



MID-OKLAHOMA REPEATER INC.

Serving Central Oklahoma Amateur Radio Operators

MORI MEETING SCHEDULED - - We hope that you will be sufficiently recuperated from the new year activities to permit you to make an appearance at the next Mid-Oklahoma Repeater Inc. meeting this January 8 in the City Emergency Operating Center at 46th and North Eastern. This meeting is especially important since we will be required to hold another election for President. At the last meeting, W5KOZ resigned because of his job commitments would make it unable for him to attend evening meetings of the club. Since Sid had to resign before he technically took office at the first of the year, we will be electing someone to fulfill an almost full term. This was a step up for Sid and an unfortunate occurrence for MORI. Of course, he will still be giving us his full support as a member. The election will be one of the first actions at the meeting. Start your campaigning now. Consult the roster and the update provided in this newsletter. In addition, we are hoping that Don, WA5TDJ will attend (schedule permitting) and show his new Motorola Metrom ham rig. Quite an interesting radio. Uses one crystal for both simplex and repeater. How you say? Attend and find out.

HAMFEST IN THE WORKS - - At the November meeting, a committee was appointed to determine the feasibility of holding a hamfest in the Oklahoma City area. At the December meeting, the committee suggested that a hamfest backed by all the amateur radio clubs in Oklahoma City and Norman would be a feasible effort. The committee suggested the first Saturday and Sunday in August 1974 in the Oklahoma City area with the typical hamfest activities such as a flea market, ARRL presentations, MARS meetings, Technical seminars, and a Banquet. The hamfest will be open to all amateurs. Copies of the committee report are currently being circulated among the officers of five local amateur organizations to determine the feasibility and to solicit suggestions and comments. A good idea whose time has come. The central location of OKC and the availability of manpower should make this a success. All plans are currently tentative, so watch this space for more details.

MORI TO GET NEW EARS - - A new solid state receiver donated by Motorola is being readied for installation on the 34/94 system. So sez WA5AOB, club trustee. Recently the receiver has been experiencing a multiplicity of intermod which has been garbaging up the repeater output and necessitating repeater shut down for short periods. Hopefully this will be eliminated when the new receiver goes into service. W5CEP is currently working it over and will also install a COR relay. When installed, only the transmitter will be nonsolid state. The new control panel is operating perfectly now and reliably. Wayne also sez that a back-up control system has been installed by telephone to supplement the now 440 Mhz links. This was done after the link receiver at the repeater site went down and the repeater was off the air for a few days while it was being repaired. At the same time, the control transmitters for the control stations were placed in service so that now MORI has four 440 control stations plus telephone access control to the repeater. In addition, after discussion, Wayne sez that definite standards are currently being formulated in order to give control operators some criteria with which to use when determining whether the repeater should be shut down. Wayne has detailed the following (and by no means complete) tentative criteria:

1. Simplex operation on the repeater output frequency will result in immediate shutdown:
2. DXing out of state by the use of the repeater. In-state operation is OK.
3. Incessant ragchewing on the repeater. This also includes operation by base stations in this manner who have the capability to go direct. This regulation is aimed at giving mobile and portable stations first priority to the use of the repeater.

The repeater timer is now set at 105 seconds and you must allow the carrier of the transmitter to drop out before the timer recycles. This will allow more frequent breaks. Wayne reports that discipline on the system has tightened up and cooperation among users is increasing. The primary function of the guidelines is to develop maximum utilization of the system for those that it was intended to serve. The basic question of use is one of judgement. Use the repeater wisely and intelligently. Make your contact, move off frequency if possible, if not, then keep it within reasonable lengths. The guidelines are not intended to discourage base station use, but to encourage monitoring by base stations and rendering assistance to mobiles. Intelligent use is the key to successful repeater operation. Ideally, the repeater should never have to be put off the air because it limits its effectiveness.

THE GREAT FREQUENCY GRAB CONTINUES - - The FCC has solicited comments on a proposed Emergency Medical Frequency Radio Service. The Office of Telecommunications has proposed the reallocation of three military and three amateur frequencies shared with the government in the UHF band. All frequencies would be shared by Government/nongovernment stations under regionalized coordinated medical communications plans. The primary use will be for transmissions between hospital and ambulances, paging, command and control, hospital to hospital, and general medical services. This would include telemetry data from ambulances to hospitals. Since this directly affects the amateur service, your comments are due by January 10, and reply comments by January 25. Not much time, but still it might do some good.

MORI MEMBERSHIP UPDATE--It just keeps growing. This list is cumulative and updates the list sent out two months ago. We had fifteen changes and additions this month.

