



SIERA BEACON



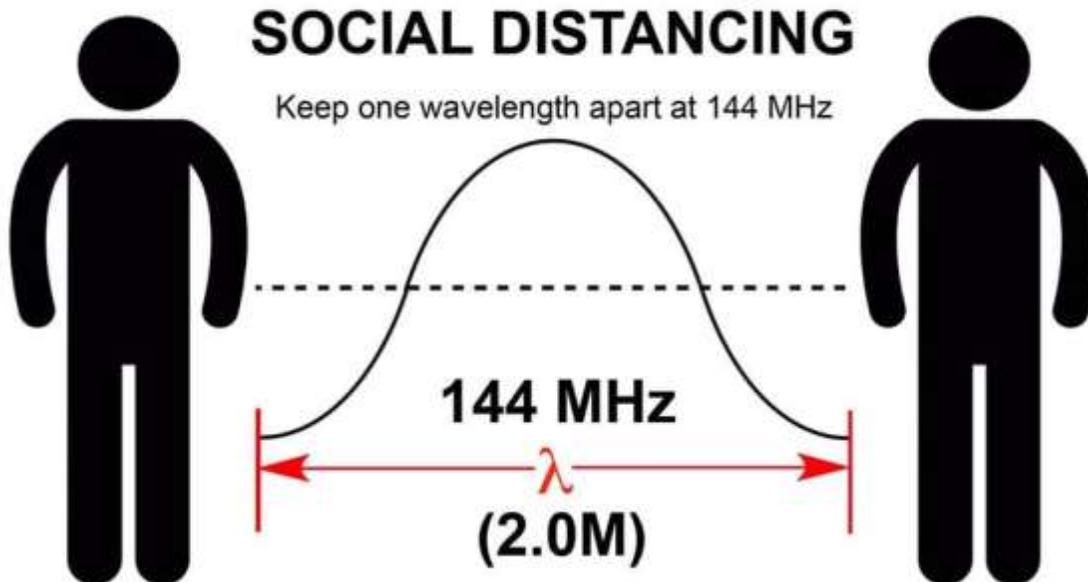
Carson Valley, NV

April 2020

"HAM radio is not a hobby. It's a way of life." - Carlos Beltran, XE1MW

Amateur radio enthusiast guide to **SOCIAL DISTANCING**

Keep one wavelength apart at 144 MHz



MOTA: Meetings on the Air

We will hold both April 4th meetings on NV7CV 147.330 at the usual times, noon for the Board and 1 p.m. for the General. Ed Terlau's KG7ZOP presentation, *Generators and Power Sources: The 60-Cycle World*, will include discussion about generators and their use in powering your home and stations. Because Ed's presentation includes videos and PowerPoint, those wanting to view these will need to set up an account on ZOOM, [www.https://zoom.us/](https://zoom.us/). This conferencing software works on platforms from XP SP3 up to Windows 10 and later versions Apple OS and Android OS. Ed's tested it on his PCs, Android phone, and his wife's iPad mini.

Ed will send his personal ID number for ZOOM meetings so that he can control all the audio and video settings. Jim Sanders AG6IF will email the proper link with this ID and instructions so that everyone in SIERA can view the presentation. Ed will also describe all the slides so that anyone who can't log in to ZOOM can understand what he's referring to. If anyone wants to practice with this, contact Ed any day before the meeting.

The Beacon recommends that members listen to both meetings to avoid redundancy with announcements and agenda items. This will be an interesting experiment and will prepare us for future meetings if the COVID-19 sheltering continues beyond this month.

