

SONY CO-FOUNDER DIES

Akio Morita, who co-founded the SONY company in 1946, has died in Tokyo at the age of 78. He had been in ill health for several years. He was the guy who came up with the idea of the Walkman, and SONY also pioneered the Compact Disc and was a major player in developing transistors. Needless to say, on his watch SONY also developed several world-class shortwave radios, such as the 2010, which has become something of a legend for lasting so long in a field dominated by product turnover.

PEAK PIRATE SEASON APPROACHES!

In just a few days Halloween will be here. Traditionally this is one of the busiest nights for Pirate activity on the Medium and Shortwave bands. I suggest listening in the upper part of the broadcast band, between 1600 and 1700 Mhz. HF frequencies favor 6.955, + / - 250 khz. Most reports indicate that activity peaks between sunset and 0500 UTC. Have your tape recorders ready!

INCIDENT NOTIFICATION SYSTEMS

This is a listing of incident notification systems that notify their subscribers of news by using alphanumeric pagers and/or two-way radios.
<http://csimmont.home.mindspring.com/>

BC245XLT SCANNER BACKUP UTILITY

http://members.xoom.com/_XOOM/BC245Backup/index.html

FREEWARE!! This Windows 9x/NT application allows the owner of a Uniden Bearcat 245XLT TrunkTracker II scanner to send the contents its memory to a computer for archival purposes. It can then be saved and later loaded into the application where it can be uploaded to the scanner, restoring it to the saved state.

SWL NEWS

Belgium: RTBF has started testing via the site at Wave from 0800UTC to 1400 UTC on 9925KHz Tuesdays and Thursdays. (Hauser, 'WOR' & NASWA 'Listener Notebook').

Luxembourg: Radio Luxembourg, now off

shortwave for at least 7 years will be returning to the air; but NOT over the shortwave bands! Former Merlin One network executive, Eric Wilshire is reviving the station in agreement with the firm that owns the transmitter. The station will broadcast on 1440KHz ,via satellite and the Internet. Format will be pop music. This to begin in early November. (Elliot 'Communications World,').

Portugal: Radio Portugal shortwave to East Timor is as follows: 1000-2100 on 17740;1000-1100 on 11550; 2200-2300 on 11550; 2100-1000 on 17660KHz. (BBC 'World Media' & HCJB's 'DX Party Line').

Russia: VOA now has a relay in Moscow, Russia on 810KHz. Times were not given. (Elliot, 'Communications World').

South Korea: during the October 3 airing of 'Multi Wave Feedback' via Radio Korea International's English service, host Esther Lee mentioned that there will be changes to the station's program lineup as of November 1 but did not specify as of yet what changes will be made. (Bergadano via RKI's 'Multi Wave Feedback').

USA: WTJC, Newport, NC the latest American entry into Bible Thumping has been heard by by Sheldon Harvey of Montreal, Canada, September 29 on 9370.77 at 0200 with a station ID by a woman. (Harvey Oct 1. via 'Hot DX' email list). Also, schedule for the station is: 2200-1100 and 1200-1400 on 9370 (actually 9370.77- when was the last time you saw the term 'variable' for a USA station?!). (Elliot, 'Communications World').

Rambling notes: The Winter SWL Fest 'Gang of Three' or more so known as Bob Brown, Kris Field and Dr. Harold Cones have stepped down from their posts of heading up the Fest; every DXer and SWL owes them a great debt of gratitude for the devotion they have shown over the last 12 years in making the FEST what it is; a very enjoyable time to be with others in the DX hobby, to see old friends and to make new ones. The Fest has now been taken over

by NASWA and will be headed up by the presenters of the yearly 'Easy Listening' forum, that being John Figliozzi and Richard Cuff. Please take a moment to email both of these folks and wish them good luck, and maybe offer your services to help out. John's email is: jfiglio@nycap.rr.com and Richard can be contacted at: rdcuff@sprintmail.com. As plans are announced, we will keep you posted. Best of Luck John and Rich!

MEDIUM WAVE DX'ing - A NEW APPROACH

Now that the seasons are changing it's time to start thinking about DX'ing the AM Broadcast bands. Readers of this newsletter may recall similar articles we include each year, and you're probably in disbelief that another year has come and gone.

This time we're going to assume that you already know the basics and you've probably logged some of the big guns - WBT, WSB, and WWL to name a few. We're going to explore two often overlooked aspects of Medium Wave DX - "graveyard" channels and "grayline DX" (also known as sunset enhancement.)

Scattered throughout the AM broadcast band, 6 channels have been allocated for "local" use. They can be found at 1230, 1240, 1340, 1400, 1450, and 1490 kHz. These are sometimes referred to as the 'graveyard' channels by Dxers. Stations on these local channels can use a maximum of 1000 watts (somewhat higher outside the US). At night, these six frequencies tend to become chaotic, as the hundred-plus stations on each channel cause each other tremendous interference. Although the primary service area of these stations may be twenty miles or less, these stations have been known to reach well over a thousand miles under good conditions. Identifying distant stations on these channels requires, a good ear, and plenty of patience. A directional loop antenna like the "Kiwa Loop" makes the task much easier. Next time you're in the "shack", tune to one of these channels, (preferably one without a dominant signal) and monitor it for an hour or two. As propagation changes there's a good chance you'll hear several stations fade in and out. Listen especially hard at the top of the hour and at 30 minutes past when station ID's are often given.

