming baby. All I have to do is listen for the crying, the sobbing, the grates-on-your-nerves irritating screeching of the baby, and head in that direction. Yes, it would be nice if they would provide an "off" switch for the beacon once I've located my seat, but I guess Glenn Baxter K1MAN doesn't have an off-switch either. Thoughtfully, the 240 decibel beacon continues to emanate its piercing sound continuously throughout all ten hours of the flight, just in case I need it to find my seat again

after using the lavatory. They've thought everything, haven't they?

But the audible beacon isn't all. Today's airlines provide a second indicator. My seat is always located in between the two Ethiopians in their brightly colored robes and headgear.

When most Americans think of Ethiopians, they think of starving, malnourished, poor people brushing flies off their children's faces while waiting for the U.N. food truck or the Doctors Without Borders commercial filming crew. But the Ethiopians the airlines install on my plane aren't skinny. They weigh somewhere between a truckload of Ameritron Amplifier power supplies and a Carnival cruise ship. As soon as I crawl in between them, I realize how all those poor little Anderson PowerPole connectors must have felt for the few seconds they were in my crimping tool.

But in addition to sound, sight, and touch, the airlines provide yet another sensory indicator I'm in the right spot. The Ethiopians, living in the desert for generations, have learned to be very careful with water, and never waste it on non-drinking activities, such as bathing or personal hygiene. And in spite of the lack of water, their bodies have developed the ability to produce copious amounts of sweat no matter what the ambient temperature. In fact, ten full minutes before take-off, the seats are soaked and there's a puddle developing under our row.

Even if I'm completely blind AND deaf, as long as I'm able to take a deep breath it is guaranteed I'll be able to tell which seat is mine!

In case I'm still not sure, the airlines have provided yet another indicator. The Ethiopians have somehow smuggled a third carry-on bag, one large enough to hold six sections of Rohn 25G, and have stowed it under the seat in front of mine. Since the overhead bins are always full (they build the planes that way at the factory; Boeing delivers the craft already stocked with luggage permanently installed filling every overhead bin to the brim), this means that I must endure the ten-hour flight with my own bag wedged between my legs. This does have some advantages. With my knees under my chin, I can't get my tray table down to hold my pretzels, saving me the trouble of putting it up again before landing. How thoughtful of the airlines to save me this effort!

After the doors are closed and locked, and we are being pushed back from the gate, as a final check that I'm where I should be, the pilot comes on the intercom and says, "Folks, sorry about this, but our cabin temperature controls seem to be on the fritz today. Oh, and air traffic control tells us we're going to encounter a nice stiff headwind, so we'll be in the air sixteen hours instead of ten. But we want to thank you for flying with us today."

That's when I notice the receipt sticking out the Ethiopian's robe pocket. and I understand why matches and lighters aren't allowed on airplanes anymore: The two Ethiopians have just finished the Six-Bean MegaCombo Platter at Smilin' Charlie's Chinese Take Out.

My oh my, if only the OSCAR satellites were as easy to find as my seat on an airliner!

MARA Secretary's Report – January 5 Meeting

The January MARA meeting was called to order at 7:05 pm Jan 5, 2006. President Dick Weaver W3HXH Presiding. Introductions were made. No new calls or upgrades.

Secretary's report of Nov. was approved as printed. Treasurer reported a balance of \$1706.40

Committees:

VE:

Next test session Saturday Feb. 11

ARES/RACES:

Bryan K4RMY reported.

There will be 4 Assistant ECs for Rockingham Co. ARES:

Vic, KE4LKQ, will be AEC for RACES

Jason, N4DSL, will be AEC for digital communication

Norman, KA4EEN, and Gerald KN4FM, will also serve as AEC's to help as needed.

Also, the ARES net has had lots of participation. Thank You!

PROGRAMS SCHEDULED: (see monitor for details)

Gerald KN4FM our VP is serving as program director

February: K4RBZ will be doing a program on DXing

March: K3EC will be doing a program about operating abroad

April will be home brew night.

VMRC:

Is on the air with no changes.

Old business:

A discussion was held about where we would meet next month . KG400N moved to make Traditions our meeting place until further notice. Motion was seconded and approved.

New business:

Jeff W4PJW reminded the club it is time to be thinking about getting a Field Day Committee together. No action was taken.

50/50 Drawing was held and won by Mike KG400N

The meeting was adjourned at 7:30 pm. The program was Gayle KU4XN discussing how he got involved in ham radio.