4.5-pt Earthquake Hits Prison Hill Area:

Within a minute of the recent 4.5-point earthquake in Carson City, NV, SIERA hams got on the radio to check on each other's welfare. All reported no damage. KI7CTT said the bottles didn't fall from the wine rack, so she and K7BCV were fine. K6LR reported his 60-foot tower didn't fall over. That's always good news. Within about five minutes, K7BCV got some details from the USGS, (thank you K7DUY for the referral). K7VOC joked that stuff in his barn was no more disorganized than usual. Nothing fell or broke. Others reported in that they were fine and awaiting aftershocks. Sheila Clement KA7AJQ, our DCART emergency coordinator said she would be monitoring the frequencies for any emergency information in case DCART would need to assist the 911 Call Center. They would have to work from home or field stations, however, as Ron Sagen has placed the Center off limits to anyone not connected to Dispatch or other official functions there. This was a good little practice for a more extensive emergency.



Here's a YouTube video of Bay Area hams springing to action shortly after the Loma Prieta earthquake in 1989.

<https://www.youtube.com/watch?v=LKYhOOHmwI0&fbclid=IwAR2wUVVvRXdlw6LQExVuebgk83jXrUPEY0Dp-lq0u0qG3NYF1qOiRNVAE8>

Jim Marshall K6LR CQ WPX Contest Results

I participated a little bit this weekend with the CQ WPX contest. I began Friday afternoon for a couple of hours and continued Saturday for a couple of hours. I worked 110 stations, mostly foreign countries, and achieved a score of 22,200 points in a little over four hours, mostly on 20 meters. This is a tiny score compared to operators who operated all night, and worked two to three thousand stations, and had scores in the millions! I am not that competitive or have the endurance to do "all nighters" anymore!



Possible Changes to Field Day to Think About

Here is some official information from the ARRL that we should consider in our planning for Field Day next June.



Coronavirus & Field Day 2020

With 2020 ARRL Field Day – one of the biggest events on the Amateur Radio calendar – just about 15 weeks away, ARRL officials are monitoring this situation with the coronavirus very closely and paying close attention to all of the information and guidance being offered by the CDC's Centers for Disease Control and Prevention (<https://www.cdc.gov/coronavirus/2019-ncov/index.html>).

At its core, Field Day is a local event and an opportunity for local amateur radio clubs to showcase the skills, science and technologies that make radio communication such a wonderful hobby and a valuable public service. Since the impact of the coronavirus outbreak has been very different in different parts of the country, we recommend that all amateur radio clubs participating in Field Day be in regular contact with their local or state public health officials for their advice and guidance on hosting Field Day activities. This also offers an opportunity for amateur radio clubs to bolster or re-establish their relationships with local and state public health and emergency management officials.

Because of the unique circumstances presented this year, this can be an opportunity for you, your club and/or group to try something new. Field Day isn't about doing things the same way year after year - use this year to develop and employ a new approach that is in line with our current circumstances.

Local club officials are the most appropriate people to be making decisions about their specific Field Day programs. We are all concerned about protecting the health and safety of those participating in or attending Field Day activities, and so we trust local club officials to take the appropriate steps to monitor local conditions and make decisions in the best interest of their communities. ARRL officials strongly believe that following the guidelines of local, state and national health care professionals will help ensure everyone's safety in the coming weeks and months. ARRL **Field Day is always held on the 4th full weekend in June -- 27-28, 2020.**
<http://www.arrl.org/field-day>



Last year, Cynthia Furse wrote a great article about HAM support of the Pony Express Re-Ride. Here's a link:
<https://utah.instructure.com/.../5589.../pages/fun-with-antennas>

By the way, Tom Tabacco KE7NCJ still needs base station operators for the Pony. A very cushy gig even though it IS in the middle of the night. Email him at smokey@gmail.com. The Pony is coming early this year, June 2-3, so if you want to participate, now is the time to contact Tom.

Here's What Happened to the 147.27 Repeater

submitted by Jeff K5BLS



pulled the entire modern stuff. The much power as on the air we now 40 watts.