The graveyard channels are especially active during the periods that run from 30 minutes before and after local sunrise and sunset. Knowing which frequencies require a path of darkness for

propagation, you can predict your best opportunities to hear specific transmitting sites. All you need to find out is what hours of darkness at your location are also dark at the transmitter site.

One unusual path of darkness that is sometimes helpful on lower frequencies is the Grayline path. This is simply the line of twilight that encircles the globe. It's possible to hear at your sunset a station where the sun is just rising, or just the other way around. The signal will last only for a few minutes. This is called "Grayline" DX. This type of reception is very seasonal, happening only in brief periods twice a year when the sunset-sunrise match up properly with any specific regions.

Grayline DX, and "Sunset Enhancement" where some equatorial signals experience a strong peak at sunset then settle into a lesser but stable level, are still being researched by scientists and DXers alike. Propagation during solar eclipses, for example, is still being studied. And research has shown even the full moon can affect propagation by causing the atmosphere upon which the ionosphere rides to rise and fall like the tides when the moon and sun are lined up. This apparently can increase the MUF by one or two MHz, particularly during sunspot lows and in tropical regions. Calculating areas that fall into grayline DX can be done easily by using one of many programs that you can run on your PC. Here's a few links you can try.

<http://www.clark.net/pub/bblake/geoclock/>

<http://tid.cdsc.nasa.gov/software/windows/geoclock.html>

MIDLAND RECALLS RECEIVERS

Midland Consumer Radio is recalling nine-thousand weather radios. Only model 74-200 radios with a serial number beginning with 904 or 905 are being recalled. The company says the radio contains a programming error which can cause it to fail to recognize certain signals broadcast by the National Weather Service advising of the threat of severe weather. Electronic, hardware, mass merchandise stores and truck stops nationwide sold the radios from May through August for about 70 dollars. Other Midland weather radios are not involved in this recall. Consumers should return the recalled radio to the store where purchased for a new model 74-200 that has been programmed correctly. For more information, they can call Midland Consumer Radio toll-free at 877-302-1904.

de Justin Mattes

ARE THE AIRLINES FULL OF IT?

As anyone who has flown has heard, using a cellular telephone aboard an airplane is dangerous. American Airlines warns passengers that cell phones "may interfere with the aircraft's communication and navigation systems."

SIMILAR WARNINGS come from Delta, United and Continental. British Airways links cellular interference to potential problems with compasses and even cabin pressure.

What the airlines don't tell passengers is that there is no scientific evidence to support these claims. What concerns there are about cellular phones in airplanes dwell in the realm of anecdote and theory — and to some extent in that of plain finance. There is money to be earned or lost by cell-phone companies and airlines if cell phones are used in-flight.

BATTERY OF TESTS

A 1996 study commissioned by the U.S. Federal Aviation Administration looked at thousands of flight records and failed to find a single instance in which equipment was affected by a wireless phone. The study was conducted by RTCA Inc., a nonprofit organization that sets industry standards for airplane electronics.

Plane makers Boeing Co. and Airbus Industrie have bombarded their aircraft with cell-phone frequencies and discovered no interference with communication, navigation or other systems. One likely reason that no problems were found: cellular phones don't operate on any of the frequencies used by airplane systems.

"The airlines are misleading the traveling public," says John Sheehan, who headed the RTCA study and says he has often used his own cell phone in the sky. "There is no real connection between cell-phone frequencies and the frequencies of the navigation" or communications systems.

Using cell phones aloft on commercial and private aircraft is banned not by the FAA but by the Federal Communications Commission, which regulates telephone use. In prohibiting airborne use in 1991, the FCC was mainly concerned about cell phones' potential to interfere with ground-to-ground cellular transmission.

The FAA has never outlawed cell-phone use in airplanes. But the agency supports the FCC ban "for reasons of potential interference," according to an FAA advisory. Despite the findings of the 1996 RTCA study, the FAA remains concerned about anecdotal evidence of cell-phone interference in flight records, says an FAA spokeswoman.

The FAA isn't the only party still concerned. Boeing continues to advise airlines against cell-phone use in the sky. That's because the electrical charge from the batteries in most handsets exceeds the plane maker's standards. Although Boeing's tests have never shown this to be a problem, in theory the electricity emanating from the device could create interference with airplane systems.

ECONOMIC INCENTIVE

The airlines and telecommunications companies also have an economic incentive to keep cell phones turned off in the air. The carriers receive a cut of the revenues from the telephones installed onboard. The two main providers of this air-phone service, GTE Corp. and AT&T Corp., charge about \$6 for a one-minute call, more than 20 times typical cell-phone rates.

These in-flight telephones also operate on cellular technology — using a single airplane antenna to which the onboard phones are typically wired. AT&T and GTE, which recently agreed to sell its Airfone service, decline to discuss air-phone financial arrangements, as do several airlines. But Mr. Sheehan says airlines pocket about 15% of all air-phone revenue generated on their planes. GTE declines to discuss Airfone revenues, but analysts estimate the unit's annual revenues at \$150 million.

Some airlines also restrict cell-phone use on the ground, which isn't covered by the FCC ban, and which the FAA leaves to the airlines' discretion. Mr. Sheehan says he believes air carriers have resisted allowing cell-phone use on the ground because it "detracts from the revenue they get from the air phone."

