

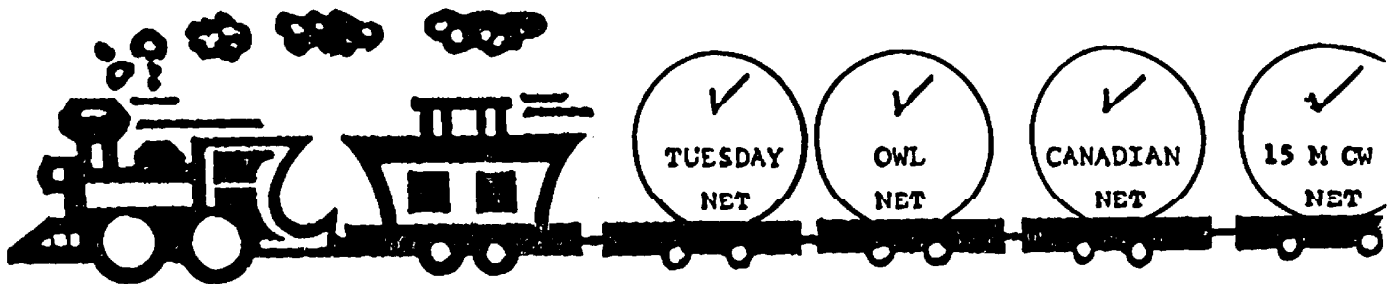


**"THE U.S.E.C.A. EXPRESS"
 UTICA-SHELBY EMERGENCY
 COMMUNICATIONS ASSN.
 MACOMB COUNTY
 147.18/78**

**PUBLISHED MONTHLY
 BY
 USECA INTERNATIONAL
 YOUR EDITOR: KBCFY**



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 BY PARTICIPATING IN ONE OR ALL USECA NETS!**



**U.S.E.C.A.
 Utica-Shelby Emergency Communications Assn.
 P.O. Box 1222
 Sterling Hgts. MI
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U.S.E.C.A. FACTS

volume 4 no.7.

JUNE 1989

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	Joe Paulson WD8MFN
50/50 (Mtgs)	Amy Wuestewald KA8ZAI

f Founder c Charter h Hon. Charter

KA8KTV f c SK	N8HCT f c
N8FNO f c	KA8IZM f c SK
WD8MFN f c	WB8NHT f c
K8QLM f c	KA8BDG c
WB8QNI c	WA8VZZ c
KA8WOT c	N8FDN c
N8BK h	WA8OSF h
KA8VYV h	N8AWV h
J.Haubner c	G. Marquardt h

POINT NETS

Sun. 1300 EST 147.78/147.18
Tue. 2000 EST 147.78/147.18
Thu. 1930 EST 21.165 CW
Fri. 2359 EST 147.78/147.18

OTHER NETS

MON. 2000 EST 1.903 SSB

CONTROL OPERATORS

N8FNO	John Wuestewald
WA8Z	Chuck Boyer
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WB8QNI	Vance Dupuis
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WM8V	Jerry Paquette
WS8D	Michael Domeier
WB8E	Walt Gracey
WF8I	Scott Larkins
WI8L	John Miller
WI8K	Diane Scalzi
WJ8Q	Wesley Harrell
WB8B	Bob Karpinski

USECA EXPRESS

volume 4 no.7

SEPTEMBER 1989

The OFFICIAL NEWSLETTER of the UTICA-SHELBY EMERGENCY COMMUNICATIONS ASSN. of MACOMB COUNTY, MI. WA8Z RPTR-147.18/78 located near Cass & Mound Rd, UTICA, MI. with satellite rcvr at Selfridge ANG Base. Club meetings held on 2nd Teusday of month, 7:30 PM at CHURCH OF GOD corner of CANAL & ROMEO PLANK RD, CLINTON TWP. Items for publication must reach the editor no later than 3rd Thursday of month, which is one day following the night of the BOARD MEETING. EDITOR: JERRY MCGINN, K8CFY, 20216 MCKISHNIE, MT. CLEMENS, MI. 48043 791-4484

EDITORIAL.....

VENI, VIDI, VICI (I came, I saw, I conquered)... quite appropriate I think for the U.S.E.C.A Radio Club; especially in view of their great growth and accomplishments. Field Day '89 I think tops the list. We had, I dare say the very best site and set-up in all of Michigan! With four towers, many tents and trailers aranged in a horseshoe pattern on the spacious grounds, a 70 ft. vertical supporting an inverted L on 160 Mtrs, plus all the other various beams and antennae that go with a 10A set-up; well, you just know we had a good field day! Top that all off with a super wonderful Pig Roast and lots of friends -and, gee- if you missed it all is not lost: you maybe can still get into the feel of it by seeing the great video tape shot of the whole affair. Charlie did a super job on the video. Then of course we had our fun filled picnic at the same site...and don't forget our super efforts in the Clinton River Cleanup. Oh yes, you, and the community, and the fraternity (of amateur radio) can be very proud of the USECANS- because Veni, Vidi, Vici! And so now on into 1990!

