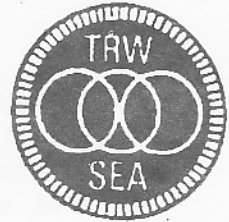




# CROSSTALK

A Publication of the TRW Amateur Radio Club



MAY 1992

## CALENDAR

Every Monday: DCS Net on 145.32 Repeater, 7:30 PM

Every Wednesday: Emergency Communications Team Net on  
145.32 Repeater @ Noon

Every Friday: Club Breakfast in Bldg S Cafeteria, 7 to 8 AM

May 5: Executive Board Meeting, Upper Crust Pizza, Inglewood  
& Manhattan Beach Blvd., 5:30 PM

May 12: Emergency Communications Team meeting, R3/1413, Noon

May 19: Club Picnic, El Nido Park, Noon to 1 PM

May 26: Club Meeting, E2/1200, Noon. Speaker: Fried Heyn, WA6WZO,  
ARRL SW Division Director, Topic is Field Day

May 30: Swap Meet, parking lot on NW corner of Aviation & Marine,  
7 to 11 AM

June 2: EBM

June 9: ECT meeting

June 10: Club Picnic

June 27-28: FIELD DAY

June 27: Swap Meet (Yes, on FD weekend)

June 30: Club Meeting

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**Editor's Notes:** This month we have published the first installment of Paul Lukas', N6DMV, experiences on a DXpedition to Turkey and Rhodes. If anyone has ham radio related experiences that would be of interest to your fellow club members please write an article for Crosstalk. I'll be happy to edit it for you. Do not send any material on Magnetic media to my office, it will get destroyed!

Don't forget Field Day, we can use help of any kind and duration.

73 de KJ6GR

## FIELD DAY UPDATE

PLANS FOR THE TRW ARC FIELD DAY ARE GOING WELL. MOST OF THE BAND CAPTAINS HAVE BEEN ESTABLISHED. WE STILL NEED A LEADER FOR SET UP ON FRIDAY NIGHT AND A MASTER LOGGER. THE FOLKS FROM XEROX WILL BE HELPING US AGAIN ON 20 AND 15 CW SO WE WILL HAVE A FULL COMPLEMENT. THERE IS A POSSIBILITY THAT WE WILL HAVE A FULL WAVE VERTICAL ON 80 METERS BY USING A WEATHER BALLOON (WEATHER AND THE FAA PERMITTING). THE NEW 12/17 BAND SHOULD BE A REAL HELP WITH A 3 ELEMENT YAGI. THE NOVICE STATION WILL ALSO HELP - REMEMBER THE NOVICE STATION DOES NOT COUNT IN THE STATION TOTAL. WITH 80 METERS ON THE AIR WE SHOULD BE ABLE TO KEEP ALL 7 TRANSMITTERS ACTIVE FOR THE ENTIRE FIELD DAY!

THE BASIC PLAN IS THE SAME AS LAST YEAR: SET UP AS MUCH AS POSSIBLE ON FRIDAY NIGHT. WE WILL LOAD THE EQUIPMENT FROM THE STORAGE CONTAINER AND TAKE IT UP THE HILL IN THE LATE AFTERNOON. WE STILL NEED HELP WITH THIS PHASE - ANYONE INTERESTED? MOST OF THE ANTENNAS WILL GO UP ON SATURDAY MORNING. AFTER SOME LUNCH WE WILL START AT 11:00 AM SHARP. DINNER WILL BE AROUND 6PM (I STILL NEED A VOLUNTEER TO MAKE THE HUMMINGBIRD TONGUE PATE!) AT 11:00AM ON SUNDAY WE WILL SHUT DOWN AND TEAR DOWN. MIKE ZINGARY HAS VOLUNTEERED TO LEAD THE TAKE DOWN EFFORT SO THINGS SHOULD BE WRAPPED UP MUCH EARLIER THAN PREVIOUS YEARS.