Airlines deny this, and say the bans are for the benefit of the passengers. "We don't believe it's a good safety issue" to allow normal cell phones, says Andy Plews, spokesman for UAL Corp.'s United Airlines. "We'd like people to use the air phones."

A SPONGE IN THE SKY

The FCC's concern about air-to-ground cellular interference is real enough. From high in the sky, a cell phone acts like a sponge, sucking capacity out of the cellular sites that carry calls. For ground users, cell phones communicate by connecting to one cell site at a time; from the air, because of the height and speed of an aircraft, the phones often make contact with several sites at once. If allowed, this would limit call capacity, which would mean less revenue, says Howard Sherry, chief wireless scientist at Telcordia Technologies Inc., formerly the research arm of the Baby Bell telephone companies, in Morristown, N.J.

The cellular signal from the air is also especially strong, since it is unimpeded by buildings or other ground clutter. That often means it can jump on a frequency already in use on the ground, causing interruptions or hang-ups. And airborne cellular calls are sometimes free because the signal is moving so fast between cells that the software on the ground has difficulty recording the call, says Bentley Alexander, a senior engineer at AT&T's wireless unit.

JAILED IN ENGLAND

The FCC says no passengers in the U.S. have been prosecuted for violating its regulation because airlines have diligently enforced the ban. But Neil Whitehouse, a British oil worker, is serving a one-year jail sentence in England for refusing to switch off his cell phone on a 1998 British Airways flight from Spain.

Sue Redmond, a British Airways PLC spokeswoman, says Mr. Whitehouse put the plane at risk because cellular phones can disrupt the plane's automatic pilot, cabin-pressure controls — and “every system that is needed to keep that airplane safe for flying.”

One expert witness at Mr. Whitehouse's trial was Daniel Hawkes, the head of avionics systems for the Civil Aviation Authority, the British counterpart to the FAA. In a telephone interview, Mr. Hawkes says phones have a “potential for a problem,” but he concedes that there is no “hard evidence” of any problems. Still, he says it wouldn't be wise to allow cell phones on airplanes because the constant chatter might annoy other passengers. “You'd probably have more instances of air rage,” he says.

Indeed, the recent trend by some U.S. airlines to allow cell-phone use in planes parked at the gate coincides with growing passenger frustration with flight delays and poor service. These carriers include Northwest Airlines Corp., United, AMR Corp.'s American and Delta Air Lines Inc. Letting passengers chat on the ground is “good passenger service,” says Delta spokesman John Kennedy.

THE EARLY DAYS

Cell phones on airplanes first became an issue in the late 1980s. At the time, many wireless devices, including laptop computers and audio-cassette players, were proliferating. The responsibility for setting guidelines fell to the FCC, which has joint jurisdiction with the FAA for regulating wireless use on aircraft. Cellular companies were overwhelmingly opposed to allowing cell phones in the air, but broadly supported their use in aircraft on the ground.

At first, the FAA favored banning cell phones at all times. In a 1989 letter to the FCC, the FAA warned that cell-phone use could “significantly increase the risk to aviation safety,” whether “operated on the ground or in the air.”

This position was supported by most of the major airlines. Trans World Airlines Inc. told the FCC that allowing cell-phone use, even on the ground, “could be a detriment to public safety.”

The cell-phone companies were already on the record as being opposed to in-flight use — but for different reasons. In a 1988 letter to the FCC, McCaw Cellular Communications Inc. wrote that air use could cause “highly disruptive interference to cellular systems” because of the “greatly increased transmitting range” that cell phones have aloft. Nynex Mobile Communications Co. warned that air use would “likely result in significant interference to other cellular transmission.”

DEBATING ON THE GROUND

As the FCC continued to mull regulations, cellular companies sought to debunk the FAA's claims of potential cellular interference with critical aircraft systems while the plane is on the ground. McCaw, Motorola Inc. and Alltel Mobile Communications Inc. — now a unit of Alltel Corp. — noted the absence of scientific studies to support these claims. If cell phones do truly interfere, Alltel wrote in a 1990 letter to the FCC, “one wonders why

problems have not resulted from the widespread use of cellular telephones in airport lobbies, parking lots and other facilities in close proximity to aircraft." McCaw cited the wide use of walkie-talkies by airport employees and ground crews.

In 1991, the FAA backed off on ground use, saying airlines and pilots could use their own discretion. Later that year, the FCC passed its regulation banning airborne cellular use. The ban didn't apply to preinstalled air phones. As an integral part of the airplanes, those devices had to undergo strict FAA tests before they were allowed on planes. Those tests showed no problems. As passenger carry-ons, cell phones have never been run through the FAA equipment-testing process.

The installed air phones also posed no problems for cell systems on the ground. The outside aircraft antenna that carries the air-phone calls also connects to a ground-based cellular network — but with cells that are spaced much farther apart to avoid multiple phone-to-ground links.

The issue began heating up again in 1992, when Rep. Bob Carr, then a Michigan Congressman, and vice chairman of the Transportation Appropriations subcommittee, asked the FAA for a detailed look at alleged cellular interference. Rep. Carr had been reprimanded by a United flight attendant for using his cell phone while a flight to Chicago was delayed on the ground in Detroit. Mr. Carr, a pilot, says he regularly used his cell phone while flying on commercial planes in the late 1980s. He says he is convinced the airline ban was, and is, "bogus" and not founded in science. The FAA asked RTCA to look into the issue.

