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MAPLE GROVE WHITE NOISE NEWSLETTER



Maple Grove Radio Club meets on the first Tuesday of each month at Fire Station #2 in Maple Grove, Minnesota. Meeting time is 7 - 9 pm. Fire Station #2 is located at 13450 Maple Knoll Way. This is at the Northeast corner of Elm Creek Blvd and Maple Knoll Way. Enter at the upper door on the East side of the building.

Calendar of Events

Apr 3th Club Meeting 7:00pm presentation
ARRL with Skip Jackson

Apr 5th Skywarn Training 6pm more info:
<https://www.weather.gov/mpx/skywarnsch edule>

Apr 7th Storm Conference @ St. Thomas

Apr 14th VE session 06:45pm-09:45pm

Apr 19th AERO 100 06:45pm-09:46pm

Apr 23th Board Meeting 6:30pm

Apr 28th TCFM Swap Meet Starts 7am(sell)

May 1st Club Meeting 7:00pm Presentation
Antennas with Gordy and Roy

May 28th Board Meeting 6:30pm

June 8th-10th MS 150 Bike Tour

June 23-24th Field Day

KØLTC.ORG, Inc.

PO Box 22613
Minneapolis, MN 55422

Email address:
newsletter@kØltc.org

Editor: Carolyn Maristany KEØIFR

CALL	LOCATION	OUTPUT	OFFSET	ACCESS	MODE
KØLTC	Maple Plain	147.000	Plus	none	WFM
KØLTC	Maple Grove	443.550	Plus	114.8	WFM
AFFILIATED REPEATERS:					
NØFWG	Maple Plain	444.375	Plus	114.8	WFM
KØYTH	Robbinsdale	444.775	Plus	114.8	WFM
KAØKMJ	Dayton	442.850	Plus	CC1	DMR

MEMBER NEWS:

Logo Apparel

The Board suggests all members wear apparel marked with the club's logo when volunteering, at the listed events. Here is the information for Andrea Blosberg, who is our seamstress for logo wear. Order online at: www.ffembroidery.com

We also have patches. There are 3 versions (sew on, Velcro backing or iron on). Price per patch is \$5.00.

New Members

Please welcome to the club our two new members.

Chuck Stroud (KA8HDE)

Elijah Erickson (KEØNJW)

Elmers Needed For AERO 100

AERO 100 is a get to know your radio class for new HAMS. This is a great opportunity for you to share your knowledge and connect with the next generation of HAMS. We all want the hobby to grow overtime and the only way to do that is not have new people have to reinvent the wheel of knowledge experienced HAMS have already created.

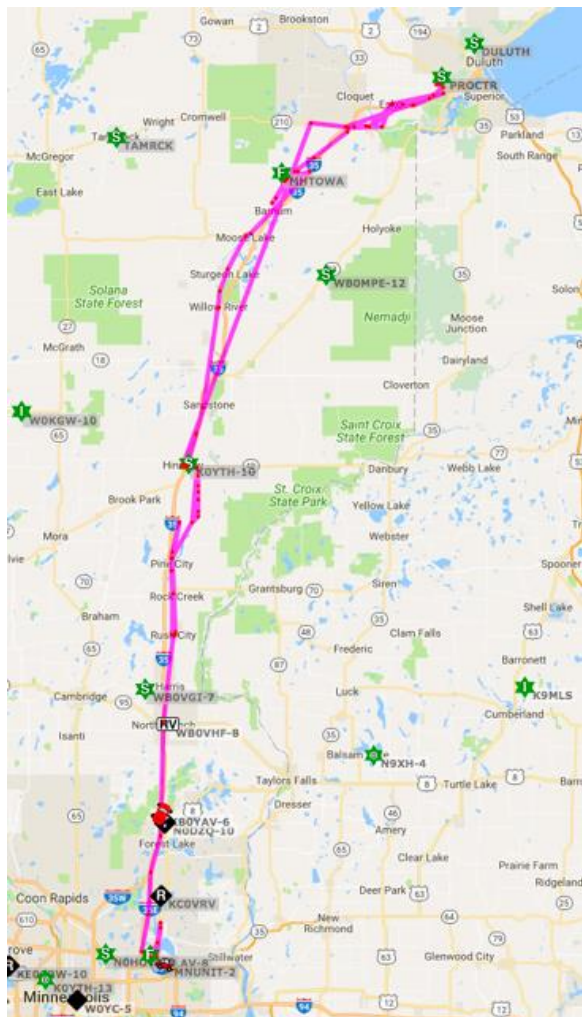
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MS 150 (2017) Report

By Benton Jackson (KØBHJ)

My first experience volunteering as an Amateur Radio operator was in the MS-150 last year. Gordy assigned me the job of “SAG assistant”, which entails communicating on the radio, loading and unloading bikes, logging the bib numbers of the riders we pick up, and pretty much anything else the driver needs me to do.