BESIDES BEING "OUT TO WIN IN '92" WE WANT TO GET AS MANY NEW PEOPLE AS POSSIBLE TO PARTICIPATE. IF YOU CAN ONLY COME OUT FOR A FEW HOURS YOU WILL GET A CHANCE TO LOG OR OPERATE AND GET SOME EXPERIENCE. HOPEFULLY YOU WILL FIND THE EXPERIENCE ENJOYABLE AND COME OUT AGAIN NEXT YEAR. PLEASE CONTACT THE BAND CAPTAIN OF YOUR CHOICE, CALL ME AT X27227 OR (310) 541-7618, OR JUST SHOW UP AT FRIENDSHIP PARK!

JOHN SHEPHERD WB6VYX

## BASIC INFORMATION FOR FIELD DAY

DATES: FRIDAY JUNE 26 (SET UP),  
SATURDAY JUNE 27 OPERATE  
SUNDAY JUNE 28

LOCATION: FRIENDSHIP PARK (Map Attached)  
1805 W. 9th ST.  
San Pedro CA.

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Anyone interested in forming an Advanced Class License study group at noontime please contact Bryan, KC6TPN at x24789.

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For Sale: Turbo-Cap Software, latest 3D version, New (sealed), \$50, Dave WA5DJJ, (310) 530-2758

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## THE STORY OF THE 1991 CQ WW TA-SV DXPEDITION

Enthused by the successful and fun filled 1989 Fiji DXpedition, three of the gang members decided to participate in the CQWW Phone Contest in TA-land, with an aftertrip to SV-land. The participants were: Spud, K6KH, the organizer DX-czar, Harold, N6AQX and yours truly, Paul, N6DMV.

The departure from LAX was smooth and uneventful, not foreshadowing the events to follow later. Considering Murphy's gloomy omnipresence during our trip, I wonder how was it possible for us to sit in a British Airline jet where the stewardesses were very polite and accommodating, offering FREE libations in ANY quantity throughout the flight. From this point on, I will indicate with an (M) where Murphy was suspected to have done his dirty work. He started to show his colors when we decided to purchase a bottle or two of DX-catalyst fluids at the "duty free" shop at Heathrow Airport. We were told previously (I wish I could remember by whom?) that the prices at Heathrow are quite good. Good for who? For the sellers for sure, as we found out that any respectable label was about 50 to 75% higher (British pounds converted to US \$\$ at the going rate) than the US prices! (M). So we delayed the DX aspect momentarily, and I attempted to place a local call to a Hungarian ham friend of mine in London on 600 ohms, whom I talked a day before on 10m indicating my stayover at the airport. He was not home (M) but had a nice chat with his British XYL.

We flew from London to Istanbul, a very busy place. Observing the locals on the streets, one could not help but think that there is a 24 hour permanent marathon going on. People almost ran, not walked. It was very easy to pick out foreigners from the crowd, as they did not run. After 30 minutes of searching, we were able to secure a large enough cabby to hold our 13 (M?) luggages, including some antenna gear packed in a six inch diameter, long aluminum tube. We made a deal with the driver, we thought his prices were reasonable at the time, without immediately converting the Turkish liras to US dollars. We set out to find our hotel. It turned out that the driver did not know where the hotel was. After some inquiries from the natives, we arrived. In between, we converted the Turkish liras (4900 or so to a dollar!) to dollars and got quite concerned of the \$120 fare for a 35 minute drive. We dragged the driver - who did not speak a word of English - into the hotel, where the manager, in a 15 minute argument got the price down to \$12. That we could live with. Zeroes apparently don't mean a thing over there, that is the reason it is a zero.

Our 4th floor apartment was roomy, management put in a 3rd bed. We were surrounded by tall buildings, but looking out the window and consulting my compass, I determined that on the narrow street we were looking out was facing north-northwest, W6-Land! This gave me the idea to stick a 15m whip right out the window supported by strings, also attached a 1/4 wave wire to the base. To our delight, we made a few contacts to the US barefoot with my 440S. During the 1st QSO I had to jerk on the radial wire, because it touched the metal bedframe and was drawing a beautiful blue RF arc, I did not want to burn down the place the first day (M).

