BROWARD COUNTY FLORIDA

EMERGENCY COMMUNICATIONS TRAINING

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The topic at this month's ARES/RACES meeting will be, "What's in YOUR Bag? A simple way of assembling your Go-Kit." Following the presentation, we will be distributing the revised ICS-205 forms for review and input from our members. See you at the meeting!

September 2014

BROWARD COUNTY EMERGENCY MANAGEMENT DIVISION HOSTED A FLORIDA REGIONAL 7 NBEMS TRAINING WORKSHOP

NBEMS (Narrow Band Emergency Messaging System) using FLDIGI and FLMSG

The amateurs that attended were (not in any order) were:

N4HHP, KD4FRB, KM2V, KE4YP, KJ4AWB, KK4SVU, N4JRW, KG6POW, KK4GUB, WB4JC, KI4IQZ, KK4GNU, N4JUP, W1MCG, KD2BMD, KC4WAM, K4MGW, WB2MBV, KG4DWP, KK4ENJ, K4ZXR, KJ4ZHO, KJ4WAG, AJ1O, AF4PL, K4FLL, KA2BYU

On Saturday, August 23, 2014 from 9am to 1pm the Broward County Emergency Management Division held an amateur radio Communications NBEMS Workshop. The Wellington Radio Club and the Palm Beach Emergency Messaging Associates (PBEMA) shared their expert knowledge with our Florida Region 7 ARES/RACES Emergency Responders, RACES Officers and Emergency Coordinators. Representation from Martin, Broward, WPB and Monroe County were present.

A major focus in interoperability between Emergency Operation Centers, shelters, clubhouses, neighborhood distribution points, hospitals, command post, Non-Governmental Organizations and other emergency sites. Whether you use an FM ham radio or those for other radio services, the Basic NBEMS tool will also save loads of time! (FM services also include as FRS/GMRS, LMR, Marine, etc.)

Myth Busting Lightning!

"If there's lightning, lay down flat on the ground! Seek shelter under a tree! And don't touch someone who's been struck or you'll get shocked!" How many lightning myths have you heard?

The truth is if you lay down on the ground, you're more exposed to electrical currents running underground! Never seek shelter from lightning under a tree. It is actually the second leading cause of lightning fatalities! And if someone is struck by lightning, don't be scared to assist him or her immediately. The human body does not store electricity, and helping them immediately could be essential to their survival!

Before you go out in the rain, it is crucial to know your facts.

- **Lightning often strikes the same place repeatedly, especially if it's a tall, pointy, isolated object.**
- **Most cars are safe from lightning, but it is the metal roof and metal sides that protect you, NOT the rubber tires.**
- **A house is a safe place to be during a thunderstorm as long as you avoid anything that conducts electricity.**
- **Height, pointy shape, and isolation are the dominant factors controlling where a lightning bolt will strike. The presence of metal makes absolutely no difference on where lightning strikes.**

For more information on lightning, visit the NOAA lightning page. And for thunderstorm safety tips visit the http://www.ready.gov/thunderstorms-lightning.

NOAA lightning page. And for thunderstorm safety tips visit the http://www.ready.gov/thunderstorms-lightning.

FEMA

SUPPLEMENTAL SPOTTER TRAINING MATERIAL

Why are storm spotters so crucial?

The Doppler radars that the National Weather Service use are extremely useful in diagnosing thunderstorms. However, they *cannot* tell us what is occurring in the lowest levels of the storm (i.e. where a tornado would likely occur). This problem is due to the curvature of the Earth; the radar beam will get higher above the surface the further it gets from the radar site. Meteorologists can analyze the radar data and determine whether the storm is a threat, but only spotters can report what is actually happening. Therefore, spotter reports give us crucial information.

Click on both pictures for More Information

There photos originated by NWS Norman

Support HR 4969

Hi Everyone,

Here is the reply I got to my email about him supporting HR 4969, it really worked. Looks like he is on our side so send in your emails, both to him direct AND to the ARRL (go to http://www.arrl.org/hr-4969) who will forward paper copies to the House Members. You don't need to be an ARRL member

73,
Mr. John McHugh <K4AG@arrl.net>

A Message from Congressman Joe Garcia

Date: 14 Aug 2014 19:44:41 -0400

From: Rep. Joe Garcia <joe-garcia-no-reply@mail.house.gov>
To: Mr. John McHugh <K4AG@arrl.net>

Joe Garcia
26th District, Florida
Congress of the United States // House of Representatives // Washington,
DC 20515

August 14, 2014
Dear Mr. McHugh,

Thank you for contacting me to express your views regarding H.R. 4969, the Amateur Radio Parity Act of 2014. I appreciate you sharing your thoughts on this very important issue.

Like you, I recognize the value of amateur radio operators and the stations they help facilitate. As you know, thousands of amateur radio enthusiasts work recreationally in the United States and support emergency response, disaster preparedness, and other community services. Currently, the Federal Communications Commission (FCC), which oversees commercial and amateur radio, prohibits state and local governments from unnecessarily interfering with amateur radio antennas and equipment without a legitimate purpose.

Introduced by Rep. Adam Kinzinger (R-IL), the Amateur Radio Parity Act would expand existing FCC regulations to allow amateur radio operators greater protections when homeowner's association regulations restrict the use of amateur radio antennas and other structures. This bill has been referred to the Committee on Energy and Commerce. Although I do not serve on this committee, you can be assured that I will keep your thoughts in mind should this bill come before the full House of Representatives.

Thank you again for sharing your thoughts about this important issue. I hope you will continue to communicate with me on matters of concern to you. For more information on this and other issues, please visit my website at www.garcia.house.gov <http://www.garcia.house.gov>, sign up to receive email updates at http://garciaforms.house.gov/newsletter/, and follow me on Facebook and Twitter to keep the dialogue going.

