

218 ROAST HOUSE NET CONTROL

1st Tuesday; Duff WA7BFN

2nd Tuesday; Jim WA7VFQ

3rd Tuesday; Mihai W4MHI

4th Tuesday Craig W7CDP



RV-Travelers Net



Tuesdays 7PM PNW/Digital WA-2

VOLUME 1, ISSUE 1

APRIL 2020



Free Campsites

in
Washington & Oregon

Camping is so popular for families here in the Northwest and generally a very affordable way to visit new places. If you are looking for something very budget-friendly & affordable, did you know that there are actually a number of places that you can camp for FREE around the Northwest?

Check this site out! A great resource.

<https://www.thriftynorthwestmom.com/free-camping-washington-and-oregon/>



Net Doings

From Duff

WOW! I guess we do have some RV/Camper folk out there. Last weeks net started off with a bang with great participation, questions and mentoring.

It seems we have quite the variety of motor homes, campers, trailers and yes tent interest.

For those who may have missed Mike's NO7RF comments here they are.

There has been much discussion in the background about this net. Creating another net, our 13th I believe, moved through our bureaucracy which provided a day/time/TG assignment that should work for most of us. An RV-Travelers net really can be much more than it's title. It can be an away-from-home net, a place to share wonderful stops in areas that only the locals know and easily missed from the freeway and highway travel. So if



you are not an RV'er per se (I am not), this could be a wonderful way to share many of the great places in the Pacific Northwest that you could easily miss on just a day trip from Wetside to Eastside.



Pick a highway or freeway and share a sweet spot that a day tripper or a Class A would appreciate seeing for 10 minutes, overnight or longer. As a Geo-Cacher, I've found many wonderful spots that I'd never have discovered when we commuted

between CA and WA ten years ago.

So maybe you can think of a road, say I-90, I-84 or the Hwy 20 (North Cascades Hwy) and share something you found along that travel way that others would appreciate learning about. If nothing more than a great local cafe that many might skip for that well known staple of fast food. That fuel stop that reveals a nice park, home made ice cream or other memorable events that break up the somewhat blurry view from the freeways. So think of something to share with the net. **MIKE NO7RF**



Rolling Along

With Craig
W7CDP

One thing I have learned along the way is to care for your undercarriage like it was your baby son or daughter. Tires, brakes and wheel bearings are the staff of life in your RV, no matter what type. Every season I take my unit to the hospital to have a physical done, including repacking the bearings. Nothing spoils a great trip out more than to be broke down long the trail somewhere and in some cases without the proper tools to fix what is broken. By taking some extra diligence before you head out will make that trip put a smile on your face. These are all things I can do myself, but my theory is, let the pros do it and then do your checking. It's like a double check to ensure that your undercarriage is tip top shape. The money you spend to have it done, may save your lots of money down the road with an unnecessary breakdown. With your undercarriage working, you can always get it home, the rest is only for show.

Tires, the rule of thumb I have always embraced is replace every 6 years, if they look warren or not. Tires have a way of aging and the rubber will start breaking down over time. RV tires are normally a higher Ply rating than that pickup or car tire. In the inspection, look for signs of tread separation, blisters (inside or out) of the sidewalls, even tread wear and most of all proper inflation. (continued on page 5)

Checkeriners

RV Travelers Net

March 31, 2020

W7CDP Craig	16:14
W7TSE Debbie	16:14
N7JAG CRAIG	19:05
W7HLO Dale	19:05
K6EYU Tom	19:05
W0CLF Chris	19:27
K9GRZ Bill	19:34
W0TTY Stephen	20:11
KJ7FZF Chris	20:11
KJ7NJL John	20:11
KJ7KZF William	20:11
W7IEW Jerry	20:12
KG7HZT Jeff	20:12
KP2X Jim	20:14
KG7UCL Bob	20:17



Questions, comments or ideas
for the net or newsletter,
drop em off to: Duff
WA7BFN@msn.com



From the end of the road.

DMR provides us PNWD'ers a lightweight method to stay in touch while on the road, be it in an RV, big rig or a day trip to grandma's. HotSpots are likely the best bet for most folks as they are inexpensive, small, easy on the batteries and will tether to cell phones or find open WiFi at campgrounds, Motel, fast food joints, etc. Little need to lug around your Collins HF gear in your back pocket.

