

Cathay May 2018

www.cathayradio.org

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Mission: The Cathay Amateur Radio Club is basically an active social club of Ham Radio Operators and their spouses. We support local community requests for HAM emergency communications. Several of us are trained in CPR/ First Aid and are involved with community disaster preparedness.

Monday Night Net Time: 9 PM Local Time/PST,

~~Frequencies: 146.67MHz -600KHz PL85.4 and 442.70 +5MHz PL 173.8. The repeaters are linked only during the CARC Monday night net.~~

QSY Change to transmission on another frequency / Repeater:

Repeater: WB6TCS - RX 147.210, TX 147.810, Offset +0.6 MHz, CTCSS/Tone PL100 Hz

Please note: Repeater: N6MNV UHF 442.700 Mhz, Offset +5MHz, CTCSS/Tone PL 173.8 Hz in South San Francisco is cross linked every Monday Night Net at 9 p.m. to WB6TCS 2 meter repeater.

The CARC Monday night net is the best way to find out the latest club news. All check-ins are welcome.

Message from the President: George Chong, W6BUR

Hello CARC Members and Friends;

As many you are well aware that our normal Monday Night Nets using W6BUR Repeater has been running into heavy radio interference. Denis L. Moore – WB6TCS has come to our rescue and has generously allowed the CARC club to use his repeater: WB6TCS for our Monday night nets.

Until further notice, our Monday night nets will use Denis L. Moore's 2 meter repeater and Howard Louie's UHF cross Linked repeater.

Repeater: WB6TCS – Denis L. Moore
Location: Oakland, Oakland Hills County: Alameda State: California
RX 147.210 TX 147.810 Offset +0.6 MHz CTCSS/Tone PL 100 Hz

Repeater: N6MNV - Howard Louie
Location: South San Francisco County: San Mateo State: California
RX 442.700 TX 447.700 Offset +5 MHz CTCSS/Tone PL 173.8 Hz

Tech Section Introduction

With the excitement and news about self-driving cars in the news it was time to explore about what it is all about. Please read the Tech Section for further details on how the UBER self-driving car is configured.

Other News

Several CARC members have requested that we change the CARC Monday Night Net time to an earlier time. They like an early time like 2030 Hrs. That would be a half hour sooner than the present time of 2100 Hrs.

Please email me W6BUR@comcast.net or when you are on the Monday night net express your thoughts as to your choice of having the CARC Monday Night Nets on either at 8:30 pm or 9:00 pm.

Tribute CARC News

On a sad and personal note: Flo Chin wife of 41 years to our distinguish CARC member Bill Chin – KC6POF passed away on April 25, 2018. My deepest sympathy to Bill and his family for their loss of such a beloved and devoted wife, Flo Chin.



Left to Right: Bill Chin – KC6POF and Flo Chin.

Photo taken during the 2016 CARC Chinese New Year Luncheon at Kome Restaurant by Ron Quan – KI6AZB

Needing an ELMER –

I bought a Vibroplex Lighting Bug Keyer # 267827 a few years ago at the Pacificon Swap meet and just set it on the bench. I would like to set it up and try to become proficient in using it.



I would like to find a local Elmer to help me set it up and work with me to begin using it. I would like to be able to drop in from time to time to see how you use your Vibroplex. Are you willing to be my new ELMER?

Let me know at aa6mk1@gmail.com or on this site.

VY 73,

Mike Kelly, AA6MK

CARC Final Wrap-up News

I wish to thank our CARC members that set aside their valuable time to participate in our Monday night's nets.

Chat sub s'em to all you CARC members! - George W6BUR.

Public Service Announcements

HAM CRAM / HAM Licensing

For upcoming HAM Licensing locations please refer to:

<http://www.arrl.org/find-an-amateur-radio-license-exam-session>

Auxiliary Communications Service (ACS)

The Auxiliary Communications Service (ACS) was organized by the San Francisco Office of Emergency Services (OES) following the 1989 Loma Prieta Earthquake to support the communications needs of the City and County of San Francisco when responding to emergencies and special events.

The Auxiliary Communications Service holds General Meetings on the third Tuesday of each month at the San Francisco Emergency Operations Center, 1011 Turk Street (between Gough Street and Laguna Street), from 1900 hours to 2100 hours local time. All interested persons are welcome to attend.

The ACS Net begins at 1930 hours (7:30 p.m.) local time each Thursday evening, on the WA6GG repeater at 442.050 MHz, positive offset, tone 127.3 Hz. The purpose of this net is to practice Net Control skills, practice checking in with deployment status in a formal net, and to share information regarding upcoming ACS events. Guests are welcome to check in. ACS Members should perform Net Control duty on a regular basis. On the second Thursday of each month, the net will be conducted on the output frequency of the WA6GG repeater, 442.050 MHz no offset, tone 127.3 Hz, simplex.

For more information, please attend an ACS meeting or check in on a net, or call 415-558-2717.

