YAESU ANNOUNCES NEW RADIO

VX-5R Tri-band Hand Held

Yaesu announces the latest in handheld technology with the release of the new VX-5R Triple band Heavy Duty FM Transceiver. This engineering achievement offers features never before found in this small palm sized radio.

Exclusive INDUSTRY-FIRST found only in the VX-5R Triple-band transceiver will enhance your operating pleasure. Beside 50, 144, 430 Mhz transceiver operation, the VX-5R provides receive coverage of the AM(MF) and FM broadcast bands, HF shortwave Bands up to 16 Mhz, VHF and UHF TV bands, the VHF AM Air band, and wide range of commercial and public safety frequencies.

Transmitter section provides 5 watts on the 50 and 144 Mhz with the supplied FNB-58LI Lithium Ion Battery pack, and 4.5 Watts output on 430 Mhz. The optional Barometer pressure sensor unit provides readout of barometric pressure and altitude while mountain climbing or hiking. Also, the VX-5R features Spectrum Analyser, Rugged MIL-STD 810 Rated, ARTS, CTCSS and DCS, distinguish Yaesu as the leader in amateur radio products.

Main Features
* Wide Multi-band Receive (0.5 ~ 16 Mhz, 48 ~ 999 Mhz AM/Nfm/Wfm)

*5W (50/144 Mhz) and 4.5W (430 Mhz) Output Power(with FNB-58LI)

*7.2V / 1100 mAh FNB-58LI Lithium Battery supplied as Standard Rugged MIL-STD 810 Rated 250 Memory Channels

*Dot Matris Alpha-Numeric Display

*Display Customization by Pictorial Icons

*Antenna Extender for 50Mhz or lower frequencies

*Auto Range Transpond System (ARTS)

*CTCSS/DCS Encode and Decode

*CTCSS/DCS Tone search (ATS)

*Enhanced Smart Search

*Dual Watch

*Battery Voltage Display

*Receive and Transmit Battery Savers

*Adjustable TX Deviation Level (+/- 5khz ~ +/-2.5 khz)

*Optional Barometric Pressure Sensor Unit
<Sorry no $$ or picture available>

MONITORING NASA
By Rick Baker

I get so many e-mails about shuttle launches, I made up a space shuttle FAQ to help folks out. The file will be on the WUN site and posted a few days before a launch as it is revised.

Monitoring the launch of the Space Shuttle on HF

Can I Hear the Space Shuttle on Hf?
The answer is no, not directly. However, what we can hear are some of the interesting behind the scenes traffic working Cape Radio in support of these launches.

Who is Cape Radio?
Cape Radio is at Cape Canaveral Air Force Station. The facility is run by a private contractor who operates and maintains all the HF radio's for the Eastern Test Range (ETR), which is the official designation for the facility at Cape Canaveral AFS. The facility is actually located across the Banana River from the Kennedy Space Center (KSC) and is not affiliated with NASA in any way. However ETR, better known as Cape Radio, does support all shuttle launches and unmanned launch vehicles.

What can be heard?
There are two nets on HF for every shuttle launch. The first is Safety of Range. This net is usually

controlled by "DoD Cape" on a circuit set up by Cape Radio. There is usually a U.S. Navy ship tasked to "launch danger area support" on this net. Sometimes a U.S. Coast Guard cutter is also deployed to assist. The job of these ship's is to ensure that no planes or ship's are in the area where if a rocket would have to be destroyed, debris may fall. They generally ID by the ships name, such as "USS Moosbruger" (DD-980).

Also on this net are KING 1, 2 and 3, the U.S. Air Force Air Rescue HC-130's, as well as some other assets. The second net which is active every launch is controlled by "BRD" or the Booster Recovery Director. The two Solid Rocket Boosters (SRB's) carried aloft by the shuttle are jettisoned at two minutes, seven seconds into the flight. They are retrieved from the Atlantic Ocean by special recovery vessels and returned for refurbishment and eventual reuse on future Shuttle flights. The BRD net coordinates the two SRB recovery ships; M/V Liberty Star (callsign WRPH) and M/V Freedom Star (callsign KRFB).

What Frequencies Are Used?
These two nets can make use of any of the hundred or so HF frequencies available to the Eastern Test Range. However, early listening to ETR primary frequency 10780.0 kHz. as early as 16 to 24 hours before scheduled launch time, will reward the listener with Cape Radio giving the working frequencies for both nets as the assets check in. If you miss this, then it's a hit and miss affair.

