

MENLO PARK C. D. RADIO CLUB, K6YQT

PAARA

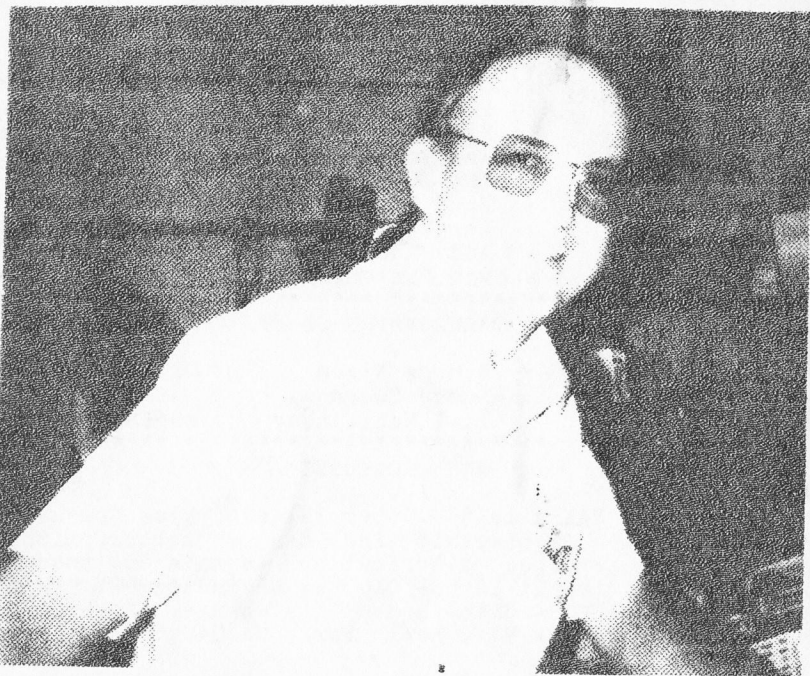
GRAPHS

vol. 26

JULY 1984



PALO ALTO AMATEUR RADIO ASSN., W6OTX



Andy Korsak, VE3FZK, PAARA's New V. P.

*- pictures of me as a boy, my
shack in garage*

PAARAGRAPHS is the official newsletter of
the Palo Alto Amateur Radio Association &
the Menlo Park Civil Defence Radio Club.

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Club Nets	:	147.45 MHZ, Monday, 8:30 pm L.T. & 14.287 MHZ, 9:00 pm L.T.		

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PAARA POLICIES

Membership in PAARA is \$6.00 per calendar year (payable in January), which membership includes a subscription to PAARAGRAPHS. Freebee distribution is made to those who indicate an interest in the Club as an inducement to their becoming members, and is subject to change. Make payment to: PAARA, P.O. Box 911, Menlo Park, CA 94026.

Written contributions to the P.O. Box above, or to the Editor, 1140 Sherman Avenue, Menlo Park, CA 94025, tel. no. 854-6445. The deadline is three days after the Board of Directors meeting.

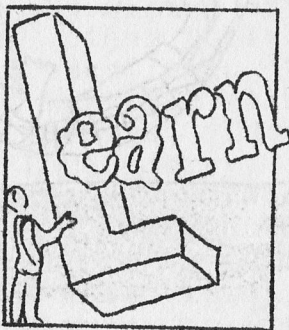
Friday, July 6, 1984

-3-

7:30pm

R E G U L A R

M E E T I N G



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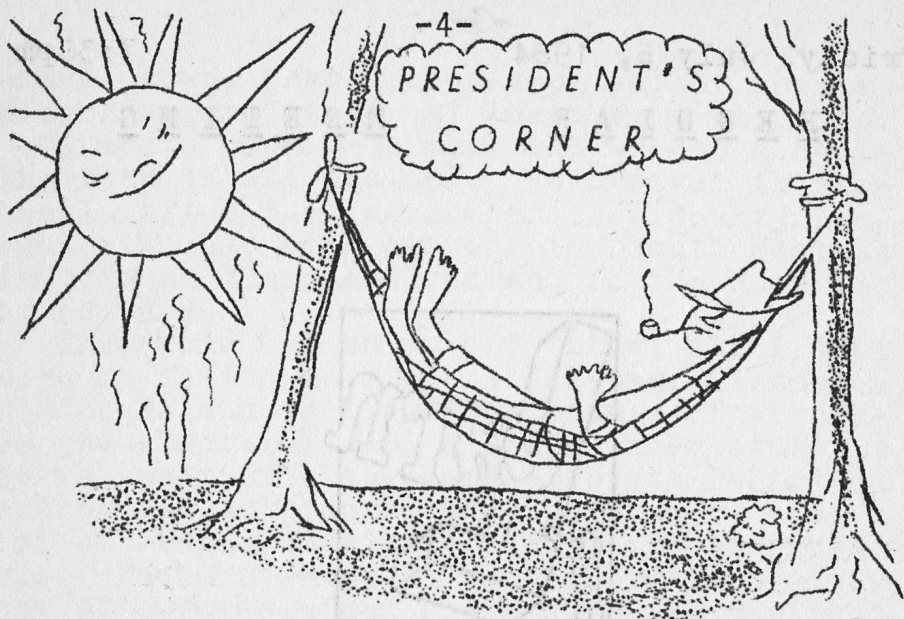
Tom Schiller, N6BT