Respectfully submitted by

Bryan Daniels, K4RMY

Upcoming Events

February 2: MARA Club Meeting

February 4-5: 10-10 10-meter contest

February 7: VARA Club Meeting

February 10: Deadline for Club Dues for both clubs

February 11: VE Exams in Dayton VA

February 11-12: CQ WW RTTY WPX Contest

February 13-17: School Club Roundup

February 19: Richmond Frostfest

February 18-19: ARRL Int'l DX Contest CW

February 25-26: CQ 160-meter Contest SSB

February 25-26: North American QSO Party RTTY

February 26: Vienna Winterfest

March 2: MARA Club Meeting

March 4-5: ARRL International DX Contest Phone

March 7: VARA Club Meeting

March 18: Charleston (WV) Hamfest

March 18-20: Virginia QSO Party

March 25-26: Timonium (Baltimore) Hamboree

March 25-26: CQ WW WPX Contest SSB

VARA Secretary's Report – January 3 Meeting

The **V**alley **A**mateur **R**adio **A**ssociation met at Kathy's in Verona on January 3, 2006. The President, Marvin Henderson KF4WDI, opened the meeting at 7:30pm. There were 29 members present and 6 guests, Bob VanFossen K4DJG & Laura, Andrew Barbour AG4XN, Scott Martin, Fran Davis and John Bottemiller N4SYH.

Welcome to our visitors, and we would like to see all of you back next month. It's hard to believe Christmas and the year 2005 has come to an end and here we are starting the new year of 2006.

We hope everyone had a Merry Christmas and will have a safe, healthy and prosperous New Year in 2006. Thanks to Marvin KF4WDI for the great job he has done as President in 2005 and his willingness to continue as President in 2006. Lets all give him our support in the coming year and make 2006 a great year for the VARA. As we start the new year our thanks goes out to our past Vice President Greg W4GRC and Treasurer Jeff W4PJW for the great job they did for the club. Let's all support the new officers Vice President Mike KJ7RM and Treasurer Doug Tippet N8ESW.

Thanks also to our returning officers as they work together to make the club successful in the future.

The club voted to send \$500 through ARRL's "Ham Aid" to the help the Gulf Coast hams with their equipment needs.

50/50 was won by Ray LaFalce K2ULW.....Congratulations Ray!!!!

We have four new applications to vote on in February.

Marvin Fortune	WA4TOJ
Scott Martin	KI4MSJ
Bill Jones	KE4FM
John Bottemiller	N4SYH

VARA OFFICERS FOR 2006 ARE:

President: Marvin Henderson
Vice-Pres: Mike Solomon
Treasurer: Doug Tippet
Secretary: Ray Colvin
Programs: Richard Huttinger

ON THE SICK LIST:

Queenie, Clinton's (KB4OLM) wife still has health concerns but is improving.

Denny Morland N4XPW is home and continuing to improve with his PT at AMC.

Lets keep these folks in our thoughts and prayers.

SWAP SHOP:

This is for Ham related items only. You can send a list of items you have for sale, swap or something you would like to buy, to Billy Hooke KG4JOF at: kg4jof@arrl.net Also a picture of the item would help it sell. Go to VARA Web Site at: <http://www.qsl.net/w4xd/> **PLEASE notify Billy when your item is sold.**

ADDRESSES!!! Keep your e-mail address up to date. Please send them to: Marvin Henderson KF4WDI marvista@ntelos.net Jeff Rinehart W4PJW jmrinehart@yahoo.com Ray Colvin KE4HVR colvingr@adelphia.net and David Fordham KD9LA fordhadr@jmu.edu Also, it's good to keep QRZ updated when call signs and e-mail addresses are changed.

ARES NET: David Tanks AD4TJ is looking for Net Controls for the Augusta County ARES Net. The Net will be held on the 146.850 repeater on the 2nd Thursday of the month at 8:00pm. This repeater has a minus offset and a tone of 131.8 when needed. Fox hunts are also scheduled for some months as weather permits.

PROGRAMS NEEDED: Richard AA4RH, Program Chairman, is looking for anyone that would like to do a program for the club. Give him a call and set up a date to present it. It does not have to be HAM related.

It could be anything you think the group would find interesting.

The meeting was adjourned at 8:00pm.

Program:

John Lasher N4GLZ presented a slide show from a trip to Slidell, Louisiana recently to help clean up after Hurricane Katrina hit the Gulf Coast. John and his wife went with a group from the Lutheran Church. He was hoping to talk with some of the hams around the area and be able to frequent some of the local repeaters. This didn't happen probably because of the damage or power outages from the recent hurricanes. Among their first jobs was to clean out a drainage ditch that had filled up with brush which could cause more flooding. There were tents and trailers set up to house the survivors, prepare meals and sleeping quarters. He had several slides of the damage to houses, cars and boats along with the property that was completely destroyed. The group also took along toys for the children so they could have an enjoyable Christmas. Thanks very much to John for sharing his slides with us.