Due to the nice weather, we decided to leave the window open. This act allowed us to gain some insight into the local life. About four in the morning, cars, trucks, motorcycles and all other noise generators known to the human race started screaming under our window, and since the street was at a steep incline, all this happened in 1st gear at full throttle, with the desperate screeching of brakes, depending on the direction of travel of the vehicles. At six a.m. sharp, the noise decreased all of a sudden. In a distant voice, a muezzin's embellished prayer song became audible, calling all faithful true believers to prayer. The muslim is the guy who gets up early, goes to the mosque, climbs up the minaret tower and

starts the service. He does this quite accurately. This pattern is repeated in the evening also. I found this practice quite beautiful and thought provoking, although I am not a Muslim, as the country's majority is. To my knowledge, Turkey is the only Mid-Eastern country which is Muslim but not Arabic. Due to the advancement of science, the muezzins are being replaced by amplifiers and loudspeakers placed at the towers, leading to an unemployed muezzin population. This was told to us officially and is not intended to be a pun.

Istanbul is a fascinating city with an enormously complex and long history. I have never seen taxicabs in such profuse quantity and density anywhere! Looking out the rear window of a bus, I saw at least 300 cabs - all the same color and size, oozing down the five lane boulevard, among them maybe ten private cars. First I did not understand the reason. Soon I learned, as we stepped down from the bus. Although my calculations in physics contradict my the on-the-spot derived applied theory, I had to come to the conclusion that the cabs were driven by a novel sound pressure generator called the horn. I told one driver to shut off the engine, maybe we can save some gas, just lean on the horn. When you hear a horn nearby, jump. No matter what direction, just jump. The horn will sound a few feet from you while the car is approaching you at 30-40 mph, and will not slow down. Surprisingly, I did not see any accident or an unexpectedly high number of wrecked automobiles. Now I understand why the few private car drivers, they are afraid to drive.

After three days of roaming around and sampling the very delicious local cuisine, nostalgia overcame us: we visited Pizza Hut and MacDonald's. The pizza and the hamburger tasted just the same as at home.

The next stop on our schedule was another large city down the West Coast, Izmir. The city is situated in one of the three major wine producing areas, it has a large Navel base and the regional HQ for NATO. The otherwise comfortable bus ride took over ten hours, with a halfway stop at a very modern and surgically clean shopping center-restaurant complex, out in nowhere. It apparently operates 24 hours a day, as we were there about midnight and all shops were open. We arrived at Izmir in the early morning hours. Fortunately, Spud had written to each of the area hams asking if they could give us a hand upon our arrival. One ham responded, Mustafa, TA3B. He came to the bus depot to pick us up with his compact car. Mustafa is the Chief Signal Officer in Izmir in the Turkish Navy, speaks Greek and English as well. After some careful planning, we could actually load all our stuff on, in, around, on the hood, strapped to the bumper, etc., and arrive at his QTH. He showed us his well equipped shack. The main attraction beside his radios was a large piece of gear attached to the wall adjacent to his station and two large lead-acid batteries under his table. We were wondering why he did this extra complexity. For this doubtful attitude of ours, we received Murphy's well deserved punishment later. He explained that the city power had quit several times while he was on the air, leaving the other hams puzzled. So he is running his rigs now on pure DC from his batteries, the wall unit is the charger. The logical solution.

We got acquainted with his lovely XYL, who is an art teacher in the local school. Actually, Mustafa had called some of his relatives also who came and celebrated with us. The ladies cooked up a terrific lunch for us. If you like fresh, fully ripened, chemical-free super tasting vegetables and fruits coupled with honest hospitality, go to Turkey! We did not expect such a cordial reception and we were deeply touched. They do not overpay the military personnel either. After a short table prayer, Mustafa explained during the very tasty lunch that by the dogma of the Muslim religion, guests must be accommodated to the fullest, even if the host goes broke in doing so. This was not the case for sure, but we appreciated the friendly reception in a foreign country, where the host can speak quite good English.

To be continued.

