



CENTRALIA AMATEUR RADIO EMERGENCY SERVICE TEAM March 2022

Amateur Radio is a hobby ... Amateur Radio Emergency Service is a commitment!



History has bedeviled Amateur Radio from time to time. Before World War I, the number of hams in the US had grown to just over 6,000 licensed operators. Unfortunately amateur operations were ordered to cease as of April 7, 1917 when the United States entered the war. Reports said saboteurs were everywhere. Rumors were so strong, it became illegal for a private citizen to even have an operational radio transmitter or receiver. One city mayor even stated that it “was Treason to possess a wireless radio station”. Eventually, radio operators were ordered to take down any radio antennas and dismantle all equipment. Amateur Radio was handed over to the Navy as most radio operations dealt with sea-going efforts.

After WWI, the Navy decided to hold on to amateur radio. It took some major effort to finally bring it back to US citizens in November 1919.

Seattle II World Cruiser Comes Home To Centralia

In the aftermath of WWI, U.S. Army Air Services were drawing up plans to stake their claim as the first flyers to make the historic first flight around the world. In an amazing team effort some historians have equated to the 1960's efforts to put a man on the moon, Army planners acquired, in less than a year, five modified Navy torpedo bombers from the Douglas Aircraft Company of Santa Monica, California capable of flying on wheels or pontoons - a critical factor since the aircraft would need to switch between the two depending on the part of the world to be covered.



The Seattle II arriving at Centralia-Chehalis Airport

The flight began from Sand Point Military Airfield in Seattle on April 6, 1924 with four aircraft named the Seattle, the Boston, The Chicago and the New Orleans. Each aircraft included a pilot and a mechanic. The group headed east out of Seattle. Unfortunately, the Seattle crashed in Alaska but its crew were rescued after 10 days. Between the Faeroe Islands and Iceland, the Boston had to land at sea due to engine trouble. The crew were rescued but the Boston was lost. On September 28, 1924, the remaining aircraft landed back in Seattle at Sand Point.

Bob & Diane Dempster plan to build & fly a reproduction 1924 World Cruiser around the world. The aircraft is finished but delays and Covid have stalled the flight. For now, Seattle II will call the Centralia-Chehalis Airport home, arriving March 5th. Thanks Bob & Diane for letting us watch this epic arrival.

Field Day 2022



Field Day 2022 is fast approaching and the date has been set for the weekend of June 25/26. Decisions must be made and equipment has to be rounded up. Covid required a move from Fort Borst Park and team member Don Lockridge allowed us to invade his acreage the last two years. An unofficial vote at our last ARES meeting showed most wanted to return to Don's house again this year although some felt we should return to Borst Park so we could be more visible to the public. Undoubtedly, a Field Day discussion will come up at the next CVARS

meeting. Give some thought as to where you would like to be for the 2022 Field Day and be prepared to voice your opinion. If, however, it turns out to be 108 degrees again, Field Day 2022 will definitely be held at the beach— just saying!

AO- 91 Visits Beautiful, Historic, Centralia

Sometimes things just come together. When we noticed that satellite AO-91 was due to fly almost directly overhead about 30 minutes before our normal Fiddler's coffee schedule last Thursday, we decided it was time for a demonstration since the sun was out and the weather was great.

Paul (KE7PCB), John (AD6KT), Diane (W7DWD), Skip (K1HEK), Loyann (W7LOY), Kevin (KI7KKS) and Bob (KD7OWN) met on the grass field next to Fiddler's and set up the Arrow Antenna and Yaesu FT-60R HT. Prior to the pass we determined, using satellite tracking software, where AOS (acquisition of signal) and LOS (loss of signal) would occur and the direction AO-91 would fly overhead (South to North).

Right on time, the static faded and voices could faintly be heard as the satellite came up over the horizon. We were ready with the Arrow Antenna pointed in the right direction. Loyann was first up and made three great contacts, one of which was heard by our team member at large Merle (AA4QE) in Walton, Kentucky. AO-91's pass was about eight minutes so we hurriedly switched operators and Kevin was next to make a contact. Finally, we got Diane on the air and while we felt sure she make a contact, we were unable to confirm the information as AO-91 quickly passed over the horizon.

Successful satellite contacts and our favorite coffee shop for debriefing certainly made the day a good one. Thanks to all who participated. This was definitely a team effort. Skip and Bob used cell phone compass apps to determine the route of the satellite, Paul used his cell phone to record the passes as they occurred and Bob held the antenna as Loyann, Kevin and Diane made their contacts. When the pass was completed, John was first to step up and place his coffee order. Everyone had a part to play.

We'll do it again. Diane, you'll be first up.