Maple Grove Radio Club has a big part in Route Safety for this event. I don't remember everybody, but Gordy was Communications Supervisor (com super), Roy and Ralph and a couple others were in Net Control. Tim Arimond helped us set up our radios in the SAGs, and also set up and ran a special event station. I saw many club members along the way, as SAG assistants, net control at rest stops, and as crossing guards.



Our actual route, as reported by our APRS tracker.

Friday June 9th

Friday was set-up day. My driver, Cindy, picked me up, we drove to South St Paul to pick up the van, then to Hiawatha Reddy Rents to pick up the trailer, and then up to Hinckley High School to install my radio and an APRS transmitter in the van and all the other equipment and supplies. Then we went up to Big Lake to camp at Gordy and Barb's cabin with a bunch of other route safety team members. On the way I found out that my 4-inch mag-mount was not big enough for my 48-inch antenna at 75 MPH! So, a bigger mag mount is next on my shopping list.



Safety meeting after the first day. I was too overloaded to think of taking pictures before this.

Saturday June 10th

4 am Saturday morning a small storm came through, but it was over by the time I had to get up and pack up and grab some of the breakfast and coffee Barb and Gordy provided. We were on the road at 5:45, with some bike riders that are called “route marshals”, that ride with the bikers. We dropped them off at the starting line in Proctor, went to gas up and put ice in the cooler, and followed the route. We went back and forth from Carlton and Proctor a couple times until all the riders had passed Carlton. We picked up 4 riders on the way to Mahtowa that were nearing heat exhaustion. 2 riders got off there, but we filled up the van with riders that just wanted to get to the lunch stop in Willow River. We headed south, but there was a parade in Barnum that crossed the route and we had to turn around and get on 35 to bypass. Got back off the highway so we could pass by the Moose Lake rest stop, but since we were full we just checked in and continued on.

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At the Willow River lunch stop, 7 of our 9 riders wanted to stop and have lunch but continue on to Hinckley, the day's end. We needed lunch too, so that's what we did. And then I realized we hadn't made a good marshaling plan. Fortunately, they all showed up at the van right when we wanted to leave, and we picked up 2 more riders that wanted to call it a day. Gordy told us to pick up a bunch of pizzas and sandwiches to deliver to the next 2 rest stops and to net control in Hinckley, so that's what we did. I think the high temperature along the route was 93, with a headwind gusting over 30mph, which was too much for a lot of riders.

After dropping all the riders off at Hinckley, we were sent back up to the Finlayson rest stop. We picked up 8 riders there and were told to hold a spot for 1 rider who needed pickup about 4 miles down. However, we had already started loading a 9th rider, and she was quite upset when I took her bike back off the trailer. I really felt bad about that, but I knew there were 2 SAG's right behind us.

The rider 4 miles south was on a part of the Munger trail that wasn't very close to the road, and we stopped at the next intersection. A ride marshal was there, and the intersection safety guy, and they said the person needed to be picked up by the incident response team, which has a 4-wheeler that can go on the trail. So we continued on to Hinckley, using I-35 since we were almost full there was no point in patrolling the route. When we got to Hinckley, my driver was really tired so they let us quit for the day.

The power was out at the Holiday station in Hinckley where the MS Society has a contract for fuel, but right after we arrived they announced on the radio that they were opening just for MS society vehicles to refuel before they opened to the public. It was quite interesting to see a lot of big vans with trailers maneuvering around getting fuel, with one side still blocked by the power company repair vehicles. But we managed it.

We stayed at the Hinckley High School that night. Quite a few bikers and a lot of the safety team were in the gym. A few of the safety team were in the choir room, which was also the designated CPAP room since there were a lot of outlets there, so that's where I stayed. My driver uses a CPAP so that's where she was too. Fortunately, I brought ear plugs.