Constitution / By-laws

You will soon be given the opportunity to review the efforts of our By-laws Committee, on the changes and/or additions to this document that contains all the rules, regulations and data pertinent to the governing of our great organization. Every sentence, every word and each concept was carefully scrutinized, evaluated-even debated by the committee members. We hope you will like the results. But if you do not, we expect you to voice your opinion;- in fact it is your duty to do so. We do not want to vote in new changes until you are satisfied.

If you have had an interesting radio experience recently, or elmered someone new into the hobby, or built a super duper new antenna or whatever- please share it with all of us through the medium of the USECA EXPRESS.

TRIVIA:

Did you know that the signal from the space probe that is giving us all that data about venus & Jupiter etc., is weaker than the energy from a 25 watt light bulb? (And yet we still need amplifiers! ... or do we really?)

THE INDISPENSABLE MAN

Sometime, when you're feeling important
Sometime, when you're ego is in bloom
Sometime, when you take it for granted
You're the best qualified in the room
Sometime, when you feel that you're going
Would leave an unfillable hole,
Just follow this simple instruction
And see how it humbles you're soul.
Take a bucket and fill it with water,
Put your hand in it up to you're wrist,
Pull it out, and the hole, that is remaining
Is a measure of how you'll be missed.
You may splash all you please when you enter,
You may stir up the water galore
But stop, you'll find in a minute
That it looks quite the same as before.
The moral of this quaint example
Is do just the best you can,
Be proud of yourself but remember,
There's NO INDISPENSABLE MAN.

==== - - - - -

ELMERS TAKE NOTE

Novice classes will be starting again in the fall. Another opportunity then for you to help usher someone new into the glorious fraternity of Amateur Radio.

RICHARD D. FESSLER
SENATE REPUBLICAN WHIP

THE SENATE
LANSING, MICHIGAN



P.O. BOX 30036
LANSING, MICHIGAN 48909-7536
PHONE: (517) 373-1768

August 9, 1989

Mr. C. Richard Edwards
1765 Predmore Road East
Lake Orion, Michigan 48035

Dear Mr. Edwards,

Thank you for writing concerning the police radio bill. Last session, this bill was House Bill 5148, as you mentioned. However, HB 5148 was not passed before the last session adjourned, and as such, the bill died in committee.

That bill was re-introduced this session as House Bill 4750. Currently, this bill is in the House Committee on Judiciary. The bill does not change the word "conditional" to "technician". Rather, the bill adds "technician class" to the other licenses issued by the federal communications commission which require a permit. The other licenses requiring a permit are "conditional, general, advanced, and extra class amateur."

Also, please find, enclosed, a state road map. Please contact my office for any further information or material you desire.

Sincerely yours,

A handwritten signature in cursive script that reads "Richard D. Fessler".

RICHARD D. FESSLER
State Senator
Senate Majority Whip



STATE OF MICHIGAN

Governor James J. Blanchard

Hereby issues this Executive Declaration
in Observance of

JUNE 19 - 25, 1989

AS

AMATEUR RADIO WEEK

The State of Michigan has more than 15,000 licensed Amateur Radio operators who have demonstrated their value in public assistance by providing emergency radio communications.

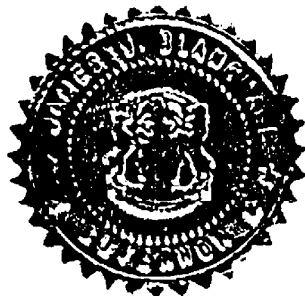
These Amateur Radio operators donate their services free of charge in the interest of the citizens of the Great Lake State, the nation and the world.

On alert for any emergency, local or world-wide, these Amateur Radio operators practice their communication skills during the American Radio Relay League, Incorporated, Field Day exercise being held this year on June 24 and 25.

Therefore, I, James J. Blanchard, Governor of the State of Michigan, do hereby declare June 19 through 25, 1989 as AMATEUR RADIO WEEK in Michigan in recognition of this important emergency preparedness exercise, and call upon all citizens to pay appropriate tribute to the Amateur Radio operators of our state.

Given under my hand on this sixth day of June
in the year of Our Lord one thousand nine
hundred and eighty-nine and of the
Commonwealth one hundred and fifty-three.

James J. Blanchard
GOVERNOR



U.S.E.C.A.