A UHF repeater a PL of 156.7. It for Carson Valley, that is also

We will change out but we are having us finish the

I may be forced to antenna work get it working



I wanted share with you the close call we had with the equipment at McClellan. This is the power supply that powered the 147.270 Repeater and repeater controller. As you see from thermal cycling and the age of the materials, the single capacitor failed in a violent fashion. We are extremely lucky this didn't continue to burn and cause the others to explode, being that the cabinet they were housed in was plastic. We dodged a bullet here and hence why I have system out and will be redone with more new repeaters combined do not consume as just the two-meter did. With both transmitters pull 16 amps with each transmitter producing

has been placed at the site on 441.250 with reaches Reno, Carson City, and Dayton, but there's a local repeater, 443.750 PL 156.7 available.

the McClellan equipment as quickly as possible a difficult time locating a tower climber to help antenna work we started last fall.

reinstall the new equipment prior to getting the competed. We'll figure something out to try and better than before.



Some thoughts regarding Net operations using the Linking capability between the 147.24 and 147.33 repeaters.

By Paul Gulbro WA6EWV

Personally, from a “technical operation standpoint,” I’m very pleased with the early results of the “Dual” group nets; however, after the net on Monday the 23rd, I feel some technical operational details should be “explained” to help ensure the efficient station interaction between the linked repeaters.

Of course, the first item is to be aware of the link itself. Regardless of which repeater you are using, if the link is active, you will hear additional courtesy tones. Operators should be familiar with the “Normal” courtesy tone from the repeater they access on a regular basis. This “familiarization” will immediately help inform you if the repeaters are in a linked mode of operation from the additional tones generated when operator transmissions are exchanged. If you are the Net Control Station (NCS), realizing the link is active, you should change your transmission actions to allow for the delay between repeaters.

Now that the NCS is aware of the link, the next point is understanding the “Unique” characteristics involved with the linking.

IF the NCS IS OPERATING THROUGH THE 147.33 REPEATER, there will be an ADDITIONAL ONE SECOND DELAY before a station using the 147.24 Repeater can respond; however, IF NCS IS USING THE 147.24 REPEATER during a linked operation with 147.33, there is NO ADDITIONAL DELAY involved, and so a more normal station interaction can be used between all stations regardless of the repeater they are operating through.

The best overall procedure would be to allow extra time between ALL transmissions when the roll call portion of the net occurs.

In a scenario where there is ESTABLISHED TRAFFIC BETWEEN TWO SPECIFIC STATIONS, the DELAY TIME WOULD NOT APPLY for the two stations IF THEY ARE ON THE SAME REPEATER.

I would assume as we practice the net roll calls, we will become familiar with each group’s operators and which repeater they will normally use. Consequently, NCS could adjust their reply transmission to help eliminate the possible “Doubling” of station transmissions through the linked repeaters.

Finally, a somewhat unique aspect to the normal net operations was added with Bryce, KI7NIK checking in through the Echolink system on the 147.24 Repeater. The nature of Echolink involves an additional lag time between transmissions. Consequently, REGARDLESS of which repeater you are operating through, an additional THREE seconds will be required to carry on a contact with Echolink stations. This means, if you are using either repeater, after you stop transmitting, it will be three seconds at least before the Echolink station can respond. This does add an incredible increase in operational possibilities IF the Internet stays active. The Echolink system is located at wa6ewv’s QTH and has battery backup good for 36 hours or more depending on activity. This compliments the battery backup capabilities with both repeater systems.

If there are questions or comments, I can be reached at: wa6ewv@juno.com

The Beacon received this wonderful story from Bill Holmes K7DUY.

This 1967 true story is about an experience by a young 12-year-old boy in Kingston, Ontario, Canada. It is about the vivid memory of a privately rebuilt P-51 from WWII and its famous owner/pilot.

In the morning sun, I could not believe my eyes. There, in our little airport, sat a majestic P-51. They said it had flown in during the night from some U.S. Airport, on its way to an air show. The pilot had been tired, so he just happened to choose Kingston for his stopover. It was to take to the air very soon. I marveled at the size of the plane, dwarfing the Pipers and Canucks tied down by her. It was much larger than in the movies. She glistened in the sun like a bulwark of security from days gone by.