'INCIDENT REPORTS'

When anything goes wrong on a flight, pilots or operators are required to file "incident reports," which are collected in a database kept by the National Aeronautics and Space Administration. RTCA, which began its study in 1992, sifted through a decade's worth of such incident reports, about 70,000 in all, covering both commercial and private flights. RTCA, formerly called the Radio Technical Commission for Aeronautics, also was given access to confidential reports kept by some airlines in later years.

Of 384 incidents that pilots suspected involved electronic interference, RTCA found most were

baseless or didn't appear to be related to any electronics. Only 10 "had the potential for being interference from electronic devices carried onboard," says Mr. Sheehan. Of those 10, none involved a cell phone.

In theory, any device that emits electronic waves — including laptops, electronic games, pacemakers and hearing aids — has the potential to cause interference to an airplane. Part of the problem is that airplanes are packed with a huge amount of electronic equipment, from radios and navigational equipment to smoke detectors and in-flight video. These systems can interfere with one another. Moreover, planes in the air are constantly flying through what engineers call a thick electronic soup of emissions from television and radio towers, satellite transmissions and other emitters. This makes pinpointing a single interference event in many cases nearly impossible.

Six years ago, Boeing received word that a laptop computer was suspected of shutting off the autopilot system on one of its jets during a commercial flight from London to Paris. The pilot conducted tests by turning the computer on and off, which the airline said again triggered the autopilot error. The airline "felt 100% confident that it was a particular laptop" causing the problem, says Bruce Donham, a senior electromagnetic engineer at Boeing.

Boeing sent engineers to Europe, purchased the laptop from the passenger, and tried unsuccessfully to re-create the problem from the same seat and during the exact time of the flight. Later, Boeing arranged to fly the empty plane on the London to Paris route, moving the laptop throughout the aircraft. No interference was discovered. The aircraft maker then brought the laptop back to Seattle and tested it in a Boeing lab. Mr. Donham says the tests showed no correspondence between electronic emissions from the laptop and the autopilot computer.

'NO EMPIRICAL DATA'

After its study, RTCA decided to recommend allowing laptops, electronic games and CD players in the air because it couldn't duplicate interference. To be safe, RTCA recommended banning all electronics during critical phases of a flight, which are generally considered to be during takeoff and landing, when a plane is below 10,000 feet.

As for cell phones, RTCA's study found "no empirical data" linking their use to safety issues on the ground or in the air. But the RTCA ran out of money and time before it could conduct tests using actual cell phones in various aircraft. So the organization, acting conservatively, recommended that cell phones and other so-called intentional transmitters — such as radio-controlled toys — be banned in the air.

Aircraft makers conducted their own tests for interference as the use of wireless devices grew. Airbus, the No. 2 plane maker, was close to releasing its first fully computerized jet in the mid-1980s. It brought that jet, the A320, to a French Air Force base in Toulon, and parked it within 10 feet of a series of radar beams and electronic transmitters, including ones that simulated cell phones and other wireless devices, says spokesman David Venz. "There was no impact" on aircraft systems, says Mr. Venz. Boeing put its jets through a similar test in 1991, and no interference was found, Boeing says.

But when the airlines, concerned about growing cellular use on the ground, came to the company seeking guidance in 1993, Boeing advised them not to allow intentional transmitters, including cell phones, on the ground or during flight. Mr. Donham, the Boeing engineer, says the company adopted a "conservative position" because it didn't know enough to clear them.

Boeing kept testing. In 1995, engineers at the aircraft maker conducted a four-hour test on a 737, setting up about 20 cell phones throughout the jet and monitoring the plane's radios, navigational equipment and other controls. A variety of flight conditions were simulated. The results: "Absolutely nothing," says Mr. Donham.

Airbus has told airlines it sees no problem with onboard cell-phone use anywhere. "We haven't come up with any indication" that cell phones have "any negative impact," says Mr. Venz, the spokesman. Mr. Donham says Boeing is revising its cell-phone guidelines to suggest use on the ground is now acceptable. But Boeing still advises the airlines against cell-phone use in the air because the devices exceed the company's guidelines for electrical emissions.

Mr. Sheehan, who is also a certified pilot, notes that

cell phones are regularly used on private and corporate planes "thousands of times every day" without incident. He says he has dialed from the air on many occasions. When asked whether cell phones should be included among the list of devices such as laptop computers that are now permitted above 10,000 feet, he says "that would be OK. It's not a problem."

NASSAU COUNTY EDACS 800 MHZ SYSTEM

Frequencies in Logical Channel Order:

- 1- 866.1875
- 2- 866.3375
- 3- 866.5875
- 4- 866.7375
- 5- 866.8375
- 6- 866.9000
- 7- 867.1125
- 8- 867.1750
- 9- 867.9000
- 10- 868.1750
- 11- 868.4250
- 12- 868.5750
- 13- 868.7250
- 14- 868.6500

UPDATED Oct 1,1999 --- (Anything * was confirmed active)

DEPT PUBLIC WORKS

- *02-011 Baypark Maint
- *02-012 Baypark Ops
- *02-013 Cedar Creek Maint
- *02-014 Cedar Creek Ops
- *02-015 Supervisors
- 02-016 Superintends
- 02-017 Executive
-
- *02-021 Sewer Construct
- *02-022 Drainage
- 02-023 Cedar Supvs
-
- 02-031 Building Div
-
- *02-041 Road Maint
- 02-051 Highway
- *02-052 Traffic
-
- 02-061 Hazmat
- 02-062 CC Super Ops
- *02-063 Cedar Creek Lab
-

