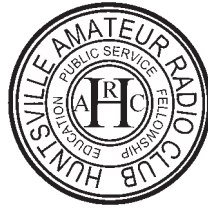


VOX



HUNTSVILLE AMATEUR RADIO CLUB

Huntsville, Alabama

Volume 48, Number 6

June, 2008

SKYWARN

I am your SKYWARN coordinator for Northern Alabama and Southern-middle Tennessee. I am also a member of the HUNWARN team, and am a frequent operator of the Amateur radio station at the National Weather Service office in Huntsville - you have probably heard me on the air operating as WX4HUN. This month, I'm going to take you behind the scenes and give you a detailed description of the SKYWARN network, and how Amateur radio is a vital part of a professional team that can and does save lives and property right here in our beautiful Tennessee Valley. In Alabama that means Lauderdale, Colbert, Franklin, Lawrence, Limestone, Morgan, Cullman, Madison, Marshall, Jackson and DeKalb counties. In Tennessee that means Lincoln, Moore and Franklin counties.

WHAT IS SKYWARN? SKYWARN was established in the 1970's and is the brainchild of the National Weather Service (NWS). NWS places great value on getting almost real-time information from trained severe weather spotters. There are over 280,000 trained severe weather spotters in the U.S. Each SKYWARN spotter is trained to recognize and describe severe local storms. And there are lots of opportunities to do that - 10,000 severe thunderstorms, 5,000 floods and more than 1,000 tornadoes occur in the U.S. every year. It seems like Alabama gets our fair share of severe weather, and more than our fair share of property damage and fatalities. As you know, this year is a very active weather year, and it's gratifying to see Amateur radio operators who care enough about emergency communications to learn a bit more about SKYWARN - thank you.

HOW DOES SKYWARN WORK? The information provided by SKYWARN spotters is one leg of a three-legged stool: 1. Doppler radar is used to spot and track storms from great distances, and modern radar sys-

tems are cross-linked across the U.S. 2. Satellite data that is integrated with the radar images in near-real-time by trained meteorologists at the NWS Weather Forecast Office (WFO). 3. The trained storm spotter. Usually we think of ham radio operators as SKYWARN resources, but any citizen can be a storm spotter, if they have received proper training. I'll talk about that more in a minute.

There are 122 local WFO's in the U.S., and they each have a Warning Coordination Meteorologist, who is responsible for administering the SKYWARN program in their local area. In Huntsville, Tim Troutman is the Warning Coordination Meteorologist.

WHY IS AMATEUR RADIO USEFUL? Why do the professionals at the NWS need Amateur radio operators? The answer is simple - radar images and satellite images don't exactly tell the whole story about the weather. Radar measures "base reflectivity" and the relative velocity of water-laden air. It does not, and cannot tell if a tornado is actually threatening a particular home, or a specific small area. From my experience as a volunteer at the NWS office, I see that they have lots of equipment and computers. They have lots of caring and well-trained professionals. They can tell lots of things about each storm that rolls through our area - but they can't tell if a particular storm cell is going to tear up the Wall Mart on Highway 72 in 15 minutes. The best they can do is issue a tornado warning for a certain area, and hope that the citizens can get prepared. I have seen the radar operators staring at the screens, and see the red/green color combinations that are the signature of simultaneous inflow and outflow of wind in a certain point on the planet. That causes great concern. But we, as trained SKYWARN storm spotters form the final link to the truth - when a storm spotter can look at the same location as the radar image, and report on what is going on - the NWS is able to refine their concept of the abstract painting on the radar

screen with real-time truth. That's why we're so valuable: we give the Warning Coordination Meteorologist a few seconds or a few minutes of precious time to make a decision that affects life and property.

