

Chapter 1 : osCMax v : ARRL Satellite Anthology, The [] - \$

*The ARRL Satellite Anthology [American Radio Relay League, American Radio Relay League, Joel Kleinman] on calendrierdelascience.com *FREE* shipping on qualifying offers. With several new amateur satellites in orbit, you'll want to read all about them;--and this book is the best way to do just that!*

Finally, there are some places visited by cruise ships where you can operate with a US amateur radio license. However, cruise ships seldom spend more than six to eight hours in a port, and most radio amateurs who operate on a cruise do the majority of their operating while the ship is underway and spend the time in port seeing the sights and enjoying the things that tourists do. Obtaining Permission to Operate The stipulation in Section In years past, the captain of the vessel would delegate authority to approve such requests to the radio officer. However, the international regulation requiring all ships at sea to monitor the international CW distress frequency of kHz was dropped in and many cruise lines no longer have radio officers. Most cruise ships have replaced the radio officer with a communications officer whose responsibility includes maintaining both the information technology IT network and the radio systems on board the ship. It used to be possible to meet with the radio officer on a cruise ship MacAllister, , and this often made it easier to obtain permission to operate. With the tighter security imposed because of the increase of terrorism in the world, it is usually no longer possible to speak with the communications officer. After my first cruise, I learned that it is better to write a letter requesting permission to operate before leaving home, and to print out several copies to take along on the cruise. The primary concern when deciding whether or not to allow amateur radio operation on board a ship is that of safety and preventing possible interference to any apparatus or systems installed on the ship. It is very unlikely that any cruise ship would allow a passenger to put up an antenna and a run of coaxial cable. We all know that operation of radio transmitters sometimes causes RFI, and that is probably why some cruise lines forbid passengers to operate any kind of two-way radio on board their ships. It is important that several points be clearly made in the written request to operate. The letter I have developed after several cruises requests permission to operate a small low-power handheld amateur radio on board during the cruise. I tell them that I typically operate for very short periods of time, usually 10 to 15 minutes three or four times a day. I do not tell them that I will operate through a satellite or give them any details they do not need to know. The cruise line does not want any passenger to do anything that will disturb other passengers, so I state that I use a small headset with a microphone when I operate the radio so that I do not disturb other people. I usually end my letter by stating that I have operated this equipment on cruises in the past and that it did not cause any problems. The time it takes to receive a response after a request to operate amateur radio has been submitted varies with both the cruise line and the ship. On a later cruise with Princess I turned in my written request at 5 PM and received a telephone call from the communications officer at 7 AM the next morning giving me verbal approval to operate. Princess Cruises is one of the more amateur radio friendly cruise lines. Other amateur radio operators have reported having a good experience operating from ships of the Holland America Line. In the past two years, some amateur radio operators who sailed on Carnival Cruise Lines have reported that they did not receive a reply to their written requests to operate amateur radio while on the ship. I experienced a similar situation on a cruise with Royal Caribbean International a year ago. The Celebrity Cruise line reportedly has a current policy of not allowing passengers to operate any kind of two-way radio on their ships. Even though the promotional material that Celebrity sends to passengers and prospective passengers does not mention the policy, my travel agent was told by a Celebrity agent that they would confiscate any amateur radio equipment they found on board one of their ships. Sometimes approval is given to operate amateur radio on a cruise ship, but with restrictions. For example, one radio officer approved my request to operate, but not at a full power of five watts. During that cruise I was careful not to transmit near any antenna on the ship that looked like it was used for VHF. In some instances, radio amateurs are asked not to transmit during critical periods such as when the ship is entering or leaving a harbor, or docking MacAllister, On my last cruise, I chose not to transmit while passing through the Panama Canal. There were so many different simultaneous radio transmissions that I heard almost constant intermod on my HT. If I had

transmitted at that time it is likely that I would have contributed to the intermod and been heard by other radio operators along the canal and on the ship. It is very important that amateur radio operators on board ships be careful not to do anything that may result in the denial of future requests by amateur radio operators for permission to operate on the ship. In some ways, obtaining permission to operate is probably the single largest obstacle facing those who wish to operate amateur radio on cruise ships. There is always the possibility that once you have obtained the necessary licensing and boarded the ship you will not be able to operate. N5AFV enjoying ideal maritime mobile operating conditions in the Caribbean. Photo by KE4RQZ

