



# The Wisconsin ARES/RACES Emergency Coordinator



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## WISCONSIN SECTION EMERGENCY COORDINATOR, CHIEF RACES RADIO OFFICER AND EDITOR:

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The WEC Newsletter is sent monthly to all American Radio Relay League Emergency Coordinators in the State of Wisconsin. It intended to provide a forum for ECs to share ideas concerning the organization and training of their respective groups, and as a source of news concerning ARES and RACES activities in the state.

Comments, suggestions and articles (finished or in rough form) are solicited from the readers.

This newsletter and other important documents are posted on the Wisconsin ARES/RACES web page at:

<http://www.execpc.com/~skaplan>

in PDF format, shortly after each issue is published.

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## On the Legal Side

By Bill Stolte (N9VBJ) and Matt Singer (KG9NH)

*[Editor's Note: This article appeared in the June 2000 issue of the OZARES Newsletter, and we thank KG9NH, it's editor, for permission to reprint it here. You will see that it was written for OZARES members, but you can substitute the name of any other ARES/RACES group and it will be just as pertinent. Indeed, if your group has a newsletter, you might want to reprint*

*it there (don't forget to give proper credit, just as I did above). If you don't have a newsletter, it might well be read aloud at a meeting and discussed thereafter, as part of your training for the evening. Hopefully, it will help to prevent your people from doing what they shouldn't, and from getting into trouble. FYI, Bill Stolte is Emergency Manager for Ozaukee County, and Matt Singer is an OZARES AEC. Isn't that great? It really shows a wonderful degree of interaction and cooperation when an EM and ARES/RACES AEC team up to write an article! Edited slightly.]*

[Author's Notes: The following article is based upon training and review of case law, however the authors do not offer legal advise and an attorney or court may interpret the law and cases differently. References to statutes are only partial and readers are advised to review the entire section and to seek legal counsel for detailed advice. The entire section may be found at <http://www4.law.cornell.edu/uscode/47/index.html>.]

Since more members of OZARES and the local amateur radio community are monitoring non-ham frequencies (including public safety agencies), we thought a reminder regarding laws that govern scanning would be appropriate. The most frequently broken laws are those covered in Title 47 United States Code Chapter 5, Section 605 (a) which states in part "Except as authorized by chapter 119, title 18, no person receiving, assisting in receiving, transmitting, or assisting in transmitting, any interstate or foreign communication by wire or radio shall divulge or publish the existence, contents, substance, purport, effect, or meaning

thereof to any person(s)." The section continues to state "No person having received any intercepted radio communication or having become acquainted with the contents, substance, purport, effect, or meaning of such communication (or any part thereof) knowing that such communication was intercepted, shall divulge or publish the existence, contents, substance, purport, effect, or meaning of such communication (or any part thereof) or use such communication (or any information therein contained) for his own benefit or for the benefit of another not entitled thereto.

You may be asking at this point, "How does this apply to me?" Even though you are allowed to monitor frequencies outside the amateur bands by law, you may not repeat, divulge or publish the existence, contents, substance, purport, effect, or meaning of communications to any person(s). For those asking "Are you trying to tell me I can't repeat conversations I have on amateur frequencies?" don't worry, there is an exclusion for amateur radio communication. In Title 47 United States Code Chapter 5, Section 605 (a) it states "This section shall not apply to the receiving, divulging, publishing, or utilizing the contents of any radio communication which is transmitted by any station for the use of the general public, which relates to ships, aircraft, vehicles, or persons in distress, or which is transmitted by an amateur radio station operator or by a citizens band radio operator." So, while you can listen to law enforcement, fire or emergency medical services communications, you cannot legally repeat

what you hear, nor launch a critique of the operations with another ham on your amateur radio.

Congress believed those issues are highly critical factors to ensure public and officer safety, so they established severe consequences for those caught violating these sections. Below is subparagraph (e), which specifies the penalties for violation of Chapter 5, Section 605 (a).