HOW DOES AMATEUR RADIO INTEGRATE INTO THE EMERGENCY? Here's how Amateur radio operators and trained SKYWARN storm spotters integrate into the system during an emergency: 1. Anybody who wants to get involved in weather reporting should first attend a SKYWARN storm spotter class. The class teaches how to recognize thunderstorm development, storm structure, identification of potential severe weather features, how to report the information, what to report, and how to avoid being injured by the event - we don't encourage storm chasing! The NWS office gives classes, but not very frequently, so when they come to this area, you need to try very hard to attend! 2. There needs to be a way to get information into the system. The most advantageous way is to get an Amateur radio license - even the entry-level license is sufficient, since all reporting is local. In the Tennessee Valley, we normally use linked repeater systems (VHF and UHF), and those linked repeaters are effective for communication between the NWS office and the field. If you don't have your ham license, your local Amateur radio club will help you get one. If you don't have a radio with you, call 256-890-8503 and leave a storm report. If you have a laptop computer or equivalent, you can send an email. Don't forget that FRS radios and Citizens Band radios may be able to report severe weather, too. If you can monitor FRS channel 1, or CB channel 9, be prepared to relay weather reports into the system. Remember: during an emergency, it's OK to be creative.

WE USE A TWO-PRONGED APPROACH During a weather event,

(Text continued on page 3)

Huntsville Amateur Radio Club Information

Club Officers

President:
Rolf Goedhart, K4RGG
K4RGG@arrl.net

Vice President:
Robby Lock KG4PLK.
huntsvilleweather@gmail.com

Secretary:
Elizabeth Wilhour, KI4VQJ
bluebunny@mail.com

Treasurer:
Heath Thorson, KC4HRX, 325-2507
hthorson@knology.net

The club's address is Box 423, Huntsville, Ala. 35804. Meetings are held each Friday night at 7:30 P.M. at the American Red Cross Building, 1101 Washington Street. Dues are \$12.00 per year, family memberships are \$15.00 per year. The club maintains a Web Site at "http://www.harc.net", and a discussion forum at "http://groups.yahoo.com/groups/harc-al"

The North Alabama Repeater Association operates repeaters on 146.34 / 146.94, 147.78 / 147.18, 223.34 / 224.94 and 448.5 / 443.5. NARA dues are \$16.00 per year and may be sent to NARA at P.O. Box 18941 Huntsville, AL 35804-8941. They have a web site at "http://www.qsl.net/nara"

The club's packet radio interest group, HUNTSPAC, maintains an extensive packet network for the Huntsville area. Dues for use of this network are \$15.00 per year, and can be paid through the HARC Secretary-Treasurer listed above.

The club's ATV special interest group, TVATV operates an ATV repeater. It's input frequency is 439.25 MHz and its output is 421.25 MHz. A voice coordination repeater is operated with output frequency of 145.33 MHz, input 600 kHz down.

The Vox is published the third Friday of each month Editor of the Vox is Frank Emens, W4HFU, 3714 Lakewood Circle, Huntsville, Ala. 35811 or femens@hiwaay.net. Material of interest to the HARC membership should be submitted to the editor by Wednesday before the third Friday of the month of publication.

CAVEC License Exams

Exam sessions are held at 9:00 AM the first Saturday of each month unless a holiday causes the session to be delayed for one week.

*Upcoming sessions are:
Saturday, May 3
Saturday, June 7
For information contact:*

*Larry Frost, KR4GU, 864-3244
kr4gu@hamfest.org
Or
Rick Earl, AA4II, 256-653-0101
aa4ii@bellsouth.net*

Athens Exam Sessions are held the 3rd Saturday of each month at 1:00. They are held at the Athens EOC.

For information contact Dean Thompson, WW0I, 256-230-0270 or Rick Earl, AA4II (see above)

HARC ACTIVITY CALENDAR FOR June, 2008

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3 ATV Net 2000 Check In 145.33	4 SE Linked Rptr Net 2000 +442.775/PL 203.5	5 EMERGENCY NET on 34/94 @ 1930 Skywarn Net on 147.24 @ 2000	6 HARC Meeting	7 *TWIAR CAVEC Exams, 0900 Red Cross Building
8	9	10 ATV Net 2000 Check In 145.33	11 SE Linked Rptr Net 2000 +442.775/PL 203.5	12 EMERGENCY NET on 34/94 @ 1930 Skywarn Net on 147.24 @ 2000	13 HARC Meeting	14 *TWIAR
15	16	17 ATV Net 2000 Check In 145.33	18 SE Linked Rptr Net 2000 +442.775/PL 203.5	19 EMERGENCY NET on 34/94 @ 1930 Skywarn Net on 147.24 @ 2000	20 HARC Meeting	21 *TWIAR Athens Exams 1300 at EOC
22	23	24 ATV Net 2000 Check In 145.33	25 SE Linked Rptr Net 2000 +442.775/PL 203.5	26 EMERGENCY NET on 34/94 @ 1930 Skywarn Net on 147.24 @ 2000	27 HARC Meeting Field Day Prep At the Site	28 *TWIAR Field Day
29 Field Day	30	1 ATV Net 2000 Check In 145.33	2 SE Linked Rptr Net 2000 +442.775/PL 203.5	3 EMERGENCY NET on 34/94 @ 1930 Skywarn Net on 147.24 @ 2000	4 HARC Meeting	5 *TWIAR