Other Shortwave Listening
One last way to catch shuttle action is to monitor comms via the Goddard Amateur Radio Club in

Greenbelt, Maryland. "WA3NAN" retransmits the air-to-ground Space Shuttle communications for all non-classified shuttle missions on: 3860 kHz. (LSB); 7185 kHz. (LSB);14295 kHz. (USB); 21395 kHz. (USB); and 28650 kHz. (USB) plus or minus 5 kHz. for interference.

Internet
Also, check this url for scheduled missions:
http://www.ksc.nasa.gov/shuttle/countdown/countdown.html

HF Frequencies
Frequencies used for past Shuttle launches

Freq	Mission	Use	UTC	Remarks
2622.0	STS-63	Booster Recovery	0521	
2622.0	STS-76	Booster Recovery	0523	
2764.0	STS-63	Range Safety	0401	
2764.0	STS-67	Range Safety	0225	
2764.0	STS-68	Booster Recovery	0755	
2836.0	STS-68	Range Safety	0653	
3041.0	STS-76	Range Safety	0739	
3120.0	STS-56	Range Safety	0426	
3120.0	STS-68	Range Safety	0508	
3187.0	STS-55	Booster Recovery	0440	
3187.0	STS-56	Booster Recovery	0325	
3187.0	STS-64	Range Safety	1108	
3187.0	STS-68	Booster Recovery	0746	
3187.0	STS-69	Range Safety	1108	
3365.0	STS-59	Range Safety	0734	
3859.0	STS-54	WA3NAN	1329	
3859.2	STS-69	WA3NAN	1346	
3860.0	STS-78	WA3NAN	1449	
3860.2	STS-51	WA3NAN	1142	
3860.2	STS-57	WA3NAN	1245	
3860.3	STS-56	WA3NAN	0509	
3860.3	STS-63	WA3NAN	0522	
3860.5	STS-68	WA3NAN	1054	
3860.5	STS-70	WA3NAN	1342	
3860.5	STS-76	WA3NAN	0813	
3861.4	STS-74	WA3NAN	1256	
4520.0	STS-68	Range Safety	0653	
4704.0	STS-68	Range Safety	0949	
4992.0	STS-76	Range Safety	0705	
5011.0	STS-67	Range Safety	0006	
5180.0	STS-56	Range Safety	0310	
5180.0	STS-56	Booster Recovery	2339	Attempt #2
5180.0	STS-59	Range Safety	0731	
5180.0	STS-61	Range Safety	0459	
5180.0	STS-87	Range Safety	1814	
5180.0	STS-95	Range Safety	1900	
5190.0	STS-68	Booster Recovery	1037	
5190.0	STS-69	Booster Recovery	2310	
5246.0	STS-86	Range Safety	1951	
5246.0	STS-95	Booster Recovery	1926	
5711.0	STS-69	Range Safety	1516	Attempt 2

5711.0	STS-70	Range Safety	1323
5711.0	STS-71	Range Safety	2003
5711.0	STS-76	Booster Recovery	2335
5711.0	STS-77	Launch Failure Exercise	1159
5810.0	STS-51	Range Safety	2034
6897.0	STS-54	Range Safety	1338
6937.0	STS-75	Range Safety	1818
6937.0	STS-82	Range Safety	0730
6937.0	STS-84	Range Safety	1543
7184.2	STS-54	WA3NAN	1329
7184.8	STS-55	WA3NAN	1450
7185.0	STS-58	WA3NAN	1439
7185.7	STS-85	WA3NAN	1441
7765.0	STS-77	Range Safety	1038
7765.0	STS-78	Range Safety	1436
7765.0	STS-80	Range Safety	1956
9023.0	STS-74	Range Safety	1303
9043.0	STS-54	Range Safety	1335
9043.0	Delta II Launch 11/98		2200
10780.0	STS-51	Coordination	1953
10780.0	STS-58	Coordination	1443 Cape ID'ed as FISHER
10780.0	STS-59	Coordination	1831
10780.0	STS-61	Coordination	1913
10780.0	STS-69	Coordination	1845
10780.0	STS-75	Coordination	1815
10780.0	STS-76	Coordination	2122
10780.0	STS-77	Coordination	1637
10780.0	STS-80	Coordination	1735 Cape ID'ed as FISHER
10780.0	STS-81	Coordination	0123
10780.0	STS-83	Coordination	0248
10780.0	STS-84	Coordination	1435
10780.0	STS-85	Coordination	0119
10780.0	STS-86	Coordination	1948
10780.0	STS-95	Coordination	1800
11217.0	STS-72	Range Safety	0930
14295.0	STS-79	WA3NAN	1615
20185.7	STS-61	WA3NAN	1610

Additional mission logs or other information always appreciated.