(1) Any person who willfully violates subsection (a) of this section shall be fined not more than \$2,000 or imprisoned for not more than 6 months, or both.

(2) Any person who violates subsection (a) of this section willfully and for purposes of direct or indirect commercial advantage or private financial gain shall be fined not more than \$50,000 or imprisoned for not more than 2 years, or both, for the first such conviction and shall be fined not more than \$100,000 or imprisoned for not more than 5 years, or both, for any subsequent conviction.

Another part of Title 47 USC Chapter 5, that you may want to look at is Section 333 which states..."No person shall willfully and maliciously interfere with or cause interference to any radio communications of any station licensed or authorized by or under this chapter or operated by the United States Government. Section 301 states that "No person shall use or operate any apparatus for the transmission of energy or communication or signals by radio..."except under and in accordance with this chapter and with a license in that behalf granted under the provisions of this chapter."

Additionally, Section 302(a) states, "The Commission may, consistent with the public interest, convenience, and necessity, make reasonable regulation (1) governing the interference potential of devices which in their operation are

capable of emitting radio frequency energy by radiation, conduction, or other means in sufficient degree to cause harmful interference to radio communications;" and (b) states that "No person shall manufacture, import, sell, offer for sale, or ship devices or home electronic equipment and systems, or use devices, which fail to comply with regulations promulgated pursuant this section.

While the 147.330 and 443.525 repeaters are open to use by any hams in the area, the telephone patch is restricted to OZARES members. Gaining unauthorized access to a repeater controller, changing control or courtesy tones, making unauthorized phone calls or failing to identify the transmitting station are clear violations of this section of Federal law. Section 502 specifies the penalties in addition to any other penalties available include a fine of \$500 for each and every day during which offenses occur. Section 510 (a) further permits the seizure and forfeiture of any equipment used to violate section 301 or 302(a). As mentioned before, if you want to monitor other non-amateur frequencies, that's fine and is permitted under law. However, let's make sure our monitoring and transmitting follows Title 47USC Chapter 5!

## Uniform Courtesy Tones in the State?

Now here is a great idea that came from Matt Singer (KG9NH), co-author of the previous article. The Ozaukee County ARES/RACES repeater (147.33/147.93 MHz) has repeater courtesy tones which we change during severe weather, to alert member listeners with a quick and easy "heads up". That way, a member who hops in their car and monitors the repeater, even during the busy workweek, will know that

some level of severe weather is impending.

The great idea is not just that – many repeaters groups do the same. The great idea is that we are going to use exactly the same courtesy tones as the Milwaukee Repeater Club. That way, our members will be completely familiar with the tones when traveling through the Milwaukee area and monitoring their repeater, and vice-versa. Now, wouldn't it be smart to do that throughout the whole state, at least where courtesy tones are used in the same way? Darn right it would be! Therefore, here they are, as a *suggested* statewide pattern:

I (..) Inclement weather possible.

S (...) Severe weather watch.

N (..) Net in progress.

The voice ID for S will indicate whether the watch is for a tornado or severe thunderstorm.

If you use the courtesy tones to alert your members, consider the possibility of changing yours to match the above. Thanks, Matt!

## Who's the Boss?

By Dennis Rybickie, K9LGU

*[Dennis is our ARRL Section Traffic Manager. For those who do not know, the Section Traffic Manager job description says: "Supervises the traffic handling organization at the section level and coordinates all traffic efforts within the section, regardless of mode or National Traffic System affiliation, so that routings within the section and connections with the other networks and digital traffic nodes will result in orderly and efficient traffic flow." This little bit of wisdom was attached to his STM Report for May. Edited slightly. Thanks, Dennis]*

I think that, around my house, I might be the boss -- whenever my wife allows it. At work, the boss may be your supervisor or – if you are self-employed - a customer is in charge. It can be the traffic cop on the road, the director at the

symphony, or the chairperson at the committee meeting. One thing's for sure. On any National Traffic System net session, the boss is the net control.