*TWIAR -- This Week In Amateur Radio, +442.775 PL203.5 Hz 8 PM Every Saturday
ATV Net @ 20:00, Check in on 145.33, Tuesdays
Southeast Linked Repeater Net on +442.775, PL 203.5 Hz @ 20:00, Wednesdays
Madison County Emergency Net on 34/94 @19:30, Thursdays
SkyWarn Net on 147.24 @ 20:00, Thursdays

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NEW LOCATION!

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there is a two-pronged Amateur radio communications system that is established. 1. A ham radio station at the NWS office (call sign WX4HUN) is manned by a small group of volunteers called the HUNWARN team during a weather emergency, and the ham there is a member of the linked repeater system (called the SKYWARN net) to get near-real-time reports into and out of the NWS office. The Amateur radio operator is right in "the mix" with the professional NWS staff. He or she is directly in contact with NWS staff, and delivers reports, and handles requests in real-time. Let's say that the HUNWARN operator is "situationally aware" and wears several hats at the same time. The NWS office supplies us with two VHF/UHF radios, an HF radio, and a computer. When weather bulletins are issued by NWS personnel, the ham retrieves them from the NWS printer, and reads them to the SKYWARN NCS. The HUNWARN operator is listening to the developing situation and tries to stay ahead of the upcoming NWS requests for information, by requesting that the NCS ask for

storm spotter reports in areas that are about to be affected by the storm. After the storm passes a certain area, counties pass in damage reports, which are then relayed by HUNWARN to NWS personnel. All of this goes on for the entire duration of the weather event. 2. The SKYWARN network is established, usually in Lawrence County (because weather comes into Alabama from the West), at the request of the NWS. However, in an emergency, any ham radio operator can activate the SKYWARN net! Then the three main 2-meter repeaters in the Tennessee Valley are linked (by computer control commands). The SKYWARN net is a "directed net", meaning that all communications are routed through a net control station (NCS), who maintains net discipline during the event. Whoever is acting as the NCS is "situationally aware" of the overall progress of the weather event throughout the area. Controlling a net can be difficult in the best of times, but during an emergency, it takes a special person to sit there and do request/response for many hours at a time. My hat is off to

the SKYWARN NCS stations! Next time you want to hear how a net "should sound", listen to the KB4CRG repeater to the professional NCS operators - you'll know what I mean.

A NOTE ABOUT REPEATERS Repeater owners are privately-owned or club-owned. Some owners have graciously agreed to allow their use during emergencies, which suspends their normal use, sometimes for many hours. Repeater owners are not required by the FCC to provide their repeaters for SKYWARN activities — they do it because they are community-minded. In fact we know that there are some repeater owners who have made a point of refusing any use of their repeaters for SKYWARN and ARES activities, and they are entitled to do that. We have three repeaters that link up during a declared weather emergency: 1. N4IDX in Moulton (Lawrence county) - Western area coverage 2. KB4CRG in Huntsville (Madison county) - Central area coverage 3. W4SBO in Section (Jackson county) - Eastern area coverage That gives broad coverage of the Tennessee Valley as the storm moves through. In-

dividual repeaters can be linked and unlinked, as needed.

THE ROLE OF "NET LIAISON STATION" Each county has a group of trained hams who normally work with their local EMA office. When a local net is established, one of the ham operators should be designated as a "net liaison" station. That ham should have the capability of participating in both the local net, plus the linked net. You almost need two heads to do that, but as a ham radio operator, I know that you can figure it out.