PNWDigital provides our own MMDVM servers for direct connection into our network. But there are repeaters all over the country that may work for you albeit, very randomly. But if you are serious about staying in touch as you motor about Washington or a short trip to the Florida Keyes, set up your hotspot on your phone as your default operation. Do this before you leave home. Likely the best talkgroup that crosses most repeaters and hotspots in the world, which enables a roadie to "Phone Home" into your local network, PNWDigital in our case, that is PNW Regional 2, TG ID 31771. That TG is assigned to our network by Brandmeister, we have it full time on most Washington repeaters and other repeater owners may have it on PTT.

So if you wish to be ET and Phone Home, create a zone in your radios, add channels that have TG 31771 on TS 1 and TS 2, channels for our local repeaters and two channels for your FPP option for any local repeater you may find along your travels. Don't forget to have your hotspot channel in this zone too (low power) his should cover all the likely travel bases as you motor around the country. BM has a RV'er TG on 31652, so you might as well toss that into your zone too, both timeslots also.

If you have your hotspot on Bridget, then you have the widest selection of talkgroups on Homebase. Other networks such as Brandmeister might get you to second base so you can meet new friends along the way if you tire of your old friends stuck back home. u leave home. Now someday soon we may all be able to get back out, on the traveler's road with DMR and be able to QSO with the locals back home.

Mike, NO7RF -- Mazama WA



What's in a name?

Class C (classy) Adventure
Switchback The wayfarer Boss
Mile Marker The voyager
Wanderlust Sun Chaser
Moon Dancer Happy Glamper
Trailer Trash Hot Mess Hairpin

Have you named your RV?

The Dog House Cabin Fever
Goose, Maverick Optimus Prime
Real Steel or (steal)
General Lee Herbie
Chitty Chitty Bang Bang
Seen a good one?

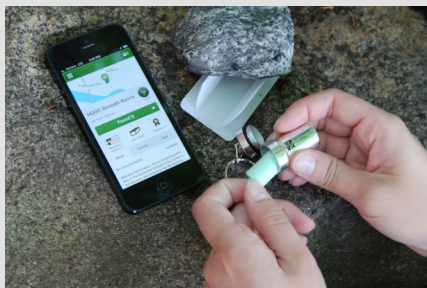
“Cache” in On Fun!

Dale W7HLO

My wife Jane (W7IFT) and I (W7HLO) started geocaching back in the 80's when it was first started by a Microsoft employee. The concept then was fairly simple. Someone would put together a “cache” which was typically an old ammo can or similar sized Tupperware container with a logbook, pen/pencil, and a handful of trinkets in it and then go hide it out in the woods somewhere and take note of the coordinates. Then they would go on Geocaching.com and post this new cache site for others to find. Folks would take their GPS and some trinkets and attempt to locate the cache. Once found, they would trade a trinket they brought for one that was in the container, make an entry in the logbook, and later record their findings on the website. The concept quickly caught on and at the time we started it had spread to about a dozen countries. Now it is in literally just about every country in the world and the number of cache sites is astronomical.

The cache's themselves now come in different sizes and different level of difficulty in terms of physical access as well as difficulty to locate. Fairly early on, the first geocacher to locate 100 caches (screen name MountainBiker10) had some special serial numbered coins made up and would put them in each cache he visited. Jane and I found one of them and we consider it a prized pos-

session. We have been approached numerous times by people wishing to purchase it. For us, the appeal of geocaching stems from the following: Sites can be found most everywhere so it's a great way to fill some unused time.



- It gets us out hiking around and we can sure use the exercise.
- It has resulted in our finding little out of the way parks, hiking trails, deserted beaches, etc. that we would never have otherwise known about.
- It can be technically challenging, especially in areas where GPS coverage is iffy or the person who hid the cache is crafty.
- It's a great activity to entertain grandchildren.



About 2-4 years after Geo-

caching got started someone got the idea of putting “travel bugs” in the caches. I suspect this sprang from the coin idea in as much as the travel bugs had serial numbers on them. People would then make note on the website where they had found a particular bug and where they dropped it off. It was then possible, to go to the website and view the entire travel history of any particular “bug”. This is still a popular feature of geocaching.