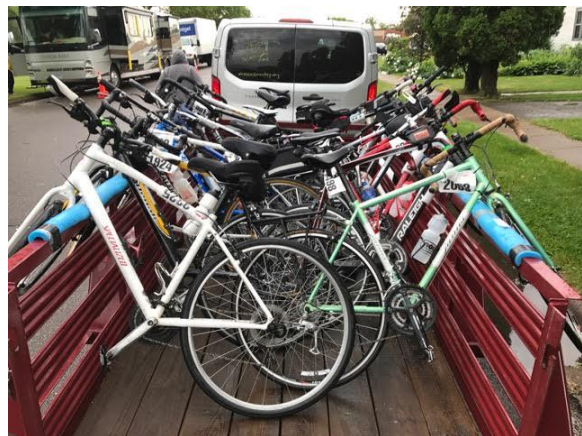


Riders heading east out of Grand Casino early Sunday morning.

Sunday June 11th

Sunday started out uneventful, but we knew there was a huge storm bearing down on us. We again had the northernmost section so got started early. We picked up a full load along the way to Pine City, all with mechanical issues, that presumably got fixed before they continued on.

We picked up one more rider on our sweep north of Pine City, but then the storm hit. We stopped at Pine City and filled up completely. Since it was chaotic, rather than call in the numbers I just tore off my log page and handed it to the supervisor there and headed to Rush City. We dropped them off at the Catholic church which had opened for riders to be sheltered. We went back to Pine City, picked up a few along the way that had sheltered in place, when we got to Pine City we pretty much had a full load. We did see some bikes in front of a diner, they had apparently sheltered there by having breakfast.



A full load of bikes in Rush City needing to be transported to the finish.

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We dropped that group back at Rush City and were given a special assignment by Net Control. At that point we started using the ARMER radio, which is the MN emergency responder radio network. Every safety team had one of those, but the ones with Ham's weren't supposed to use it except as backup, but since we were talking directly to Roy at that point that's what he had us do. Our assignment was to patrol between Rush City and Pine City to make sure we didn't miss any bikers who had sheltered in place. We did that twice before Roy said it was enough. Meanwhile, big coach buses had been sent to the next two rest stops to bring riders who wanted to call it a day to the finish line. That was actually quite a few of them, and there weren't room on the buses for all their bikes, so when we were done with our patrol at Rush City they had us load our trailer and head all the way to the finish at Century College.



Waiting at the Hugo Rest stop for the sweep rider so we could join the parade to the finish.

We ate lunch supplied to the riders and volunteers at Century College, just a crappy hamburger but it was food. They sent us north, we followed the route through White Bear Lake up to the Hugo rest stop, where we waited around with a bunch of other support vehicles for a while for the sweep rider to get there, which indicates the end of the ride. All the support vehicles followed the sweep rider for a parade into the finish, it was a fun ceremony. A bunch of the century college volunteers and few bikers had hung back to line the streets at the finish and cheer us on.

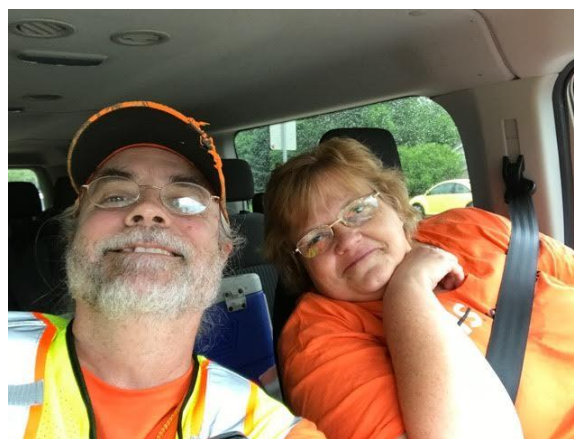


Route Safety team parade going into Century College.

Wrap-up

The thing I was most impressed about was how well the safety team handled the chaos of the storm. As part of my amateur radio studies I've been taking the Incident Command System online courses from FEMA, and it was quite impressive seeing it in action. I feel honored to have been a part of it. I learned a ton and was quite a bit more comfortable talking on the radio at the end.

It was also a real pleasure working with Cindy. This was her 6th time doing it, and we worked well together. It was quite an adventure, and I plan to do it again this year.



SAG team 2, Cindy and me. (unknown to editor if picture at start or end of race)