



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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What I learned in June

{Dennis Rybicke (K9LGU) is our ARRL Section Traffic Manager, and this was extracted from his June STM Report. Subject: Section Traffic Manager's Report June 2000. He's a terrific writer, and his reports are always teaching tools. There is something here for everyone, including our CW ops. Thanks, Dennis, for permission to reprint your report.]

There's always something to learn in Ham radio, and nets, traffic handling, and general operational skills are no exception. In June, I made some observations and I found out more about the hobby and myself.

Thanks to K9ZZ, I learned that I should proofread more carefully when I write these notes. In CW net protocol, the signal for "Net Stand By" is QNE. So, although they are said in words on phone nets, maybe this is a good time to review the net QN signals since they are typical directions from net controls. Here they are.

QNA Answer in pre-Arranged order

- QNB Act as relay Between ___ and ___
- QNC All net stations Copy
- QND Net is Directed
- QNE Entire net stand by
- QNF Net is Free
- QNG Take over as NCS
- QNH Your net frequency is High
- QNI Stations check In to net
- QNJ Can you copy me?
- QNK Transmit message for ___ to ___
- QNL Your net frequency is Low
- QNM You are QRMing the net. Please stand by.
- QNN Net control station is ___
- QNO Station is leaving the net (Out)
- QNR Answer ___ and receive traffic
- QNS Following stations are in net ___ (list)
- QNT I request permission to leave the net
- QNU The net has traffic for yoU. Stand by.
- QNV Establish with ___ on net freq. If successful, then move to ___ and send traffic for ___
- QNW HoW do I route messages for ___
- QNX You are eXcused from the net
- QNY Shift freq. to ___ to clear traffic with ___
- QNZ Zero beat your signal with mine

In June, I also learned more about hams in general. Maybe it was just me, but I noticed a subtle shift in some of the operations on Field Day. I'm not sure if it was due to a lot of new hams, good mentoring, or education, but I noticed plenty of courtesy on the CW bands where I was having some Field Day fun. Stations were asking if a frequency was in use. They were waiting patiently instead of just adding to the QRM. They were saying thank you. They would adjust their CW speed to the receiving station. I've always known that most hams were nice people, but is this more evident courtesy a trend? I hope so, because it reflects the whole idea of public service and traffic handling. We do it for other people, to brighten their day with a message, to demonstrate the value of Ham radio, and most importantly to prepare ourselves to assist in times of emergency.

In June, I also checked out our SEC's website for Emergency Coordinators--
<http://www.execpc.com/~skaplan>. I recommend it

highly. I listened to a number of severe weather nets and heard excellent net discipline and efficient traffic handling. Finally, I learned that we can use more help with traffic in Wisconsin. Operators of stations with packet capabilities should let W9CBE know. Teachers of intro courses should mention the public service aspect of Ham radio, specifically, the section nets. And, even though it's a busy time of year, our section nets need check-ins, even if it's brief in case there's traffic for your area.

73 - K9LGU / STM

THE VECS PLAN HAS BEEN MAILED

Hopefully, this is not news to you. If you are receiving this newsletter, you should have already received your copy of the VECS Plan (previously, State of Wisconsin RACES Manual). Wisconsin Emergency Management mailed copies on 20Jul, using the same mailing labels that are used to mail this newsletter. So, if you are an EC and did not receive your copy, please let me know ASAP and I will get you one.

One error was already spotted. The text describing the maps in Appendix 1 and 2 is accurate, except for the description of the number of divisions. Relax, though, the maps are perfectly accurate. Just count the divisions and you will see that the WEM map has 6 regions, while the ARRL map has 9 districts. Those two numbers are reversed in the captions. Sorry about that! I'd like to blame a secretary, but yours truly typed the plan personally, so I am the culprit!

Please do take the time to go over the plan. It should make things clearer, especially the reason for requiring ARES members to be RACES registered, and the reverse. Perhaps it will also raise some new questions. One has been asked already, by Douglas EC Paul Stein and a non-EC ham who picked up a copy from the web site. It deals with registration in one county or another. Here is the gist of my answer.

When a ham joins an ARES group, the EC sends me their name, call and other data for inclusion in the statewide RACES roster. What about a ham that joins (and is active in) two ARES groups? (Dual ARES registration is OK – read on.) Well, when I get data from two different ECs for the same ham for inclusion in the RACES roster, I will balk, and ask the ECs to decide between them in which county the ham should be RACES registered. A ham can be RACES registered in only one county. [However, there is one exception to this rule - in the

case of ECs for multiple counties. When one person is EC for several counties, I will register them in each. This is to keep very distinct and clear who holds leadership positions in a given county, information that could be critical in an emergency.]

So, for example, Joe Ham is an active ARES member in Milwaukee and Ozaukee Counties. Jeananne and Abe, ECs for the two counties, both send in data for Joe Ham to be RACES registered. I contact the two ECs, explaining the situation, and they or we get together and decide Joe could be registered in Ozaukee, whereupon I register Joe.