Selecting Equipment and Preparing for Operation

When most people think about operating amateur radio on a cruise ship, they visualize someone sitting in a comfortable deck chair in the warm sun sipping a cool drink between or even during contacts. Only a small percentage of amateur radio satellite contacts made from a ship resemble that mental image. The fact is that the operating conditions on the open deck of a ship at sea are often hostile in nature. First of all, there is usually a strong wind. If the ship is moving at approximately twenty knots into a twenty five knot wind there will be a fifty mile per hour wind blowing across the deck. If you have ten to fifteen foot seas the ship will be rocking significantly. Also, the deck may be wet from ocean spray, and it could even be raining. It may be cold; I have experienced temperatures in the to degree Fahrenheit range on ships in the northern Gulf of Mexico during December and January. As we know, some satellite passes occur in darkness. If all of these conditions happened to occur at the same time, the operating conditions could be extremely hostile, and care must be taken not to fall overboard while operating. It is important to keep these operating conditions in mind when selecting the equipment to be used for operating the amateur radio satellites on a cruise. The equipment should be light weight, water resistant, and operate on self-contained batteries. I also take the approach that the equipment should not draw undue attention to the operator. On my last cruise another passenger watched me operating a satellite pass and asked me what I was doing. There was no way he would believe that I had authority to talk over a satellite, and he was convinced that I was illegally listening to telephone calls. Equipment spread out on the table of the veranda in preparation to work a pass. An Arrow antenna is a little cumbersome to carry around when assembled, and it takes a minimum of several minutes to assemble. It is difficult to match the portability of an antenna like the Premier Pryme AL that fits in your pocket and only takes a couple of seconds to attach to your HT and be ready for use. I found that both antennas performed acceptably; however, the Premier Pryme AL appeared to provide better reception than the MFJ I usually take an MFJ along on my cruises as a back up antenna. A larger rig like the Yaesu FT with self-contained batteries may also be used for portable operation Glasbrenner, Whether you plan to use an HT or a larger rig, you should take along extra rechargeable batteries and a battery charger. Staterooms on almost all cruise ships in North America are equipped with volt AC power systems compatible with standard battery charging devices. Besides the transceiver and antenna, other equipment is needed to efficiently operate on board a ship. A GPS unit is essential to know the maidenhead grid square in which the ship is located, as well as the direction the ship moving. It is necessary to know the direction the ship is moving to determine which side of ship to be on in order to work a low elevation satellite pass. I have already mentioned that I use a headset so my radio will not disturb other passengers; an inexpensive MFJ headset has served me well. I have also found that a small, voice-activated tape recorder allows me to record the call signs of the stations I work. In order to keep the set up simple, the recorder does not record from the radio, but records only my voice. After the satellite pass, I transcribe the information on the tape recorder into a hard copy log. I sometimes take a few pieces of backup equipment along such as a speaker microphone or extra headset, a trickle battery charger, and few basic tools like black electrical tape, screw drivers and pliers. Each amateur radio operator on a cruise ship must decide the best way for them to obtain pass predications for the satellites. I try to travel light on cruises, so I do not take a Palm Pilot or lap top computer with me. Because I know the itinerary of the cruise ship before I leave home, I am able to print out pass predictions in advance for the entire cruise. Most ships have Internet access available to passengers for a fee, and on the rare occasions when it appeared that my pass predictions were not correct I was able to go to the Heavens Above web site [http:](http://) It may also be desirable to have copies of the receipts showing when and where you purchased your radio and any other expensive pieces of gear. This documentation may be needed if you plan to take these items ashore at a stop or when you

go through customs upon return. It is also a wise plan of action to thoroughly inspect and check out each piece of equipment before you leave. If something needs repair, you will have time to do it or have it done. On one cruise I packed my Arrow antenna without testing it, and when I assembled it on the ship and tried to work an SO pass I could hear the satellite, but I could not get into the bird. The duplexer in the Arrow handle was defective on the two meter side, and the Premier Pryme AL I had packed as a backup antenna became my primary antenna for the cruise. One way to check out the equipment is to make contacts with it before the cruise. My usual procedure consists of using my W32A HT and AL antenna to make 75 to satellite contacts during the month prior to the cruise. On the final day of practice operation five days before my first cruise I was working a satellite pass and received two reports of low audio. Testing indicated that the microphone in my MFJ headset was not working properly, and I replaced the headset before leaving. Making practice contacts before the cruise also prepares you for operating on the ship. It is easier to make contacts in the dark or under hostile conditions when you are used to using the equipment. Summary Operating amateur radio satellites from a cruise ship is not difficult if proper advance planning and preparation have been done. Licensing usually takes at least several months, and a carefully worded written request prepared in advance increases the likelihood of receiving permission to operate. Selection and thorough testing of the equipment to be used should not be left to the last minute. An amateur radio operator attempting to operate on FM LEO satellites during a cruise should have prior satellite operating experience. If these steps are followed, operating FM LEO satellites from a cruise ship can be a very rewarding experience.

