

# Fannin County Amateur Radio Club



President- Keith Mumaw KI5VNL Vice-President- Sharon McEachern- KK5SM Secretary-Sarah Richardson- KI5PZF

Treasurer- James Hunt- KI5DQ Trustee- Dr.Mike Durbin - K5MJJ

## September 2024 K5FRC TREASURER'S

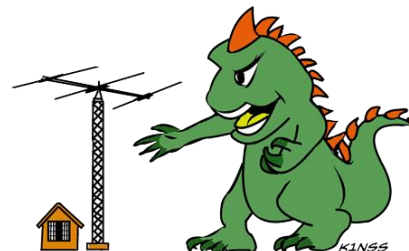
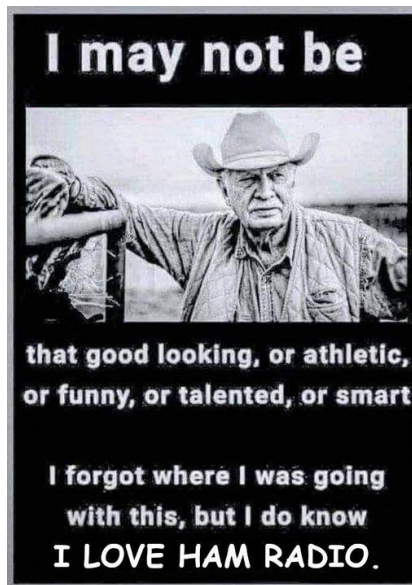


## October "2024 K5FRC TREASURER'S

An early morning reminder of upcoming elections and the Saturday 19October - Go-Box / JOTA @ Bois D'Arc Lake 897 Boat Ramp.

Currently, the club has a balance of \$2589.74 in its checking account and a balance of \$225.31 in its savings account. Since our last club meeting, the club has had the following deposits and expenditures:  
No deposits.  
The club has had 1 expenditure since last month's meeting, \$700 for Yaesu repeater controller expense.

73's,  
James  
KI5DQ



## K5FRC REPEATERS

145.470 (100Hz tone; -600Khz offset)  
C4FM or Analog; IRLP 3602;  
ECHOLINK 143903

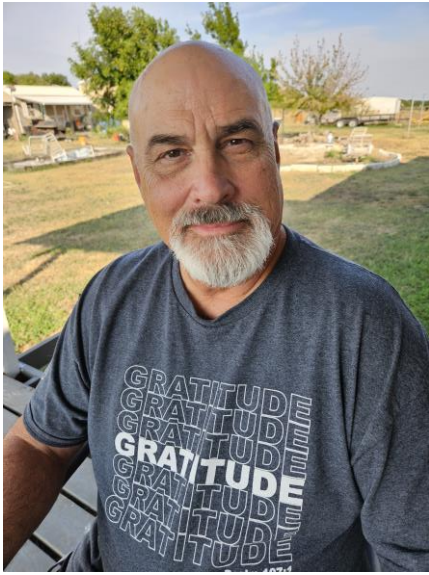
Tuesday Night Net 8:00 PM  
442.525 (100HZ TONE; +5.0 Mhz offset)  
C4FM or Analog;  
443.750 (100Hz tone; +5.0Mhz offset)  
C4FM or Analog;

CROSS BAND IN BONHAM IS ON  
445.200 SIMPLEX WITH 100Hz.TONE

FCARC meets every third Saturday at  
9:00 AM at the Bois D'Arc Creek  
Cowboy Church

ZOOM sessions are held every Tuesday  
at 7:00 PM CST before the net on the  
145.470 Mhz repeater. Website:  
[www.k5frc.org](http://www.k5frc.org)

Facebook: [www.facebook.com/K5FRC/](https://www.facebook.com/K5FRC/)  
Mark, KF5KUW is the administrator.  
Website: [www.k5frc.org](http://www.k5frc.org)



2024 FCARC President

# PRESIDENTS REPORT

## *“Are You An Ambassador for Ham Radio?”*

The term am·bas·sa·dor /am'basədər/ - is defined as: (a *noun*)

an accredited diplomat sent by a country as its official representative to a foreign country.

"the French **ambassador** to Portugal"

**Similar:**

- o a person who acts as a representative or promoter of a specified activity.