With Field Day just passed, many of us are feeling the urge to rebuild our antenna systems, so, regardless of whether you have antennas which darken the sky or invisible lengths of wire fastened to nearby trees, there should be something for you in Tom's presentation.

Meeting to be held at the Menlo Park Recreation Centre, Alma at Mielke, Menlo Park. Future meetings: August 3; September 7.

Circle the Date

July 6, 1984



The June meeting was attended by only 28 members, which was the lowest turnout of the year. It was a pity, for many missed an excellent talk and slide show by Gary Caldwell, WA6VEF, of Japan and the CQ World-Wide phone contest in Saipan.

Gary showed slides of the giant commercial curtain array that he and Tom Schiller 'borrowed' for the contest. One slide that impressed me showed Tom at the 170 foot level, climbing the tower in SANDALS!!

Speaking of Tom, he will be our guest speaker at the July meeting. This is a "must" meeting for all antenna buffs, for Tom will talk on several new break-thru's in antenna construction and location. I'm particularly interested in a one over one construction on Forty using KLM rotatable dipoles.

Bill King, N6CHI, won the trivia question of the month and he took home a power meter. Also, our mystery mail reader has selected a

WINNER in the contest to work K6GSS in the

Speaking of winners, congratulations to our very own Andy Brown, N6ESS, for becoming a California Scholarship Federation Life Member in Academic Achievement, and for winning the Louis Armstrong Jazz Award. Andy was a June graduate from Menlo Atherton High where he maintained a solid 5-9 signal.

BAND



The Northern California Contest Club is going to operate a special events station

from Stanford during the Olympic Soccer Games. The call to work, to get a special QSL, is W23 Olympia Gold, or W840G, depending on whether it is CW or phone you are after. W230G will also be on satellite A0-10 along with KB23WP.

PAARA now has three stations on Oscar 10; let's get a few more and perhaps we can have a monthly net. Contact WB6NNL, WA6AZP, or KB6WP for info.

At the time of writing, PAARA Field Day plans have been formalized and we are on our way with a new winner in W60TX. After capturing the 4A class for the last five years with K6YT, W60TX promises to be a challenge for all. A detailed account of Field Day plus pics are in store for you next month.

For now, 73's,

Dave Daniel, KB6WP.

STATION OF THE MONTH: Andy Korsak, VE3FZK.

Andy Korsak, our new Vice-President, is no stranger to most PAARA members. Andy was President of PAARA in 1969 and 1970; and he was Vice-President in 1972 and in 1975 thru 1978.

Andy was born in Warsaw, Poland, in 1936. His father escaped to Canada in 1941, but Andy, his twin sister, and his mother were trapped in Poland, and spent the war years there. The family was finally reunited in Toronto, Canada, in 1947.

Andy studied mathematics at the University of Toronto; than, after graduation in Toronto in 1959, he moved to Berkeley where he took a Ph.D. in mathematics at the University of California.

He gained his first ham licence as VE3 DVN in 1954; then, in 1964, he was relicenced as VE3FZK after a period of inactivity in ham radio. Andy's early station consisted of a home built transmitter and a R1155, ex-RAF bomber receiver.

High up in the foothills above Redwood City, Andy lives with his wife, Rosa, and their children, Casey, 16; Kathy, 13; and Andrea, 11. They have a pleasant, modern home with a good view of Redwood City and the San Francisco Bay below.

It is a good location for antennas, and Andy has several. He has a parabolic dish 7 foot high by 5 foot wide for UHF television; two side-by-side quads for 2 metres; and a squashed rhombic for 40 metres and up.