02-071	County Dept. Public WorksTac1	*04-014	Transport
*02-072	County Dept. Public WorksTac2	*04-015	Admin
02-073	County Dept. Public WorksTac3	*04-016	Maint & Kitchen
02-074	County Dept. Public WorksTac4	04-017	Superior Officer
02-075	County Dept. Public WorksTac5	-----	
-----		*04-021	SBI CIU VG
02-081	County Dept. Public WorksTac6	*04-022	Cert
02-082	County Dept. Public WorksTac7	04-023	SBI IAU VG
02-083	County Dept. Public WorksTac8	04-024	Tac 4
*02-084	County Dept. Public WorksTac9	04-025	Tac 5
02-085	County Dept. Public WorksTac10	04-026	Planning
		04-027	Deputy Front
02-091	Soil Lab	-----	
-----		*04-031	?
*02-101	Survey	*04-032	?
*02-102	Permits	*04-033	?
*02-103	Water Mgmt	-----	
02-104	Constr Leader	04-034	Tac 1
02-105	Baypark Super Ops	04-035	Tac 2
-----		04-036	County Link
02-131	County Atty 1	04-037	MDT
02-132	County Atty 2	04-03x	? Deputy Family
-----		-----	
03-001	Admin 2 Empl Relat	04-041	Sniper
03-002	Dept. Public Works Admin 1	*04-042	?
-----		*04-04x	? Com-Link
*03-011	Hempstead Street Light	*04-043	?
*03-012	Hempstead Traffic	-----	
03-013	Hempstead Townwide	04-051	Freeport Police
*03-014	Hempstead Animal	04-055	Freeport EMO
-----		-----	
03-021	Bayville	*04-061	Dept Senior Affrs
-----		04-062	Senior Affrs Tag 1
03-031	Massapequa Dept Public Works Main	04-063	Senior Affrs Tag 2
03-032	Massapequa Dept. Public Works Ops	-----	
*03-033	Massapequa Dept Public Works Supv	*04-071	Lk Success Patrol
-----		04-072	Lk Success Supv
*03-041	Park Sec 1	*04-073	Lk Success Public Works
03-051	County Dept. Public WorksComm 1	04-074	Lk Success Admin
03-052	County Dept. Public WorksComm 2	04-075	Lk Success Public Works Supv
03-053	County Dept. Public WorksComm 3	*04-081	Sands Pt Police Patrol
03-054	County Dept. Public WorksComm 4	04-082	Sands Pt Police Tac 1
03-055	County Dept. Public WorksComm 5	*04-083	Port Wash Patrol 1
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*03-063	?	04-091	Port Wash Patrol 2
		04-092	Port Wash Tactical
SHERIFF		04-093	Port Wash Detective
*04-002	?	04-094	Port Wash Narcotics
*04-005	?	04-095	Port Wash Admin
*04-011	Main	04-096	Port Wash Int Agcy
*04-012	Security South		
*04-013	Security North		DGS-SEC/FIRE/County Medical Center

*06-011	Main		Tac2
06-012	Tac 1	-----	
06-013	Tac 2	07-041	County Medical Center Medical Exmr
06-014	Communication	07-042	County Medical Center Medical Exmr
-----			Tac1
06-071	Emerg Mgmt Main	07-043	County Medical Center Medical Exmr
06-072	Emerg Mgmt Tac 1		Tac2
-----		07-044	County Medical Center Medical Exmr
06-081	Fire Marshall Exec		Tac3
*06-082	FM Invest Tac 1	-----	
*06-083	FM Invest Tac 2	07-081	Exec Photo ECountyRYPT
*06-084	FM HazMat Tac 1	*07-082	Exec Photo CLEAR
06-085	FM HazMat Tac 2	-----	
*06-086	FM Industrial	07-091	Legislative
06-087	FM Institutional	-----	
-----		*07-121	Parks Safety
06-091	FM General	07-122	Parks Admin
06-092	FM School	*07-123	Parks Tech Supv
*06-093	FM Tac 1	*07-124	Parks Parks
06-094	FM Tac 2	07-125	Parks Recreation
06-095	FM Tac 3	*07-126	Parks Museum
06-096	FM Tac 4	07-127	Filler
*06-097	Fire Comm Main	-----	
-----		07-131	Parks Tac 1
*06-101	HazMat Private	07-132	Parks Tac 2
*06-102	Fire Comm 2	*07-133	Parks Tac 3
06-103	Field Comm	-----	
-----		07-141	VEEB
06-111	Baldwin Fire	07-142	County NYS DMV
*06-141	?		
*06-146	West Hempstead EOC ????	PROB/HEALTH/DA	