Sincerely,

Joe Garcia
Member of Congress
<http://garcia.house.gov> <http://www.facebook.com/repjoegarcia>

<http://www.twitter.com/repjoegarcia>
<http://www.youtube.com/repjoegarcia>
<http://garciaforms.house.gov/newsletter/> JG/AC

What Happens When Lightning Hits Your Car? Here's How to Stay Safe

By Chrissy Warrilow Published: Jun 26, 2014, 10:56 AM EDT weather.com

From the Florida Everglades. Credit: dhwicker

An Atlanta woman was struck by lightning Tuesday, but she wasn't standing in the open. She was driving her car. "All of a sudden, a very blinding white light filled the whole car. My whole body went numb then started tingling like when your foot wakes up," Teresa Adams told WSB-TV.

Adams further explained that she was talking on her cell phone while driving home through the thunderstorm. To her shock, lightning struck the vehicle and the current entered her body. "I didn't know this could happen, because I always thought if you had rubber tires you were good," Adams said to WSB.

Rubber tires are not enough to keep you safe from a lightning storm. Here's why.

ANTOINE TAVENEAUX

When Lightning Hits a Car:

A Faraday cage in operation, illustrating the concept of safety from electricity within a hollow, metal object. (Antoine Taveneaux/Discovery Palace in Paris/Wikipedia)

It is a widespread myth that the reason vehicles provide protection from lightning is due to the tires.

In actuality, lightning flows around the outside of a car, and the majority of the current flows from the car's metal cage into the ground below. In essence, a car acts like a mobile Faraday cage.

However, not all vehicles are created equal. Convertibles do not have metal roofs, which compromises the Faraday cage affect. In addition, some vehicles are manufactured out of non-metal parts, which impedes electricity's ability to flow through the car.

Another caveat with regards to lightning safety within vehicles is the fact that some portions of the current can flow through the vehicle's electrical systems and metal appendages including radios, cell phone chargers,

GPS units as well as car door handles, foot pedals, the steering column and the steering wheel. The National Lightning Safety Institute reports that some vehicles struck by lightning experience external damage, including pitting and arcing, as well as internal damage to electronic systems and components.

Bottom line, if you're away from home, the best way to stay safe during a lightning storm is to head for a metal-topped vehicle. However, it is important to fold your hands in your lap and avoid touching anything metal within the car. You also should not to touch the radio or talk on the cell phone, especially if it is connected to your vehicle. If you are driving, pull to the side of the road, turn on your hazard lights, turn off the engine and wait out the storm.

At what point is it safe to exit the vehicle?

Once the electrical current has passed through the vehicle and entered into the ground, it is technically safe to exit the vehicle. However, it is best to wait until the thunderstorm has passed before getting out of your car.

SKYWARN TRAINING SITES

Lightning Science: Five Ways Lightning Strikes People

http://urbanext.illinois.edu/treehouse/activity_cloud.cfm

Ham Radio Humor

Herman Munster on Ham Radio http://www.youtube.com/watch?v=F-

Tony Hancock "The Radio Ham" The Full BBC Show Funny Amateur Radio CB Movie Film
http://www.youtube.com/watch?v=pg03Dm4y1ao

Amateur Radio Operators needed

THE FORT LAUDERDALE ANNUAL CHRISTMAS WINTERFEST BOAT PARADE DECEMBER 13th, 2014

Don't wait for the last minute to contact me! SIGN-UP EARLY

Less than 100 days to go before the 2014 Winterfest Boat Parade. I know this seems a bit early to sign up. Please email me and sign up so I know that every assignment is covered. For those that worked the parade last year will get the same assignments if they contact me immediately. This event is shown in many different Countries with over 1 MILLION VIEWERS You will have a front row

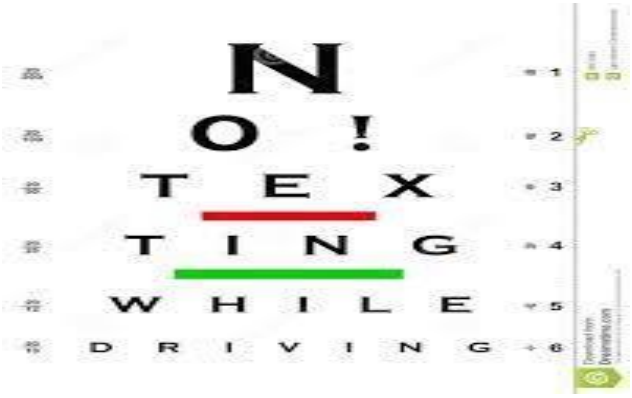
seat to the parade since all the parade boats (100 of them) will pass right in front of you. This is the best seat in the house and you can bring a friend.

Robin Terrill N4HHP / Communications Chairman Fort Lauderdale Winterfest Boat Parade
E- Mail at n4hhp@att.net

BROWARD COUNTY ARES/RACES TRAINING NET

The Broward County Emergency Preparedness Net (BCEPN) is held every Wednesday night, at 7:00 p.m. and uses the Broward Amateur Radio Club Repeater, 146.910 Mhz. -600 PL 110.9 Hz. This net is used as a training net for ARES and RACES members. It is vitally important to get all of the amateur radio operators to check in on the net and participate in the discussion.

If you have any questions about this Net, please Contact Michael Davis sixdaywarrior67@hotmail.com



Click on the above to see videos.
This also goes for amateur radio transceivers too!

If you are a Skywarn member,
how would you describe what is happening in this picture to the National Weather Service?

MEMORANDUM OF UNDERSTANDING BETWEEN THE NATIONAL WEATHER SERVICE AND THE AMERICAN RADIO RELAY LEAGUE, INC.

