# Military Ship Callsigns

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# VHF-UHF Yagi Antenna Build by AD6AE

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# Jim Muiter N6TP SK

**To members of the Calaveras Amateur Radio Society,**

I was just contacted by one of our club members, Pamela Muiter W6KXG, informing me that her husband, Jim N6TP,  passed on late this March after a brief hospitalization.

Jim had been ill for some time and was bedridden the last time I visited him.

Pam said no services were planned and his body was donated to science at the  School of Medicine at UC Davis.

Jim had been a club member for many years and would faithfully check into the Monday Night net when he was at his Murphys residence.

When our repeater antenna was functioning well you would occasionally hear Jim on the repeater from his San Mateo qth.

After lightning took out his antenna in Murphys he could not check in anymore but was content to listen as we checked into

our net.  As his sight and hearing deteriorated even monitoring the radio became a challenge.

Time is not on our side; another member becomes a Silent Key. All the more reason to cherish one another while we are still here and able to enjoy each other’s company.

Wishing Pam and her family comfort in this time of loss.

Sincerely,

Mark Godbout,  N6IV

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# Equipment for Sale

Drake Morehouse 209-743-5345

Has the following equipment for sale; Please contact him for more information
Vintage speed X key – $40
Kenwood TM-D700 – $300
Icom IC-7300 – $650
Yaesu FTM-400 DXR – $650
Yaesu FT857D – $600
Yaesu SCU-20 – $30
Yaesu SSM-63 Headset – $50
Icom SP-23 speaker – $50
Diamond Antenna SX-100 – $50
RigExpert 200M – $200
Astron RS-35A Power Supply – $350
Buddipole Antenna – $500

# June 2026 Special Events

# LCTOTA 2026 Club Checklist

# Calaveras ARES Quarterly Meeting

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# Northern Calaveras Emergency Radio Operators Meeting

Timber Trail Mercantile, 291 Main St West Point May 23, 2026 10:00 AM- 12:00 PM

# CARS 40 Meter Procedure Suggestion

Hello All

Due to difficult short and long range propagation issues on 40 meters over the last few months and the need to keep the NET active for CARS I have investigated and tested a suggested method to help remedy the issue.

Mike Kb6USJ, Mark N6IV and I have tested communication using the Northern WEB SDR receiver as a secondary receiver in our operating positions. This morning I could not hear Mike or Mark in Pittsburg but both were very readable of 5×7 into Northern Utah. Further, I have meet a small groupd every morning on 7.198 and they are form Idaho, Aurora Co., Chino Valley Arizona. The station in AZ comes in at a usual 5×8 plus but CO and Idaho are Zero here in Pittsburg. However all can be heard at the Northern Utah SDR.

For next Monday and as long as necessary, I will monitor the SDR as well as direct checkins. I strongly suggest that others do the same so that we can keep the 40 meter net going,

The URL for the Northern Utah SDR is :http://websdr1.sdrutah.org/

# Howard Hughes And The “Spruce Goose”

At the Evergreen Aviation @ Space Museum Mc Minnville, Oregon

Howard Hughes at the controls of the Spruce Goose

To close out our trip to Oregon we included a stop in Minnville, Oregon, and visited the Evergreen Aviation air museum. The museum now houses the “Spruce Goose”, you may recall this iconic aircraft was once put on display adjacent to the Queen Mary under the white dome at Long Beach harbor.

The white dome now has been repurposed as a departure point for luxury cruise lines. Lin and I have not seen the “Spruce Goose” for several decades now but we have to say it is in remarkable condition.

Howard Hughes was given a military contract during WWII to design and construct a transport plane for troops and equipment. Because of the ongoing, war resources needed to construct this huge plane would put a strain on other areas of war production. A stipulation was put into the contract that

the plane would have to be made out of wood which was plentiful. Howard Hughes was a experienced engineer and was the head of his aviation company. Hughes and his company took on the challenge of building the largest aircraft ever built.

Some years had passed before the plane was completed and ready for its first test flight, the flight was short but the aircraft which was flying boat design rose briefly out of the waters and was under controlled flight. The war ended the military turned its attention to development of jet aircraft. Howard Hughes put the “Spruce Goose” in storage having satisfied the stipulations of the contract.

The Evergreen Aviation museum does have other aircraft on display and also another building you can explore that houses the Space museum. I highly recomend a visit if your traveling through the area.

The “Spruce Goose” was not made out of Spruce but Birch trees.

Thanks for leting us share out travels

Mike-KB6USJ

Lin-GMRS

More Information about the museum can be found by clicking on the Link http://www.evergreenmuseum.org

Radio Operator position, the radio is off but the oscillator of the key on right is on. I tapped out a few words

Howard Hughes sat here in the pilots chair

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WORLD
WAR II
S AIR FORCE

# A Visit To The B -17 Alliance Foundation, Salem Oregon

On a recent visit to Portland I took advantage of an invitation to make a visit to a restoration project that is ongoing in Salem Oregon. This project involves a complete restoration of a B-17G Aircraft the plane is affectionately called the “The Lacy Lady”. The Lady was bought from a surplus air strip at the end of World War 2, by a entrepreneur who wanted the aircraft for his fledging service station business in Milwaukie, Oregon. His marketing idea was very successful, he mounted the aircraft above his service station on a pedestal for those traveling down the road could see in plain site. It came to be known as “The Gas Station Bomber” and became an attraction in Milwaukie, Oregon. It remained on the pedestal from 1947 until 2014 before it was moved to McNary Field. The B-17 Foundation seeks to honor WWII veterans by returning this specific aircraft to a flyable condition for future generations to learn about history, and the sacrifice

that countless air crews made during WWII.

An artist who recreated the nose art on the aircraft needed a model and yes the Lacy Lady does exist and I met her during my visit she will be the sweetheart of the air on this B-17

Best of Luck to all the volunteers in this endeavor, and also Thank You Burt for a great tour!

More information can be obtained by going to the B-17 Alliance Foundation at http://b17alliance.com

Original Radio Gear

FCC Regulations reguire updated Radios

New Radios and Avionics will be installed

A wooden mold set for metal fabrication on the wing

Nose sections

Nose sections

Tail section ready for restoration process

I think I know this craftsman

Gun Turrets

Volunteers at Work