*07-001	County Medical Center Sec Main	*08-011	Prob Main
*07-002	County Medical Center Fire/Safety	08-012	Prob Admin 1
07-003	County Medical Center Invest	08-013	Prob Admin 2
07-004	County Medical Center Admin	08-014	Prob Admin Div
07-005	County Medical Center Patterson Hm	*08-015	Prob Warrant
*07-006	County Medical Center Drug & Alc	08-016	Prob Warrant Tac A
07-007	County Medical Center Tac 1	08-017	Prob Warrant Tac B
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07-011	County Medical Center Elevator	08-021	Prob Tac 1
-----		08-022	Prob Tac 2
07-021	County Medical Center Maint 1	08-023	Prob Admin Tac
*07-022	County Medical Center Maint 2	08-025	Prob Training Tac
07-023	County Medical Center Amb Main	-----	
07-024	County Medical Center Amb Sec	08-031	Prob Director
*07-025	County Medical Center Pat TransGen	08-032	Prob Chief Dep
-----		-----	
07-026	County Medical Center Pat Trans Supv	08-041	Prob Criminal Div
*07-027	County Medical Center Pat Trans Tac1	08-042	Prob Criminal Tac
		08-043	Prob Academy
07-031	County Medical Center Pat Trans	-----	
		08-051	Prob Family Div

08-052	Prob Family Tac	09-093	Village of OLD WESTBURY PWD
08-053	Prob Family Record		Tac 2
-----		09-096	ECL Warren DEMO Temp
08-061	Nassau Police	-----	
08-062	DA Contact	09-101	County Police EMO Fleet DEMO1
-----		09-102	County Pooice EMO Fleet DEMO2
*08-081	Health Tac 1	09-103	County Police EMO Fleet DEMO3
08-082	Health Tac 2	09-104	County Police EMO Fleet DEMO4
08-083	Health Tac 3	09-105	County Police EMO Fleet DEMO5
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08-101	WTS & MSRS General	09-111	Syosset Fire
08-102	WTS & MSRS Supv	09-112	Nassau Fire Dept. Btn 5
-----		09-113	Syosset Fire Tac1
*08-121	Hempstead Misc LG	09-114	Syosset Fire Tac2
-----		09-115	Syosset Fire Tac3
09-001	Social Svcs 1	09-116	Syosset Fire Tac4
09-002	Social Svcs 2	-----	
09-003	Social Svcs 3	09-121	Oyster Bay Dept. Public Works
-----		*09-123	Oyster Bay Water
09-011	Veterans Svc 1	09-124	Nassau Fire Dept. Btn 4
09-012	Veterans Svc 2	09-125	East Rockaway Main
-----		-----	
09-041	DA Squad Tac 1	09-131	Nassau Fire Dept. Btn 1
09-042	DA Squad Tac 2	09-132	Nassau Fire Dept. Btn 2
09-043	DA Squad Tac 3	09-133	Nassau Fire Dept. Btn 3
09-044	DA Squad Tac 4	09-134	Nassau Fire Dept. Btn 6
09-045	DA Tactical	09-135	Nassau Fire Dept. Btn 7
-----		09-136	Nassau Fire Dept. Btn 8
09-051	DA Executive	09-137	Nassau Fire Dept. Btn 9
09-052	DA Supervisory	-----	
09-053	DA General	09-141	Uniondale Fire Main
-----		*09-142	Uniondale Bldg Maint
09-061	DA Investig 1	09-143	Uniondale Veh Maint
09-062	DA Investig 2	-----	
09-063	DA Investig 3	09-151	MTA Admin
*09-064	DA LG DA Process Servers 1 ?	09-152	MTA Maint
-----		09-153	MTA Ops
09-071	DA Process Srvs 1		
09-072	DA Process Srvs 2	MTA - LONG ISLAND BUS	
09-076	Port Wash Fire Chf	*10-000	?
09-077	Port Wash Fire Maint	10-001	Nite
-----		10-002	LIRR
*09-081	Village of OLD WESTBURY Police	10-003	EVAC
	Main	10-004	Mech
09-082	Village of OLD WESTBURY Police	10-005	Train
	Tac 1	10-006	Spare
09-083	Village of OLD WESTBURY Police	10-007	Beach
	Tac 2	10-010	POLICE
-----		*10-011	Ops Maint OLD
*09-091	Village of OLD WESTBURY PWD	10-012	Admin OLD
	Main	*10-013	Bus Nite
09-092	Village of OLD WESTBURY PWD	10-014	Special Calls
	Tac 1	10-015	Security

10-016 Alert

NASSAU BUSES

*11-100 ??????
 *11-121 BUS ?
 *11-122 BUS ?

FIRE

12-001 Nassau Fire Dept. Btn 1
 12-002 Nassau Fire Dept. Btn 2
 12-003 Nassau Fire Dept. Btn 3
 12-004 Nassau Fire Dept. Btn 4
 12-005 Nassau Fire Dept. Btn 5
 12-006 Nassau Fire Dept. Btn 6
 12-007 Nassau Fire Dept. Btn 7
 12-010 Nassau Fire Dept. Btn 8
 12-011 Nassau Fire Dept. Btn 9
 12-012 Fire Dept. Tac 1
 12-013 Fire Dept. Tac 2
 12-014 Fire Dept. Tac 3
 12-015 Fire Dept. Tac 4
 *12-061 ?
 12-131 Locast Vally Fire Dept
 12-132 Garden City Fire Dept

 13-061 Fire Dept. Main (Albertson)
 13-062 Fire Dept. Administrative
 *13-074 ?

LIBERTY ISLAND STATE PARK

From: wanda.hickey@worldnet.att.net
 Subject: Liberty Island visit

Caught some comms in the clear this A.M. 10:45
 10/02/99 from Bayonne, NJ Some dignitary was at
 the Statue, I was to busy to catch who.