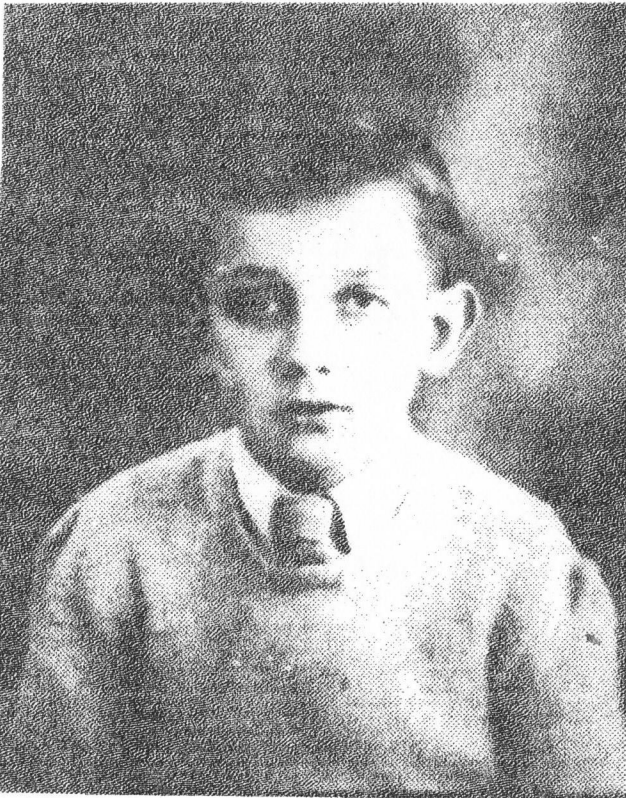
Andy's station is in his two-car garage. There is a former telephone company microwave link transmitter in a four foot rack that Andy has modified for ham television, along with a home made colour TV camera.

There is a National transceiver, and there is a 2-metre handheld unit. There is a computer, printer and display monitor. All equipment seems to be in frequent use.

On the wall, there are several pen-and-ink sketches, another hobby of Andy's, and in another part of the garage, a weight-lifting bench, a barbell and dumbbells.

I asked Andy about a piece of PAARA history (or legend or myth): the famous or infamous PAARA 2 metre transmitter project.

Andy said that the original design had been by Clif, W6HDO, and that he, Andy, had



ANDY AS A YOUNG BOY IN POLAND.





introduced it as a PAARA project. About 12 printed circuit boards were distributed, but only two transmitters were completed, Andy's and the late Bob Baum's.

Andy, as a general practice, had always used a cavity filter, home made out of a piece of drain pipe, between all his 2 metre rigs and his antenna, but the late Bob Baum, not having such a filter, fed his antenna directly from the transmitter. Both Andy and Bob enjoyed using their new 2 metre rigs.

Meanwhile, about fifty miles away, at Mount Diablo, the Contra Costa Sheriff's Department repeater was giving trouble. At rare but regular intervals (coinciding with the PAARA Monday evening net amongst others) the repeater would be activated by spurious emissions from a distant transmitter.

The F.C.C. descended upon Bob Baum and the offending PAARA 2 metre project transmitter. It was an emergency! Andy arranged to have a spectrum analyzer available at a regular club meeting for members to check out the purity of their 2 metre transmitter's output. When Andy and Bob connected their transmitters to the dummy load and spectrum analyzer, the awful truth was revealed: there were spurious emissions down to the hf bands and up hundreds of megacycles from the nominal 2 metre frequency!

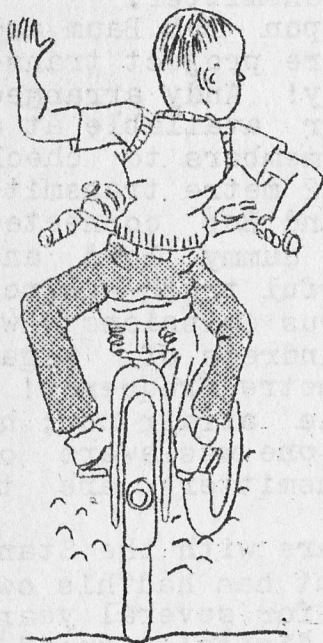
Andy laughs at the whole affair now; he says that, at the time, no one was aware of how prone transistor transmitters are to spurious emissions.

Andy worked for many years with the Stanford Research Institute; but has had his own software firm, Go Forth, for several years now. He showed me several digitally-encoded door keys, an invention of his.