Think of this: the local EMA needs local SKYWARN reports "right now" - and they need to react to local events in real-time. That is a critical flow of information, namely, a trained storm spotter reports dangerous weather or weather-related damage to the local EMA office on the "local net" for their county, and the ham operator there tells the EMA: "a trailer was damaged in Goose Pond Colony, 2 minutes ago. There were no reports of injury." The EMA can arrange help and support for their county, based on their known priorities and resources - they're good at doing that.

INFORMATION PATH #1 The local EMA has an 800 MHz "trunked" radio system which provides voice communication directly to the NWS office. The NWS Communication Operator (not the ham radio operator) is in touch with all the EMA and other emergency agencies in the area, and there is a constant flow of information. When a local ham calls in a storm spotter report, the county's net liaison station listens to the report and passes the information directly into the SKYWARN net. The technical term is that the net liaison station "copies by intercept", and passes the storm spotter report, almost in real-time into the SKYWARN net so that the NWS office gets it quickly. Remember - the EMA office may have a dozen things going on right at that moment in time, and may not be able to communicate the spotter report via the 800 MHz system for several minutes - precious minutes that might make a big difference in the NWS office. So, if there is a net liaison station, the information is on its way via ham radio, and the SKYWARN net picks it up, and the HUNWARN operator "copies by intercept" that report, and turns to the NWS Warning Coordination Meteorologist and says "report of a trailer damaged in

Jackson County 5 minutes ago, no injuries reported." Do you understand the value of having a dual-channel capability? Each EMA gets real-time storm spotter reports, and the NWS gets almost-real-time reports through the net liaison - SKYWARN - HUNWARN loop. Good stuff!

INFORMATION PATH #2 There is another information path through the SKYWARN net - status queries from NWS back out into the field. Here is a typical workflow: 1. The NWS radar operator sees a familiar, bad pattern, and turns to the HUNWARN operator and says "do you have anyone in Scottsboro that can report on the weather there?" 2. The HUNWARN operator asks the SKYWARN NCS to get information from any ham operators in that area. 3. Hopefully, the net liaison station in that county is listening, and a trained storm spotter reports back to the SKYWARN net "nothing there but a wall cloud." 4. The HUNWARN operator is usually too busy with multiple requests to ask for individual hams to go look at some cloud formation. That's why the SKYWARN net is so valuable for this information channel - NWS asks for information, HUNWARN puts the request out to the SKYWARN net, net control communicates the request to a local net liaison station, the local net liaison station goes to the local frequency and asks for the information, and then returns with the report, back to the SKYWARN net, then back to the HUNWARN operator, then back to the Warning Coordination Meteorologist - usually within seconds to minutes!

DUAL-PATH RECAP So, you can see that there are two simultaneous information paths: 1. Local (within a county), in support of the local EMA a. Trained SKYWARN operator information flows to the EMA office in real-time on linked ham repeater circuits and is presented directly to the EMA b. A net liaison station is actively listening and "copies by intercept" from the local repeater, and forwards it into the SKYWARN net (a different frequency), where it is relayed to the NWS via the HUNWARN operator. 2. From the NWS office to the field asking for directed storm spotter reports. The HUNWARN operator sends the request via the SKYWARN net, for example, "we need to know what is happening in the Scottsboro area." The

net liaison station in Jackson County is listening in on the linked-repeater system and forwards the request into their local JCAR net (using their local repeater frequency). A local ham (who just happens to be in Scottsboro at the time) hears the request, looks outside, and reports back "This is KG4TUN. Just a wall cloud here. Some rain. Wind 15 mph." Then the net liaison station (who is listening on the local repeater frequency) forwards the information back to SKYWARN (on the linked-repeater frequency). The HUNWARN operator (on the linked-repeater frequency) then relays the report to the NWS. Believe me: when it works, it works good, and fast! Sometimes I relay a request from the NWS and get a response back to him or her within a minute. There is an important "hidden" piece of information that I want you to understand. No SKYWARN operator would call in that report to the local EMA office! It is way below minimum reporting standards. So the NWS gets information that the local EMA doesn't even care about! But that vital bit of information (nothing is happening) can make a big difference to the decision-making process, right when it's needed most!