Please forward to Rick Baker at
CommConf@concentric.net

NYPD UPDATES
Agent "R" from Bridgeport reports that NYPD is now using these frequencies as "tactical channels" (usually simplex)

Channel "F"   485.4375
Channel "G"   473.6875
Channel "H"   473.7125
Channel "I"   485.4125

LONG ISLAND FD UPDATES / CORRECTIONS
In the October issue we listed frequencies for several Long Island Fire Departments. Morris, KB2PGE passes along this information.

Elmont FD: Main Operating Freq. & Dispatch is 484.9625 PL 156.7, F2 is 453.1875 D466; F-3 is 453.5375 D466; & Fire Police Ops on 465.600 PL 156.7

Massapequa has switched from pl to the following DPL D072

Bethpage is using 453.6375 DPL411 for operations (Non-repeated) on the NYC DIITS System; The NYC Sheriff has installed radios with talk group 8912 as their main operations group for towing & warrants & arrests, very active.

The FDNY is still using their groups but has switched to Nextel for "private conversations" after a few of the command staff was embarrassed by messages overheard, same with Jerry Hauer head of OEM.

Morris J. Torf, KB2PGE
<mjtpi@worldnet.att.net>

PALMTOP PLUNDER
Duncan Graham-Rowe
Three million cars on Britain's roads can be unlocked easily by hackers using a handheld computer. And if they steal the valuables from inside your car, the stealth with which they break in means you may never know that they have been there.

Using the right software, it only takes about 10 seconds to copy the codes from the remote controls used to operate a modern car's central-locking system. A thief using this technique would be almost undetectable. And your insurance company may refuse to pay up for theft which occurs in this way.

The technique was recently discovered by Lars Sørensen, a computer journalist on PC World, when he was trying out a new software package on

his Palm Pilot, a "palmtop" computer. The computer hasa built-in infrared port, with software designed to record the infrared signals from TV and video remote controls, enabling owners to use the Palm Pilot to control all their gadgets.

However, Sørensen also tried to record the signal from a friend's infrared control for locking a car. To his surprise, he was able to use the code to unlock the car and disable the alarm. "This is definitely a threat to car owners, because someone could take belongings from their car without leaving any sign of a break-in," he says.

The Motor Insurance Repair Research Center in Thatcham, Berkshire, which approves locking systems for cars, believes that as many as three million out of the 22 million cars on the road have infrared remote controls that are vulnerable to palmtop-wielding hackers.

Tim Shallcross, a security expert with Britain's Automobile Association says "there have been code grabbers available for a few years", but these were specialist devices. However, he adds that modern systems should not be vulnerable to this sort of attack since they use sophisticated rolling codes, which change each time the key is used, making it virtually impossible to predict the next one. Some systems have as many as 1064 different code sequences, which would take even a powerful computer months to break.

Nevertheless, one of the cars Sørensen hacked into, in Denmark, was a 1998 model. This alarmed Mark Inman, a security researcher at Thatcham. "The problem is, there are different specifications for different countries," he says.

And if phantom thieves do steal valuables from your car, your insurance company may not believe you. "If there's no obvious sign of forced entry then the first thing insurance companies will be concerned with is whether the claim is genuine," says Malcolm Tarling
of the Association of British Insurers.

"Grabbing a code is like lock-picking," says Inman, "though it isn't as easy as it sounds." Capturing a signal as it bounces off a car would make it difficult to get a complete code, he says.

However, a new infrared amplifier for the Palm Pilot

is due to go on sale soon, making it easier for thieves to grab the signal from a distance. 3Com, the company that makes Palm Pilots, says it is taking this problem "very seriously" and is investigating.

From New Scientist, 5 December 1998

N.J. State Police FAQ
Q. I am currently listening to 5-COMM in the Central part of NJ. I was wondering when a specific unit calls in a stop such as "5-COMM 595 stop ZONE 6 or some other zone. I was wondering if you have the zones so I can figure out where they are making the stop. If you can help, It is greatly appreciated. 73, Mike KC2CYE

A. Zones are dependent on the station that 595 is assigned to and not the dispatch postion (5-comm). So zone 6 for a car assigned to one station is a different location that another station. Allenwood, Hightstown, and Wilburtha station are all assigned to 5-Comm. Zones can be either sections of roads that the NJSP patrol (like I-295) or a municipality that is patrolled by the NJSP either full or part time. The cars always give their location in addition to the zone so the zone is really additional information that is needed for the dispatcher to key in to the CAD computer dispatch system. Same goes for the disposition codes. They are needed for the CAD.