A Net Manager appoints a Net Control Station because the NM trusts the NCS. It's the NCS who must call up the net, make decisions about what to do first and how to do it. Once that net has begun, the NCS is indeed boss.

When the NCS says, "Net Stand by" or "QNX" -- that means everyone listens. There's no chatter. There are no additional check-ins. It is not a time for visiting, for informals, or for questions. "Net stand by" means -- do not transmit.

When the NCS directs a station to change frequency, to clear traffic on the net frequency, or to decide which is best, the station responds as the NCS directs. If an NCS says, "Please notify me if you leave the net," stations should request permission to leave. If the NCS says (as may often be necessary with poor band conditions), "We are moving this net to 40 meters. Please join us on 7.283 MHz." --- everybody moves. This isn't the right time for discussion. The decision has been made.

If an NCS asks stations to check in carefully to avoid doubling, stations should use this easy three-step procedure: (1) Give the call of the NCS (2) Listen on frequency (3) Then give your own call and indicate if you have traffic. Except for "perfect" doubles (or maybe they're really not so perfect), this should make the job of the NCS easier.

Net Control Stations have some net savvy. They often know who can handle what traffic, who's a likely 9RN or WIN representative for taking out-of-state traffic, and if there may be an outlet on another net. They usually know which stations can be of assistance due to signal strength or location in the state.

If you're interested in serving as an NCS, just let the Net Manager know. There are plenty of opportunities. See the list of net statistics for the net managers of each Wisconsin Section net. You might check out the hints for an NCS on [www.wna.eboard.com](http://www.wna.eboard.com).

It isn't always stressful being an NCS, but cooperative stations checking in makes it a breeze - even when there's lots to do. Giving the NCS some respect -- listening and following directions -- can really make life easier. Come to think of it, that works when I do that with my XYL, too!

73 - Denny K9LGU / STM

## The Long and Short of It

By Dennis Rybicke, K9LGU

*[And yet another from Denny's pen. Also attached to his STM report - see the intro to the article above. Edited slightly, and thanks again, Denny!]*

When William Shakespeare's Polonius said, "Brevity is the soul of wit," it was ironically part of a long speech, but the point is well taken. We admire the person who can pound a nail or complete a round of golf with the fewest strokes. And in traffic nets, such efficiency is treasured as well.

Here are a few operating techniques that can make nets and traffic handling faster and easier.

1. When you check in to a phone net, give the NCS's call; listen; then give your call.
2. Use standard phonetics to spell out uncommon words only when conditions warrant.
3. Write your own formal messages in the fewest words; use the ARRL Numbered Radiograms.
4. If a net control asks for informal comments, be succinct. Notes help. Leave the listeners with one good thought.

Being pithy (no, I don't lisp) in what you transmit doesn't mean you have to be less friendly or cordial in your operation. There are times to be relaxed, and times to concentrate on efficiency. A good operator should know when. Er, and an STM should know when to be brief, too. 73. K9LGU / STM

## Please Help With WX Frequencies

Note the following email message received from Skip Voros, WD9HAS, of Milwaukee SKYWARN on 10 Jun:

Subject: SKYWARN HAM FREQS

Here is our 1999 Wisconsin repeaters & ham freqs doing severe weather reporting.

Could you please forward this list to all the ARES/RACES ECs, (and anyone else who would have knowledge of the facts) and ask them to forward any changes and/or updates back to me? I would like this to be as accurate and current as possible, please include any known non-ham freqs as well.

As you and I did last year, once the updates are in I'll forward to you the new list. You could then redistribute to all ARES/RACES, and ham ops.

Best regards,  
Skip Voros/WD9HAS,  
[svoros@execpc.com](mailto:svoros@execpc.com)

ECs please peruse the list found on the next page, and let Skip know directly of any omissions or corrections. We will print a final version here when it is all checked and confirmed. Thanks for your input!