In 2007 I found a travel bug in a cache site located just south of Coeur d Alene, Idaho. About a week later I had occasion to travel to Pennsylvania for a week long training class. I flew into Pa on a Sunday and got up early Monday morning to drive the 20-30 minutes to my class. Not knowing what to expect for traffic, etc. I allowed some extra time. As I approached my destination I realized I was going to be quite early so pulled over, went to geocaching.com and located a cache site near my route. I then found that cache and dropped off the travel bug.

That night upon returning to my hotel, I went onto geocaching.com to record where I had dropped the bug off. After doing so I looked into its history and was surprised to learn that the darn thing had been in Pennsylvania less than 2 weeks earlier and someone had taken it from PA to Coeur d Alene. So, long story short, that little scrap of metal had been transported

from PA to ID and back in less than 2 weeks. Go figure.

On a recent RV Net I pointed out that there is a really nice, neat and tidy FS campground not too far into Montana on Highway 200 called Bull River Campground. What I didn't mention on the net is that there are no less than 3 geocache sites within walking distance of the campground. That is pretty typical of the density of cache sites available. We often go camping at Luby Bay on Priest Lake and have found two geocache sites there as well.

So whether your travels take you to a wilderness area or you find yourself looking for something to do in a more urban area, consider giving geocaching a try. One can simply go to www.geocaching.com or there are also apps available for both Android and iOS devices. The apps are especially nice because you can download the coordinates directly to your phone and then track your progress with the built in GPS. Note that there are two levels of “membership” available. The free version will allow you to seek and record fairly simple cache sites. For access to the more challenging ones and some of the extra features requires the paid version.

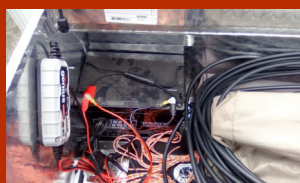
Dale's TV early warning system; when the antenna hits the ground; the Air-conditioner is NEXT!

Out In The Wild, Sherpa Style

Jeff KG7HZT



External Storage
with Battery Com-



*It tows without
knowing it's there
(probably weighs
around 1400
pounds fully
loaded) and backs
up perfectly.*



Convenient Radio
OP Position

I've been camping since I was a kid, even before we moved to Cougar Mountain in Issaquah, WA. I was a Cub Scout and a Boy Scout and that's where it all started. I was 12 when we moved to the mountain from a



neighborhood in Seattle. Summers were spent traipsing all over that hill with my buddies and sleeping out many nights in the summer. Good times that helped me develop a real love for the outdoors.

As a younger adult, I did a fair bit of mountaineering and rock climbing (Those days are long gone!), but these days it's a little hiking, fly fishing, and radio, mostly in the forests of North Idaho and Eastern Washington. Prior to the purchase of my little Sherpa Yeti, I either pitched a tent or slept in the back of my 1994 Ranger. Cozy, but at least I was out in the woods!

I chose the Yeti because I didn't want anything but a place to get out of the weather without any set-up or (more importantly) tear-down. No more wet canvas to pack up. And the Yeti fits the bill perfectly. It's "living space" is slightly less than 5 feet by 8 feet inside and 45 inches high. There are a few shelves in the front, but no wiring at all. A couple of puck lights and that's

it. It has a fairly large tool box mounted on the tongue that I have outfitted with a 75AH sealed lead acid battery with a Noco G1100 battery charger. I brought 12VDC into the cabin and connected it to a RigRunner to supply voltage for a couple of radios (USB voltage to charge up the tablet and phone). I have a Yeasu dual bander and an Icom 7100 stuck to the front of

the inside of the trailer by the door for easy access. I put an antenna mount on the roof rack of the trailer for the



2m/70cm radio. I mounted the mic right inside the door so I didn't have to reach very far. The 7100 has a separate control head that's tethered to the main unit by a 12 foot wire. I cut a port into the side of the trailer to run coax in and the control cable out. My HF antenna is a pair of MFJ hamsticks



on the top of an MFJ 18ft fiberglass push-up mast on a tripod. A horizontal dipole. The upside of this is that I can twist the mast from the ground toward the most stations. The downside is that I have to

bring everything down to change bands. Every benefit has a cost! Last fall, while camping on the Lochsa River, I made a couple of contacts with Germany over the top in the middle of the day. I'm pleased!