- ★911 Operator
- ★912 Macomb Sheriff
- ★913 Oakland Sheriff
- ★914 Wayne Sheriff
- ★915 M.S.P. New Baltimore
- ★916 M.S.P. Romeo
- ★917 M.S.P. Detroit
- ★918 Utica Police
- ★919 Shelby Police
- ★910 M.E.P. (MI Emergency Patrol)
- 5 Tone Test
- 40 Any Messages?
- 40? And Your Message Number
- 40★★ Erases Your Message
- 40★ To Leave a Message
- 40★★★ Radio Test

SKYWARN

MACOMB MECCA	147.20 +
WAYNE Edison	145.33 -
OAKLAND SMART	147.16 +
OAKLAND Bald Mt.	145.41 -
OAKLAND Clarkston	146.84 -

Canadian Regulations

Memoranda D 2-1-1
 Memoranda D 19-4-2

REPEATERS

<u>NAME</u>	<u>OUTPUT</u>
MECA	147.20 +
ECHO	147.08 +
USECA	147.18 + PL
EDISON	145.33 -
SEMARA	146.74 - PL
CLARKSTON	146.84 -
BALD MT.	145.41 -
RILEY CENTER	147.30 +
SMART	147.16 + PL
DART	146.64 -
WYANDOTTE	147.24 +
ARROW	146.96 -
WINDSOR	147.00 +
WINDSOR	147.06 +
CHATHAM	147.12 +
SARNIA	146.94 -
PORT HURON	146.72 -
PORT HURON	146.80 - PL
PORT HURON	147.32 +
LONDON	147.06 +
LONDON	147.18 +
ECHO	223.94 -
ECHO	443.70 +

SIMPLEX

<u>146</u>	<u>147</u>
	42
52	45
55	48
58	51
	54
	57



BOB WINN WSKNE
EDITOR PUBLISHER

14 August 1989
[89-33] and [89-34]

SABLE ISLAND

"Graveyard of the Atlantic"
(Reprinted from PORT OF MOBILE)

Some 150 miles eastward of Halifax, Nova Scotia, lies mysterious Sable Island, a low narrow strip of land whose treacherous, shifting sands and surrounding reefs have witnessed the destruction of more than 500 ships and 10,000 lives since the 16th century. The tiny island more than deserves its epithet as the "Graveyard of the Atlantic."

Discovered by the Portuguese in 1500, the island was mapped five years later and populated with a herd of cattle in an attempt to build up protein and vegetation. However, the tiny island proved inhospitable with its lack of a harbor, the constantly-changing sands and the howling winter storms.

In 1568, under the direction of the Marquis Troilus de la Roche, lieutenant general of Canada, effort was made by France to colonize the island. Because it was mostly sand, the French named it "Sable Island;" sable is French for sand. In all, 40 colonists, consisting mostly of convicts, beggars and vagabonds; a commandant and 10 soldiers; and 50 sheep arrived on Sable and set to work establishing a French colony. Huts and a storehouse were built from ships' wreckages, and gardens were established.

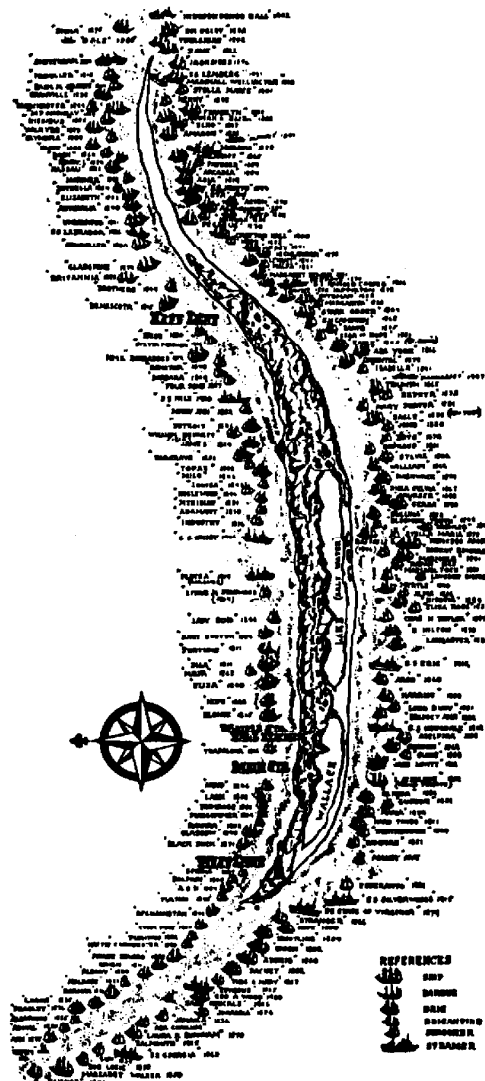
The colonists survived on a diet of vegetables, fish, mutton and beef provided by the descendants of the Portuguese cattle. Every year, ships arrived with supplies from France and left with furs and sealskins bound for Europe. In 1602, however, no vessel arrived, and the less-than-model-citizens grew restless to the point of mutiny. The commandant and the storekeeper were killed, and more murders followed. By the time a French ship arrived the following year, only 11 men were left on Sable. Clad in furs, the survivors returned to France where they presented their case in person to King Henri IV. To the Marquis de la Roche's surprise, the king pardoned the 11 and paid them for their furs and skins.