Every individual who has earned their “Call Sign” becomes an “Ambassador for Ham Radio,” whether they realize it or not. This title is not given but is earned through your studies of the elements for “Technician,” “General” and “Extra” licenses and grants to you the right and privilege to let others know about the wonders of “Ham Radio.”

You might be asking *“what does it mean to be an Ambassador for Ham Radio?”* Simply put, it is how you speak to others when describing what Ham Radio is when asked and how you promote the ham radio club you are affiliated with.

The most recent events, Heritage Day at the Sam Rayburn homestead and the Autumn in Bonham Bike ride, which our club, *“Fannin County Amateur Radio Club, K5FRC”* are excellent examples. The club members who participated in these events chose to be tasked with the responsibility of accurately letting potential newcomers the ins and outs associated with being an *“Elmer.”*

At the Heritage Day event, there was great conversation and exchange of idea’s as to how we can become better *“Ambassadors”* of our hobby and promote the joy, the fun, and the role that a licensed radio operator can have within their community.

Fannin County is home to numerous events and festivals that create a prime opportunity for our members to be *“Ambassadors of the Air Waves”*, and to promote **K5FRC** to the public. One way of doing this is to have *“Ambassador Teams”* that attend these events displaying promotional literature showing the club working *“Emergency Events, Storm Watches, Field Days and numerous other events where ham radio has a presence.”*

- As members we have a responsibility to promote and grow our club along with ham radio in general.
- As members we have ownership in how our club grows and the activities we chose to pursue.

- As members we have we have a responsibility to give the best we can our club and a duty to represent FCARC in a good light.

I know for me, my first experience with FCARC was one of enlightenment and trepidation because I didn't know anything about ham, but I was eager to learn. I wonder how many other people out there feel the same way I felt, but thanks to people like Mike and Brenda Jeter, Bob and DeDe Yakel and Duncan Berry I would have felt out of place. Through their encouragement and how they represented the world of "Ham Radio and our club", I knew I had found something unique and challenging. So, I ask you again, "**Are You A Ambassador For Ham Radio?**", give it some thought because at our next meeting, there will be a group of youngsters from Boy Scouts of America, that may hinge on your words about the world of Ham Radio.

Thanks for now,  
Keith Mumaw Jr, President  
KI5VNL  
73

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**VICE PRESIDENT'S REPORT**  
OCTOBER 2024  
SHARON MCEACHERN-KK5SM  
**PART 3 OF 3**

## HISTORY OF HAM RADIO

**1965**-The FCC comes out with it's own incentive licensing proposal. General/Conditional Class operators would lose 50% of the 75-15 meter phone bands. A new "Amateur First Class License", with a 16 wpm code speed, would be the stepping stone between the General and the Extra. Advanced Class amateurs would not be "Grandfathered" into the "First Class", rather, they would be bumped down to General upon renewal. OSCAR III & OSCAR IV allow 2 way QSO's via satellite.

**1967**-The FCC announced the new Incentive Licensing rules: over the next 2 years, General & Conditional operators would lose 50% of the 75-15 meter phone bands, the "First Class" idea was dropped, the Advanced Class was reopened to new applicants, Extra & Advanced Class operators get exclusive subbands on 80-15 and 6 meters, the Novice license term is doubled to two years, but Novices lose their 2 meter phone privileges, the FCC restates the "Technicians are experimenters, not communicators" policy, and states that the next license step for Novices is the General, not Technician, class.

**1968**-The FCC authorizes SSTV in the Advanced/Extra Class subbands. Generals & Conditionals get SSTV later.



**1969**-The FCC removes the ability for a Technician to hold a Novice license at the same time. The ARRL announces a new policy, they now consider Technicians to be communicators and petition the FCC to give them full VHF privileges, a 10 meter segment from 29.5-29.7 Mc, and Novice CW subbands. "Long Delayed Echoes" appear. Were they real, or a hoax?

**1970**-The amateur population is 250,000 but stagnant. The license fees & Incentive Licensing are blamed. Meanwhile, 2 meter FM is starting to boom. New equipment designed for the amateur market joins the surplus wide band commercial radios which were converted for use on 146.94. "Mhz" & "khz" replace "Mc" & "kc". Amateur Radio is dragged into the Vietnam War protest movement with the "Student Information Net" in operation on College Campuses nationwide. **1971**-The Japanese are starting to dominate the amateur markets. National, Hammarlund, Hallicrafters and Gonset were beginning to fade away, but Drake, Ten-Tec, Heathkit and Collins were still going strong.