I. PURPOSE

The purpose of this document is to state the terms of a mutual agreement (Memorandum of Understanding) between National Oceanic and Atmospheric Administration's (NOAA) National Weather Service (NWS) and the American Radio Relay League, Inc. (ARRL), that will serve as a framework within which volunteers of the ARRL may coordinate their services, facilities, and equipment with NWS in support of nationwide, state, and local early weather warning and emergency communications functions. It is intended, through joint coordination and exercise of the resources of ARRL, NWS, and Federal, State and local governments, to enhance the nationwide posture of early weather warning and readiness for any conceivable weather emergency.

II. RECOGNITION

The National Weather Service recognizes that the ARRL is the principal organization representing the interests of more than 690,000 U.S. radio amateurs. Because of its field organization of trained and experienced communications experts, Amateur Radio Service volunteers can be of valuable assistance in early severe weather warning and tornado spotting.

ARRL recognizes the National Weather Service's statutory responsibility to provide the following meteorological services for the people of the United States:

1. NOAA's National Weather Service provides weather, hydrologic, and climate forecasts and warnings for the United States, its territories, adjacent waters and ocean areas, for the protection of life and property and the enhancement of the national economy; and,

2. NWS data and products form a national information database and infrastructure which can be used by other governmental agencies, the private sector, the public, and the global community.

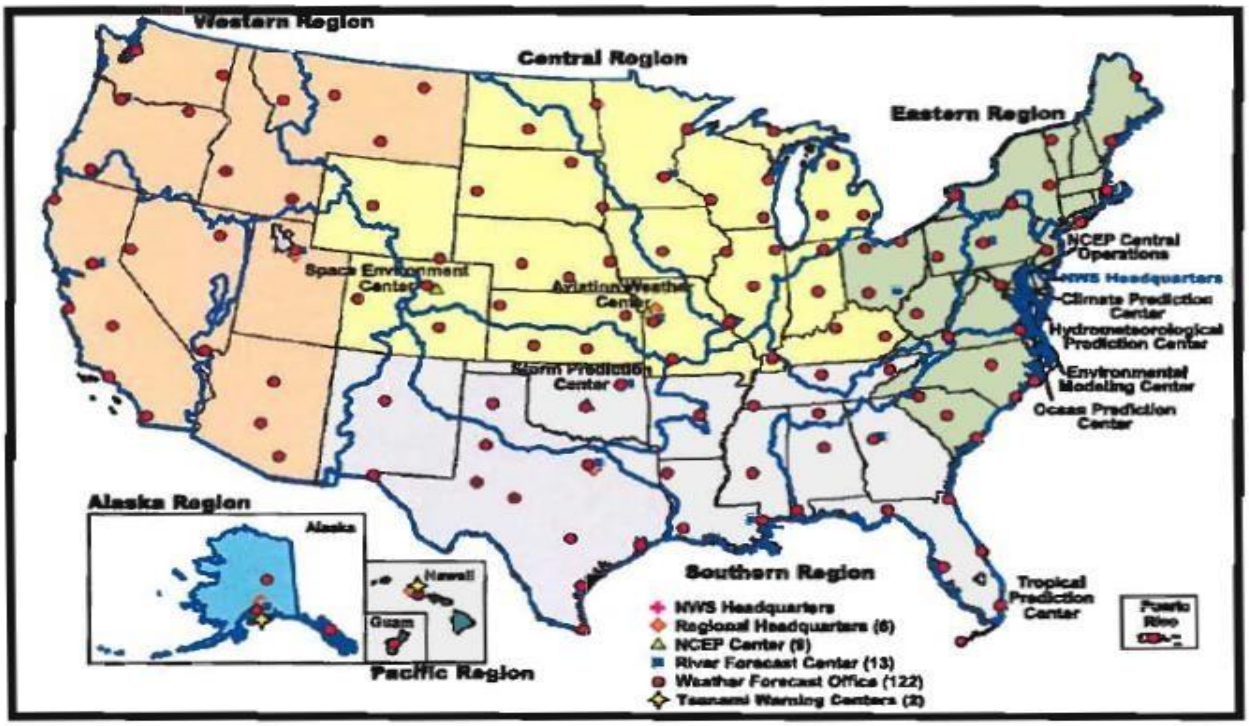
III. ORGANIZATION OF THE AMERICAN RADIO RELAY LEAGUE

ARRL is a noncommercial membership organization of radio amateurs, organized for the promotion of interest in Amateur Radio communication and experimentation, for the establishment of networks to provide communications in the event of disasters or other emergencies, for the advancement of the radio art and of the public welfare, for the representation of the radio amateur in legislative matters, and the maintenance of fraternalism and a high standard of conduct. A primary responsibility of the Amateur Radio Service, as established by the Federal Communications Commission, is the rendering of public service communications for the general public, particularly in times of emergency. Using Amateur Radio operators in the amateur frequency bands, the ARRL has been serving the public, both directly and through government and relief agencies, for more than ninety years. To that end, the League created the Amateur Radio

Emergency Service ® (ARES) ® and the National Traffic System (NTS). The League's Field Organization consists of seventy-one administrative sections managed by elected Section Managers. A Section is a League-created political boundary roughly equivalent to states (or portions thereof). The Section Manager appoints expert assistants to administer the various emergency communications and public service programs in the section. Each section has a vast cadre of volunteer appointees to perform the work of Amateur Radio at the local level, under the supervision of the Section Manager and his/her assistants.

IV. ORGANIZATION OF THE NATIONAL WEATHER SERVICE

National Oceanic and Atmospheric Administration's (NOAA) National Weather Service consists of 122 weather forecast offices, 13 river forecast centers, 9 national centers, and other support offices. NWS scientists provide weather, water, and climate forecasts and warnings for the United States for the protection of life and property, and the enhancement of the national economy. The NWS' national headquarters is located in Washington, D.C., and there are six regional headquarters: Eastern, Southern, Central, Western, Alaska, and Pacific.