Now, what does this mean for Joe? First, there is no ARRL restriction on Joe's being ARES registered in both counties. So long as the ECs feel he is an active member of their group (as defined by the ECs), it is perfectly OK. Joe can meet and train in both counties. If ARES is called out in Ozaukee, Joe can work the incident. If an emergency occurs in Milwaukee, Joe can work the incident. Only ECs decide who is and who is not a member of their group.

What about RACES? Well, remember, RACES is a statewide registration, even though it is broken up by county for administrative convenience. If Joe is working as an ARES member during an Ozaukee emergency and RACES is activated, Joe is a bona fide RACES op and can continue to work the incident, now as a RACES op. Similarly, if he is working a Milwaukee emergency and RACES is activated, he can continue where he is. It makes no difference what particular county he is RACES registered in, so long as he is RACES registered.

Now then, Workers Compensation is an entirely different issue. To be certain you are covered (by the county where you are working an emergency – they must foot any bill), be sure you sign in on the Emergency Manager's roster, created for that particular emergency. If no one asks you to sign in, ask them! Wisconsin statutes are very explicit about coverage only when duly registered in writing. But when you are duly registered in writing, you are covered just like a paid employee. Indeed, you ARE an employee, albeit unpaid.

So, in short, you can be a member of more than one ARES group if the involved ECs say OK. You can be registered as a RACES op in only one county, but where doesn't really matter, so long as you are registered. Workers Comp, a totally different issue, requires that you be duly registered in writing for that particular emergency with the agency you are working for. You should take responsibility for making sure you get on someone's clipboard roster as soon as you begin working an incident. Other-

wise, if you are injured, you may not be covered under state law.

I hope that clears things up a bit. All suggestions, questions and my answers are filed in my VECS folder, so that they can be more clearly addressed in the next release or update of the Plan (hopefully, by my successor!).
73, Stan

Local SKYWARN And Severe Weather-Related Radio Channels

[Recall that in our July issue, Skip Voros, WD9HAS, (MASA Chief) asked for (and received) input concerning updated data for weather related frequencies. The input he received has been incorporated in this latest table, which he sent on for your use. © Milwaukee Area SKYWARN Association, Inc. Final update 8Aug2000. For changes, updates or duplication and redistribution rights see masa@execpc.com]

Major City	County	Freq/Class
Adams-Friendship	Adams	145.290/A
Algoma	Kewaunee	146.805/A
Antigo	Langlade	145.310/A
Ashland	Ashland	147.315/A
Baraboo	Sauk	146.880*/A,W
Bayfield	Bayfield	146.610/A
Belvidere (IL)	Boone	147.375/A
Big Flats	Adams	146.460/A
Chicago (IL)	Du Page	147.060/A,D
Crivitz	Marinette	145.470/A
Crystal Lake (IL)	McHenry	145.330/A
Dubuque (IA)	Dubuque	147.240/A
Earl	Washburn	147.390/A
Eau Claire	Eau Claire	146.91/147.24/A,W
Elkhorn	Walworth	146.865*/A
Fennimore	Grant	147.360/A
Fond du Lac	Fond du Lac	147.090/A
Granton	Clark	146.775/A
Green Bay	Brown	146.835/A
Green Lake	Green Lake	453.375/EG
Greenwood	Clark	145.490/A
Hayward	Sawyer	147.255/A
Hixton	Jackson	146.940/A
Hollandale	Iowa	146.655/A
Hudson	St.Croix	145.130/A
Janesville	Rock	145.450*/A
Juneau	Dodge	146.640*/A
Kenosha	Kenosha	224.800*/A
Kenosha	Kenosha	155.490/EG
Libertyville (IL)	Lake	147.180/A
Madison	Dane	463.875/SC
Manitowoc	Manitowoc	146.610/A

Marinette	Marinette	147.000/A
Marshfield	Wood	147.180/A
Mauston	Juneau	146.850/A
Medford	Taylor	146.610/A
Milwaukee	Milwaukee	146.910*/A,W
	Backup	146.67
Mount Sterling	Crawford	147.360/A
New Holstein	Calumet	147.300/A
Oshkosh	Winnebago	147.240/A
Packwaukee	Marquette	146.595*/A
Park Falls	Price	147.000/A
Port Washington	Ozaukee	147.330*/A
	Backup	146.97)
Racine	Racine	147.270*/A
Rhineland	Oneida	27.065/Ch8/CB
Rochester (MN)	Olmsted	146.820/A
Roberts	St.Croix	147.330/A
Rockford (IL)	Winnebago	147.195/A
Shawano	Shawano	145.350/A,W
Sheldon	Rusk	145.470/A
Shell Lake	Washburn	147.045/A
Siren	Burnett	146.625/A
Solon Springs	Douglas	145.490/A
Stevens Point	Portage	146.985/A
Sturgeon Bay	Door	147.210/A
Superior	Iron	146.760/A
Tomah/Monroe	Monroe	145.390/155.085/A,EG
Tomahawk	Lincoln	145.430/A
Wabeno	Oconto	145.110/A,W
Waukesha	Waukesha	154.040/462.675/O,R
Waupaca	Waupaca	147.165/A
Wausau	Marathon	146.820/462.550/A,W,R
WI Rapids	Wood	146.790/A

A = Amateur Radio, D = Data, EG = Emergency Government/Sheriff, L = Linked or crossband, M = Mutual Aid, R = REACT team, O = Other, CB = Citizens Band, W = Wide area coverage, SC = Spotter/Chaser, B = Radio/TV, * = NWS Milwaukee/Sullivan Committee local repeater.