**1972**-A national 2 meter FM band plan was announced, 146.52 was chosen as the national simplex frequency. The FCC released the first repeater rules, expanded the Technician 2 meter allocation to 145-148 Mhz, and relaxed mobile logging requirements.

**1974**-The Electronics Industry Association proposed a new "Class E CB" using 2 Mhz of our 220 band. The FCC proposed a "Dual Ladder" license structure which would take privileges away from Generals and Technicians (again) and would create a new code free "Communicator" license. Both proposals eventually were scrapped. "WR" prefixes began to appear on repeater callsigns.

**1975-1976**--A new repeater subband is established at 144.5-145.5 Mhz. Technicians now have 144.5-148 Mhz on 2 meters, and finally have Novice privileges. Novices are given a power increase to 250 watts. The "mail order" Technician license is eliminated--applicants must appear at a FCC examination site. The Conditional class is abolished.

**1977**-The FCC expands CB radio from 23 to 40 channels. Hundreds of hams purchase "obsolete" 23 channel CB sets at fire sale prices and convert them to 10 meters.

**1978**-Technicians finally get all privileges above 50 Mhz, and can obtain a RACES Station authorization. The Novice license is made renewable. The FCC relaxed some of it's regulations, and instituted a new callsign system using 4 "groups", corresponding to the class of license held. "WR" repeater callsigns are phased out. The amateur population stands at 350,000--33% more than in the early 70's. "Packet" radio first appears on the ham bands, on an experimental basis. **1979**-The World Administrative Radio Conference, or WARC-79, takes place in Geneva. The ARRL, IARU & other groups have been preparing for years. We lose nothing & gain 3 new bands at 10, 18, & 24 Mhz, which are phased in over the next 10 years.

**1980**-Spread Spectrum appears on an experimental basis, and the FCC authorizes ASCII on the ham bands. Packet is starting to grow.

**1982**-The "Goldwater" Bill is passed. It allows the FCC to set industry standards regarding RFI. **1983**-A ham in space!! Owen Garriott, W5LFL, becomes the first amateur to operate on board a Space Shuttle. He makes hundreds of QSO's on 2 meters. Another "Code Free" license idea pops up. Amateurs are overwhelmingly opposed, & the proposal is dropped.

**1984**-The 10 year license replaces the 5 year one. The FCC stopped giving examinations, turning the duty over to the new Volunteer Examiner Program. The HF phone bands are expanded. The amateur population is up to 410,000.

**1985**-State and local rules which restrict amateur antennas must now comply with the FCC's new policy, expressed in PRB-1. The FCC gives itself preeminence in antenna regulations, and states that local ordinances must provide for "reasonable accommodations" regarding amateur antennas.

**1987**-Novices & Technicians get 10 meter SSB privileges from 28.3-28.5 Mhz. Novices also get phone operation on portions of 220 & 1296 Mhz. The Element 3 written exam is broken into 2 segments--3A (Technician) and 3B (General). Technicians who passed their exam prior to March **1987** get permanent credit towards the General written exam.

**1989**-Amid growing calls for a code free license, the ARRL comes out in favor of one. (The ARRL's version does not include voice privileges on 2 meters).



1990-1991--MARS operations increased as amateurs became involved in Operation Desert Shield/Storm. As the war in Kuwait increases, tens of thousands of Americans discover Shortwave Radio, to get the latest news.

1991-Amateur Radio gets it's first code free license--the "No Code Technician". "Regular" Technicians are renamed "Technician Plus". The first all amateur Shuttle, the "Atlantis", goes into space.

1991-1998--Amateur Radio grows from 500,000 to over 710,000 hams. The ARRL is at its highest membership ever. Despite the "Doomsday" crowd, amateur radio is healthier than ever. The Internet hasn't killed us. Schoolchildren talk with hams in space. Our Public Service activities are wanted & appreciated. And Amateur Radio looks forward to the next Millennium, confident that it will evolve and grow.

Compiled from the following sources: "Empire of the Air", by Professor Tom Lewis of Skidmore College, HarperCollins, 1991. "200 Meters & Down, the Story of Amateur Radio", by Clinton DeSoto, The American Radio Relay League, 1936. "QST", 1920--- "CQ", 1945--- "73", 1960--- Various issues of "Popular Electronics", "Electronix Illustrated", and "VHF Horizons", , old ARRL Handbooks, and, for events in 1967 & later.