MIR CREW ACTIVE ON SSTV
This newsletter does not normally cover amateur radio related issues, but we're going to make an exception. Recent announcements indicate that the Russian crew on board the Mir space station have a new toy - a Kenwood APRS handy-talkie with SSTV. This news comes to us via multiple postings and several URL's you can check out.

Over on the APRSSIG, the discussion has been ongoing for a few days. Seems Kenwood has marketed a new HT that will transmit SSTV, and one is aboard MIR. Early plans were to transmit on UHF, but problems made it necessary to put it on 2 meters.
7 3, Earl Needham, KD5XB

Date: Sun, 13 Dec 1998 11:58:54 -0700
From: "Walter Ridgewell"
<wridgew1@opus.mhc.ab.ca>
Heard SSTV signals on the 19:28 UTC pass over my location here in Medicine Hat. Also heard a

cosmonauts voice saying in English "this is where I work", before the start of the slow-scan image. They are currently using 145.985 for the SSTV tests. I also thought I heard a packet burst in between the SSTV images. From what I read on the SAREX list, the system is on automatic, sending out a picture every two minutes. Signal strength was good here on my handheld with a rubber duck. I'm going to try and decode an image on the next pass at 20:50 UTC, using my laptop's sound card and decoding software.

For those interested software for decoding can be downloaded from :
http://www.siliconpixels.com/W95SSTV/w95dload.htm

Note: "W95SSTV" Must be in CAPS as seen above.

The software is easy to use, just plug an audio cable from your receiver into the aux in (or microphone in) on your sound card, pick robot36 for the format (where it currently says Scottie 1) and press the Auto-RX button. When the SSTV signal starts, the software should auto sync and you should see a picture start forming in the window. I've gotten good images using this software on HF SSTV just using a microphone in front of the speaker.
Walter

Al Emer, N2YAC reports receiving slow-scan television (SSTV) video from the amateur radio station on-board the Mir space station on 1998-Dec-12 at 16:01 UTC from New Jersey on a frequency of 145.820 MHz. Al reported receiving an image with good quality and very little noise. The image received was in Robot 36 second mode.

Further information on slow-scan television, including the various methods that can be used to receive SSTV images using a personal computer, is available at the following URL:
http://www.ultranet.com/~sstv

Sun, 13 Dec 1998 17:51:05 -0800
From: "Dale Ireland" <direland@drdale.com>
Subject: Re: [HearSat-L] SSTV on MIR active!

Thanks, I just downloaded the software and got 2 images from MIR on two passes, both low elevation. Looks like some sort of calibration image, red and green stripe, did you catch that? What reception mode is best FM? any ideal IF bandwidth? I used FM

50khz bandwidth.
Dale

Date: Sun, 13 Dec 1998 21:18:06 -0700
From: "Walter Ridgewell"
<wridgew1@opus.mhc.ab.ca>
Subject: Re: [HearSat-L] SSTV on MIR active!

The Images I got for the passes two passes over my area were out the window shots. The strela crane is visible on the left, in a vertical position, with the earth in the background. The last image was a little over exposed due to the sun angle, but it had less noise.

I had the software jump to robot 72 once or twice on some of the passes, which did cause a mis-alignment of the red and green colors. I got a few images with a green 'swipe' going from bottom left to top right. On those passes the signal was noisy and I wasn't getting a good sync pulse. I'll email you an image so you can compare yours to see if it is the same image, but the colors don't overlap well.

As for receiver IF and such, this is all running on standard amatuer radio equipment, so the transmitted signal is standard narrow band FM (5 Khz). I've had success so far just using the earphone out of my Yeasu FT-51 handheld, to the mic in on my laptop. The only special thing I've done so far is hooked it to an external antenna for better reception.
Walter

Date: Mon, 14 Dec 1998 17:40:23 -0500
From: John David Corby <jcorby@hurontario.net>
Subject: [HearSat-L] Mir/SSTV

After messing with the setup of the W95SSTV software for a couple of passes, I finally decoded my first SSTV image from Mir. The image shows the Earth with one of Mir's solar panel arrays in the foreground. The quality is not spectacular, but its not bad considering the simple rig that I used to get it. The receiver was a standard Radio Shack scanner with a rooftop quarter wave ground plane antenna. I used the speaker output from the scanner connected to the line input of my sound card. I'm impressed!