The pilot arrived by cab, paid the driver, and then stepped into the pilot's lounge. He was an older man; his wavy hair was gray and tossed. It looked like it might have been combed, say, around the turn of the century. His flight jacket was checked, creased and worn - it smelled old and genuine. Old Glory was prominently sewn to its shoulders. He projected a quiet air of proficiency and pride devoid of arrogance.

He filed a quick flight plan to Montreal ("Expo-67 Air Show") then walked across the tarmac. After taking several minutes to perform his walk-around check, the tall, lanky man returned to the flight lounge to ask if anyone would be available to stand by with fire extinguishers while he "flashed the old bird up, just to be safe." Though only 12 at the time I was allowed to stand by with an extinguisher after brief instruction on its use -- "If you see a fire, point, then pull this lever!" he said. (I later became a firefighter, but that's another story.)

The air around the exhaust manifolds shimmered like a mirror from fuel fumes as the huge prop started to rotate. One manifold, then another, and yet another barked -- I stepped back with the others. In moments the Packard-built Merlin engine came to life with a thunderous roar. Blue flames knifed from her manifolds with an arrogant snarl. I looked at the others' faces; there was no concern. I lowered the bell of my extinguisher. One of the guys signaled to walk back to the lounge. We did. Several minutes later we could hear the pilot doing his pre-flight run-up. He'd taxied to the end of runway 19, out of sight. All went quiet for several seconds. We ran to the second story deck to see if we could catch a glimpse of the P-51 as she started down the runway. We could not. There we stood, eyes fixed at a spot halfway down the runway. Then a roar ripped across the field, much louder than before. Like a furious hell spawn set loose -- something mighty this way was coming.

"Listen to that thing!" said the controller.

In seconds the Mustang burst into our line of sight. Its tail was already off the runway and it was moving faster than anything I'd ever seen. Two-thirds the way down 19 the Mustang was airborne with her gear going up. The prop tips were supersonic. We clasped our ears as the Mustang climbed hellishly fast into the circuit to be eaten up by the dog-day haze. We stood for a few moments, in stunned silence, trying to digest what we'd just seen.

The radio controller rushed by me to the radio. "Kingston tower calling Mustang?" He looked back to us as he waited for an acknowledgment.

The radio crackled, "Go ahead, Kingston."

"Roger, Mustang. Kingston tower would like to advise the circuit is clear for a low-level pass." I stood in shock because the controller had just, more or less, asked the pilot to return for an impromptu air show!

The controller looked at us. "Well, what?" He asked. "I can't let that guy go without asking. I couldn't forgive myself!"

The radio crackled once again, "Kingston, do I have permission for a low-level pass, east to west, across the field?"

"Roger, Mustang, the circuit is clear for an east to west pass." "Roger, Kingston, I'm coming out of 3,000 feet, stand by." We rushed back onto the second-story deck, eyes fixed toward the eastern haze.

The sound was subtle at first, a high-pitched whine, a muffled screech, a distant scream. Moments later the P-51 burst through the haze. Her airframe straining against positive G's and gravity. Her wing tips spilling contrails of condensed air, prop-tips again supersonic. The burnished bird blasted across the eastern margin of the field shredding and tearing the air. At over 400 mph and 150 yards from where we stood she passed with the old American pilot saluting!!

Imagine. A salute! I felt like laughing; like crying; she glistened; she screamed; the building shook; my heart pounded. Then the old pilot pulled her up and rolled, and rolled, and rolled out of sight into the broken clouds and indelibly into my memory.

I've never wanted to be an American more than on that day! It was a time when many nations in the world looked to America as their big brother. A steady and even-handed beacon of security who navigated difficult political water with grace and style; not unlike the old American pilot who'd just flown into my memory. He was proud, not arrogant; humble, not a braggart; old and honest, projecting an aura of America at its best.