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**SARAH RICHARDSON**  
**KI5PZF**  
**SECRETARY**



The Regular Meeting was to be held before activating for Parks On The Air (POTA) at the Sam Rayburn House for Farm Heritage Day. Several members were there, though the number fell short for a quorum:

Mike Lindsey, KD5UNY

Jody Lindsey, KE5GIB

Duncan Berry, KG5NDO

Keith Mumaw, KI5VNL

Ralf Borgardt, KI5LVS

James Hunt, KI5DQ

Sarah Richardson, KI5PZF

Guests Bill and Chantal Carey

Radios and alternative power supply operations were displayed to those who stopped by for the warm day out.

In the rag-chewing that happened as we interacted, up-coming events and ways to be more visible to the community were discussed. Some things upcoming were:

Smokey Bear's Birthday, September 28

Autumn In Bonham Bike Rally, October 5,

Go-Box Meeting at Bois d'Arc Lake 897 Boat Ramp (coincides with the Boy Scouts Jamboree On The Air (JOTA)) October 19

Club Meeting, November 16

Spirit of Giving Hot Dog – November 23 (normally same day as meeting)

Officer Elections at the Christmas Party, December, scheduled to be at the Feed Sack in Windom. If location changes due to the sale of the restaurant, we will notify through the Fanninhams.io email.

Now, since that time, Mike Lindsey KD5UNY, Jody Lindsey KE5GIB, David Bruner KI5ION, Rebecca Bruner KI5IOO, Sarah Richardson KI5PZF, have done Smokey Bear Birthday at Bonham State Park, celebrating our own David Bruner, along with Smokey's birthday. The Autumn In Bonham Bike Rally was supported by members from Red River Valley ARC Mark Johnson W5PTX and Clive Leath KI5OPP, Jim Thomas N5OMD, Sharon McEachern KK5SM, Fuzzy Vaughan W5FZY (thanks for pointing out a tag error), Sarah Richardson KI5PZF, Duncan Berry KG5NDO, Mike Lindsey KD5UNY, Jody Lindsey KE5GIB, Keith Mumaw KI5VNL, James Hunt KI5DQ and Mark Hetherington KF5KUW, with Jennifer Peaco KE5OPS and Scott Peaco KF5GJR manning Net Control at the Bonham Chamber of Commerce.

So, ya'll don't forget to gather at the Bois d'Arc Lake 897 Boat Ramp on October 19. Come ready to help Scouts all over earn their merit badge. Come on over and let's be RADIO ACTIVE!





**NOW MY USUAL FUN/INFO STUFF**  
**"I AM COMPLETELY OPERATIONAL AND ALL MY CIRCUITS ARE OPERATING NORMALLY"**

### **Marine Mobile Antennas**

So what is advantage of operating a marine mobile station on large bodies of water. One would think it is a great ground plane. Well Yes and No. First of all did you know that pure water has a very high resistance and is actually a good insulator? So basically if your in a pool of pure water you are insulated from ground and electricution cant happen. HOWEVER I have never had a boat in PURE water.

Here is a chart of different water conductivities.

Type of water	Resistivity	Conductivity
	[ $\Omega \cdot \text{cm}$ ]	[ $\mu\text{S/cm}$ ]
Pure water	20000000	0,05
Distilled water	500000	2
Rain water	20000	50
Tap water	1000-5000	200-1000
River water (typical)	2500	400
River water (brackish)	200	5000
Sea-water (coastal)	30	33000
Sea-water (open sea)	20-25	40000-50000

So as you can see water in most cases is a great ground for vertical counterpoise operation. Now which do you think would be best lake around here since salt water is a bit far away for a quick day of Marine mobile operations.