Skywarn® is the National Weather Service's severe weather spotting program. Radio amateurs have assisted as communicators and spotters since the program's inception in the late 1960s. In areas where tornadoes and other severe weather have been known to threaten, NWS recruits volunteers, and trains them in proper weather spotting procedures. These dedicated citizens help keep their local community safe by conveying severe weather reports to their local NWS Forecast Office. Skywarn spotters are integral to the success of our Nation's severe weather warning system.

Warning Coordination Meteorologists (WCMs) serve as the NWS' principal liaison with its customers and partners in the evaluation and improvement of its products and services. WCMs are responsible for maintaining the working partnership with the local ARRL Skywarn organizations. There are 132 NWS Warning Coordination Meteorologists (WCMs) located throughout the country: 122 Weather Forecast Offices, 6 Regional Headquarters, National Headquarters, the Storm Prediction Center, the National Hurricane Center, and the National Aviation Weather Center.

V. PRINCIPLES OF COOPERATION

A. ARRL agrees to encourage its volunteer Field Organization appointees, especially the Amateur Radio Emergency Service, to contact and cooperate with National Weather Service Warning Coordination Meteorologists for the purpose of establishing organized Skywarn networks with radio amateurs serving as communicators and spotters, consistent with rules and regulations of the Federal Communications Commission.

B. ARRL further agrees to encourage its Section management teams to provide specialized communications and observation support on an as-needed basis for NWS offices in other weather emergencies such as hurricanes, snow and heavy rain storms, and other severe weather situations.

C. The National Weather Service agrees to work with ARRL Section Amateur Radio Emergency Service volunteers to establish Skywarn networks, and/or other weather emergency alert and relief systems. The principal point of contact between the ARRL Section and local NWS offices are the Warning Coordination Meteorologists. Local Warning Coordination Meteorologist contact information is available at: www.stormready.noaa.gov/contact.htm. Contact information for ARRL Section volunteer leaders is available at www.arrl.org/sections. The national contact for ARRL is the Emergency Preparedness Manager at ARRL Headquarters, Newington, CT 06111. The national contact for NWS Warning Coordination Meteorologists is the Office of Climate, Weather and Water Services, WCM Program, 1325 East-West Highway, Silver Spring, MD 20910.

Kay Craigie, N3KN

Kay Craigie, N3KN
President, American Radio Relay League, inc.

Date May 12, 2011

David B. Caldwell

Date 6/9/2011

Printed Name David B. Caldwell

Title OCWWS Director

NOAA National Weather Service

Memorandum of Understanding (MOU)

With the National Weather Service (NWS)

NWS offices may be very particular about the use of "SKYWARN" as a description used to describe an amateur radio severe weather related Net. It is recommended that the word "SKYWARN" not be used in any standby Net. Once a request for Spotter activation has been formally received, or publicly broadcast by the NWS, it is usually understood that the word "SKYWARN" is appropriate to use.

If a request for weather Net is received from a local government authority rather than the NWS, the request of the government authority supersedes NWS authority. The Net normally transfers at this point, to come under RACES/FEMA authority. The NWS should be notified if this should occur. Spotter reports of significance would still be sent to the NWS. The NWS retains the exclusive authority to issue all watches and warnings, but the Broward County Emergency Manager, for example, can override the NWS on a local level and issue out warnings at his/her discretion.

Regardless of whether a Net is directed and formal or an informal standby Net, only one person should be responsible for reporting conditions to the NWS. Standby Nets can be a very informal information gathering process that will help please do not contact the NWS directly yourself. Check-in to the net and let the NTS do this.

NCS operators should immensely if, and when, the NWS issues a "Watch" or "Warning". Always notify the NWS that you have started a Net due to severe weather. Give the NWS the severe weather information that you have on hand and remember to leave them a telephone number so that they can contact you if necessary for updates. "Standby Nets" or "Severe Weather Nets "are generally ran as an informal net and are the lowest weather priority in Skywarn. It is also used during a thunderstorm or tornado Watch when an official Skywarn Watch is issued by the (NWS). At that time, a Skywarn Net should be activated and the Net Control Station (NTS) will take amateurs observations who in turn will report them back to the (NWS) in Miami-Dade County. If a Skywarn net is in operation, be very careful to phrase an upgrade/downgrade statement to the Net; so that it doesn't represent, or sound like, an official public Watch or Warning statement. A simple statement such as: "This Net is now a severe weather net." will suffice. The NWS recognizes that their radar has severe limitations and that with their current radar technology, they will never be able to see what is happening at the all-important lower elevations between zero and 4000 feet for more than just a few miles.

Only a spotter can actually observe and report the effects of hail, wind velocity, gust fronts, funnel clouds, wall clouds, downburst activity, rotation, and tornadoes. The NWS radar can't actually see any of these things. Their radar can only indicate a relative location of conditions at higher elevations that are known to be conducive to these things occurring at lower elevations. The spotter becomes increasingly more important to the NWS and the public as the distance from the radar site increases. Even at minimal radar take-off angles, at a distance of 40 to 100 miles, the radar image may be well above any, or most, significant ground effect storm activity. This is one major reason that a NCS must keep track of all spotter locations. Knowing a spotter's exact location helps the NWS know where to look for developing patterns.

OFFICIAL SKYWARN Storm Spotter

A US National Weather Service and Amateur Radio Volunteer Program

To find out more information on becoming an official Skywarn Spotter, please conta
Robin/N4HHP Broward County Skywarn Coordinator
954 249-5343 n4hhp@comcast.net

We Are Looking For Motivated Amateur Radio Operators

Did you know, when Broward County has severe weather that you can call a Severe Weather Net anytime if you are a Skywarn trained member?