His feelings about his new post as PAARA Vice-President? Andy hopes that PAARA remains a club catering to varied ham radio interests. Andy feels that there are already too many specialized ham radio clubs in the Bay Area, clubs which cater only to a specialized facet of ham radio.

His other interest, recently acquired, is his membership of the Redwood City Disaster Communications Group.

A CYCLING VACATION IN NORTHERN IRELAND.



Several club members, including former PAARA-graphs Editor, Loren Chan, WA6ENC, have been kind enough to say that they enjoyed reading about Northern Ireland, so a description of your Editor's recent trip to Northern Ireland follows.

I flew directly from San Francisco to London Heathrow on British Airways, caught a British Midland Airways shuttle to Belfast Aldergrove, then caught an airport bus into Belfast, and finally an Ulster Transport bus to Newcastle, County Down, my final destination.

Newcastle is a small seaside resort, at

the foot of the Mourne Mountains. The year-round population is about three thousand. In addition to a good beach, miles long, Newcastle has a good golf course, many good hotels, good sea fishing and some freshwater fishing, good sailing and good hiking.

To understand Northern Ireland, a small amount of history is needed. In the Treaty of 1921, when Ireland was divided into two parts, six of the original thirty-two counties of Ireland stayed in the United Kingdom. The population of Northern Ireland is about one and a half million people.

The first thing which the stranger notices is the great variety of accents. You will hear the broadest Scottish, the softest Irish, and English, along with central European accents of all types, Chinese and Vietnamese accents, African and West Indian accents, and Indian and Pakistani accents. The United Kingdom has always accepted a large number of immigrants, and Northern Ireland is home for a proportionate number.

Belfast is the capital city. It was founded in 1177, but only grew to a large city status during the Industrial Revolution. It was created a city in 1888. Unlike Dublin, which has architecture of many periods, Belfast's buildings and parks are mainly Victorian, the buildings stone and red brick, the parks full of the types of trees that take decades to grow to maturity.

Belfast is an industrial city, and its major industries are the Harland & Wolff Shipyard, one of the world's largest; Short Bros. & Harland aircraft factory; Gallagher's (now part of American Brands) cigarette factory, and many textile spinning and weaving factories.

There are no less than eight golf courses

in Belfast, and, in the middle of summer, you can be finishing your game at 11pm. There is almost a midnight sun.

A few days after I arrived home in Newcastle, I went to Belfast and bought a racing bicycle. It cost seventy-five pounds (about \$110) and it was steel framed rather than alloy, but it was very fast. For comparison, a Raleigh ten-speed alloy frame bike in the same shop was on sale at one hundred and ten pounds.

The day that I bought the bike, I cycled from Belfast to Downpatrick, where my mother is in hospital, (a distance of about thirty miles), and then I cycled from Downpatrick to Newcastle (a distance of about fifteen miles). The roads were somewhat hilly but well surfaced, and I averaged between 15 and 20 miles per hour on most of my trips.

A sister of my wife's lives in Dublin, about one hundred miles from Newcastle, and I cycled down to visit her over my first weekend. I left Newcastle at eight am and had lunch in Drogheda (scene of the famous Battle of the Boyne - see pg. 18). I arrived at my destination at 6pm on Friday evening. I spent a pleasant weekend in Dublin and returned to Newcastle on the Monday.

My time on the return trip was similar to my time on the trip down. I left Dublin at 8:00am and stopped for lunch in Rostrevor, Northern Ireland (the home town of Major General Ross who, as commander of the British forces in the Anglo-American War of 1812, burned down the White House in Washington).

A question often asked is: Why is Northern Ireland politically separated from the rest of Ireland? Part of the answer is the "Signing of the Covenant" in 1912. More



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than 400,000 Northern Irish men and women signed this document which stated that they did not wish to be separated from Great Britain. So, in 1921, when the British Government signed a treaty with the Irish revolutionary forces giving independence to most of the island, they, the British Government, insisted on a provision for the Northern Irish counties to opt out and remain part of the United Kingdom. (By way of comparison, in the last General Election, about 200,000 voters voted for political parties favouring Irish reunification versus 600,000 who voted for maintaining the present links with the United Kingdom.)

The people who signed the Covenant were the descendants of Scottish and English settlers, of French Huguenots, and of Irish Protestants. These people, sometimes called Scotch Irish, played an important role in United States history, for many of them emigrated from Northern Ireland to the United States in the 1600's, 1700's and 1800's.