That America will return one day! I know she will! Until that time, I'll just send off this story. Call it a loving salute to a Country, and especially to that old American pilot: the late JIMMY STEWART (1908-1997), Actor, real WWII Hero (Commander of a US Army Air Force Bomber Wing stationed in England), and a USAF Reserves Brigadier General, who wove a wonderfully fantastic memory for a young Canadian boy that's lasted a lifetime.



ARRL Licensing Exams:

VE exams are held at 9 a.m. on the third Saturday of odd months, at Fire Station 51, 777 S. Stewart Street, Carson City. Bring your photo ID, \$15.00 cash or personal check (*we can't take cards*), and a copy of your current license if you are upgrading (*a reference copy from the FCC web site is acceptable. It doesn't have to be the Official copy*). Greg Moore KG7D also suggests you bring an extra \$15.00 if you want to take another test. There's also an informative Q & A session afterwards. Bring your new radios if you need help programming them.

Contact: Greg at KG7D@arrl.net so we can prepare for the correct amount of candidates, or with any questions you might have. Also, he may be able to schedule special exam sessions.

The next licensing exam: May 16th ... maybe! Check with Greg.



These hams need to renew their licenses:

June Bennett K7OWV	May 29, 2020
Ken D'Alessandro K7KD	May 09, 2020
Bill Rose KJ6HSD	May 07, 2020

No Product Endorsement from SIERA, but here are two online study courses to help you study for your license. The first follows the ARRL Manuals, and the second one is a simplified course which prepares you to take the test. (You may see the second website advertised on the YouTube link of the first course.)

A YouTube study course using the latest edition of the ARRL Technician's manual:

<https://www.youtube.com/watch?v=fEWmiMotimY>

<https://www.hamradioprep.com> has been advertised on YouTube videos recently. The Beacon editor went on the website to check it out. The example lesson is extremely brief, but gives basic facts. The prices are cheap, \$25 for the Tech license course and \$50 for the General; however because of the coronavirus situation, they are offering these courses at an 80% discount to quickly prepare a larger number of new hams on the air. If this looks interesting for your needs, check it out. They guarantee that if you don't pass your exam on the first try, they will refund your course cost AND pay for your exam. The Beacon does suggest that you also read the ARRL manuals for much deeper information about radio.

Nets Available in Carson Valley and Beyond:

The SNARS Noon Net daily on 147.150.

Daily Carson & Eagle Valley net, 6 p.m. on 28.435 MHz USB

BARC Nightly Net, 8 pm on 146.655 pl 131.8, ragchew and pre-check-in at 7:30 p.m.

DCART Net, Mondays at 6:30 p.m. on 147.270.

TARA Net, Mondays at 7:30 p.m. on 147.240.

SIERA VHF Net, Tuesdays at 7:30 p.m. on 147.330.

SIERA HF Net, Tuesdays at 8 p.m. on 3982kHz.

Plumas County Net, Tuesdays at 7:30 p.m., on 145.470.

Brad Smith's (WT6B) Watering Hole, Wednesdays at 7:30 p.m. on 147.330,

"questions and answers pertaining to amateur radio."

SKYWARN at 7 p.m. Wednesdays.

NV ARES Net Thursdays at 7 p.m. Echolink conf server NV-GATE 152566 IRLP Western Reflector Ch8:9258

SNARS Hospital Net, Fridays at 10:00 a.m. on 147.030 or 147.150

(SNARS Linked Repeaters: <https://snars.org>)

RARA Rural Amateur Radio Assn., Fridays at 8 p.m. on 147.180 pl 123

ARES HF Net, Saturdays at 7 a.m. on 3965kHz (+or - QRM).

RARA, Rural Amateur Radio Association, Saturdays 7:30 a.m. on 3965kHz

New Hams Net, Sundays at 1 p.m. 146.760 pl 123

National Traffic Service Net, Sundays at 6:15 p.m. on 3945kHz



THE TAILDRAGGER AND JETHRO'S ARE OFFERING TO GO FOOD ONLY. IF YOU'RE HAVING TAILDRAGGER AND JETHRO'S WITHDRAWAL, GIVE THEM A CALL.