Skywarn Net Decision Criteria

Judgment Calls for Weather Watch Net

NOTE: A Weather Watch Net is a non-directed, informal Net or monitoring of the Skywarn Net frequency and request check-in or identification of stations monitoring the frequency, for weather purposes. The purpose of check-in would be to determine availability and location of stations for elevation of net status to Skywarn Net, if required.

1. **Weather Forecast Office (WFO) Miami has not requested Skywarn activation at this time but based upon your opinion and/or observations it appears a Weather Watch could be beneficial.**
2. **WFO Miami has issued a Severe Weather Watch.**
3. **Anyone using their judgment of approaching weather conditions can start a non-directed Weather Watch Net.**
4. **ARES/RACES/Skywarn/Coordinators Leaders using judgment of approaching weather conditions also can call a non-directed Weather Watch Net.**
5. **The Weather Watch Net would be activated in all cases on the Skywarn Repeater frequency 146.910 Mhz. -600 PL 110.9 Hz. or alternate frequency of 147.210 Mhz. +600 PL 131.8 Hz.**

Requested Weather Watch Net

1. **Weather Forecast Office Miami, NOAA Storm Prediction Center (SPC) or the Broward County Emergency Management Division has requested activation of a Weather Watch Net.**
2. **The Weather Watch Net would be activated on the Skywarn Frequency of 146.910 Mhz. -600 PL 110.9 Hz. or the alternate frequency of 147.210 Mhz. +600 PL 131.8 Hz. by the Skywarn Coordinator and/or ARES/RACES Leadership.**

Skywarn Severe Weather Net Activation

NOTE: A Skywarn Severe Weather Net is a directed net, with a Net Control station being an ARES/RACES/Skywarn Leader or trained ARES/RACES Net Control station.

1. **WFO Miami or SPC has issued a Severe Weather Warning where damage or danger to public safety is likely due to a possible tornado, high winds or flooding conditions.**
3. **WFO Miami has formally requested Skywarn activation in Broward County. Activation could be for either part of or the entire county, depending on conditions at the time. The Skywarn Severe Weather Net would be activated on the Skywarn Repeater frequency of 146.910 Mhz. -600 PL 110.9 Hz. or the alternate frequency of 147.210 Mhz. +600 PL 131.8 Hz. The Net Control Station (NCS) would be the Liaison Station between the Broward County Skywarn Net and WFO Miami by phone and or by radio contact to WX4MIA (WFO Miami), if activated, (depending on availability of operators at WX4MIA).**
4. **In the case of multiple county activations, the South Florida Regional Skywarn Net would be also activated on the Allstar Florida Hub Network and provide additional access to Skywarn and ARES leadership in other south Florida counties on the frequency of 444.025 MHz with no PL.**

BROWARD COUNTY SKYWARN WEATHER WATCH NET

NET CRITERIA

THIS WILL BE USED WHEN THE WEATHER FORECAST OFFICE (WFO) MIAMI HAS ISSUED A WEATHER WATCH FOR BROWARD COUNTY AND HAS REQUESTED A SKYWARN ACTIVATION. SKYWARN COORDINATORS, AND ARES/RACES OFFICERS WILL USE THEIR BEST JUDGETMENT IN ACTIVATING A WEATHER WATCH NET BASED UPON LOCAL CONDITIONS.

This is (**Your FCC Call Sign**) now calling a Weather Watch Net for South Florida. The Weather Forecast Office in Miami (or the Storm Prediction Center) has issued a Weather Watch that covers parts of Broward County. This is an informal non-directed net and normal traffic may continue on this frequency during this Watch.

Members of the Broward County Skywarn and ARES/RACES organization will be monitoring this frequency for reports of changes in weather conditions in our area. Please allow for passing of emergency traffic if severe weather develops. Stations with "emergency traffic" should identify this traffic with a double (BREAK),(BREAK).

Stations monitoring the weather on this frequency, please identify yourself now with your Call Sign.

Recognize (Call Sign)

Are there other stations wishing to check in?

Net Termination (if not escalated to a Severe Weather Skywarn Net)

All stations may now secure.
This non-directed net is now secured at **(time)** local time.
This is **(Your FCC Call Sign)** returning all repeaters to normal amateur use.

If weather conditions develop to the point a "Warning" is issued by WFO Miami, ARES would activate a Palm Beach County Skywarn Severe Weather Net.

BROWARD COUNTY
SKYWARN SEVERE WEATHER NET

NET CRITERIA

THIS NET PROCEDURE WOULD BE USED WHEN WEATHER FORECAST OFFICE (WFO) MIAMI OR THE STORM PREDICTION CENTER (SPC) HAS ISSUED A SEVERE WEATHER WARNING FOR BROWARD COUNTY WHICH INDICATES A TORNADO, FUNNEL CLOUD OR POTENTIAL DAMAGE TO PROPERTY OR INJURIES ARE PROBABLE. IT COULD ALSO BE ACTIVATED BY SKYWARN COORDINATORS OR ARES/RACES OFFICERS BASED UPON BEST JUDGEMENT OF PRESENT CONDITIONS.

NET PREAMBLE

This is (**Your FCC Call Sign**) now activating Broward County Skywarn Severe Weather Net. I hereby request use of this repeater for the duration of this weather emergency.

(BREAK)

This is **(Your FCC Call Sign)**, my name is **(Your Name),** located in _____. I will be your Net Control Station, for the **Broward County Skywarn Severe Weather Net.**

(BREAK)

This is a Directed Net for the purpose of passing weather related traffic only. Please direct all of your communications to Net Control and wait until you are recognized and directed by Net Control to pass traffic. Once your traffic has been passed you should indicate completion of transmission by saying "back to Net Control" and finish you call with FCC Call Sign. All stations are encouraged to stay checked in until the end of the activation. If you must leave your station, please advise Net Control.