Liberty Park Rangers 159.465
 Ellis Island 417.250
 417.850
 414.825

Unidentified but in clear !

168.975
 165.210 "Broadside"
 163.485
 165.7875 "NY"
 409.6250
 168.5500
 168.050
 169.200

NATIONAL FOOTBALL LEAGUE FREQUENCIES

Atlanta Falcons	466.200			
Buffalo Bills	154.600		462.075	
	467.075		467.850	
	467.900			
Chicago Bears	151.625			
Cincinnati Bengals (Also See Baseball - Reds)				
	183.000 (Wireless Mic)			
	184.800 (Wireless Mic)			
	469.025			
Cleveland Browns - Maryland Stadium Authority				
151.655	151.685	151.715		151.745
151.835	154.570	154.600		
	183.000 (Wireless Mic)			
	184.800 (Wireless Mic)			
461.1375	461.1625	461.200		461.300
461.500	461.6375	463.5625		464.662
				5
Dallas Cowboys/Texas Stadium				
154.515	154.540	154.570		154.600
806.000	806.2875	851.2875		
Denver Broncos/Mile High Stadium				
154.540	154.570	462.8625		467.8625
	469.500	469.950		
Detroit Lions - Silverdome				
462.1625	462.675	462.700		
Green Bay Packers				
151.625	806.000	806.0125		
851.0125	853.4875			
Houston Oilers				
151.685				
Houston Astrodome				
461.1375	461.7125	461.7375		
461.950	462.025	462.075		
462.1375	463.300	463.8375		
463.9375	464.4125	464.9375		
466.1375	466.7125	466.7375		
466.950	467.025	467.075		
468.030	468.8375	468.9375		
	469.9375			
Kansas City Chiefs				
464.325	464.775	469.325		
469.775				
Jacksonville Jaguars				
450.0875	450.1125			
Miami Dolphins				
151.625	461.200	463.200		
464.000	468.250	468.4125		
469.125	469.175			
Minnesota Vikings				
464.375	464.500	464.550		
New Orleans Saints/Superdome				
453.425	453.775			
New York Giants				

154.540	463.2875	464.775
Meadowlands		
TRUNKED		
858-860.2625		
TRUNKED		
858-860.9625		
New York Jets		
151.625	151.835	
New England Patriots		
154.570	154.600	463.7375
463.7625	464.425	
Philadelphia Eagles		
151.775	464.775	
Phoenix Cardinals		
461.3125		
Pittsburgh Steelers (Also See Baseball - Pirates)		
151.625		
San Diego Chargers		
151.685	151.715	151.745
151.775	151.805	151.865
151.895	151.925	151.955
San Francisco 49ers		
151.775	461.1375	461.3875
461.4375	461.5125	464.425
464.625		
Seattle Seahawks		
154.570		
Tampa Bay Bucs		
469.3375		
Washington Redskins/RFK Stadium		
464.675		
National Football League		
461.2375	461.3125	461.3375
461.3875	461.4625	461.4875
461.5375	461.6125	461.6625
461.6875	461.7375	461.7625
461.7875	461.8125	461.8375
461.8625	461.8875	461.9125
461.9375	462.0875	462.8125
463.3125	463.3625	463.4375
463.4625	463.4875	463.5375
463.5625	463.6125	463.7125
463.7375	463.7875	463.8375
463.8625	463.9375	463.9625
464.0375	464.0875	464.1125
464.1875	464.2625	464.3625
464.7125	464.7375	464.8625
464.9875	466.2625	466.4125
466.7625	466.8375	466.8875
NFL Officials Wireless Mic		
183.800		

NFL Films
153.020 463.700

MACY'S THANKSGIVING PARADE

Before we all realize it Santa will be passing Macy's and the start of the 1999 Holiday Season will have officially started. As in past years, the Macy's Thanksgiving Day Parade has provided some interesting listening - especially the night before when the giant balloons are being inflated in the streets adjacent to the American Museum of Natural History at 77th St and Central Park West. I suggest you start listening midweek, say Wednesday morning. The balloons and floats are stored in a large warehouse in Hoboken, NJ. In past years the preparation and transportation to New York City was interesting. If the schedule remains the same the tunnel from NJ to NY will be closed about 11:00 p.m. Thanksgiving eve and the procession will proceed from Hoboken to Manhattan for several hours. In addition to the frequencies below, Port Authority and NYPD frequencies may be active. Please note that these frequencies have been active in past years. There is always the possibility of change, so don't rule out search mode.

Balloon inflation takes place the night before the parade on 77th and 81st Street, between Central Park West and Columbus Ave. Work begins at about 6:00 p.m. and public viewing remains open until 11:00 p.m. During the parade, grandstand viewing is not available to the general public. Many spectators find it worthwhile to bring their own folding chairs for more comfortable viewing. The best viewing area is between 61st and 74th Street on Central Park West, on the West side of the street.