The tragic experiment in colonizing Sable had failed, but the Frenchmen were neither the first nor the last to live on the dangerous island. Between the Portuguese and French occupations, at least one British crew washed ashore on Sable Island. Evidence suggests that the shipwrecked sailors eventually turned to cannibalism before the last one died. The island also became a favorite haunt for pirates and wreckers, according to legend. These brigands lit false beacons to lure unsuspecting vessels aground where the crews were butchered and the broken ships plundered.

In 1723, another attempt at colonization was begun by Andrew Le Mercier, pastor of the Huguenot church in Boston. Le Mercier transported numerous livestock to the island in preparation of his colony, including some 90 sheep, about 20 horses, 30 to 40 cows and 40 hogs. The pastor could not raise the penny-an-acre quit rent for the island and gave up the project in 1753.

Meanwhile, ships continued to founder on the island, and pirates still visited to loot whenever they could. In 1760, Thomas Hancock, uncle of John Hancock, sent a shipload of horses to the island for the benefit of shipwrecked sailors, and some historians suggest that the herd was increased by French cavalry mounts that swam ashore from a wreck in 1785. More than once, survivors of wrecks on Sable were sustained by "horse venison" until they could be rescued. Late in the 19th century, stallions from the mainland were introduced onto the island to improve the stock, resulting in larger, stronger ponies, the descendants of which live on the island today.

In 1800, British Admiralty chased off the remaining pirates, and in 1802, following the wrecks of the British Transport ship PRINCESS AMELIA and the gunboat sent to rescue her survivors, established a lifesaving station on the island. By government decree, no one could live on Sable without the appropriate license.



Barely a mile wide and only 23 miles long, Sable Island has caused the loss of more than 500 ships, a number of airplanes and 10,000 lives. The ship symbols on the map show the locations of shipwrecks.

SABLE ISLAND (continued)

Lighthouses were built, and eventually, a radio station, a radiosonde station and weather station were added to the other buildings on Sable Island. Even with the advent of the 20th century, life remained hard for the men and their families stationed there. Supply boats were infrequent and sometimes could not approach the dangerous island because of bad weather, including waves as high as 60 feet that pounded the shore. As late as 1926, the inhabitants of the island were threatened with starvation as they waited for supplies, their only food consisting of bread, crackers and molasses.

And despite the lighthouses, vessels continued to run aground on the island. Often captains and crews attempted to vent their frustrations on the islanders, and numerous fights and attempted mutinies were reported by the superintendents of Sable. In a hurricane in 1926, two vessels sank off the island. One, the schooner, SADIE KNICKLE, was driven across the island and back into deep water before going down.

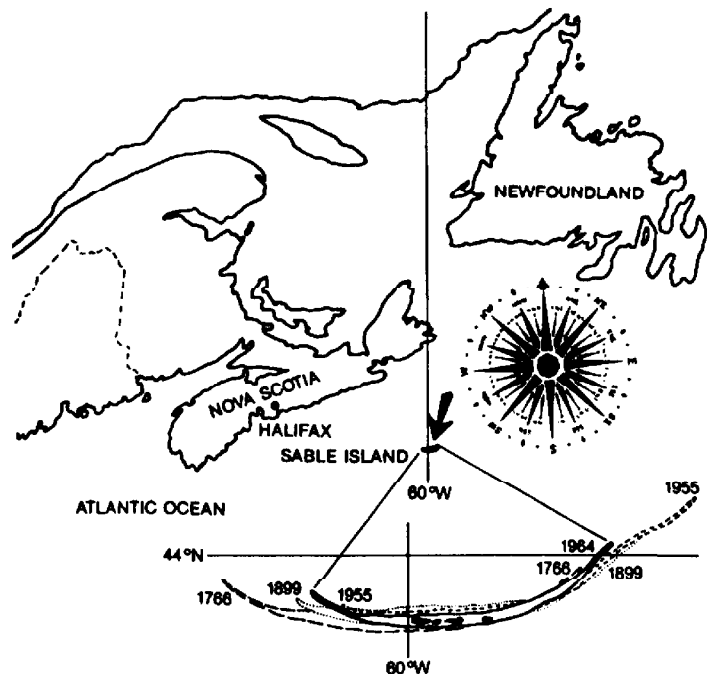
There were other spectacular wrecks on the island and some heroic rescues. Several of the island's officials have claimed to see ghosts. One man had to be sent home early because he reportedly saw a ghost ship foundering in the surf. One of the most interesting stories concerns one of only eight ships able to struggle free of the island's grip after wrecking. On January 11, 1840, the MYRTLE wrecked on the island, stuck fast in the sand. In March of the same year, the ship freed herself and set off on a "ghost" voyage, reported by several vessels in the Atlantic. In July, the MYRTLE arrived unharmed at Fayal in the Azores. She was refitted and put back in service.