Volunteer Exams and Classes for 1991

Volunteer Exams and Classes for 1991 (Continued)

CITY/LOCATION	PHONE	CLUB/SPONSOR	CITY/LOCATION	PHONE	CLUB/SPONSOR
Apple Valley	(619) 240-2025	GLAARG	Moreno Valley	(714) 849-7822	Moreno Valley Amateur Radio Club
Belflower	See Fullerton		Newport Beach	(714) 924-6918	SOCATT
Big Bear Lake	(714) 585-5069	Big Bear Amateur Radio Club	Palm Springs	(714) 960-6973	CVARC
Burbank	(818) 349-0927	Lockheed Employee R.C.	Pasadena	(619) 584-2655	Pasadena Radio Club
Camarillo	(805) 484-4461	Sulphur Mountain Repeater Assoc.		(818) 449-3790	
Carson	(213) 830-0242	SURN	Pico Rivera	(818) 793-9211	Northrup B1 Amateur Radio Club
Carson	(213) 834-0076	SOBRAS	Ridgecrest	(310) 942-3582	SARC
Culver City	(213) 292-2183	Baldwin Hills Amateur Radio Club	San Bernardino	(619) 375-7245	San Bernardino Amateur Radio Club
Downey	(213) 932-5598	Downey Amateur Radio Club	San Diego	(714) 864-4498	San Diego Amateur Radio Club
Eagle Rock	(818) 710-1705		San Luis Obispo	(619) 465-EXAM	
Eagle Rock	(213) 256-2904	NEVE		(805) 528-0703	EARC
El Toro	(818) 791-1779		San Pedro	(805) 528-2943	URAC
Fountain Valley	(714) 951-0336	So Orange Amateur Radio Assoc.		(213) 748-0713	
	(714) 538-7081	West/Coast Amateur Radio Club	Santa Barbara	(213) 325-2965	Santa Barbara Amateur Radio Club
	(714) 775-6095			(805) 682-2665	
Fullerton	(714) 846-6984	Fullerton Radio Club	Santa Monica	(805) 966-6620	GLAARG
	(213) 691-1514		Santa Monica	(213) 398-8538	PNP
Hawthorne	(714) 879-6895	Northrop Radio Club		(213) 394-6598	
	(213) 316-2758			(213) 394-8105	
Hemet	(213) 600-4160	GLAARG	Tehachapi	(213) 393-1900	SSARS
Hess Park	(714) 925-3502	GLAARG	Templeton	(805) 822-6128	PRARC
(Rancho Palos Verdes)	(213) 664-2271		Thousand Oaks	(805) 466-6915	CVARC
Imperial Valley	(619) 344-4158	Imperial Valley Amateur Radio Assoc.	Van Nuys	(818) 702-0246	San Fernando Valley Amateur Radio
Inglewood	(213) 518-4134	Los Angeles Amateur Radio Club	Vandenberg AFB	(805) 929-3710	GLAARG
	(714) 621-5001		Visalia	(209) 734-9516	GLAARG
Irvine	(213) 691-1514	Claremont Amateur Radio Assoc.	West Covina	(818) 969-4029	So Calif Amateur Teletype Society
La Habra Heights	(714) 879-6895	Fullerton Radio Club & LHHPC	Whittier	(213) 947-1356	Rio Hondo Amateur Radio Club
LA & Orange Co.	(714) 549-5000	Gordon West Radio School			
LA & Orange Co.	(714) 979-CODE	N6CIO			
Lancaster	(805) 948-1865	GLAARG			
	(805) 264-1808				
Loma Linda	(714) 796-0065	GLAARG			
Long Beach	(213) 420-9480	GLAARG			
Long Beach	(714) 897-6331	CAVE			
	(213) 434-8278				
Los Angeles	(213) 748-0713	SSARO			
Los Angeles	(818) 761-6751	BIARC			
Los Angeles	(213) 830-0242	Los Angeles Amateur			
	(213) 834-3674	Radio Club			
Manhattan Beach	(310) 328-0817	South Bay Amateur Radio Club			
Montclair	(714) 983-1272	IEARC			
	(714) 597-2249				
	(805) 948-1865				