Mir switched back to PMS on a late afternoon pass as dusk was approaching. I'm guessing that the

light level must have been a factor in that decision.

John David Corby
HearSat List Owner
Toronto, Canada

Check out images at
http://web.usna.navy.mil/~bruninga/aprn.html

NY TRANSIT - TYPE II or IIi?
KC2AYC forwarded this thread to me regarding recent publications and references to NY Transit being a Type Iii system. Any input on this would be appreciated and should be directed to KC2AYC@AOL.COM

"Actually I found Warren Whitbys web site and it lists the NYC Transit system as a type IIi with a fleet map. I also just picked up the new Police Call and that lists it the same way. Thanks!
Bob w2rfa >>

Bob.... I have been monitoring the NYC Transit system for almost 2 years as a type II system. I have done this because I was forwarded this info from other well respected hobbyists in the area. Not once did I find my trunk tracker stop on an odd Fleet Code.

I don't know where Warren Whitby got his info, he is also a well respected member of the scanning community and a colleague at Scanning USA, maybe he can clarify this for us, maybe he knows something that I am not aware of.

I also see on page 277 of the 1999 Police Call that they do list a fleet map for the NYC System but if you look at the over 100 talk group ID's listed, you will note that every one of them are Type II ID's....I have sent a copy of this to other well respected members of the scanning community....I hope they will take a moment to comment.

Editors Note: After adding this item to the newsletter, Charlie, N2NOV sent along this additional info that may offer some additional information in solving this issue.

As an experiment, I recently set up my NYCTA bank as a Type I with each block as a size of S-1. I did this to match the range of ID numbers 1-16 for each S-1 subfleet in case there were flags flipped for emergency calls and such. I have so far noticed that bus to console transmissions don't come through as

possibly they are considered "private" calls. More experimentation is needed. I just hope that someone within the NYCTA comms groups (or the associated Motorola tech) come through and explain the layout to us as far as type of system, fleet mapping and which ID's belong to who.

DATES TO REMEMBER
Tuesday Jan 5th - General Meeting of the Mid-Island Amateur Radio Club. Guest Speaker: Gordon West.
http://www.qsl.net/mid-islandarc/index.html

Thursday Jan 21st - Long Island Monitoring Association (LIMA) monthly meeting at Nathan's on Long Beach Road in Oceanside, 7:30PM.

March 11th-14th ; 12th Annual Winter SWL Festival in Kulpsville, PA....for more info write to: Winter SWL Fest, PO Box 591, Colmar, PA 18915

Registration- Full $40 includes forums, hospitality rooms, lunch Sat, and the banquet dinner. Partial registration which does not include meals is $17.

The special rate at the Holiday Inn is $69. For room registration only call the Holiday Inn at (215) 368-3800.

You may also find info on Tom Sundstrom's web page at
http://www.trsc.com

May 15th & 16th : Dayton Hamvention, Dayton Ohio

MILITARY HF COMMUNICATIONS
http://www.capitol01.demon.nl/hf.htm
Almost every Air Force throughout the world is using HF communications for tactical or operational purposes. Most communications are done by the different transport aircraft. Although some fighters have HF capabilities, they rarely use it. United States Armed Forces are still a great consumer of the HF radio spectrum. Most known is the Global HF System (GHFS). It's a worldwide network of high-power stations which provide Air/Ground HF command and control radio communications between ground agencies and U.S military aircraft and ships. Also allied military forces can call upon this network if needed. This site offers sound fragments to give you an idea of how these agencies sound. Be advised that several countries'

operational communications and thus sound clips are not in English! A list of frequencies and operating stations are listed after the explanation.

For those readers without web access, check out these frequencies for live military communications! All frequencies in USB.

Andersen	4.724
Andrews	6.712
Ascension	6.739
Croughton	8.992
Elmendorf	11.175
Hickam	11.244
Incirlik	13.200
Lajes	15.016
McClellan	17.976

USAF HF TANKER (REFUELING) FREQUENCIES
All frequencies AM / Mhz.
236.75, 254.6, 293.0, 396.2, 391.0, 372.3, 394.6

PERSIAN GULF ACTIVITY
At this time it appears that most of the military activity is over, though Sadam's history certainly suggests he not about to stop walking the line. Agent "R" sends these frequencies along for RAF (British Air Force). Keep these on file for "next time!"