RENEWALS: WA5YIJ, W5MCM, K5SKA, K9LJQ, WA5KQB, K5UHZ, WA5GHK, WA5VNF, WA5ZEC, WB5HAK. Change W5IQL phone number to 273-8131.

NEW MEMBERS SINCE NOVEMBER

K5AYL	Bob Lyon	4409 Wafford	Del City, Okla	73115	
WB5DOH	Mike Burger	525 West Guy, Apt 4	Pauls Valley, Okla		
WA5EJU	Carl Sheff	505 Ercoupe Drive	Midwest City, Okla	73110	
WB5ISN	Dennis Orcutt	3201 South Rankin	Edmond, Okla	73034	341-4200
WB5ISO	Wendall Cochran	624 Woodland Way	Oklahoma City, Okla	73127	789-0623
WB5JBL	Frank McCollom	Route 2, Box 149	Edmond, Okla	73034	751-3577
W5MCJ	Jerry Broudy	1920 Westbrook Terrace	Norman, Okla	73069	329-0262
K5OHU	Jim Caldwell	3120 N.W. 61st Terrace	Oklahoma City, Okla	73112	842-7280
WA8SJM	Stephen Budensiek	4808 N. College	Bethany, Okla	73008	789-5818
K5URJ	Perry McWhorter	3418 N.W. 29	Oklahoma City, Okla	73107	

MORI EMERGENCY ASSISTANCE LOG---Our assistance log is growing. We received four cards for the past month and they are detailed below. Any help or assistance you render will do. Just keep those cards coming in, Folks!!

12/6/73 WA5EAI reported a red light out at N.W. 10th and Meridian causing traffic disturbance. He alerted the City EOC via 34/94.

12/19/73 W5OJZ traced drugs for visitor to OKC. Call came via the City Red Cross. Frank contacted W2KEE/HK3 in Bogata, Columbia and determined that the drugs which were shipped from Bogata were currently in Miami, Fla. This operation covered not only 20 meters for the long haul, but 2 meters (34/94) used to coordinate the local effort. WA5JGU and others assisted.

12/20/73 W5OJZ and WA5LFN reported a signal light out at N.W. 63rd and Grand Blvd. Again disturbing traffic. A call to the EOC and the subsequent notification of the City Signal Department help remedy the situation.

12/30/73 At 5:10 p.m., WA5EPK reported a 2 car accident with personal injuries at the corner of 19th and North Tulsa. Using a Handie-Talkie at the accident site, he requested a police car, ambulance, and assisted one of the victims in getting a phone call to a relative via WA5JGU. The call was made direct to the City EOC. In addition W5LGO was present at the site helping in assistance to the parties involved. One party suffered from internal injuries.

Dig out those emergency assistance cards and let us know when something happens. If you need additional cards, then write the Secretary. New cards will be returned with the next newsletter. Your old cards will become a part of the permanent public service file maintained by the club.

Opinions expressed the MORI NEWSLETTER are those of the writer and not necessarily those of Mid-Oklahoma Repeater Inc. unless otherwise represented. Equal time (within space limitation) will be offered to anyone sufficiently offended to write in about it. This newsletter is published by Mid-Oklahoma Repeater Inc. as a service to its members. For information about the club contact the secretary-treasurer, or any member of MORI.

Sidney Gerber	W5KOZ	829 Bouse,	Midwest City, Okla	73110	737-1050	President
Carl Freeman	WA4AQW	4833 Eric Dr.	Oklahoma City, Ok	73135	672-5476	Veep
Wayne Hogan	WA5AOB	113 E. Morningside,	Midwest City	73110	732-1870	Trustee
Micheal Salem	WA5EPK	1324 Lincoln	Norman, Okla	73069	321-5453	Secr-Treas

Don't forget to update your membership list, and check the chart of the month on the next page. Copies of the MORI Constitution and By-Laws will be sent to interested persons upon request. Members may also request additional or back copies of the newsletter or charts, if available.

MID-OKLAHOMA REPEATER INC.

1324 Lincoln

Norman, Oklahoma 73069

First Class

To Amateur Radio Station:

Here is you January
MORI Newsletter!!

Cimarron Rd.



434 - Inch line heavy.

City EOC Dispatcher	424-4307	Direct
Okla Highway Patrol	478-1688	
Okla City Police	231-2121	
Fire	235-1313	

A good idea is to list all emergency numbers on a single card such as used by the OKC Autopatch Society. Or you can carry a phone book in the car and list all the numbers in the front. The city EOC number will directly interface you with the Dispatcher and should be used if you fail to raise anyone on frequency and must use the phone to report emergencies.