**Tail Dragger Café at the Minden-Tahoe Airport.
775-782-9500**

Jethro's on Kimmerling in Gardenerville. 775-265-221

And don't forget to call for to-go curbside at the many other restaurants in our area.

The Watering Hole

For many years, Brad Smith WT6B has held the Watering Hole every Wednesday, 7:30 p.m., on 147.33mH. Lots of hams check in, ask intriguing questions, and pool SIERA's vast amateur radio experience to help hams, both new and old, solve problems with their stations. For a fun and informative half-hour, check in to the Watering Hole.

SIERA General Meeting – March 7, 2020

Call to Order & Pledge of Allegiance: 1:17 PM

Membership/Introductions

22 members and 4 guests present.

Updates

Field Day discussion and planning will take place at the April meeting.

Ed Terlau, KG7ZOP, shared information about his new GQ emf-390 multi-field electromagnetic radiation 3-in-1 EMF meter in the ELF (extremely low) frequency, RF spectrum analyzer ghost, cell tower smart meter, hidden wi-fi signal detector, RF up to 10ghz with data logger meter. Used to sniff out sources of EMF interference. RF noise is a big problem in Carson Valley. Using a sniffer can pinpoint sources of unwanted RF noise. Ed also has information about power generators and will share at the April meeting.

Treasurer's Report for March 2020

Checking Account	
Starting Balance	2445.73
Deposits	186.00
Withdrawals	
Sec of State	<50.00>
Methodist Church	<300.00>
Total	<350.00>
Ending Balance	2581.73
Savings Account	
Starting Balance	4072.72
Dividends	.16
Ending Balance	4072.88
Total Assets	6654.61

Correspondence

John Abrott, KE7NHC, ARRL/ARES Coordinator is looking for mobile/portable stations to participate in ARES Radio Rodeo on March 14 on 80 meters and 40 meters.

Jim received a letter from a local ham looking for a contractor to install a flagpole antenna.

New Business

Operators are needed for the Alta Alpina Challenge Bicycle Race on June 27. Eight mountain passes traversed in one day. Ham radio is used for tracking and emergencies. Additional bicycle events are planned for August 22 in Genoa, September 5 in Topaz, and October 10 at the Douglas County Fairgrounds.

Presentation

Shelia Clement KA7AJQ, the ARES Emergency Coordinator for Douglas and Alpine counties, shared the history of the development of the cooperation between SIERA and DCART (**D**ouglas **C**ounty **A**mateur **R**adio **T**eam). Events like the Alta Alpina Challenge and the Death Ride rely on DCART for emergency communications.

In 1986 Carson Valley, Carson City, Washoe and Lyon Counties experience widespread flooding as the result of heavy rain on top of a snow mantle. Most main roads in the area were closed to traffic. In addition, the gas pipeline through the valley failed. Shelia Clement got on the 147.84/147.24 (NR7A) repeater and requested help from hams. The hams in the area responded. As a result of this experience, SIERA was written into the formal emergency communications plan for Carson City and Douglas County. This was the beginning of DCART.

Liability concerns required that volunteers get formal training. DCART at that time was affiliated with Douglas County Emergency Management when, Ron Segan, Director of the 911 Emergency Services, developed the MOU that established the relationship of the ARES/RACES unit and formulated the concept of how DCART would interact and support the Douglas County 911 center. This would require volunteers to be vetted, fingerprinted, and formally trained (FEMA 100, 200, 700, 800) level certifications are recommended).

DCART had been using the 147.87/147.27 (W7DI) repeater for their communication needs, but when that repeater went down, DCART requested the use of the SIERA 147.93/147.33 (NV7CV) repeater as that repeater had always provided their best coverage to the south, and permission was granted by SIERA for DCART to use the repeater as their primary frequency for nets and emergency communications.