Local repeater activation requirements may vary with some small scale or short-fused events. Protocol may vary from region to region.

*Sullivan Committee Network spotters must use the nearest LOCAL net to make reports. DO NOT USE THE COORDINATION FREQUENCIES (CF) for reports unless no local net is accessible. CF's are normally used only by Liaisons or Net Control Stations. REPORTING CRITERIA AND REPORTING PROCEDURES ARE REQUIRED ON ALL SULLIVAN COMMITTEE NETWORK FREQUENCIES.

AMATEUR	RADIO	COORDINATING
FREQUENCIES TO NWS		
NWS Chicago	Chicago & NE IL	442.975/145.35
NWS Duluth	Duluth & NW WI	444.975

NWS Green Bay	Green Bay & 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 & W WI	146.970
NWS Milwaukee	Sullivan & SE WI	145.130
	Madison & SC WI	147.150
NWS Minneapolis	Minneapolis & W WI	147.210
	Northern Suburbs	146.670
	Skywarn to NWS	162.150

Most coordination frequencies only activate for Severe Thunderstorm or Tornado Watch events. During any active weather event, spotters should first monitor local Area repeaters.

NOAA WEATHER RADIO FREQUENCIES:

US FREQS	WISCONSIN AND NEARBY BORDERS			
MHz		Freq		Freq
1) 162.550	Adams/Friendship	2	Park Falls	6
2) 162.400	Chicago	1	Rockford	3
3) 162.475	Dubuque	2	Sister Bay	4
4) 162.425	Duluth	1	Wausau	3
5) 162.450	Green Bay	1	Sheboygan	7
6) 162.500	La Crosse	1	Fond du Lac	6
7) 162.525	Madison	1	Rock Co	4
	Menomonie	2	Crandon	5
	Milwaukee	2	Richland Co	5
	Minneapolis	1	Bloomington	6
			(Clark-Taylor Cty To Be Determined)	

What Separates a Traffic Handler

By Dennis Rybicke, K9LGU, ARES STM

The diversity of Amateur Radio is one of the best features of the hobby. If you're into EME or DXing, ragchewing or PSK, public service events or repeaters, contesting or experimenting -- there's a part in hamming for you. If you enjoy the challenge of fighting adverse conditions in order to communicate, or get a real charge out of doing something good for someone else, Amateur Radio gives that opportunity. If getting to know and appreciate other operators is satisfying to you, that human interest aspect is available. There's something for everyone. So what makes a Ham who's a traffic handler different?

Nothing. That's right. Anyone in Ham Radio can find satisfaction in contributing as a traffic handler. Traffic handling has the same challenges as DXing,

contesting, or fighting bad conditions. It requires the same careful listening, efficiency, and cooperation among stations. It can be done with any mode and good traffic handlers often experiment with their equipment or operation to make it more reliable and efficient. Traffic handlers provide a public service as well as train for future emergencies. Hams who handle traffic get to know other operators well and share their interests and feelings.

There are a few small differences in emphasis. More DX-chasers could add to the pile-ups; more traffic handlers make the system work better. The point to be made with those entering the hobby is that handling traffic, net participation, is simply one of those things that hams should do - because it's a service and because it's fun.

Every ham is a potential traffic handler. We're not so different after all.

Web Site Usage

Our Wisconsin ARES/RACES website (located at <http://www.execpc.com/~skaplan>) has been very active indeed! The website was first up and running on 14 May.

During the 9-week period between 14 May and 30 July, there were 4,539 visits to the site. Besides the usual com (commercial), us (United States), edu (educational), net (network) and org (non-profit) visitors, 37 were from US military (mil) and 49 were from government (gov) organizations.

The VECS Plan, first available during the week 19 - 25 June, has been downloaded by 215 visitors. (As an aside, one neighboring state has asked permission to use our Plan as a template for the plan they want to develop.)

One issue or another of our newsletter has been downloaded 339 times.

Besides visitors from the United States, we have had visitors from eight foreign countries: Australia, Bulgaria, Canada, Denmark, France, Israel, Italy and Japan.

All comments concerning the site have been very positive. Our thanks to Ray Meyer, N9PBY, for setting up and maintaining the site. His design is excellent, and he is extremely prompt in updating it when I supply him with a new newsletter, email address or the like. Ray is a member of OZARES and a crewmember on the Ozaukee County Rescue Boat. If you are motivated, feel free to send him a kudo at n9pby@execpc.com. He will appreciate it.