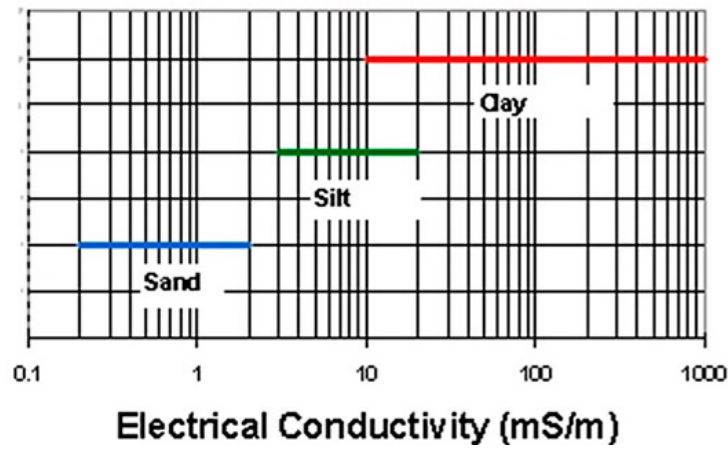
Water conductivity of lake Texoma *Conductivity*. 1,000-2,000  $\mu\text{S/cm}$ . Has a bit of salt approaching brackish.. So Texoma is a fair place to operate a vertical antenna system. Lake Bois D Arc S pec . Conductivity Micro mho/em<sup>2</sup> (21 25° C >3000 not as good as Texoma for a ground plane but should work.





Testing should be fun in October when the club does a “TO GO KIT” day. Also JOTA for the scouts.

For comparison the average soil conductivity varies greatly with soil moisture but the average for Fannin county can be estimated from the following chart.



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ARTICLES FROM THE MEMBERS

SARAH RICHARDSON KI5PZF

Fannin County Amateur Radio Club at Farm Heritage Day

The Fannin County Amateur Radio Club is “*Radio Active*” and on the move. Our September meeting was held September 21, 2024 before the Farm Heritage Day hosted by the Sam Rayburn House Museum. Then radios, antennas and shade were set up. We were on the air to demonstrate making contacts “out in the wild” operating off battery and solar power for remote operations. That is the way we operate under emergency situations whenever regular communications are not working for whatever reason.



Left to Right: Duncan Berry, guests Bill and Chantal Carey, Jodi and Mike (standing) Lindsey, Keith Mumaw, James Hunt, Sarah Richardson, Ralf Borgart beside the K5FRC Antenna trailer.

We will be out again in October providing communications support for the annual Autumn in Bonham Bike Rally rest stops and Support and Gear (SAG) wagons out on the routes. The club will meet out at the Bois D’Arc Lake 897 Boat Ramp for a “Go Box” demonstration. That meeting falls in the middle of the annual Boy Scouts “Jamboree On The Air (JOTA)” and we will be trying to help the scouts trying to earn merit badges in radio communications. There will also be radio operations as Marine Mobile from Dr. Mike Durbin’s boat on the lake. Follow us on Facebook or at our website [www.k5frc.org](http://www.k5frc.org).

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## **NOW A RIDE WITH MARK!!**



### **My camping trip**

After almost a year of planning and preparation, my son Nicholas (KF5QMZ) and I (KF5KUW) left early Thursday morning, September 12<sup>th</sup>, heading westward towards our planned camping location in Central Nevada. Our plans were to visit a number of state and national parks along our route, eventually ending up in Las Vegas in time to pick up Nicholas' girlfriend, who will be joining us for the camping.

I spent weeks getting all of my amateur radio gear assembled, tested, and ready to go. Last year, I could not get my portable rotatable dipole to properly tune, so I spent many evenings trying to tune this for use on 75M/80M. I learned after trial and error that the whip lengths that the manufacturer recommended were meant for a single whip using a triple magnet mount. After experimenting with multiple lengths, including adding a spring for some additional length, I discovered that the original whip, as it is inserted into the fiberglass shaft, the metal interacted with the wire wrapping the fiberglass. What I learned was that the whip length needed to be 16" shorter than what the original metal whip could provide. So, I solved this by salvaging the metal whips from my 40M antennas, which were actually 15" shorter than the 75M antenna. I also tested my Alpha Antenna 10M - 40M portable

vertical antenna. It was working great, like it has for many years. Lastly, I packed up all the radio antennas and coax, ready to go camping.

Nicholas and I spent a few days loading, and reloading, my truck with all our camping gear, radio equipment, clothing, and other goodies we felt we needed to have along. Come Thursday morning, as we are loading our last items, we realized that we were out of room, and we still needed to have space for a girlfriend and her luggage. My wife comes to the rescue... she packs all my clothing into smaller trash bags, placing each day into a separate bag. When she finished bagging my clothes, we found that these bags easily fit into all the nooks and crannies we had throughout the bed of the truck. And now we are ready to go...