It sounds complex, but ham radio operators handle it well, with training. This procedure provides almost-real-time information all around the Tennessee Valley, and ham radio operators, using linked-repeaters, are a vital part of every severe weather event here.

TROUBLE IN PARADISE It all sounds like it works pretty well, but sometimes there are a few glitches in the system: 1. There are not always enough hams who can perform storm spotting activities. During the day, most people work, so it's difficult to get time off to do volunteer activities. Also, at 3 A.M., it's hard to wake up hams, even though storms are rumbling through the area. I don't know how to solve these problems, but I hope that the local club who gives support to the local EMA office has a "calling tree" and can develop good procedures to wake up storm spotters, and to provide essential communications capabilities. 2. Lack of trained storm spotters. Please find out when the next SKYWARN class will be conducted, and take the course. We get lots of reports of weather that do not meet "minimum requirements." For example, a report of

“wind and rain this location” should not be passed through the SKYWARN system, unless the NWS office asks for a specific report, and that is the response. 3. All SKYWARN net participants need to be well-trained. During a severe weather event, we pass dozens to hundreds of messages through the SKYWARN net. Sometimes, it is hard to understand operators in the field, some of whom are operating low-powered hand-held radios, and are in very poor locations for radio. Please try to use the approved ITU phonetic alphabet, and approved numerals. Speak slowly and clearly. I can tell you that during an emergency, it is far easier to hear “WHISKEY DELTA ZERO UNIFORM GOLF” than “KILOWATT 4 ?? BEER” from a marginal station. During day-to-day communication, hams have their own way of doing things, and it makes life fun to get on the radio and talk with your buddies down the road. But during an emergency, proper procedures are more effective for solid communication. During an emergency, please be formal, and use proper procedures, including procedural words (PROWORDS). How do you find out about how to do that? Join in your weekly SKYWARN local net. Become proficient, and don't be afraid of formal net procedures - it could save a life some day if you can just get a message through on the last gasp of your battery, when you only have one chance. If you have no fear about becoming “professional-grade”, join Army MARS - they really learn to do formal emergency communications, and they are frequently called upon during emergencies, when lots of traffic must be passed flawlessly.

BE A HOLISTIC EMERGENCY COMMUNICATOR I encourage you to become a “Holistic emergency communicator” - can you take charge when you are needed most? 1. Join SKYWARN and get trained in proper procedures. Remember: tornado season is all year long. 2. Join your local ARES group, and step up when they need a volunteer. Lead a special EMCOMM group. Got a “go kit”? 3. Take the basic FEMA courses: IS-100, IS-200, IS-700 and IS-800. It makes you more effective in dealing with emergency management officials. 4. Take the ARRL emergency communications course EC-1. It is a wonderful course because it is a “mentored” course, and you

will learn a lot about EMCOMM if you get a good mentor. 5. Take the Red Cross First Aid course, and the AED course, if you can. When you are in the field, talking on a radio, people will naturally look to you for assistance, and you can provide immediate help. 6. Attend Field Day and participate in the annual Simulated Emergency Test (SET) 7. Take your county's Community Emergency Response Team, or CERT, training. Being a trained first-responder is a very gratifying experience. 8. Your club can learn to program weather radios for your friends, thus making a difference in your local neighborhood. Make your next Hamfest a real hit, by advertising in the newspaper that you will program weather radios for free! 9. Keep a good attitude about all of this - “it's all good.” Ham radio is a lot of hobbies under one umbrella. My passion is EMCOMM, but you may like chasing DX better, and I respect that. When I need you to look at that curious cloud formation a couple of miles from your house, will you be able to do that? Hams are volunteers, and there are some great ones, and some other ones. Find the great ones and get on board. Get the negative ones out of the loop - during an emergency, you'll be glad you did. 10. Our EMA officials in the Tennessee Valley need your services, and appreciate your professionalism. I've heard it time after time - hams get lots of praise from our served agencies. Talk to the professional leaders and make sure they understand your capabilities, and your shortcomings — best to under-commit and over-deliver rather than the other way around. 11. If you need help in breaking the ice with local emergency officials, let me know — I can help. Remember, they don't all know about ham radio, and they may have no idea what we can deliver during an emergency. As SKYWARN coordinator, I can probably open some doors for you. But we can't go where we're not wanted, so the first thing is to educate them on what services we can provide. 12. Volunteer to be a net control station (NCS) - the best way to learn to be an effective participant in a net is to try to control a net during an emergency. After a weather event has been going for over an hour, call the NCS and tell him that you can relieve him or her for 30 minutes. You'll both be glad you did.