Upcoming meetings: Tuesday 7pm, May 15, 2018
 Tuesday 7pm, June 19, 2018
 Tuesday 7pm, July 17, 2018

Gilbert Gin (KJ6HKD)

Free Disaster Preparedness Classes In Oakland:

<http://www.oaklandnet.com/fire/core/index2.html>

CORE is a free training program for individuals, neighborhood groups and community-based organizations in Oakland. The underlying premise is that a major

disaster will overwhelm first responders, leaving many citizens on their own for the first 72 hours or longer after the emergency.

If you have questions about the recertification process, you may contact the CORE Coordinator at 510-238-6351 or core@oaklandnet.com.

Free Disaster Preparedness Classes In San Francisco – NERT Taught by San Francisco Fire Department (SFFD).

<http://sf-fire.org/calendar-special-events>

Upcoming events

May 2018

- 2 NERT Quarterly
- 12 2MCM Ham Radio practice
- 19 NERT Training Day - Third Saturday

June 2018

- 16 NERT Training Day – Third Saturday

July 2018

RSVP to sffdnert@sfgov.org or call 415-970-2024 to register.

***SFFD DOT** is the Fire Department Division of Training. All participants walking, biking or driving **enter through the driveway gate on 19th St.** between Folsom and Shotwell. Parking is allowed along the back cinderblock wall.

Visit www.sfgov.org/sffdnert to learn more about the training, other locations, and register on line. Upcoming Special NERT Events.

San Francisco Police Department: Auxiliary Law Enforcement Response Team (ALERT)

The Auxiliary Law Enforcement Response Team (ALERT) is a citizen disaster preparedness program designed. The ALERT program is for volunteers 16 years of age or older, who live, work, or attend high school in San Francisco.

Graduates of the San Francisco Police Activities League (P.A.L) Law Enforcement Cadet Academy are also eligible to join.

ALERT volunteers will first complete the Fire Department's Neighborhood Emergency Response Team (NERT) (www.sfgov.org/sfnert) training and then graduate into an 8 hour Police Department course specifically designed for ALERT team members.

ALERT members will work closely with full-time and/or Reserve Police Officers in the event they are deployed after a disaster. The Basic ALERT volunteer will have no law enforcement powers other than those available to all citizens.

SFPD ALERT Training

The next SFPD ALERT training class has been scheduled for Saturdays, June 2, 2018. The class will be held at the San Francisco Police Academy, in the parking lot bungalow, from 8am-5pm (one hour lunch break) on Saturday.

****** Class dates indicated in red are only for new members who have not completed either SFFD NERT training or the SFPD Community Police Academy.

IMPORTANT- All participants must complete the background interview process in order to be eligible to attend the ALERT training class.

Eligible ALERT participants may register for a training class by contacting the ALERT Program Coordinator, Mark Hernandez, at sfpdalert@sfgov.org, or by telephone at 415-401-4615.

SFPD ALERT Practice/Training Drill

All active/trained ALERT members are asked to join us for our next training drill, scheduled for an evening on 9:00 am – 1:00pm Saturday May 5, 2018. Details will be emailed to active ALERT members, prior to the date of the exercise. Participation is not required, but strongly encouraged.

For more information on the San Francisco Police Department ALERT Program, email us at sfpdalert@sfgov.org, or call Sergeant Mark Hernandez (SFPD, Ret.), SFPD ALERT Program Coordinator, at (415) 401-4615.

For additional information on the web please refer to:

<http://sf-police.org/index.aspx?page=4019>

Tech Article:

How UBER Self-Driving Cars Work

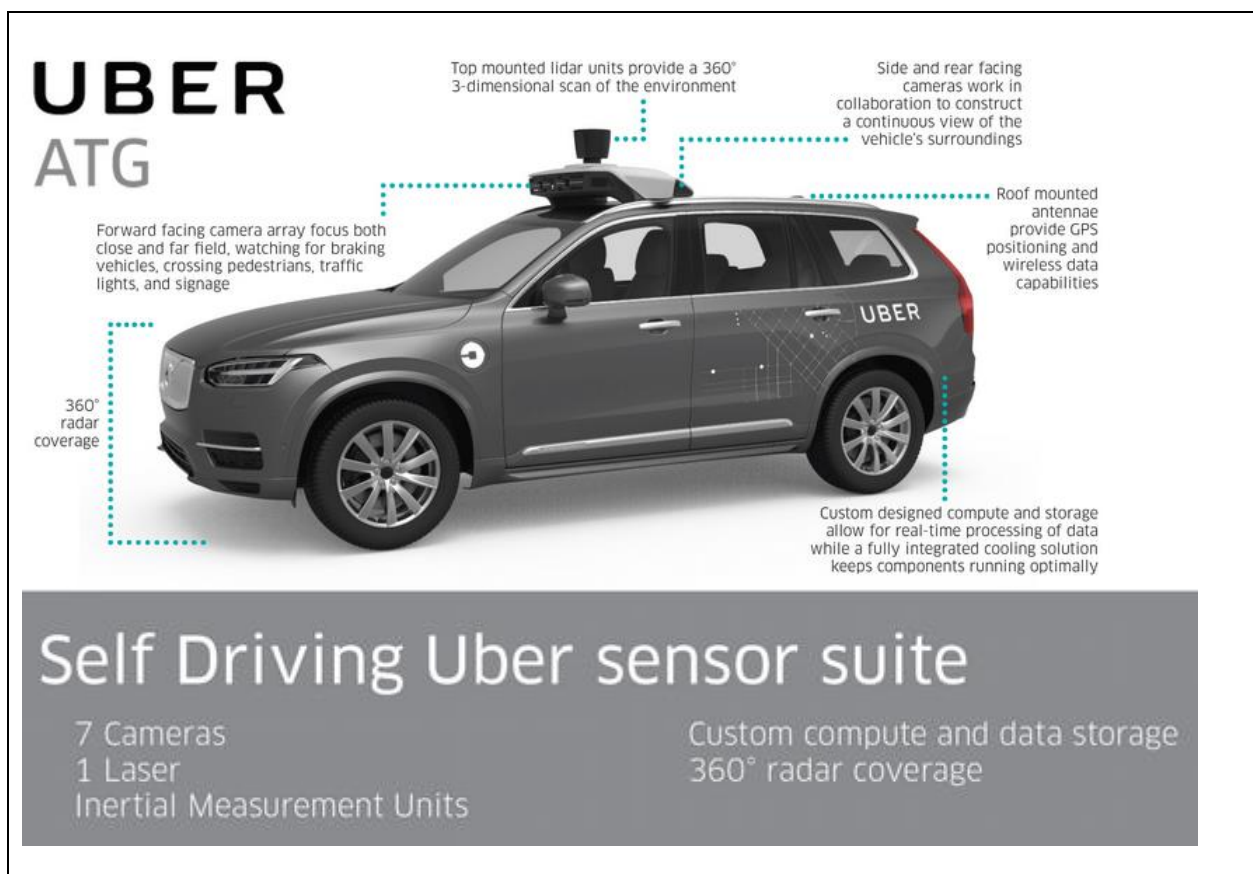
By Rodney Yee – KJ6DZI

Recently in the news (10 pm Sunday March 18, 2018) a self-driving Volvo XC90 SUV owned and operated by UBER stuck and killed a woman pedestrian who was waking her bicycle in Temp, Arizona. This is the first recorded case of a pedestrian fatality involving a self-driving vehicle and of course is very unfortunate traffic accident. The UBER self-driving vehicle involved with in the accident had a human safety driver behind the wheel.

The pedestrian was outside of the cross walk as she attempted to cross the 4 lane street at night when struck by the UBER self-driving vehicle traveling 40 mph in a 35 mph zone.

Pending further investigation, UBER has halted further testing of its autonomous vehicles in Arizona, Pittsburgh, Toronto (US and Canada).

A look at the UBER self-driving vehicle shown below is packed with several different types of sensors that under normal circumstances would have been able to avoid a pedestrian/traffic accident.



The suit of sensors on the UBER self-driving vehicle consists of the following systems:

LIDAR:

The roof mounted light detection and ranging (LIDAR) emits 360 degrees pulses of infrared laser beams to build a continuous 3D image of the area around the vehicle.

The reflection of the infrared laser beams provides measurements of the distances between both static and moving objects in both day and night. Heavy snow and fog can obscure the resolution.

Radar:

Radar uses emitted radio waves on the vehicle to provide 360 degrees of coverage and is able to penetrate both snow and fog. However it has both reduced resolution and range that Lidar. It meant to complement the 3D image provided by Lidar.

Short and Long-Range Optical Cameras:

The 7 mounted cameras are used to further the building a 3D image of the vehicle surroundings. It also assist in reading road signs, traffic lights, detecting crossing pedestrians, brake lights of cars ahead, and detecting other obstacles.

GPS and Wireless Communication:

Uses the Global Positioning System (GPS) to determine location/positioning of the vehicle. Uses wireless communication for receiving and sending information.

Inertial Measurement Units:

To determine the vehicle accelerations and decelerations movements as the vehicle is driving.

Computer:

Equipped with custom computer and cooling system to processing of all the external sensor information to build a comprehensive awareness of the environment and to control the driving of the vehicle.

Safety Driver:

A human driver to act as a failsafe system to take over control of the vehicle when it becomes necessary to handle extraordinary driving situations.

In Summary:

Obviously all the fore-mentioned UBER self-driving vehicle components and sensors must work together to operate the vehicle in a safe manner.

It is too early at this stage of the pedestrian accident to know exactly what went wrong. Naturally UBER, State and the National Transportation Safety Board (NTSB) agencies will investigate the cause of this very tragic pedestrian fatality

This traffic accident it is a very unfortunate but temporary setback for the entire self-driving vehicle industry. However there will be invaluable lessons learned from this accident and as we all know technology will continue to evolve and resolve these unfortunate tragic issues.