The last ship to wreck in the "graveyard" was the MANHASSETT which foundered in 1947. That same year a radio beacon was installed and has warned off vessels ever since.

One of the things that made Sable Island so dangerous to mariners over the years was that the shape of the island, and its position, were continually changing. The western tip of the island is eroding, and the western lighthouse had to be rebuilt five times between 1873 and 1947 as the beach crept eastward. Charts of the island show that it is drifting to the east at an average rate of 1/8 miles per year and has moved almost 23 miles eastward in 181 years. In 1955, the island was 24 miles long, two miles longer than in 1884. However, when a National Geographic team visited the island in 1964, the island was only 23 miles long and had actually shifted south and west of its 1955 position.

For a short while, during the 19th century, Sable boasted a large inland harbor. The long-enclosed Wallace Lake opened up, allowing vessels to take refuge from storms or unload supplies in relative safety. The island lived up to its reputation, however, and shortly afterward the new harbor closed up rapidly, trapping two American schooners in the salt lake. Today, the lifesaving station has been abandoned, and most of the old buildings have given up their struggles against the elements. A few wild horses still roam the island, and the radio beacon warns ships of the island's shifting sands. Geologists say that if the island's general movement toward deeper water continues, Sable, which is really the summit of a high bank of sand, pebbles and fragments of shell and coral, could eventually submerge and once again become a major hazard to the shipping community.

Of equal significance would be the ecological damage caused by the loss of Sable. Today the island is one of the largest breeding colonies for gray seals in North America. For years, the population of seals has steadily



increased on Sable due to the island's remote location and inaccessibility.

The island is important for another reason. It is the only nesting ground for the Ipswich sparrow. The bird ranges along the Eastern Seaboard as far south as Georgia, but only breeds on Sable Island. Were Sable to disappear, gone too would be the Ipswich sparrow.

No one knows what will happen to Sable Island. It has lost the fame it enjoyed in the days when Dorothea Dix and Alexander Graham Bell travelled its wild shores. In recent years, however, oil has been discovered nearby and Sable once more beckons men to her shifting sands. Perhaps the island will drift into deep water and someday disappear, lurking just below the surface to grasp at the keels of passing freighters. Or perhaps the island will continue to exist as it has for hundreds of years -- a mysterious, ever-changing spit of sand in the Atlantic.

Note: the July 1965 issue of NATIONAL GEOGRAPHIC has an excellent article (and pictures) about Sable Island. Thanks to Robert B. Larson, K2TK, who brought the PORT OF MOBILE article to my attention....Ed.

9M6 SABAH

Saty, JELJKL, will sign JELJKL/9M6 from Sabah, East Malaysia August 28-September 2. He'll be using a TS-440S. Cushcraft AP8 and a half sloper on 160 meters. He won't be using an amplifier, because the power limit is 100 watts. Suggested frequencies: 1826, 3506, 7006, 10106, 14026, 18076, 21026, 24896, 28026 kHz. He hopes to return to East Malaysia in November to take part in the CQ World-Wide DX CW Contest. QSL via JELJKL, direct or via the bureau.

IOTA NOTES

- [] IOTA EU-48. F6ELE, F6GEA and FC1MLD will sign TV6BIM from Belle Isle en Mer August 17-23.
- [] IOTA EU-57. Y32KE will be active from Rugen Island August 26-27.
- [] IOTA EU-98. Y32KE will operate from Poel Island from September 29 through October 1.
- [] IOTA NA-43. FD1JYD/VEB on King Christian Is.