Before we move to regular check-ins, are there any stations with emergency or priority traffic, please call Net Control?

(Call Sign) please pass your traffic.

(BREAK)

If at any time you need to interrupt routine traffic with emergency traffic, please use a double (BREAK),(BREAK) to indicate you have emergency traffic.

Do we have any stations with routine traffic? Please call Net Control now with your routine traffic.

(Call Sign) please pass your traffic.

I will now call for regular net check-ins to identify what areas of Broward County are being represented. Give your call sign, slowly using standard phonetics, your name, your Skywarn Spotter number and provide your specific location.
Net wishes to recognize (Call Sign), (Name) at (Specific Location in Broward County). (Call Sign) please pass your traffic.

(REPEAT EVERY 10 MINUTES)

This is **(Your FCC Call Sign)**, NET CONTROL for the **Broward County Skywarn Severe Weather Net**

Are there any stations with emergency or priority traffic, please call Net Control?

(Call Sign) please pass your traffic.

(BREAK)

Do we have any stations with routine traffic? Please call Net Control now with your routine traffic.

(Call Sign) please pass your traffic.

At Termination of Net

This is **(Your FCC Call Sign)**, NET CONTROL for Broward County **Skywarn Severe Weather Net.** I want to thank all of the stations that participated. At this time our Severe Weather conditions have passed and I am terminating the Broward County Skywarn Severe Weather Net.

All stations may now secure.
This net is now secured at **(time)** local time.
This is **(Your FCC Call Sign)** returning all repeaters to normal amateur use.

'Source of material obtained is from Maurice Dake' K9EE.

OFFICIAL SKYWARN Storm Spotter
A US National Weather Service and Amateur Radio Volunteer Program

Do you have what it takes to run a Severe Weather Net?
If you are, please send me an email n4hhp@comcast.net

Amateur Radio Emergency Communication

when other elements in the communications infrastructure are damaged.

Sources: The American Red Cross and the ARRL.

What are the major Amateur Radio emergency organizations?

Amateur Radio operators have informal and formal groups to coordinate communication during emergencies. At the local level, hams may participate in local emergency organizations, or organize local "traffic nets" using VHF (Very High frequencies) and UHF (Ultra High frequencies). At the state level, hams are often involved with state emergency management operations. In addition, hams operate at the national level through the Radio Amateur Civil Emergency Service (RACES), which is coordinated through the Federal Emergency Management Agency, and through the Amateur Radio

Emergency Service (ARES), which is coordinated through the American Radio Relay League and its field volunteers. In addition, addition, many hams are involved in Skywarn, operating under the National Weather Service.

Why does ARES/RACES exist in a world of cell phones?

Major emergencies can strike anywhere, anytime, without warning. Often, existing means of communications, be a landline telephone, cellular phone or wireless radio links, become unusable because they are overloaded or simply no longer exist. They get overloaded when too many persons try at the same time to dial for help or to check on a friend or family member in a disaster area. They can become nonexistent when wires and towers topple and electrical supplies fail, due to acts of nature or terrorism. When emergency agencies are required to be in an area of a disaster, their regular means of communications can be affected too. That creates a need for a supplemental or back-up communications system, one that comes complete with equipment and trained operators who are licensed by the U.S. Government, all at no cost to the public or the agency involved.

Is Amateur Radio recognized as a resource by national relief organizations?

Many national organizations have formal agreements with the Amateur Radio Emergency Service (ARES) and other Amateur Radio groups including:

- **Federal Emergency Management**
- **Agency**
- **National Communications System**
- **American Red Cross**
- **Department of Homeland SecurityCitizen Corps**
- **Salvation Army**
- **National Weather Service**
- **Association of Public Safety Communication Communications Officials**

What do Amateur Radio operators do during and after disasters?

Amateur Radio Operators before the start of the hurricane season which starts on June 1 and ends November 30, volunteer to be a backup communicator for shelters, special care facilities, hospitals, Cities EOC's, County EOC, transportation, Points of Distributions (PODS) where food and other necessary staples given out after the disaster, staging Area, where trucks bringing food and supplies into an effected area met then are dispatched, and other areas as requested by Broward County Emergency Operations Center. In addition, in some disasters, when radio frequencies are not coordinated among relief officials and amateur radio operators will step in to coordinate communication when radio towers and other elements in the communications infrastructure are damaged.

Taken by Storm

10 years ago, Hurricanes Charley, Frances, Ivan and Jeanne ravaged Florida, leaving billions in damages and many changes to be made

FYI, in case you missed this weekend's Sun Sentinel story . . . Broward and Palm Beach counties highlighted as well. Sent in by, Miguel Ascarrunz, Interim Director, Broward County Emergency Management Division

http://interactive.sun-sentinel.com/2004storms/

SKYWARN Coordinators:

(Permission given by Robert Molleda to reprint this email)

Below is a graphic depiction by a fellow Warning Coordination Meteorologist in Louisville, KY regarding a false storm report sent via the NWS storm report form. In the past, I've gotten a couple of not-so-nice feedback from folks who don't like that they have to read a disclaimer on the NWS storm report submission page stating the following: Information provided on this form may be used by the National Weather Service (NWS) for official purposes in any way, including public release and publication in NWS products. False statements on this form may be subject to prosecution under the False Statement Accountability Act of 1996 (18 U.S.C. § 1001) or other statutes.

The false report below makes the case for why this language must be included and must be "checked off" before submitting. If any of you get pushback from anyone in your spotter communities about this part of our storm report form, please pass this along to them. It's all about public safety and making sure we pass along truthful information.