All frequencies are in USB and designated as "RAF Discrete Channels"

3916.0, 4464.0, 4540.0, 4707.0, 4710.0, 4717.0, 4719.0, 4739.0, 5095.0, 5420.0, 5436.0, 5462.0, 5470.0

In addition to these primary assignments, RAF has been heard on these frequencies...
5713.0, 5717.0, 5720.0, 5721.0, 5729.0, 6690.0, 6697.0, 6715.0, 6730.0, 6734.0, 6740.0, 6742.0, 6748.0, 6757.0, 6760.0, 6765.0, 8190.0, 8790.0, 8965.0, 8980.0, 8996.0, 9011.0, 11204.0, 11220.0, 11234.0, 11247.0, 13257.0, 23220.0

WHEN RADIO WAS!.....
http://208.227.75.2/On_The_Air/on_the_air_1.htm
Check this site out where you can listen to several old time radio shows (using Real Audio Player.) The programs even include all the original commercials. It's a great site you can visit and have it run in the background while you are doing some work on the "puter". Many of these are taken from "When Radio was" which airs Saturday and Sunday evenings from

10 PM until Midnight Station WMAQ (Chicago) AM 670 khz.

PIRATE ACTIVITY
Historically, pirate radio activity increases on holidays. Christmas and New Years are only second to Halloween so it would be worth while keeping an ear on those frequencies that pirates are known to use. These include 6.955, 7.415 for most US pirate stations. Euro pirates have been heard from 3.900 - 4.000 and 6.200 - 6.300, 11.470. Transmissions can be in either AM or SSB. Check out http://www.lls.se/~jal/news.html and http://www.qsl.net/yb0rmi/cland.html

WHAT'S NUDE WITH NICOLE?
Eric Ford, a well known free lance paparazzo who chases celebrities to get exclusive photos was arrested by FBI agents at his home in Studio City, CA. Ford is being indicted by a federal grand jury on charges of illegally intercepting a cellular call between Nicole Kidman and her husband Tom Cruise in which they were engaged in a bitter marital spat. Ford later divulged the contents of the call for financial gain to The Globe, a Florida based tabloid.

Ford was said to have done the deed on Feb5 using a "modified scanner." On March 16 he allegedly disclosed the calls contents to a representative of News of the World.

If convicted, Ford would face up to 15 years in federal prison.

Nicole Kidman has also been receiving her share of notoriety in recent days as she is staring in an off Broadway play called "Blue Room" where she prances on stage naked for 14 seconds. Advance sales thus far have exceeded 4 million dollars!

BC245XLT
From page 10 of the latest issue of National Communications, the publication of The Bearcat Radio Club comes the article and information on the BC245XLT. It is one of several models coming out next year to be shown at the Consumer Electronics Show in Las Vegas. With a scheduled production date of May 1999, this would coincide exactly the way the BC235 was shown at Dayton Hamvention and then available soon after.

BC245XLT Initial Specifications

*300 Channels, 12 bands
*Full Frequency LCD Display
*Supposedly will follow 400, 800, and 900 Mhz trunked systems
*Follows Motorola and EDACS systems
*Uses the same decimal talk group designation used in the BC235 and BC895
*Incorporates SMARTSCANNER - ability to download frequencies from Uniden into scanner using a modem

BC245XLT Will Trunk/Scan
*Conventional, non-trunked frequencies
*1 Motorola trunked system
*1 EDACS trunked system
*2 Motorola trunked systems simultaneously
*2 EDACS trunked systems simultaneously
*1 Motorola trunked system AND 1 EDACS trunked system simultaneously
*1 Motorola trunked system AND conventional frequencies
*1 EDACS trunked system AND conventional frequencies

Scheduled production to begin sometime in 2nd Quarter of 1999. Other scanners include SMART SCANNER upgrades of 100 and 200 channel handheld scanners. Also are upgrades of some of the various table-top scanners to include weather alert, AM/FM radio, and alarm clock features.