MT. CLEMENS , MICHIGAN

L'ANSE CREUSE

A.R.C. presents the 17th annual

SWAP SHOP

and

SUNDAY, SEPTEMBER 17, 1989

L'ANSE CREUSE HIGH SCHOOL

6 A.M. VENDERS — 8 A.M. TO 2 P.M. PUBLIC

First Prize \$500.00

Second Prize \$100.00

Third Prize \$50.00

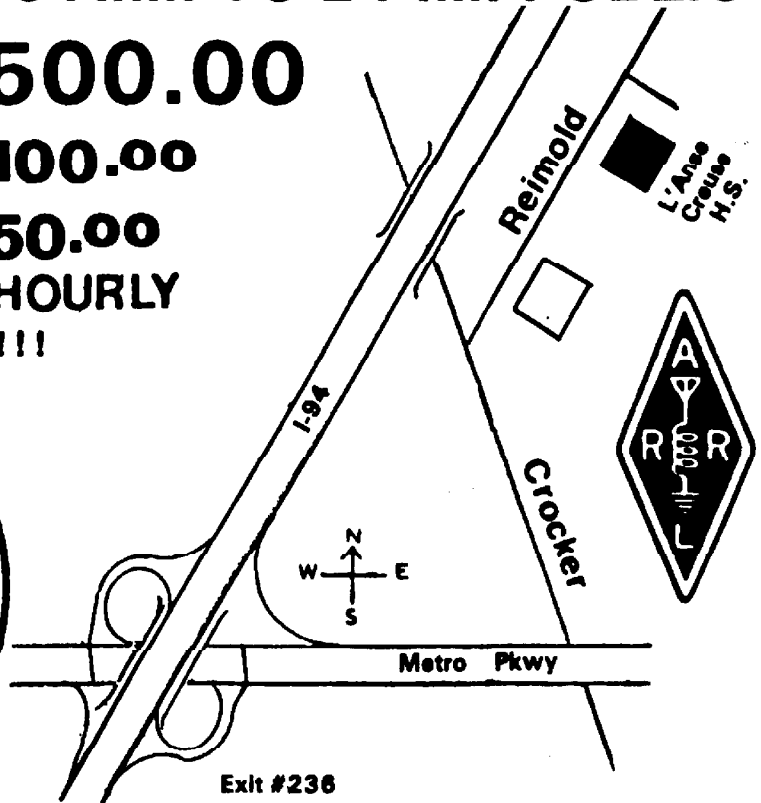
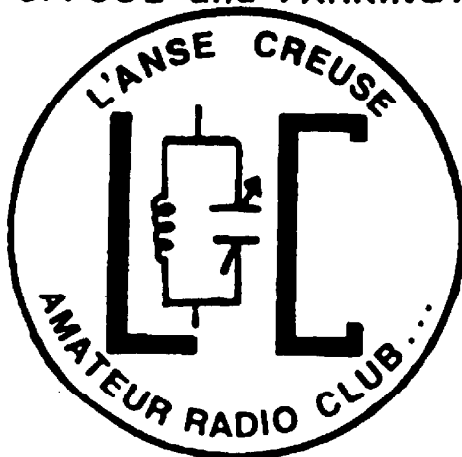
PLUS PRIZE DRAWINGS HOURLY

PLENTY of FOOD and PARKING!!!

LOTS OF DEALERS

TRUNK SALES \$4.00 per SPACE

TABLES INSIDE \$8.00 EACH



Exit #236

DIRECTIONS . . .

I-94 (Exit #236) Exit Metro Beach
Metro Pkwy to Crocker. Left on Crocker
to Reimold. Right on Reimold to last school.
L'Anse Creuse High School.

TALK IN 147.08(+) and 146.52

\$3.00 At The Door, \$2.00 Advance

Tickets & Table Reservations S.A.S.E.
RALPH WILCOX (K8Y0J)
39610 Chart
Mt. Clemens, MI 48045
(313) 469-3308

ADVANCE TICKET PRICE GOOD TO SEPTEMBER 10th.

UTICA-SHELBY EMERGENCY COMMUNICATIONS ASSOCIATION
P.O. BOX 1222, Sterling Hgts. MI 48311-1222

DATE.....[] NEW APPLICATION [] RENEWAL
 CALL.....CLASS.....AUTO-PATCH.....
 NAME.....
 ADDRESS.....
 CITY.....ZIP.....
 TELEPHONE.....LISTED IN ROSTER [] YES [] NO
 BIRTHDATE.....ARRL MEMBER [] YES [] NO
 SPOUSE'S NAME & CALL.....

[] COPY OF CURRENT LICENSE FOR U.S.E.C.A. FILE

SPONSORED BY.....

Annual Membership Dues Regular \$15 Family \$25
 Autopatch Privilege \$35 (one time fee) plus Annual Membership Dues

Rev. 9/28/87

I hope everyone had a great summer as Don (WD8EKY) and I did, as usual it flew by too fast. Since our last meeting in June we have these new members:
 N8KIZ Steve Erskine Technician
 N8KNC Mario Di Bartolomeo Jr. Technician
 N8LBE (ex KA8YGC) Mel Berlin General
 KB8GFS Nathan Burnett Technician (our youngest member 12 Yrs. old)

CHANGE OF CALLS

OLD	NEW	NAME
N8KUN	KF8AO	Charles Lupo Sr.

