

# 2006 Field Day Travel Report

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## **Summary:**

I visited 6 sites this year all on Saturday of Field Day Weekend. Beside concerns for operating my van in the mud, I also had unexpected houseguests to entertain that weekend. This resulted in having to cancel Sunday touring plans. I had great assistance from Terry, KA8SCP, and Steve, N1BDA for coverage of sites in the Northern part of our section, and Phil, K9HI in the southern section.

## **Background:**

The weather was a problem for those in the southern part of our section, but the only impact of note in the Northern section was that of mud. The predicted weather, coupled with an increasing interest of participants to test or demonstrate EOC capability, helped increase the number of EOC sites. Most participated as class F stations. Lack of interest within many clubs was also very evident. Some clubs seemed to react to this problem by cancelling or greatly curtailing their FD ops.

There seemed to be fewer participants this year, except at North Shore and the Bridgewater EOC sites that I visited. There was healthy interest at the Marlboro site, perhaps due in part to sitting out the past 2 FD's.

## **Trip Notes:**

I had a mobile packet station running on 145.01, but I received no direct hits. I received 8 messages, all by email from hams handling NTS traffic. I was also set to run as a 1C station, but I only made one contact on 2 meters.

I started at 1400 Saturday, and arrived home at 0100. Here is a summary of my trip with comparison notes to last year's tour.

- I did not go up to the Neshoba Valley this year because of my van being incapable of handling the muddy conditions there.
- I started my round of visits with the (Algonquin ARC) Marlboro EOC site. They were using commercial power as far as I could tell.

- I visited the PART's club new site at the Westford auxiliary fire house. Nice facility with all the comforts of home, but not used as an EOC. They ran their gear with a GENSET, but ran lights and A/C with commercial power.
- I did not get to the PRA site (proximate to the Haverill repeater) this year.
- I also did not get to the QRA site as I did last year.
- I had dinner and spent quite a bit of time at the NSRA site. They had a large operation as usual (3A this year) with excellent logistic support. Gloucester did not participate this year, a site I have visited every year.
- I really wanted to get the BARC setup at the SATERN ICP in Boston, but K9HI waived me away stating that operations had already closed.
- Visited the WARS/FARA field day operation at the same location where I visited WARS last year. I missed Gordy, K1GB, but the night shift said it was going well.
- I tried to visit the BEMA club at their site at the Braintree EOC, but the grounds gate was locked and I could not raise anyone to let them know I had arrived.
- I did not get to the WhARC site for the first time.
- I visited the MARA operation at our ARES ICP in the Bridgewater town EOC. They were going strong at 2300. The physical setup there precluded the use of a GENSET for routine operations.
- I did not visit the Falmouth ARA site to stay overnight and have breakfast this year. I traveled to my QTH.
- Because I cut out the tour on Sunday this year, I did not visit the SEMARA, Bristol County (FRARC), and the Sturdy Memorial Hospital club sites.

NSRA seemed to have the best safety protocol and practices again this year. They also had a safety officer assigned. I am continually gratified that they practice strong logistic support of their operations. Falmouth has also performed this admirably in the past, but I was able to observe their operation this year.

### **Acknowledgements:**

K9HI for good coverage of the southern tier in trying driving conditions. N1VUX for another year as our Field Day editor. Our FD website content seems to be the most robust in the nation! KA8SCP and N1BDA for assistance with visiting sites in the northern tier that I could not get to this year. And finally, KD1CY and his Skywarn team for keeping an eye out all weekend for dangerous weather.