Thanks,
Robert Molleda
Warning Coordination Meteorologist
National Weather Service
Miami/South Florida Forecast Office
11691 SW 17th ST
Miami, FL 33165
305-229-4522 Ext. 223
Fax: 305-229-4553
Robert.Molleda@noaa.gov
weather.gov/southflorida

From: Joe Sullivan - NWS Louisville <joe.sullivan@noaa.gov>
Date: Wed, Jul 2, 2014 at 6:30 PM
Subject: Web Storm Report for LMK1404336481_473

Hi, all -

Please see the "Web Storm Report" below submitted by an "Anonymous" "Storm Chaser" to my office just a few moments ago. This report was followed up a few minutes later by another Anonymous - this time claiming to be an "NWS Storm Spotter" stating a "Small rope funnel with inflow pushing into storm. Rotating for about (sic) 3 minutes"

For what it's worth, I've also attached a screen capture of the Base Velocity for the storm in question (M2) at approximately the time the report was submitted. DVILs at the time were in the teens, and there we only had one lightning strike within 20 miles of the cell. I talked with the county EM, whose office is near where the anonymous report supposedly originated, and he said there was nothing of the sort around, and confirmed that no reports had come into the 911 center from anyone reporting a funnel.

The penalty is a stiff monitory amount and / or jail time for making a false weather report

In Broward County ARES/RACES Are Working Together

Our Mission and Purpose Statement

ARES/RACES is activated by the Broward Emergency Management Division (BEMD) to provide backup and/or alternate communications during times of emergencies whether it be for man-made or natural disasters or when other methods or modes of communications are overloaded or disrupted.

ARES/RACES will utilize HF, VHF, UHF, and Digital Modes to provide communications between Broward county and state emergency management offices, as required. The ARES/RACES station Amateur radio callsign is W4BEM.

In accordance with the FCC Rules and Regulations

Most public safety communications systems are designed to perform in emergencies at any time of day or night. These systems generally fulfill the demands placed on them by normal conditions or small emergencies and operate within their system design. It is when these systems are expected to perform beyond their design that volunteer communications are considered as an alternate means of communicating.

In Part 97.1, the Federal Communication Commissions (FCC) rules and regulations are designed to provide an amateur radio service having a fundamental purpose as expressed in the following:

Recognition and enhancement of the value of the amateur service to the public as a voluntary noncommercial communication service, particularly with respect to providing emergency communications.

(a) This is an essential element of the "public interest, convenience or necessity" doctrine embodied in the Communications Act of 1934. With this in mind, the Amateur Radio Relay League (ARRL) makes emergency communications an objective for its Field Organization, using Amateur Radio Emergency Services (ARES) as its vehicle for accomplishing this task Part 97.407 of the FCC rules provides for RACES, Radio Amateur Civil Emergency Services. RACES is a special phase of amateur radio recognized by FEMA, that provides radio communications for civil preparedness purposes only, for local, regional or national civil emergencies. These types of emergencies are not limited to war time activity, but can include natural disasters such as fires, floods and earthquakes.

Here in Broward County, the BEMD agree with the Federal Emergency Management Agency (FEMA) and the American Radio Relay League (ARRL) in advocating dual registration in both the Amateur Radio Emergency Services (ARES) organization and the Radio Amateur Civil Emergency Services (RACES) organization. When operating under a RACES activation, operators are limited to specific frequencies and may only communicate with other RACES organizations. By combining ARES and RACES, under local registration (RACES application) roles may be switched to meet the requirements of the situation as it develops.

"Yes, YOU Can Help Save A Life With YOUR Radio!"

Steve Robeson, LPN Amateur Radio Station K4YZ

Due to changing technologies, the SARSAT, or (S)earch (A)nd (R)escue (SAT)ellite program no longer monitors the civilian aviation distress frequency of 121.5mHz. This means that older aircraft that have not installed the newer 406mHz ELT's, or Emergency Locator Transmitters, and suffer an accident may not have their automatic distress beacon intercepted.

This frequency is also used by older versions of PLB's, (Personal Locator Beacons). Some older EPIRB's, (Emergency Position and Identification Reporting Beacons) also use this frequency. An activation of one of the older style devices may go unanswered.

PLEASE! If you own a VHF rig or scanner capable of monitoring this frequency, add it in! IF YOU HEAR the distinctive whoop-whoop-whoop of an ELT, please do the following:

(1) Call the nearest Federal Aviation Administration Flight Service Station, FAA Control Tower or United States Coast Guard facility and alert them to your find (Usually in your phone book in the blue pages under "United States Government"). Be prepared to give them your name, a return telephone number and your physical address. (Remember, your QRZ.COM listing has your latitude and longitude in it.) Be calm, be polite and don't embellish your report. "Just the facts, Ma'am."

(2) If you don't have an FAA or Coast Guard facility nearby or can't find your phone book (who can, these days?), call 9-1-1 and be prepared to tell them the same information. Remember, however, that 91-1 operators are not used to getting such calls, so be ready to tell them who you are and what you are hearing, politely and directly. They may want to send a police officer or deputy sheriff to your location to see for themselves. Unfortunately there are those who abuse 9-1-1 with prank calls (off with their heads!). Don't be insulted. This is an excellent opportunity for "good PR" for Amateur Radio.

(3) If you are mobile and can safely stop where you are, do so, then call 9-1-1 as suggested above, but DO NOT COMPROMISE YOUR SAFETY! Again, be ready to tell them who you are, what you're hearing and provide a location as exact as you can. No more, no less.

4) If all else fails, get on the local repeater and call for help. Again, provide the information above. Until determined otherwise by an appropriate SAR or Law Enforcement agency to the contrary, this is a bonafide emergency.

REMEMBER!: That "whoop-whoop-whoop" is the electronic version of "Mayday" or "SOS"! Please DO assume that someone's life is in danger until the professional SAR agencies or Law Enforcement have determined otherwise!