ARES-ARRL RACES-WEM  
**WISCONSIN**

**1999 SKYWARN FREQUENCY LIST**

|                  |             |               |                  |           |                 |
|------------------|-------------|---------------|------------------|-----------|-----------------|
| Adams/Friendship | Adams       | 145.290       | Medford          | Taylor    | 147.150         |
| Algoma           | Kewaunee    | 146.805       | Menomonie        | Dunn      | 146.610         |
| Antigo           | Langlade    | 145.310       | Milwaukee        | Milwaukee | 146.670/146.910 |
| Baraboo          | Sauk        | 146.880       | Mount Sterling   | Crawford  | 147.360         |
| Bayfield         | Bayfield    | 146.610       | New Holstein     | Calumet   | 147.300         |
| Big Flats        | Adams       | 146.460       | Oshkosh          | Winnebago | 147.240         |
| Crivitz          | Marinette   | 145.470       | Packwaukee       | Marquette | 146.595         |
| Eau Claire       | Eau Claire  | 146.91/147.24 | Park Falls       | Price     | 147.000         |
| Elkhorn          | Walworth    | 146.865       | Port Washington  | Ozaukee   | 147.330         |
| Fond du Lac      | Fond du Lac | 147.090       | Racine           | Racine    | 147.270         |
| Granton          | Clark       | 146.775       | Roberts          | St Croix  | 147.330         |
| Green Bay        | Brown       | 146.835       | Shawano          | Shawano   | 145.350         |
| Greenwood        | Clark       | 145.490       | Sheldon          | Rusk      | 145.470         |
| Hayward          | Sawyer      | 147.255       | Shell Lake       | Washburn  | 147.045         |
| Hixton           | Jackson     | 146.940       | Siren            | Burnett   | 146.625         |
| Hollandale       | Iowa        | 146.655       | Solon Springs    | Douglas   | 145.490         |
| Hudson           | Rock        | 145.450       | Stevens Point    | Portage   | 146.985         |
| Juneau           | Dodge       | 146.640       | Sturgeon Bay     | Door      | 147.210         |
| Kenosha          | Kenosha     | 224.800       | Superior         | Iron      | 146.760         |
| Kenosha          | Kenosha     | 155.490       | Tomah/Monroe     | Monroe    | 145.390/155.925 |
| Lampson          | Washburn    | PENDING       | Tomahawk         | Lincoln   | 145.430         |
| Madison          | Dane        | 463.875       | Wabeno           | Oconto    | 145.110         |
| Manitowoc        | Manitowoc   | 146.610       | Waupaca          | Waupaca   | 147.165         |
| Marinette        | Marinette   | 147.000       | Wausau           | Marathon  | 146.820/462.550 |
| Marshfield       | Wood        | 147.180       | Wisconsin Rapids | Wood      | 146.790         |
| Mauston          | Juneau      | 146.850       |                  |           |                 |

**AMATEUR RADIO COORDINATING FREQUENCIES TO NWS**

|                  |                       |                         |
|------------------|-----------------------|-------------------------|
| NWS Duluth:      | Duluth and NW WI      | 444.975                 |
| NWS Green Bay:   | Green Bay and NE WI   | 147.27/145.110          |
|                  | Backup                | 145.19/147.120          |
|                  | Local Support NCS     | 147.075                 |
|                  | West Hub              | 146.820                 |
|                  | Far Northwest Hub     | 145.430                 |
| NWS La Crosse:   | La Crosse and W WI    | 146.970                 |
| NWS Milwaukee:   | Sullivan and SE WI    | 145.130                 |
|                  |                       | 146.820 Secondary       |
|                  | Madison and SC WI     | 147.150                 |
|                  |                       | 146.940 Secondary       |
| NWS Minneapolis: | Minneapolis and NW WI | 146.670/147.210/162.025 |