If I have missed anyone with your upgrade or change of call please let me know.

73,
 Your Membership Director
 Shirley, WD8IWE

U.S.E.C.A.

- *911 Operator
- *912 Macomb Sheriff
- *913 Oakland Sheriff
- *914 Wayne Sheriff
- *915 M.S.P. New Baltimore
- *916 M.S.P. Romeo
- *917 M.S.P. Detroit
- *918 Utica Police
- *919 Shelby Police
- *910 M.E.P. (MI Emergency Patrol)
- 5 Tone Test
- 40 Any Messages?
- 40? And Your Message Number
- 40** Browse Your Message
- 40* To Leave a Message
- 40*** Radio Test

SKYWARN

MACOMB NECCA	147.90+
WAYNE Edison	145.23-
OAKLAND SMART	147.10+
OAKLAND Bald Mt.	145.41-
OAKLAND Clarkston	146.84-

Canadian Regulations

Memoranda D 2-1-1
 Memoranda D19-4-2

REPEATERS

NAME	OUTPUT
MECA	147.20+
ECHO	147.98+
USECA	147.18+*
EDISON	146.33-
SEMARA	146.74-F
CLARKSTON	146.84-
BALD MT.	148.41-
RKLEY CENTER	147.30+
SMART	147.18+*
DART	146.84-
WYANDOTTE	147.24+
ARROW	146.96-
WINDSOR	147.00+
WINDSOR	147.06+
CHATHAM	147.12+
BARBIA	146.94-
PORT HURON	146.79-
PORT HURON	146.80-F
PORT HURON	147.32+
LONDON	147.06+
LONDON	147.18+
ECHO	223.94-
ECHO	443.70+

SIMPLEX

158	157
82	42
85	46
88	51
	54
	57

ADRIAN AMATEUR RADIO CLUB

17th ANNUAL HAMFEST COMPUTER SHOW

A.R.R.L. APPROVED

Sunday, September 24, 1989

Lenawee Fair Grounds, Adrian, MI

8:00 A.M. To 3:00 P.M.

TABLE SALES • TRUNK SALES • HOURLY DRAWINGS

————— **\$500. IN PRIZES** —————

TALK IN 145.37 – 444.675

W8TQE/R

(DETACH AND MAIL)

(DETACH AND MAIL)

MAIL TO:

ADRIAN AMATEUR RADIO CLUB
P.O. BOX 26
ADRIAN, MI 49221

HOW MANY?

AMOUNT

___ ADVANCED TICKETS @ \$3.00 _____

___ AT GATE TICKETS @ \$4.00 _____

___ FULL TABLE @ \$6.00 _____

___ TRUNK SALES @ \$3.00 _____

TOTAL: _____

(NAME)

(CALL)

(ADDRESS)