Thank you for your time and dedication. And special thanks to the repeater owners who keep their equipment in shape all the time so that hams across the Tennessee Valley can get vital traffic passed when the citizens need it the most.

73, Doug Hilton, WD0UG / AAV4YP
SKYWARN Coordinator, Northern
Alabama / Southern-middle Tennessee
email: WD0UG@hotmail.com

60 Years of Transistors

Sixty years ago, on June 30, 1948, Bell Laboratories announced something it had kept under wraps for half a year - the transistor. What might have appeared as the single end-product of a focused group of researchers - John Bardeen, Walter Brattain, and their boss, William Shockley - was in fact two inventions (and nearly a third) of an increasingly fractious team. Bardeen and Brattain had been working on a point-contact device, and it was this which first exhibited control of one current by another much smaller current on December 16, 1947. This device was a desperate modification of a field effect device suggested by Shockley, which the other two could not get to work. Shockley, while no doubt pleased that something had come out of his group, had been against the whole notion of a fragile point-contact device, and had been theorizing that a junction between N and P-doped regions might be more reliably manufactured. Indeed it was, but not for two more years.

The name transistor was coined by another Bell Labs employee, John Pierce: co-inventor of the traveling wave tube and pulse-width modulation. Shockley's Bell Labs group broke up, due in no small part to his furor over the brief eclipse of the P-N junction by his subordinates, but not before Bell Labs resolved to license transistor fabrication to anyone willing to put up \$ 25,000. Bardeen, Brattain, and Shockley won the Nobel Physics prize in 1956 for their invention, by which time it was old hat. Shockley went on to form Shockley Semiconductor, from which Gordon Moore, Robert Noyce et. al. graduated to form Fairchild Semiconductor, and from there with Andy Grove to form Intel.

The original transistor was roughly a half inch on a side - a large sugar cube. A chip containing a (mere) million of

these would require a square 42 feet on a side, with no room for interconnections, and 2000 such chips, occupying about 1/8th of a square mile, would be required to implement the storage of a 1 Gbyte thumb drive. In this case, bigger isn't better.

Happy Birthday Transistor!

73, Tom Duncan, KG4CIY

The Giggle Box

HAPPY BIRTHDAY TO THE GUYS AND GALS THAT HAVE BIRTHDAYS IN JUNE!!

Hi guys, I can't believe that June is almost here and Field Day is just around the corner. I hope all the moms had a special Mother's Day, Sunday. It is so nice to walk outside and smell the different flower blooms. Although, I imagine a lot of people hate Spring because of the pollen. School will be out soon, but August will come all too soon. I miss the long summer months when we didn't have to go back to school till after Labor Day. Now, school will start around the 10th of August. Oh, well, it means for substitute teachers won't have to wait for a paycheck so long. In the very near future, we will be discussing details of Field Day and Huntsville Hamfest. It will be very important that EVERYONE lend a listening ear. I admit that there has been times that I have missed something important that was said and was embarrassed because I was talking. It is very disturbing when you are trying to hear what the speaker is talking about and you can't hear because someone in the back is being rude to him or her and everyone else in the meeting. So, be considerate of others and keep your social times for BEFORE or AFTER the meeting. There is plenty of time to talk later. Come to think about it, most of us have radios or cell phones. Hmmmmmmmmm! Hope to see you at the meetings.

A Story or Two

SOME RAMBLINGS of a RETIRED MIND

I was thinking about how a status symbol of today is those cell phones that everyone has clipped on. I can't afford one so I'm wearing my garage door opener. You know, I spent a fortune on deodorant before I realized that people didn't like me anyway. I was thinking that women should put pictures of missing husbands on beer cans! I was thinking about old age and de-

cidated that it is when you still have something on the ball but you are just too tired to bounce it.