We planned to have Thursday be our longest day driving, as there was little of what we planned to visit nearby Texas. As we started heading west, we started getting notices to re-route, as there were several construction sites along the route, which I learned had traffic down to one lane, and was showing delays currently over an hour. With this information, Nicholas and I decided that we would take a slightly more southern route, rather than going through Amarillo.

Our driving took us through Clovis NM, and back up to Santa Rosa and I-40, where we resumed our original route. I was able to check in on the 7290 Traffic Net, as we were still in Texas when the net was operating. My APRS was working properly, so folks back in Fannin County could see where we were as we traveled. So far, the radios were working, and it gave me a positive feeling for the rest of our trip. Until we drove under a covering that knocked my magnet mounted antenna off the top of the truck, and then the magnet hit the ground and shattered into pieces. The antenna was now useless, so I turned off the APRS radio... We ended the day in Gallup NM, where we ate a late dinner and gathered some water bottles that we placed in the room's refrigerator, to get cold for tomorrow's drive.

Friday morning was crisp, bright and sunny. After we tried to eat the breakfast offered at the hotel, we opted to get started and find something as we were driving. Luckily (for me), there was a Starbuck's coffee shop along our route, which helped me in my waking up routine. A little while later, we realized that we had left our water bottles in the fridge in our room back in Gallup...

Today we travelled to 4 corners, Mesa Verde NP, and to Moab for the night. Having never been to 4 Corners, it was neat to be able to stand in one spot and actually be standing in 4 separate states at the same time. On the drive up to 4 Corners, we got to see Shiprock and several other rock formations sticking up from the flat desert floor – so spectacular! After leaving 4 Corners, we drove into Colorado to Mesa Verde National Park. Here we got to see and take pictures of the Puebloan cliff dwellings, which the NP pamphlet says there are over 600 of these and similar structures all throughout the canyons of the park. Wow just doesn't describe the sites to be seen here.

We left Mesa Verde NP and drove into Utah, heading for Moab. After a couple hour drive, we arrived in Moab, and found ourselves a room for the night. I made us a reservation for Arches NP for the next morning, as this NP has implemented reservations to help control the number of people able to visit at any one time. We grabbed dinner in town at a local restaurant, which served us huge portions for our orders. In fact, we had so much left over, we got some go boxes and took them back and placed them into our room's fridge, with plans to reheat and eat it in the morning.

Saturday morning was again bright and sunny, with ideal temperatures for mid-September. Since we had a couple of hours before our time slot with our reservation at Arches, and the NP only being about 15 minutes up the highway from us, we grabbed some groceries (snacks) for us both, and a cup of



Starbucks coffee for me. Then we headed for Arches, to wait our turn to get into the park. After about 40 minutes, we finally reached the entrance kiosks. My one investment last year paid off again – I have a senior National Parks pass, which let's me in free to almost all NP and Monuments, as well as up to 3 others in my vehicle with me.

Driving through Arches NP is something everyone should do, if you ever have the opportunity. The sites, the colors, the distinct landscapes, all add to the wonders here to see and experience. We decided to enjoy ourselves here, and we even took a couple walks to see things that cannot be seen from the roadway.

So beautiful was the landscape, we made the decision to go drive scenic Hwy 12 to Bryce Canyon, where we would stay the night. And it was spectacular... We arrived in Bryce Canyon City, got a room, and called it a night.

Sunday morning, we woke to, you guessed it – bright and sunny skies! After breakfast, we drove into Bryce Canyon NP to the area I have visited a number of times – Sunset Point. Our plans had been to get up before sunrise, and go to Sunrise Point and watch the sun come up. Well, we sort of slept in...

When we got back to the truck, we noticed a huge pool of liquid beneath the truck. Upon closer examination, it was coolant. We checked the truck's radiator overflow container, and it was totally empty. We filled it back up using some of our water bottles for camping, and decided we needed to check on the coolant situation and feel comfortable that it isn't anything serious. So, we traveled down the road within Bryce Canyon NP, to areas I have never before visited. Bryce Canyon is beyond spectacular, and another one of those places you seriously need to visit at least once. The truck never leaked coolant again on the trip...

