Calaveras ARES Monthly Meeting

Mt Ranch Community Hall 8049 Washington St Mt Ranch 9:30 AM

Field Day, Special Event Station, Winlink Demo

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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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

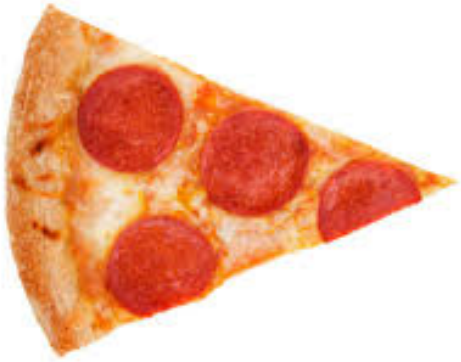
I think I know this craftsman

Gun Turrets

Volunteers at Work

May 2026 Special Events

Club Business Meeting 5/14/2026



Meeting starts at 6:30 pm (local) Roundtable Pizza 27 N. Main St Angels Camp Ca.

CARS 4-4 Breakfast

Cars March Meeting

slay
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hunger
TABLE

Military Ship Callsigns