IT'S HAPPENING AGAIN!
On 823.375 I'm hearing a TAXI from the Patchouge Rt112 area...This is only occurring on my Base TT, the Bc-895 Xlt.. So it must be an Image. The Question is.... What is the REAL Freq the Taxi Service is on ?
The IF's for the BC-895 are:
254.400 mhz or280.800 Mhz, 10.85 Mhz, 45 mhz
HELP.......Thanks, Keith
If anyone can unravel this mystery please e mail Keith at keith@knip.com

AN INTERESTING ANTENNA
http://ftp.amsat.org/amsat/articles/w6shp/lindy.html
A good friend of mine told me of an interesting antenna called a Lindenblad. I can see several applications for this that would include weather sats and aero monitoring.

The Lindenblad antenna consists of four half wave folded dipoles slanted 30 degrees to the horizon, oriented 90 degrees to each other in azimuth,

spaced 0.3 wavelength apart. They are tied together by four half wave 300 ohm twinlead lines that divide the folded dipole's impedance by four where they connect to the coax feedline A remote coax relay switch selects either the RHCP (Right Hand Circular Polarized) or LHCP (Left Hand Circular Polarized) antenna which then goes to a GaAs FET preamp.

Check out the URL mentioned at the beginning of this article - it contains lots more information and several high quality color pictures!

BALLOON FLIGHT STATUS
http://www.ico.com
Several people e mailed me asking if we knew the frequencies used by the recent attempt to go around the world in a hot air balloon. The official site is listed above and I actually found a link that addressed the communications they used. From that link, here's the official response...

"We've had many e-mails from amateur radio enthusiasts requesting details of the frequencies used by the control room team to communicate with the balloon. The team communicates with the crew using an e-mail-like text messaging system, so there is no voice radio traffic to listen in on, and no way to communicate directly with the balloon pilots. We hope that this will not diminish your enthusiasm for following this great adventure around the world."

UPCOMING DX TESTS
KQTY - 1490, Borger, Texas will test on for the month of December 1998 Code IDs will accompany their normal top-of-the-hour station ID at their allocated network ID breaks at 59:46 past the hour from 0159:46 to 0559:46 Eastern Time on both dates. KQTY is an SMN/Real Country affiliate. They will be using their normal 1000 watt non-directional signal.

Reception reports should be sent to:
KQTY DX Reception
Mr. George Grover, Station Manager
PO Box 165
Borger, TX   79008-0165
(Arranged by Bill Hale for the NRC CPC.)

KNDK-1080, Langdon, ND will test Monday, December 28, 1998. with continuous Morse code IDs during their normal "silent period" from

1:00-6:00 am ET. KNDK will test using 1000 watts, non-directional.

Reception reports may be sent to:
DX Test
KNDK Radio
Route 5, Box 9
Langdon, ND 58249
Attn: Ms. Jen Taylor
(Arranged by Bill Hale for the NRC CPC.)

KHMO-1070, Hannibal, MO will conduct a DX test using Morse code IDs during intervals from 1:00-3:00 am ET on Monday, December 28, 1998. KHMO will run the test using 5000 watts and utilizing their daytime pattern.

Reception reports may be sent to:
Mr. Tom Holmes
Chief Engineer
KHMO Radio
P.O. Box 711
Hannibal, MO 63401-0711
(Arranged by Bill Hale for the NRC CPC.)

KSTN-1420, Stockton, CA will conduct a DX test on Friday, January 1, 1999 from 12:00-5:00am PST or (3:00-8:00 am ELT).

E-mail:KSTN@broadcast.net
WWW:http://members.spree.com/paulshinn/

WGAI-560 Elizabeth City, NC will broadcast Morse Code IDs, various station jingles and "test" announcements from midnight to 0030 hours Eastern Time on Monday, January 4, 1999. WGAI will be utilizing their regular nighttime power of 500 watts and normal directional pattern (they are U3).

Reports may be sent to:
Mr. Bob Carter, PD/OM/Engineer
WGAI-AM
Box 179 Lovers Lane
Elizabeth City, NC   27909
(Arranged by Bill Hale for the NRC CPC.)

WJVA-1620 South Bend, Indiana will broadcast Morse Code IDs during their regularly scheduled programming from 0600 to 0700 (correct) Eastern Time on Monday, Jamuary 4, 1999. At this time, they will be broadcasting on ?experimental' power of 10 kw non-directional. They have requested the new calls WHLY, and may be using them by then. They

plan to switch calls with their 1580 facility.