By 1776, when the Declaration of Independence was signed, one-sixth of the U.S. population were of Northern Irish origin. At least eight of the signers of the Declaration were of Northern Irish origin including John Hancock and John Dunlap, a printer from Strabane, County Tyrone, who printed the first copy of the Declaration.

About one third of the U.S. Presidents have been of Scotch Irish origin. Other famous Americans of Scotch Irish origin have been: Samuel Morse, Davy Crockett, Stonewall Jackson, Horace Greeley (newspaperman), Stephen Foster (song-writer), Cyrus and Robert McCormick, and Robert Fulton.

The ancestral homes of many of the Presidents still stand, and are open to the

public including those of: Woodrow Wilson, Strabane; James Buchanan, Omagh; Ulysses S. Grant, Dergenagh; Andrew Jackson, Carrickfergus; William McKinley, Conagher; and Chester Alan Arthur, Cullybackey.

With regard to President Nixon, his earliest traceable relatives were Quakers who lived near Dublin and who emigrated to the U.S. in the early 1700's. However, he is probably related, as your Editor is, at least by family tradition, to a family called Nixon which had a large plantation which straddled the border between County Fermanagh and County Monaghan between Enniskillen and Clones. This plantation was settled in the last year of the reign of Queen Elizabeth the First. Your Editor, however, wishes to disassociate himself from any idea that he is of great wealth!

Londonderry is an ancient walled city that was largely built by the Irish Society in the early 1600's. It was beseiged three times during the 1600's, the last time for 105 days in 1688-89. During the last seige, food ran low; dogs, cats and rats were eaten and disease and famine broke out. At the end of the three months, of the city's 7,500 militia, 3,300 were dead and 1,000 sick or wounded.

However, the militia were still holding off the forces of the former King James II, and on July 28, 1689, three ships loaded with food and reinforcements from the forces of King William III, Prince of Orange, appeared in the River Foyle. They ran upstream through an artillery barrage and broke through a boom placed across the river.

This was the beginning of the end for the former King James II. King William III arrived at the head of his army, drove James's

forces south 100 miles to the River Boyne, and then defeated them in July, 1690. Each year, on July the 12th, Northern Ireland celebrates that victory as a public holiday. Incidentally, that victory established an important political principle in both British and American democracy; that Parliament, when expressing the wishes of the people, is superior to all other political institutions, kings, churches, etc.

During World War II, some 300,000 U.S. troops passed through Northern Ireland, most through Londonderry. It became a bristling naval base, and when the war ended, no fewer than 70 Nazi submarines appeared outside her harbour to surrender.

Concerning the music known as "The Londonderry Air", the tune was first taken down by a Miss Jane Ross in Limavady, County Londonderry, in 1851, from an itinerant fiddler. At that time, it had no words, although many songs have been written for it since.

In County Antrim is Northern Ireland's most scenic wonder, the Giant's Causeway. It consists of many large, six-sided, crystals of basalt formed by volcanic action. They stand as high as 50 feet. Also in County Antrim, in the town of Bushmills, there is the "Old Bushmills" whiskey distillery, the world's oldest distillery, first licenced in 1608.

Northern Ireland is fairly suitable for a cycling vacation; it is not very large, and the roads are well surfaced, if somewhat hilly. In the years after World War II, when automobiles were scarce and high-priced there were many cycling clubs which organized weekend cycling tours. Now, there are many fewer cyclists, but in almost every

small town, there is a shop which carries bicycle spare parts, at least as a sideline.

I met a young German, who was on a cycling tour of all Ireland. He arrived in Newcastle after cycling across from County Donegal. He had been staying in Youth Hostels in both Northern Ireland and in the Republic of Ireland.

Incidentally, on my own trips, all I took with me fitted into one saddlebag. I took a headlight and taillight, a couple of wrenches and a screwdriver, a spare inner tube, a spare pair of slacks and a sports shirt, a spare set of socks and underwear, and a toilet bag containing razor, tooth-brush, etc. Each evening, I washed out the day's set of sweat-stained clothes. With daylight stretching (in May) from 4:00am to 10:00pm, drying was not a big problem.

About fifty miles cycling a day is a good distance. A good cyclist can do this in three hours or less; and even a poor one should not take over six hours. This leaves plenty of time for sight-seeing and relaxation. Newcastle has a cycling club, the Shimna Wheelers. I did not join them, but each weekend they organized two cycling trips, one for novices, and one for better cyclists.

In conclusion, I can only say that if you are fit, if you have a month or more to spare, and if you want to tour some part of Europe without spending a lot of money, then a cycling vacation is probably for you. Good luck and good cycling!

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