VARA Secretary
 Ray Colvin KE4HVR

Membership Renewal Form

NAME: _____ CALLSIGN: _____ CLASS: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

HOME PHONE: _____ WORK PHONE: _____

CELL PHONE (If you want it in club records for emergency purposes, not the roster!): _____

EMAIL ADDRESS: (print legibly!!) _____

MEMBER ARRL (Y/N) ___ REGISTERED ARES (Y/N) _____ REGISTERED MEMBER VA-RACES (Y/N) ___ RACES TRAINED (Y/N) ___

SKYWARN ID _____ Are you available for Workday Daytime Emergency Call up? (Y/N)

DO YOU WANT TO RECEIVE THE MONITOR via PDF EMAIL? Yes / No / I already do

CURRENT ABILITIES & CAPABILITIES: Do you have the technical ability, knowledge, experience, know-how and the equipment to reliably operate the following modes or activities: *(circle all that apply)*

HF CW slow-speed	50 Mhz FM	APRS base WX or digipeating
HF CW high-speed (15 wpm up)	50 Mhz – other modes	APRS mobile transmitting
HF SSB	2M FM	Simple GPRS positioning
HF Mobile	2M weak signal, AM, ect.	EME or Meteor Scatter or JT44
HF Portable or QRP	220 FM	Microwave (902 Mhz or above)
NTS HF Message Handling	220 other modes	Satellite Operations (analog)
HF Slow-Scan TV	440 FM	Satellite Operations (digital)
Traditional RTTY	440 weak signal	RDF – Direction Finding
PSK31	440 fast scan television	Ham equipment repairing
Other HF digital modes	Simple Packet	Tower climbing/Ant. Installation
Weather Station & Monitoring	DX cluster or BBS	PIC programming / cir. Design

WHAT TOPICS WOULD YOU LIKE TO SEE ON THE CLUB MEETING PROGRAMS? (Circle what you'd like to see!)

HF operating and etiquette	Weather Stations, Weather monitoring and reporting	Innovative Mobile Rig Install
HF Dxing	Skywarn: What's it about?	Microwaves 902 Mhz & up
Contesting Etiquette	Ultra-Simple Antenna Designs	Satellite Operations (analog)
QSL'ing Methods, Hints, Tips	2M weak signals	Sattelite Operations (digital)
Comparisons of Logging Software	220 or 440 operations	RDF – Direction Finding
Mobile, Portable, QRP operations	Fast Scan TV, how to	Emergency Response Kits
NTS HF Message Handling	Simple Packet: how to	Radio: Operate in Emergency
HF Slow-Scan TV: how to	DX cluster / BBS operate	Ham equipment repair
Traditional RTTY: how to	APRS: getting started	Tower / Antenna installation
Other HF digital modes	Simple GPRS introduction	PIC program & design
What's on 50 Mhz	EME or Meteor Scatter	Traders Day, Homebrew Fair
CORES, FRN, ULS: what is it?		

Other: _____

MARA members mail with \$12 to: MARA, PO Box 1882, Harrisonburg, VA 22801

VARA members mail with \$15 to: VARA, Doug Tippett, 2348 Mosley St, Waynesboro, VA 22980

MARA/VARA

c/o David Fordham
131 Wayside Drive
Weyers Cave, VA 24486
Phone: 540-568-3024
Email: fordhadr@jmu.edu

Return Service Requested

MASSANUTTEN AMATEUR RADIO ASSOCIATION, Inc.

President: Dick Weaver W3HXX
Vice President: Gerald Nauman KN4FM
Secretary: Bryan Daniels K4RMY
Treasurer: Sandy Mullins, K4PZC
Board (exp 06): Jason Armentrout N4DSL
Board (exp 07): David Gordon KB4LCI

<http://mara.ws>

MARA meets the first Thursday of each month
The February meeting is at Traditions
Restaurant on Mt Clinton Pike, Harrisonburg.
Meal starts at 6:00 pm.
Business meeting starts at 7:00 pm.

Visitors are welcome.

Dues (\$12 per year) should be mailed to:

MARA
PO Box 1882
Harrisonburg, VA 22801

VALLEY AMATEUR RADIO ASSOCIATION

President: Marvin Henderson, KF4WDI
Vice President: Mike Solomon KJ4RM
Secretary: Ray Colvin, KE4HVR
Treasurer: Doug Tippett, N8ESW
Program Manager: Richard Huttinger, AA4RH

<http://www.qsl.net/w4xd>

VARA meets the first Tuesday of each month
at Kathy's Restaurant on U.S. 11 north of
the traffic light in Verona.
Meal starts at 6:00 pm.
Business meeting starts at 7:30 pm.

Visitors are welcome.

Dues (\$15 per year) should be mailed to:

Doug Tippett
2348 Mosley St.
Waynesboro VA 22980