Reports may be sent to:
Mr. Larry Humphrey, CE
WJVA-AM (or WHLY, as the case may be)
2010 South Michigan
South Bend, IN   46613
(Arranged by Bill Hale for the NRC CPC.)
E-mail:WHLY@aol.com

KXTA-1150 Los Angeles, California will broadcast Morse Code IDs at 13 wpm at the top of each hour from 0400 to 0800 hours Eastern Time on Monday, January 4, 1999. Because the KXTA studio feeds multiple transmitters, the code will also be heard on KAVL-610 Lancaster, KLYF-850 Thousand Oaks and KCKC-1350 San Bernardino, all California. They have an automation system that triggers their IDs on command from Los Angeles. All stations will air their separate, individual IDs at approximately :55 past the hour. KXTA has a Web Site that shows some photos of the construction of their new 50 kW plant. Check it out at   http://www.hottips.com

Reports may be sent to:
Mr. Mike Callaghan
KIIS Radio
3400 Riverside Dr., # 800
Burbank, CA   91505
WWW:http://www.hottips.com
(Arranged by Bill Hale for the NRC CPC.)

KICY-850, Nome, AK will test using Morse code IDs and voice announcements from 12:00-12:15 am Alaska Time (4:00-4:15 am ET). Saturday, January 23, 1999. KICY will test using 10000 watts, non-directional.

Reception reports may be sent to:
Mr. Dave Oseland
General Manager
KICY-AM
P.O. Box 820
Nome, AK 99762
E-mail: kicy@nome.net
(Arranged by Ragnar Danneskjold for the IRCA CPC.)

WFIW-1390 Fairfield, Ilinois will broadcast a Morse Code ID, along with their regular on-the-hour ID at 0200, 0300, 0400, 0500 and 0600 Eastern Time on January 25, 1999. WFIW will be utilizing their daytime authorization of 710 watts

non-directional. Fairfield is about 20 miles east of Mount Vernon, IL.

Reports may be sent to:
Mr. Kirk Wallace
WFIW-AM
Box 310
Fairfield, IL   62837-0310
(Arranged by Bill Hale for the NRC CPC.)

WJAS-1320 Pittsburgh, Pennsylvania will broadcast 15-second long 1 kHz tones, march music, Morse code IDs, and a little history of the station from 0105-0115 Eastern Time on Monday, January 24 1999. WJAS will be utilizing their daytime facilities of 5000 watts non-directional.

Reports may be sent to:
Mr. Phil Lenz, Chief Engineer
WJAS-WPTT Radio
900 Parish Street
Pittsburgh, PA 15220
(Arranged by John Malicky for the NRC CPC.)

WPTT-1360 McKeesport, Pennsylvania will broadcast 15-secong long 1 kHz tones, march music, Morse code IDs, and station history from 0115-0125 on Monday January 24 1999. They will be on their nighttime facilities of 1000 watts, directed due north. But possibly for the test will be on 5000 watts, non-directional for a short time.

Reports may be sent to:
Mr. Phil Lenz, Chief Engineer
WJAS-WPTT Radio
900 Parish Street
Pittsburgh, PA 15220
(Arranged by John Malicky for the NRC CPC.)

KEYZ-660 Williston, North Dakota will test with Morse code IDs and 1000 Hz tones at various intervals from 0105 to 0130 ELT and prior to the news at :00 from 0200 to 0600 on Monday morning, February 15, 1999. Both daytime and nighttime patterns will be used during the period from 0105 to 0130. Nighttime pattern only will be utilized the remainder of the period.

Reception reports may be sent to:
Mr. Earl R. Gross
KEYZ Radio
PO Box 2048
Williston, ND   58801-2048

WWW: http://www.keyzcountry.com/
(Arranged by Bill Hale for the NRC CPC.)

KSL-1160, Salt Lake City, UT will conduct a DX test from 12:00-2:00am MST(2:00-4:00am EST) on Saturday, January 30, 1999. The test will consist of Morse Code IDs on the hour and half-hour inserted into regular. Their format will be "The Road Gang Show", basically C&W music for truckers.

http://www.ksl.com/
E-mail: QSL@KSL.com

Reception reports may be sent to:
John Dehnel
Chief Engineer
KSL-AM
55 N. 300 W.
Salt Lake City, UT 84180

HAPPY HOLIDAYS!
Be it the Festival of Lights, The Birth of Christ, Kwanza or Ramadan here's to a happy, safe, and healthy holiday season!
Bob, WA2SQQ
Charlie, N2NOV

The Urban DX′er would like to thank all those who contributed to this months issue!
Charlie - N2NOV, "R", Morris Torf, KB2PGE, Eddie Muro, KC2AYC, Ryan Holly, Bill. KE4IDU,