On March 18 there is a major Red Cross shelter exercise that will be using the repeater from about 1PM to 4PM. Simulated shelters will be set up in Carson City at Fuji Park, in Douglas County at the Douglas Community Center, and at Topaz. DCART will support communications in conjunction with the 911 Center. People interested in volunteering for assignment to a field position would require DCART membership. It might be possible for those interested to participate from home as net control stations.

Jim Sanders then led a discussion to address the existing partnership with DCART. Since SIERA has in the past provided support for DCART on an informal basis, there exists a need for starting a formal discussion of ways that SIERA can interface with DCART, and provide formal documentation that describes how SIERA can best work together with DCART and other agencies to provide assistance for future emergencies.

Bob Williams pointed out that the 147.87/147.27 (W7DI) repeater does not provide coverage into the south portion of Douglas County or into Alpine County. Since DCART is responsible for providing services into those areas, the 147.93/147.33 (NV7CV) repeater is in fact the primary way of providing communications into those areas.

Bryce Leinan inquired about the possibility of linking the 147.93/147.33 (NV7CV) machine with other area repeaters to extend the coverage and added that SIERA should begin discussions with other area repeater groups like TARA (Tahoe Amateur Radio Association) and CARS (Churchill Amateur Radio Society) to work out an emergency plan and asked what were the existing plans for linking. Jim Marshall and Bob Williams replied that discussions and testing of the feasibility of linking with various area repeater systems is an on-going project. Bob Williams also commented that linking is a wonderful thing, but in an actual emergency the linked system could be subject to overload. Maintaining the ability to separate the linked systems is also important.

Ben Echavarria pointed out the 147.84/.24 (NR7A) repeater has existing MOU's (Memorandum of Understanding) with the hospitals and the airport to provide communications in an emergency. So the .24 has commitments that could make it difficult for them to link with us in an emergency.

Bob Williams commented that the Bishop Radio Club also has a repeater on the Leviathan site and they have outlined a plan to link that repeater into Mono and Inyo counties. Jim Marshall has had discussions with Jeff Brown of CARS about the feasibility of linking the .147.93/33 with the

147.87/.27 (W7DI). Both groups are open to the possibility and testing would need to be done after the .27 is back up and running normally.

Bob Williams pointed out that the upcoming renovation of the Leviathan site could have an impact on any plans we make now. Jim Sanders commented that maintaining a relationship with area emergency services would be helpful in making a case to CHP about reserving rack space for us in the renovated block house.

David Granish offered that initiating an SOU (Statement of Understanding) to formalize the relationship between SIERA and DCART stating that the .33 repeater should be available to DCART as their primary repeater during a declared emergency and for practice nets. Having that documentation on file would be advantageous for both SIERA and DCART.

Bob Williams pointed out that the club communications trailer has been available to DCART on an informal basis. Making the trailer available to DCART should be part of a written agreement.

Bryce Leinan added that Carson City should be included in any agreement worked out with DCART.

Shelia Clement pointed out that DCART frequency planning included discussions with Larry Oakley, W7AB, Trustee for 144.890/145.490 on McLellan Peak. It reaches very easily into Reno and should be part of any emergency plan.

Ed Terlau suggested that the presidents of the organizations involved should make plans to meet and work together. Jim Sanders added that working out a band plan, a list of cooperating agencies, and developing a master plan in general.

Shelia Clement mentioned that Paul Gulbro, WA6EWV, attended the last DCART meeting and discussed the .24 - 33 link. There is a new ARES coordinator, Mike Cullin, for the Lake Tahoe Basin. DCART plans to share nets with the Lake Area and discussions for cooperation have been initiated. Procedures for linking and unlinking the .33 with .24 are in process.

JD Fowler pointed out that the SNARS repeater on Mount Rose 147.75/147.15 (W7TA) has extensive footprint that extends from San Francisco all the way to the Utah border. It would provide a good way to inform outlying areas. Our mountaintop repeaters are the greatest resource for ham radio and is not available to other areas of the country.