(5) DO NOT try to locate the signal yourself! Leave that to the professional SAR and community rescue teams. Unfortunately, these beacons are occasionally used by narcotics and weapons smugglers to locate their loads. Your altruistic desire to help another person might result in harm to you! If the local sheriff or rescue team asks for your assistance, that's one thing, but the quickest way to give Amateur Radio a black eye (or get hurt!) is to show up un-announced and un-invited.

6) Offer to help ONLY IF YOU ARE PHYSICALLY ABLE and have the skills to back it up! But do not be offended if you are rebuffed. Many agencies are wary of liability issues. It's not personal! 73 Steve K4YZ

ARTICLES NEEDED!!!

If you have anything pertaining to amateur radio or Skywarn training that you would like to contribute and share with others in the ARES/RACES/SKYWARN organizations, I would be happy to include your offering in any future edition. Anything you would like. Hints and kinks, antennas, technical talk, operating tips, public service, weather related, etc., would be heartily welcomed!!! All articles are to be camera ready. All articles must be in by the 20th of every month. Copyright rules and permission apply to all submissions. All submitted articles submitted will be at the discretion of the Editor.

I hope you enjoy this Newsletter as much as I did putting it together!

Please send your submission to:

Robin / N4HHP Editor

n4hhp@comcast.net

Do You Know Who We Are?

Broward County ARES and RACES is group of radio amateurs in Broward County, who get together on a regular basis for the purpose of fellowship, socially activities, emergency communications training, providing secondary communications when normal communications are either overloaded or completely nonexistent, or for just plain old fun. Do you want to join us?

For more information about joining our ranks, please contact

Robin Terrill, N4HHP RACES Officer 954 *249*-5343 n4hhp@comcast.net

And / Or

Carol Sjursen, KJ4AWB ARES EC 954 803-6338 CSjursen@bellsouth.net

QRZ callsign lookup: Search

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73

Steve K4YZ

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Carol Sjursen, KJ4AWB ARES EC 954 803-6338 CSjursen@bellsouth.net

QRZ callsign lookup: Search

Broward Emergency Management
ARES / RACES Membership Application

Please type or print clearly

EOC Use Only

RACES # _____ RACES POSITION

Effective _____ _____

Expires _____Approved by _____

Name

Address

City Zip Code County

Home Phone Work Cell

Amateur Call License Class Expiration Date Date of Birth

Emergency Contact Phone

Completion of this Application DOES NOT OBLIGATE YOU

Enrollment in RACES qualifies you for County insurance in the event RACES is activated, and you are performing duties.

This information provides a database of qualified Amateur Radio operators available for ARES/RACES emergency activation.

ARES/RACES participation is voluntary.

By submitting this application you consent to a background check.

Email Address to receive Broward County ARES / RACES Alerts / Bulletins

You reside at the above address during what months? From _____ To _____

Are you capable of setting up a station in the field? Indicate what, below, if yes YES NO

What languages are you fluent in? _____

In the event of an emergency do you have family members you must assist? YES NO

Are you willing to Staff a shelter during a hurricane? YES NO

Is your home station capable of operation without commercial power? YES NO

Could you serve another area in Florida by joining the Communications Away Team (CAT)? YES NO MILES AWAY _____

Indicate below any capabilities you have i.e. big beam, tall tower, high power, special mode etc. that could assist in the event of an emergency.

Modes	160	80	40	30	20	17	15	12	10	6	2	1.25cm	70cm	Add. Bands/ Comments
SSB- Power in Watts														
CW- WPM														
TOR- RTTY, PSK31, WinLink, Pactor II, etc.														
SSTV, DSSTV, NBTV														
Mobile / RV- Modes and Power in Watts														
Packet- Baud 300, 1k2, 9k6														
APRS- GPS, WX, DF, Tracker														
ATV- AM, FM														
FM- Power in Watts														
Satellite- AO, FO, RS, SO etc.														

Other modes or special operation / capabilities / equipment i.e. CERT, CAP, Coast Guard, Marine, MARS, REACT, Contest Station, Remote Control, ect.

Do you have ICS 100 200 700 800 Do you have Emcomm 1 2 3 (circle those that you have) Please submit Certificate Copies.

Signature Date

Use back of this application for additional space. Please be as detailed as possible with all information.

Please list experience, qualifications and other special considerations or capabilities. Use back of this application for additional space. Revised 04/2014

Please email this application to n4hhp@comcast,net or bring it to our meeting.

Broward County ARES/RACES

3rd Tuesday of the month, at 7:30 P.M. Meeting in the Oak Room.

Broward Health (The old Broward General Medical Center)

1600 South Andrews Avenue, Fort Lauderdale, FL 33316 Meeting is held In The Oak Room

Parking will be in the 7 story parking garage, (see A Above). The entrance to the building is on the first floor directly across from the parking garage. You will need to go in the main entrance and sign in at the security desk and they will issue you a pass to wear. Bring a driver's license with you or a picture I.D. Do not by-pass security. They will tell you how to get to the Oak Room.

From I-95 or 595

Take I-95 or 595 to SR 84. Go east on 84 until you get to Andrews Avenue turn left (North) until you get to the hospital on your right. 1600 South Andrews Avenue

From I-95 to Broward Blvd

Take I-95 to Broward Blvd. East on Broward Blvd until you get to Andrews Avenue turn Right (South) until you get to the hospital on your Left. 1600 South Andrews Avenue

Talk-in will be on the 146.910 Mhz. -600 PL 110.9 Hz.
If you get lost or need directions, please call our cell phones:

Robin Terrill, N4HHP RACES Officer 954 *249*-5343

Sign Up to Receive Your Free Tropical Weather Emails

Robin Terrill, N4HHP Broward County Skywarn Coordinator 954 *249*-5343

Carol Sjursen, KJ4AWB ARES Emergency Coordinator 954 803-6338

If you would like to receive this training Newsletter when they come out, please reply to n4hhp@comcast.net