Chapter 2 : American Radio Relay League | LibraryThing

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Autorul este Homer I. Contine pagini, dimensiunea este de Lucrarea contine 33 de proiecte complete si are 9 capitole, plus tabla de materii. Capitolul 1 descrie construirea unor radiouri simple: Circuite radio, diagrame, unelte, obtinerea pieselor, crearea bobinelor, placi pentru circuite imprimate, antene, casti si difuzoare, acordare, construirea sasiului si a cutiei, baterii si alimentare la retea, indrumari de constructii, depanare. Capitolul 2 prezinta radiouri cu cristal: Capitolul 3 include radiouri pentru receptie tip AM: Capitolul 4 descrie construirea receptoarelor regenerative: Capitolul 5 contine un radio cu cristal pentru unde scurte, radio cu reactie cu tub pentru banda de 31 la 70 metri, receptor cu o dubla trioda pentru unde scurte, radio cu bobina toroidala pentru unde scurte, radio pentru doua benzi cu conversie directa, receptor simplu superheterodina. Capitolul 6 arata constructii speciale: Capitolul 8 descrie folosirea circuitului integrat TDA Capitolul 9 da sfaturi de constructii si procurare pieselor necesare: Indexul, ce sa va mai spun, este ca toate indexele, nimic special. La inceputul fiecarui proiect de constructie se da lista tuturor piesele necesare, o idee buna. Marimea cartii este de Lucrarea contine 10 capitole cu subcapitole si o serie de anexe. Se incepe cu Unitati de masura si echivalente si Simbole schematice. Sfaturi pentru proiectare, Unelte si metode, Piese. Sisteme de antene, Linii de alimentare, Suporturi si tehnica constructiilor, Antene rotative, Antene fixe, Antene Verticale. In atelier, Fonie si alte moduri, CW, Pachet. La Anexe este Lista cu prescurtari folosite in manual, Lista furnizorilor si Tabla de materii. Lucrarea reda experienta autorilor a caror nume si adrese sunt date pentru eventuale explicatii suplimentare, desi se mentioneaza ca acestea pot fi depasite. Metodele de rezolvare a sutelor de cazuri intalnite sunt foarte utile acelor care intanpina aceleas probleme sau vor sa aduca imbunatatiri aparatelor lor. De exemplu, am gasit o multime de sfaturi si metode pentru atasarea corecta a unui conector PL la un cablu coaxial, un procedeu simplu si banal dar executat incorect de foarte multi amatori ceace poate duce la probleme grave. Constructiile micilor accesorii se poate face usor si simplu dar ajuta mult la diferite operatii sau masuratori de radioamator. Articolasele sunt multe, simple, scurte, foarte bine redactate si ilustrate cu desene, scheme, si fotografii; fiecare poate gasi ceva folositor dar cartea este strict pentru constructori. Materialele provin din experienta personala a autorilor si descriu probleme si solutii practice. Se dau si numele, indicativele si adresele autorilor care pot fi intrebati pentru lamuriri suplimentare dar unele informatii pot fi vechi si inexacte. Cei care se recunosc sub numele generic de "appliance operator" adica amatori care vor si stie doar sa apese pe butoane, pot sa gaseasca multe alte carti interesante. Lucrarea are o prefata, 12 capitole, informatii tehnice generale si o tabla de materii. Asamblarea unei statiuni HF digitale cu sectiunii precum De la digital la analog si inapoi, Fisa de sunet ca modem digital, Reglajul nivelelor, Fisa de sunet ca interfata, Procesoare de moduri multiple, Transivere HF digitale. Descrierea lor, Modurile de folosinta. Concursuri folosind moduri digitale. Sfaturi de operare, Datele de organizare, programe de logare, etc. Surse de informatii, Websaituri pentru diferite moduri, etc. Lucrarea descrie majoritatea modurilor digitale folosite pana la editarea cartii, ele sunt mai mult sau mai putin preferate si astazi dar au mai aparut si cateva sisteme noi ca Contestia, Olivia precum si variatii ale celor mai vechi. Marimea cartii este Numarul de pagini este greu de determinat, caci paginile sunt notate numai cu cifre indicand doar sectiile si subsectiile. Estimez ca sunt vreo de pagini. Cartea contine 2 prefete; 3 capitole mari, fiecare cu o serie de sectiuni, in total 15; 8 anexe; un dictionar de termeni folosite in articole si o tabla de materii. Introducere in programul satelitilor pentru radioamatori cu 2 articole; 1. Introducere in comunicatii cu sateliti cu sectiile: Informatii tehnice cu sectiile: OSCAR, aparatura de bord; Istoria satelitilor pentru radioamatori, date si frecvente. Radioamatori operand in spatiu. Profilele prezentelor sateliti pentru amatori. Saituri de Internet cu informatii despre sateliti. Accesorii grafice pentru urmarirea satelitilor. Lucrarea este voluminoasa si contine multe informatii utile pentru radioamatorii dorind sa opereze prin sateliti. Tehnica si lansarea satelitiilor progreseaza rapid, pentru noi informatii cei interesati pot accesa Websaitul AMSAT la [http:](http://) Materialul este prezentat in 10 capitole, fiecare articol are numele si indicativul autorului precum si sursa folosita. Sunt doua prefate, dar uimitor, nu

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are o tabla de materii prezenta in astfel de publicatii. Frecventele si Modurile satelitilor, Dictionar cu termeni folositi in tehnologia satelitilor. Satelitul Phase 3D cu sectiunile: Alte Phase 3 Oscar cu sectiunile: Satelitii in viitor cu sectiunile: Softuri si operare cu sectiunile: Marea parte a informatiilor date in aceasta carte este depasita caci tehnica satelitilor este in continua si rapida schimbare, dar informatiile prezentate au totusi o valoare istorica. Sa intelegem bine prezentul si directiile viitorului, cunoasterea trecutului este utila.

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