Jim Sanders observed that whoever is part of these groups should be open to designing a multi-layered communication plan. SIERA is interested in being part of someone's plan, and we are working on our own plan.

Jeff Cauhape suggested keeping other organizations informed by email of each other's emergency plans. It is just a small way to keep everyone informed.

Jim Sanders said that right now we have an agreement only with DCART but, in the future if we have agreements with other groups' priorities and details would need to be worked out.

David Granish pointed out that CARS is in the process of developing a linked system of repeaters that eventually would connect the Carson Valley with Las Vegas and SNARS and out to Utah. We have an opportunity to work with Jeff Brown and support him and do whatever we can to incorporate our system with his system.

Someone (Jim Tibbals?) added that CARS and the Carson Valley Radio Association has a FUSION repeater planned for lower Peavine Peak, and maintains the 442.900 Douglas County Emergency Management FUSION repeater in Carson City.

Bob Williams pointed out that some of the linked systems are Internet based. He hopes that in the future, the linked systems will be RF based. Also, Jeff Brown has so far provided much of the funding himself, and therefore he could probably use some financial assistance. So, please consider joining CARS to help support the project.

Bob Yandow inquired if there was an organization that would be responsible for supervising the planning and implementation of emergency communications here. Shelia Clement answered that there are many organizations involved, starting at the top with FEMA and continuing down through the ARRL and ARES/RACES. Those organizations are in place now. Coordinating emergency services is, for the most part, left up to the local agencies.

Jeff Cauhape asked if any POD (point of Dispensing) exercises have been planned in light of the present health emergency. Shelia Clement answered that, for the present, the only exercise that is planned is the Red Cross shelter exercise.

Bryce Leinan shared that he is involved in contingency planning with the Coast Guard Auxiliary. This planning has traditionally been done mainly on the local level. But, District to Division-wide planning is now being encouraged by the Federal government (FEMA).

Jim Sanders observed that a statewide organizational chart would be a good way to define the structure of existing organizations and services.

Sue Cauhape asked Shelia to repeat the information about the Red Cross shelters exercise planned for March 18. Shelia Clement said that DCART has received clearance and backing from SIERA to be able to coordinate that exercise on the SIERA repeater. It would be a good opportunity for learning. Jim Sanders added it would also be good advertising. Especially if it were to be announced during the exercise that there is a cooperative relationship between DCART and SIERA.

JD Fowler asked about the use of HF in emergencies and Shelia replied that both 3965Khz and 7280Khz are designated statewide emergency frequencies. In addition, several VHF/UHF repeaters and simplex frequencies have been designated and are going through testing. JD Fowler added that the use of simplex frequencies can actually be very efficient and SIERA had done some simplex testing in the past. Shelia Clement agreed, and suggested that more testing should be discussed.

Shelia Clement reminded the group that she had DCART applications for those who might be interested in joining DCART.

Ben Echavarria commented that the local hospitals would not be participating in the Red Cross shelter exercise. The Quad County Health Department and the Red Cross want to be able to test how it would work using their own people without the hospitals being involved.

Jim Sanders suggested that it would be a good idea for the area organizations to initiate discussions about how we can help each other. David Granish observed that informal agreements between local groups are already in existence and have been utilized in the past. But, it would be to everyone's advantage to make those understandings more formal.

Repeater Update

Jim Marshall, Trustee for the NV7CV repeater, shared the latest information concerning the repeater site on Leviathan. Construction work on the Leviathan repeater site is projected to begin in May of 2021. The US Forest Service will be responsible for the project, and will be coordinating with CHP. Supporting documentation will be collected so that it will be available when the Forest Service requests it.

JD Fowler made a motion to adjourn. Ben Echavarria seconded. The motion carried

The meeting adjourned at 2:40 PM.

**Remember, send your photos and news for the Beacon
AND the SIERA Facebook page to: scauhape2002@yahoo.com**