I thought about making a fitness movie for folks my age and call it "Pumping Rust."

I have gotten that dreaded furniture diseasethat's when your chest is falling into your drawers!

I know when people see a cat's litter box, they always say, "Oh, have you got a cat?" Just once I wanted to say, "No, it's for company!"

Employment application blanks always ask who is to be notified in case of an emergency. I think you should write, "A Good Doctor!"

Why do they put pictures of criminals up in the Post Office? What are we supposed to do . . . write to these men? Why don't they just put their pictures on the postage stamps so the mailmen could look for them while they delivered the mail?

I was thinking about how people seem to read the Bible a whole lot more as they get older then it dawned on me . . . they were cramming for their finals. As for me, I'm just hoping God grades on the curve.

Uncle Ted's Morals

Billy's homework assignment is to think of a true story with a moral so he goes home and thinks about it all night and finally has one.

The following day, Suzy raises her hand first and says, "My dad owns a farm and every Sunday we load the chicken eggs on the truck and drive into town to sell them at the market. Well, one Sunday we hit a big bump and all the eggs flew out of the basket and onto the road."

The teacher asks for the moral to the story. Suzy replies, "Don't put all your eggs in one basket."

Next is Lucy. "Well, my dad owns a farm, too, and every weekend we take the chicken eggs and put them in the incubator. Last weekend only 8 of the 12 eggs hatched. The moral is, don't count your chicks before they are hatched."

Billy is last to speak. He says, "My uncle Ted fought in the Vietnam War. His plane was shot down over enemy territory. He jumped out before it crashed, with only a parachute, a bottle of bourbon, a machine gun, and a machete. As

he floated down he drank the bottle of bourbon. Unfortunately, he landed right in the middle of 100 North Vietnamese soldiers. He shot 70 with his machine gun, but ran out of bullets so he pulled out his machete and killed 20 more. The blade broke on his machete, so he killed the last 10 with his bare hands."

The teacher looks in shock at Billy and asks if there is possibly any moral to his story.

Billy replies, "Don't mess with my Uncle Ted when he's been drinking."

Accountants and Engineers on a Train

Three engineers and three accountants are traveling by train to a conference. At the station, the three accountants each buy tickets and watch as the three engineers buy only a single ticket.

"How are three people going to travel on only one ticket?" asks an accountant. "Watch and you'll see," answers an engineer. They all board the train. The accountants take their respective seats but all three engineers cram into a restroom and close the door behind them.

Shortly after the train has departed, the conductor comes around collecting tickets. He knocks on the restroom door and says, "Ticket, please." The door opens just a crack and a single arm emerges with a ticket in hand. The conductor takes it and moves on.

The accountants saw this and agreed it was quite a clever idea. So after the conference, the accountants decide to copy the engineers on the return trip and save some money (being clever with money, and all). When they get to the station they buy a single ticket for the return trip.

To their astonishment, the engineers don't buy a ticket at all. "How are you going to travel without a ticket?" says one perplexed accountant. "Watch and you'll see," answers an engineer. When they board the train the three accountants cram into a restroom and the three engineers cram into another one nearby. The train departs.

Shortly afterward, one of the engineers leaves his restroom and walks over to the restroom where the accountants are hiding. He knocks on the door and says, "Ticket, please."

Why Did The Chicken Cross the Road?

BARACK OBAMA: The chicken crossed the road because it was time for a CHANGE! The chicken wanted CHANGE!

JOHN MC CAIN: My friends, that chicken crossed the road because he recognized the need to engage in cooperation and dialogue with all the chickens on the other side of the road.

HILLARY CLINTON: When I was First Lady, I personally helped that little chicken to cross the road. This experience makes me uniquely qualified to ensure — right from Day One! — that every chicken in this country gets the chance it deserves to cross the road. But then, this really isn't about me..

DR. PHIL: The problem we have here is that this chicken won't realize that he must first deal with the problem on 'THIS' side of the road before it goes after the problem on the 'OTHER SIDE' of the road. What we need to do is help him realize how stupid he's acting by not taking on his 'CURRENT' problems before adding 'NEW' problems.