I outfitted the trailer with a small 8X10 awning that provide a little shelter right outside the door. I have a fold up table and chair that make sitting outside working a little HF a real pleasure, even if it's a little damp. On a sunny day, it keeps my bald head from frying! I can cook on the table or on the tailgate of the pickup. (As an aside, I blew the engine on the '94 Ranger coming up the Lewiston Grade last fall. I'm now driving a 2019 Ranger. What a delight!)

This trailer is really a sub-teardrop size. No frills and build like a tank. Not much to go wrong here. I have no qualms about going into the boondocks with it. It tows without knowing it's there (probably weighs around 1400 pounds fully loaded) and backs up with ease. I've gone down a forest road and, with no place to turn around, backed out a quarter of a mile. No one likes to do that, but not a huge problem with this set up. You can see these trailers at sherpatrailers.com. You can contact me at kg7hzt@centurylink.net if you have any questions. See you on the radio and, hopefully, in the woods!



Rolling Along

With Craig
W7CDP

Continued from page #1

Breaks insure there is a sufficient amount of pad left. There is not fluid leakage and the spacing is about right between the pad and the drum or rotor. Insure both are free of dirt or grease. Look for scraps or nicks that a rock might have caused. Ensure the break reservoir is at the proper fill line and that its not leaking or maybe a leak in the break line. Take a few minutes to trace the line from the reservoir to the break cylinder or break piston on the disk brakes. Make sure the line is not rubbing along the frame. This is especially hard and, in some cases, and impossible to see the line in others because most units are sealed on the bottom. When you move the unit forward, tap the break to ensure they are working before your pull out onto the road. I clam down on the breaks and make the tire skid on the gravel if you have it. It can be a frightful trip down Sherman Pass in Steven Co. or down the Grape Vine in LA or

the 15 Freeway dropping into San Bernardino, Ca. or the Siskiyou's in Southern Oregon, no matter what or where you're driving. Remember for all of you pulling a unit, if your trailer breaks are not working properly, your tow unit will have to pick up the slack and those breaks can get overly heated as well and fade on you. Not a pretty sight and thank God you have all that extra toilet paper....

Wheel bearings are as important as the tires and breaks. Without proper care and feeding they will get hot and in some cases have started fires along the road or to the unit. Remember, you can be stuck with the fire suppression costs if you start a fire along a road. Take time to pull the cap and inspect the bearings. Is there grease (the right kind of course) the color if it, is there any discoloring to the bearing race, maybe a shade of blueish. Any metal flakes observed. When was the last time you had the bearing packed? I do

my annually again the little cost, can save a ton of grief in your towing unit.

These three are the biggest must check each season. The rest of the unit is candy, still need attention, especially going over all the screws in the unit but the undercarriage is your number one priority of any RV.

While you're under your unit, take a quick look at the springs; broken springs; brackets or leaf hangers, etc... Ensure all the bolts are in place and secure. If you can see the frame, are there any cracks or twists. If your pulling a Tod, is the hitch secure to the frame, wiring harness secure, not rubbing on something.

Now, get that unit out and have make some great memories and for now keep your distance. The virus will not last forever, so get ready to launch and maybe practice in your driveway if needed. Have a wonderful time!



*It can be a
frightful trip down
Sherman Pass in
Steven Co. or
down the Grape
Vine in LA*

RV-Travelers Net & Newsletter

This is the first, I hope, of many follow up newsletters supporting RV & Travelers around the Pacific N.W. Our PNW/Digital Network affords us a fantastic vehicle for communications where ever our travels take us, be at home on the road or the "wild" parts of the unknown. It's your sup-

port that will help all of us enjoy.

The newsletter is adjunct to the RV-Travelers Net posting-tips, questions, answers and ideas of use to all. If you have comments or would like to submit a story or article, we'd love to hear from you!

Send your questions, comments and / or ideas to:

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73s See you on the Radio!