Macy's Parade Control

464.175, 464.275, and 464,625

NBC TV

450.3875
450.4125 (Chopper 4)
450.750
450.8875 (Chopper 4)
455.4125 (Chopper 4)
455.8875 (Chopper 4)
161.670

The next issue of the Urban DX'er will feature of annual list of mallfrequencies for the greater NY-NJ metro area. If you have any updates on malls in

your area please send them to us as soon as possible. Information can be sent to NYDXA@hotmail.com

NYC MEDIA HELICOPTER FREQUENCIES

- 452.9750 Shadow Traffic F-1, Primary Operations 103.5
- 450.8375 Shadow Traffic F-2, Westchester 103.5
- 453.0000 Shadow Traffic F-3, Secondary Operations/New Jersey 103.5
- 455.5625 (S) Shadow Traffic F-5, Operations/Production (Note 1) 103.5
- 450.1375 Shadow Traffic F-6, Remote Broadcast Operations/Connecticut 103.5
- 450.8125 Metro Traffic, Primary Operations/Production 67.0
- 450.9250 Metro Traffic, Secondary
- 450.4375 (S) Metro Traffic F3
- 450.3500 (S) Metro Traffic F4
- 450.0875 WCBS-AM, Production (Note 2) 94.8
- 450.5626 (S) WALK-FM, Production, simplex
- 450.6500 (S) WFAS-FM, Production, simplex
- 450.2500 (S) WOR-AM

(S) = Simplex Operation

NEW JERSEY AMUSEMENT & RECREATION FREQS.

- Action Park Inc. - 151.895
- Action Park Inc. - 154.570
- Action Park Inc. - 154.600
- Atlantic City Racing Association (paging) - 158.460
- Atlantic City Racing Association - 464.525
- Baltusrol Golf Club (Springfield) - 464.475
- Basking Ridge Golf Course - 461.5875
- Beaver Brook Country Club (Clinton) - 151.625
- Beaver Hill Campground (Sussex) - 154.600
- Brooklake Country Club (Florham Park) - 151.865
- Camp Riverbend (Warren) - 154.540
- Camp Riverbend (Warren) - 154.600
- Cedar Creek Campground (Bayville) - 463.325
- Del Sea Campground (Green Creek) - 154.570
- Driftwood Campground (Cape May) - 151.835
- DSP Racing (Hamilton) - 469.625
- Fairmont Country Club (Chatham) - 154.600
- Forest Hill Field Club (Bloomfield) - 154.600
- Four Seasons Campground (Elmer) - 461.1125
- Freehold Racing Association - 464.3375
- Glen Ridge Country Club - 151.895
- Glen Ridge Country Club - 151.955

- Great Adventure - 154.540
- Great Adventure - 154.600
- Great Adventure - 462.725
- Great Adventure - 464.325
- Great Adventure - 464.425
- Great Adventure - 464.675
- Great Adventure - 464.825
- Great Adventure - 464.975
- Great American Recreation Corp(McAfee) - 151.685
- Great American Recreation Corp(Vernon) - 151.715
- Great American Recreation Corp(McAfee) - 463.450
- Great American Recreation Corp(McAfee) - 464.975
- Great Gorge Inc. (McAfee) - 154.515
- Harry M. Stevens Corp. (Meadowlands) - 151.775
- Harry M. Stevens Corp. (Meadowlands) - 151.955
- Hidden Acres Campgrounds (Cape May) - 151.805
- Hunterdon Ballooning Inc. (Flemington) - 154.515
- King Nummy Campground (Cape May) - 154.570
- Knoll Country Club (Parsippany) - 464.5125
- Little Mill Country Club (Marlton) - 151.895
- Loesch Racing (Trenton) - 461.4125
- Madison Area YMCA (Madison) - 35.90
- Monmouth Park Raceway - 154.515
- Monmouth Park Raceway - 155.985
- Monmouth Park Raceway - 453.0125
- Monmouth Park Raceway - 464.825
- Montclair Country Club - 464.1875
- Mountain Ridge Country Club (W Caldwell) - 469.925
- New Jersey Casino Control Commission - 460.175
- New Jersey Casino Control Commission - 460.250
- New Jersey Sports And Exposition Authority - 477.1375
- New Jersey Sports And Exposition Authority - 860.2625
- New York Giants - 154.540
- New York Giants - 181.400
- New York Giants - 464.775
- Ocean Grove Camp Meeting - 154.570
- Panther Valley Golf & Country Club (Allamuchy) - 154.570
- Pine Barrens Canoe (Chatsworth) - 151.955
- Pleasant Valley Campground (Mays Landing) - 154.540
- Point Pleasant Canoe - 461.875
- Preakness Hills Country Club (Wayne) - 151.835
- Preakness Hills Country Club (Wayne) - 151.895
- Ridgewood Country Club (Paramus) - 151.685
- Ridgewood Country Club (Paramus) - 463.775
- Rolling Hills Day Camp (Freehold) - 468.9625
- S & S Amusements Co. (Toms River) - 157.680

Seaview Country Club (Absecon) - 154.600
Skydive Inc. (Pittstown) - 154.540
Sports Park USA Inc. (Union) - 463.450
Sportsworld (Paramus) - 154.600
Suburban Golf Course (Union) - 461.3375
Tamcrest Country Club (Alpine) - 469.775
Tavistock Country Club (Haddonfield) - 154.570
Tavistock Country Club (Haddonfield) - 154.600
Triple T Canoes (Beachwood) - 151.685
United States Golf Association (Far Hills) - 154.540
Vernon Valley Rec Assoc - 151.925
Westwood Golf Club (Woodbury) - 151.955
White Beeches Country Club (Haworth) - 461.175

***The Urban DX'er would like to thank all those
who contributed to this months issue!***

*Charlie - N2NOV, "R", KC2AYC, Rod - N2RVM,
Bob Sanford - WB6NYC, Justin Mattes*