OPRAH: Well, I understand that the chicken is having problems, which is why he wants to cross this road so bad. So instead of having the chicken learn from his mistakes and take falls, which is a part of life, I'm going to give this chicken a car so that he can just drive across the road and not live his life like the rest of the chickens.

GEORGE W. BUSH: We don't really care why the chicken crossed the road. We just want to know if the chicken is on our side of the road, or not. The chicken is either against us, or for us. There is no middle ground here.

COLIN POWELL: Now to the left of the screen, you can clearly see the satellite image of the chicken crossing the road...

ANDERSON COOPER - CNN: We have reason to believe there is a chicken, but we have not yet been allowed to have access to the other side of the road.

JOHN KERRY: Although I voted to let the chicken cross the road, I am now against it! It was the wrong road to cross, and I was misled about the chicken's intentions. I am not for it now, and will remain against it.

NANCY GRACE: That chicken crossed the road because he's GUILTY! You can see it in his eyes and the way he walks.

PAT BUCHANAN: To steal the job of a decent, hardworking American.

MARTHA STEWART: No one called me to warn me which way that chicken was going. I had a standing order at the Farmer's Market to sell my eggs when the price dropped to a certain level. No little bird gave me any insider information.

DR SEUSS: Did the chicken cross the road? Did he cross it with a toad? Yes, the chicken crossed the road, but why it crossed I've not been told.

ERNEST HEMINGWAY: To die in the rain. Alone.

GRANDPA: In my day we didn't ask why the chicken crossed the road. Somebody told us the chicken crossed the road, and that was good enough.

BARBARA WALTERS: Isn't that interesting? In a few moments, we will be listening to the chicken tell, for the first time, the heart warming story of how it experienced a serious case of molting, and went on to accomplish its life long dream of crossing the road.

ARISTOTLE: It is the nature of chickens to cross the road.

JOHN LENNON: Imagine all the chickens in the world crossing roads together, in peace.

BILL GATES: I have just released Chicken2008, which will not only cross roads, but will lay eggs, file your important documents, and balance your check book. Internet Explorer is an integral part of the Chicken. This new platform is much more stable and will never reboot.

ALBERT EINSTEIN: Did the chicken really cross the road, or did the road move beneath the chicken?

BILL CLINTON: I did not cross the road with THAT chicken. What is your definition of chicken?

AL GORE: I invented the chicken!

COLONEL SANDERS: Did I miss one?

DICK CHENEY: Where's my gun?

AL SHARPTON: Why are all the chickens white? We need some black chickens.

The Hint for the month of JUNE

Crayon on Walls If your artistic child has shown his talent on painted walls or wallpaper, here's how to get it off: Dry cleaning solvent, available at drug or shoe stores. Pour a bit on a terry cloth towel to safely remove crayon from almost any (except antique wallpaper) surface.

The Thought for the month of JUNE

People may fail many times, but they become failures only when they begin to blame someone else. Experience is determined by yourself — not the circumstances of your life.

Gita Bellin -

The Puzzle for the month of June

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73, Peggy "Giggles" Bell, K4EGB

From The Editor's Wastebasket

For starters this month, we need to acknowledge the passing of two hams:

Sam Davis, who was K4YUD when he lived in Huntsville back in the 60's and W0YU when he moved back to Minnesota passed away several weeks ago. I don't know if any of you will remember Sam, but he was a very active ham when he lived here in Huntsville.

Clarence Miner, N4KLS, who lived on Monte Sano, passed away last month.

Be prepared to elect a slate of officers for the HARC 2008/2009 year come the first meeting in June. A slate of nominees will be announced the last meeting in May (which, being a fifth Friday will also be an auction night.)

Preparations for the 2008 Huntsville Hamfest, which will also host the Southeastern Division Convention, are being cranked up. Be ready to support and participate in this activity when it comes around August 16th and 17th.

A lot of activities are coming up in the next month or so which will involve members of HARC. The Tour de Cure Bike Ride, the footrace coming up on Memorial Day, Field Day later on in June and who knows what else. Plenty of things to keep you busy.

Enough for now.

73, Frank Emens, W4HFU