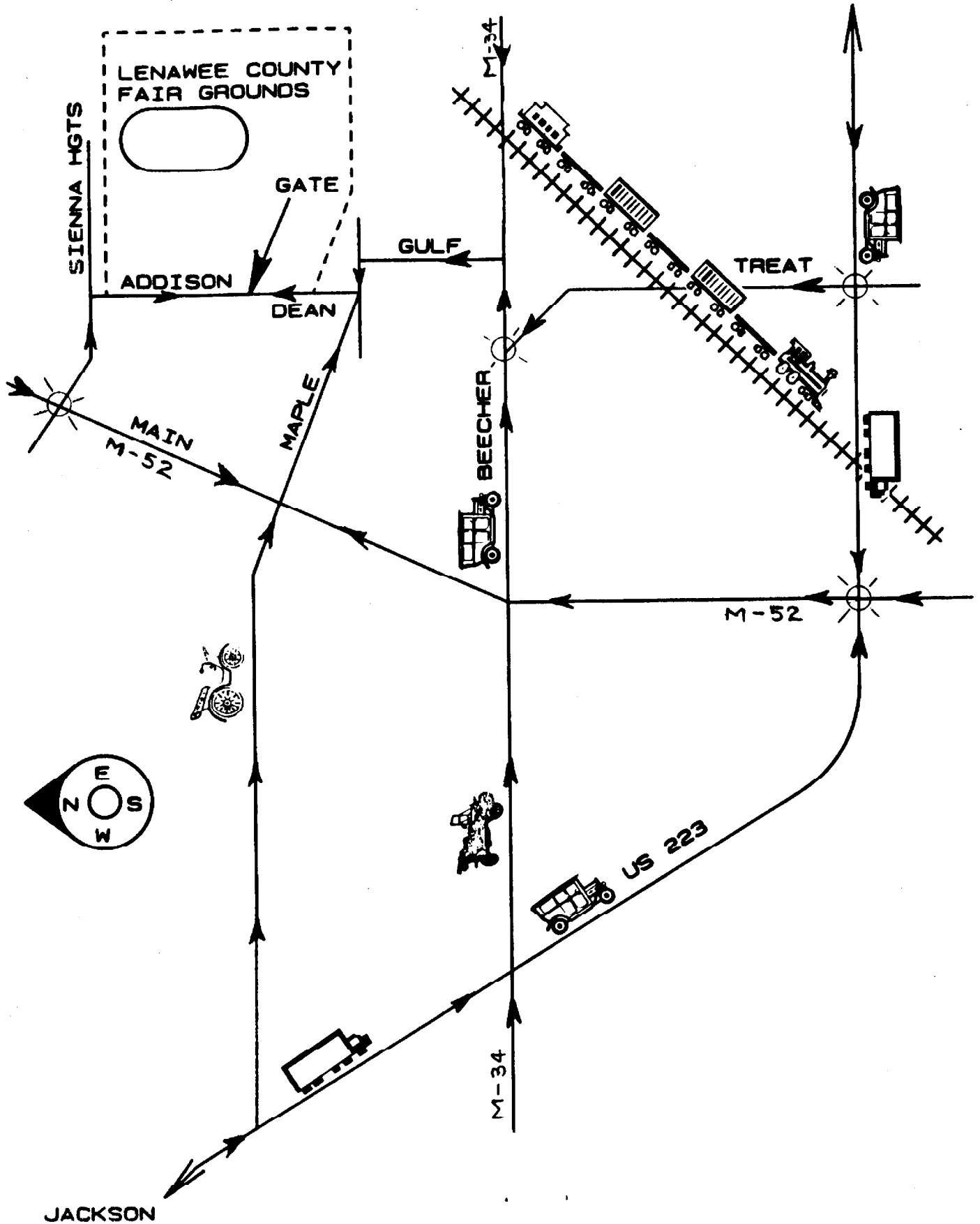
(CITY, STATE, & ZIP)

MAKE CHECKS PAYABLE TO:

ADRIAN AMATEUR RADIO CLUB
(SEE MAP ON REVERSE SIDE)

ADRIAN HAMFEST COMPUTER SHOW, SEPT. 25, 1988

TOLEDO



LENAWEE COUNTY
FAIR GROUNDS

SIENNA HGTS

GATE

ADDISON

DEAN

GULF

TREAT

MAIN
M-52

MAPLE

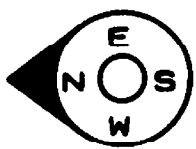
BEECHER

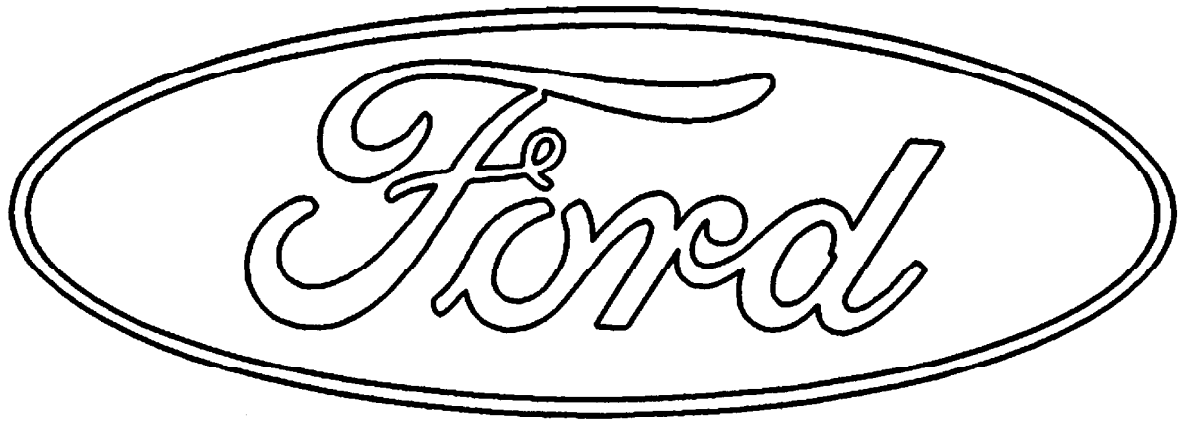
M-52

US 223

M-34

JACKSON





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