The last report listed in the Emergency Assistance Log brought up a few questions that I think never occur to one until he is involved in one. So to gather some more information, we contacted W5OJZ (who along with WA5STC man the city EOC every evening) and solicited these suggestions (As fast as Frank talks, you have to be quick with the pen in taking notes. He gave this entire report in 30 seconds). Read and digest Frank's comments:

The most important thing to remember when reporting an emergency to EOC is that you are a link between the disturbance and the city agencies who handle this type of emergency. Thus you must interface yourself into the system efficiently in order to derive the maximum benefit from your presence at the emergency site. The single most important piece of information is the location. Without this, the EOC is lost. Call letters are superfluous, your equipment brand is superfluous, your location is superfluous. Properly and correctly identify the scene of the accident. Even if you haven't contacted anyone. The FCC would probably forgive your broadcasting in this instance. Give your call letters once and then give the location over and over until you draw a response.

So then, you see a crash. What do you do about it? Establish these priorities:

1. The location. The singly most important item.
2. Are there any injuries. Will ambulances be required or special assistance.
3. The nature of the emergency.
4. Are there any special circumstances present which require additional assistance?

Reexamining these suggestions in a little more depth.

THE LOCATION--This is the single most important piece of information. Try to give streets. Talk in terms of intersections. Don't use abbreviations or colloquial expressions. Say I-40 instead of "Crosstown". Look for landmarks that identify, exits, streets buildings. If you don't know where you are exactly, then give a landmark and identify the location from that landmark. Check road signs (North or South, East or West?), estimate distances. Give information that can help the city agent involved get to the location quickly and efficiently.

ARE THERE ANY INJURIES?--This decision is basically one of judgement, yet the ultimate criteria is "Is an ambulance required for the victims?" This requires more than just observation and reporting. Don't judge on how bad the crash is, but check and see if anyone is injured to the point that they are unable to stand up or are in such a condition that might require immediate medical attention. Ambulances are for people who can not walk or should not be moved except very carefully or as little as possible in order not to aggravate their injuries. Don't judge the victims just on the basis of appearances. Internal injuries may be present necessitating an ambulance call. Basically "If everyone is standing, then an ambulance is probably not necessary. But investigate just beyond observing victims. Remember also that during peak driving hours, equipment is limited and to unnecessarily call an ambulance might deprive someone who really needs one. Examine the situation in terms of all these factors, but make your decision quickly.

THE NATURE OF THE EMERGENCY--What is it? Car accident? Traffic Light? Road Obstruction? Say what it is, but don't tell how it happened. That's wasted effort. This should generally be done when giving the location. This helps the Dispatcher on call determine what equipment and agencies should be put into service. Get the basic idea across and help establish priority by mentioning whether there is injury or not. That is the only use that the nature of the emergency establishes. Priority plus the agencies involved.

ARE THERE ANY SPECIAL CIRCUMSTANCES?--Beyond the typical response by the city to for example, a car wreck, are there any other circumstances which might require additional city services. Is there debris in the road? Are there obstructions? Was a power or telephone pole hit? Beyond that, can you render assistance to the victims directly such as by contacting close relatives or others for them.

Remember, you are the eyes and ears of the city in an accident or emergency. Make it count. In addition, there are other considerations that you should evaluate when you come upon an accident. First is: Should you stop? Will it seriously impede traffic flow and for what value? How great is the emergency? Will stopping serve any particular purpose? Do you have special training, such as first aid, that might be of value. Is traffic control needed? Can you evaluate the situation from the car or will you need to stop to gather sufficient information concerning injuries and other factors? Knowing when to leave is an easier question. If no personal injuries then generally as soon as the accident has been reported. In other instances, usually as soon as the Police arrive. From that time on, the policeman is in charge and unless he asks you to remain, any further efforts will be considered an intrusion. If you have special knowledge that might be of assistance, then let him know as quickly as possible. In general, get out of his way. The basic question is one of control and he assumes control the minute he arrives.

The MORI CHART OF THE MONTH on the next page features a map of unknown vintage which details the streets and intersections of OKC and vicinity. It might be a good idea to study the chart and keep it and a map of Oklahoma City (available at your friendly neighborhood gas station, that is if it is still open) in the car to assist in determining locations and streets when reporting accidents. In addition telephone numbers are given. Frank said that the phone numbers given last month were incorrect. Please supplement your record with these numbers. Most prominently the EOC dispatcher number. It is a do-all number for reporting almost any any emergency.