Now we headed westward once more, traveling on Hwy 12. This road passes through Red Canyon State Park, and the road drives right through two sandstone arches! WOW! Such colorful land, unique shapes, and so beautiful... We continued on, heading south on Hwy 89 to the entrance to Zion NP near Mt Carmel Junction, UT.

We entered the east side of the southern route through Zion NP, and proceeded to stop and take pictures at a number of the scenic lookouts and photo spots along the road. We travelled through the long tunnel that allows us to see what is on the other side of those mountains we were taking pictures of, again stopping afterwards to take more pictures. When we got down to the bottom of the canyon, where we would normally catch the shuttle and go back into Oak Creek Canyon, where there are 9 stops along the route where you can see, and hike, the river, the landscape, and above the last stop, that narrow canyon you always hear about when people talk about hiking in Zion NP. But here it was late afternoon, and there were huge lines at the bottom shuttle stop. We made the decision to come back in the morning, when the crowds would be much less.

We drove over to Cedar City and got ourselves a room for the night. But it was still early, so we took a drive up through Cedar Breaks National Monument, where I got to share more memories with my son, as this was an area I visited many times as a youth and young man. We then drove up through the ski resort of Brianhead, and continued around to Parowan, where we caught I-15 back to Cedar City for the night.

Monday morning, we woke to a cool, bright and sunny sky. We drove back down to Zion, and after struggling to find us a parking spot, we caught the local shuttle to the canyon shuttle, where we then boarded and proceeded to stop and get off at a few spots to take pictures, eventually getting to the 9<sup>th</sup>

(last) stop, where we got off and proceeded to hike up the trail towards the canyon narrows. Since we did not come prepared to be walking in a flowing riverbed, we opted to stop when the trail went into the riverbed and continued up and around the corner. We spent most of the day there, again stopping and taking pictures, until we caught the local shuttle back to the truck.

We then continued our drive towards Las Vegas. We ended up back on I-15 heading south, driving through the Virgin River Gorge, and I got to share with my son how we used to travel on a highway that wound through the mountains to the north, before they spent 10 million dollars per mile building the interstate through the gorge. We ended up in Mesquite NV, where we couldn't pass up a room for under \$50 for the night!

We unloaded Nicholas' 12V electric fridge/freezer that his portable power unit ("Wally") had been keeping running the entire trip. Inside, Nicholas hooked up the 120V adapter and plugged in the fridge, as well as hooking up a charger to Wally. When we were unloading, the winds in Mesquite suddenly started gusting 30 - 35 mph, stirring up a lot of dust. Was this a sign that the weather was changing? Tuesday morning, we woke up to warm, bright and sunny sky, with hardly a breeze moving. We loaded up all our stuff, rearranged so there would be more room for Amber, Nicholas's girlfriend, who was joining us from Pittsburgh, PA. And we were off to Las Vegas, a couple hours away. I had arranged to reserve two rooms at The Strat, which is the tall hotel with the saucer on the top (which contains a restaurant that revolves 360 degrees to view all of Las Vegas), so these two could enjoy themselves without me underfoot.

When we got to Las Vegas, we had many hours before Amber was supposed to arrive, so I got to take Nicholas on a drive around the valley, showing him things from my past. The one that I wanted to share the most was Red Rock Canyon, and the 13-mile one-way loop road with a 35-mph maximum speed limit (most turns were 15 mph) that traverses it. He has heard the tales of when as a youth I would race my motorcycle on this road after dark, by headlight; we would usually race around midnight, driving around the lone pole that they swung across the road at night to close the park road. We then continued driving around the Spring Mountains to Blue Diamond, a gypsum mining area, and back down to Las Vegas. We made a couple stops at some stores, mostly window shopping while we continued to waste time waiting. When it was time for her flight to arrive, we drove over to McCarran Airport and sat in the cellphone lot waiting for her to call when she landed and got off the plane. We collected Amber and her luggage, stuffing them into the back seat of the truck, and drive to our hotel for the evening.

When we first checked in, Nicholas realized that he had forgotten the 120V power adapter in the hotel room in Mesquite. We tried calling the hotel, but they told him that nothing was reported found in our room... We are having a history of forgetting things in the hotel room... So, we hooked the cooler back to Wally, and charged Wally with it connected.

(end part 1)

Continued next month...



# **BIKE RALLY 2024 PICS**





