

ScannerDigest Newsletter

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New Jersey State Police Aviation Bureau

By Dan Myers

From behind the crowd...they swoop in low level...cross-over...and break out for their air show flight demonstration.

For the past several years, The New Jersey State Police Aviation Bureau has been invited to perform at the "Thunder over the Boardwalk" Air Show in Atlantic City. Normally I do not get too excited about civilian air show acts but these guys were pretty good, and they absolutely wowed the crowd! While the New Jersey State Police (NJSP) Aviation Bureau carries out more than 100 public service and training events during the year, there is a whole lot more to these guys than just performing at air shows. Recently I had the privilege of visiting their headquarters located at the Trenton-Mercer Airport to get a behind-the-scenes look at some of what they do.

Upon entering the building, I felt the same as when visiting a military squadron ops. The floors were waxed and buffed shining clean; the offices, hanger and maintenance facility were neat and well organized. The crisply painted walls were adjourned with lots of photos of past and present aircraft, as well as service accommodations expressing a proud tradition. The atmosphere was friendly and relaxed yet professional. There was a sense

of bonded camaraderie among the flight-suited pilots, but still a respect for command that one would find in any well run, proficient organization.

My tour guide was the Bureau's Central Unit supervisor, Lt. Lloyd "Clint" Pryor. He is a former USMC CH-46 Sea Knight pilot that approaches his current job with serious enthusiasm. Lt. Pryor told me the Aviation Bureau was formed in 1969. Along with the Trenton/Central Unit Headquarters (patrolling of the entire state), the Bureau also has Units in Voorhees/South (area of responsibility; south of I-195) and Somerset/North (area of responsibility; north of I-195) New Jersey.



NJSP N3NJ (Bell) in the Central Unit's Maintenance Hanger



NJSP N8NJ (Sikorsky) on the Central Unit's ramp

Spread among the three there are forty-one pilots and nine helicopters; five Sikorsky S-76Bs, and one of each Bell 206B, 206L-3, 206L-4 and an OH-58A. Each

helicopter has a designated FAA registration number beginning with N1NJ thru N9NJ. The Sikorsky helicopters are used for Medevac operations and transporting the Governor. The Trenton/Central Unit is also home to the Bureau's Maintenance, Tactical, and Training Unit headed by Sergeant First Class Paul Approvato.

Application and Initial Training

When an opening occurs in the Aviation Bureau, a telex message is sent out statewide to each State Police Road Station. To qualify to be a NJSP Pilot, applicants must first have enough time and experience in as a Road Trooper and hold an FAA flight (pilot) certificate in either fixed wing or rotary aircraft. Some applicants have prior military flight service, but most do not. Depending on their level of flight experience; initial training may require attending a civilian flight school for instruction, paid for by the state. While attending flight school, the students must still perform the normal duties of a State Trooper including physical training, pistol qualifications, etc. Students must also check in with the Bureau each week and report on their progress. Once school is completed, pilots will receive additional training from Trooper Pilots, until they are considered Semi-Operational. Each pilot must also attend water survival school every two years, as well as in-house training, factory schools, and time in the flight simulator. Education and training is continuous and ongoing throughout a Trooper Pilot's career. Full operational status, usually taking up to two years to achieve, qualifies a pilot to first fly the smaller helicopters (Bells). Being qualified to fly civilians, Medevac operations, or anyone from the Governor's Office in the larger helicopters (Sikorsky), or to be a Pilot-in-Command, generally occurs after five years. Unlike the military, a Trooper Pilot is not required to sign a time commitment contract. Minimum age to be a state trooper is 21; mandatory retirement is age 55. All New Jersey State Troopers undergo a five year probationary period before being tenured. That is the longest probationary period for any state trooper among all states.



Cockpit of NJSP N1NJ (Sikorsky)

Operations

While there are no "typical" operations flown by the Bureau, most are Medevac. Limited Medevac operations were first flown in 1976, but it wasn't until 1988 when that service became dedicated statewide. Medevac operations are staffed 24 hours a day with two State Police Pilots, a Flight Paramedic and Flight Nurse. The paramedic and nurse are provided by the New Jersey Dept. of Health, funded by a \$3 surcharge on each motor vehicle registration. The Aviation Bureau does not get every call requiring a Medevac lift. When a Medevac flight is needed, the nearest in-state responder will be called (Hospital, etc.). Since 1988 the Bureau has flown over 35,000 Medevac operations without a major incident!

In addition to providing Medevac services, the Bureau also flies operations that include; training and demonstrations, surveillance, homeland security, transportation, search and rescue, traffic speed timing, photo reconnaissance, mutual aid calls from neighboring states and tactical operations. The Bureau also provides aerial support to the Secret Service during POTUS and VPOTUS state visits. Pilots are normally on staff from 7am to 11pm, but if the situation warrants, they can be called in at any time and will make every effort to put needed aircraft in the air. Lt. Pryor told me about a pre-dawn five helicopter operation they conducted that involved fast roping tactical teams onto the target. Talk about a non-typical day! No fee is ever charged for the above tasks. Medevac operations are always carried out in VFR conditions, while training and transportation may be conducted under IFR conditions.

Aircraft Equipment and Maintenance

Some of the aircraft are equipped with GPS, Wire Strike Protectors, Floats, FLIR, Night-Sun, Hoists, TCAS, Night Vision Goggles and Moving Map Display. Some of the helicopters also have FLIR MX-15. The MX-15 allows for real-time down link of data (video) to Regional Operations Intel Centers. Lt. Pryor said this information can also be viewed on a computer back at the Bureau via a secured internet link. The Sikorsky helicopters are also outfitted with Outer-Link Tracking devices. The aircraft are maintained by trained civilian mechanics at each base, as well as out-sourced to factory repair depots. Maintenance technicians will, from time to time, fly with the pilots when checking engine performance, blade tracking, etc.

Communications

The pilot troopers often have need to communicate with other NJSP units, local law enforcement, and emergency medial and fire personnel on the ground. All of the helicopters are equipped with; Low Band and VHF FM, as well as dual VHF/AM and dual 800 MHz Motorola radios. Some of the aircraft are also equipped with UHF/FM radios. The fleet is equipped commercially with Garmin, Wolfsburg, Collins and Technosonic radios and avionics. Communications between NJSP aircraft is conducted on both the VHF/AM and their 800 MHz radios. The pilots will always call their base before departing and periodically

check in with status reports during the flight. Aircraft arriving back home will contact base with an ETA as well as any maintenance issues. All of these calls are made using their 800 MHz radios. Communicating with Air Traffic Control and civilian aircraft is done on VHF/AM. There is VHF/AM Unit base frequency that serves as backup only and is rarely used. Generally, the co-pilot (left seat) is the one initiating all radio calls.



Cockpit of NJSP N6NJ (Bell) showing the 800 MHz radios on the co-pilots (left) side. The VHF radios are on the center console.

Public Relations

Unlike some large organizations, the Aviation Bureau does not have a dedicated Public Relations Officer, but rather many. Every State Trooper Pilot is a public advocate for the Bureau. My experience has shown State Troopers to be courteous, knowledgeable and professional. If they are not busy working a detail they are usually very approachable and willing to talk about their job. It's all part of being a State Trooper. Lt. Pryor also speaks in humble tones. He told me a Trooper Pilot does not consider himself better than any one else. With the proper training, attitude and commitment, any qualified applicant can be taught to do the job. If you want to learn more about the New Jersey State Police or the NJSP Aviation Bureau, go to: www.NJSP.org. If you want to know what it takes to be New Jersey State Trooper go to: <http://www.njsp.org/recruit/recruit.html>. The Division of State Police also has an annual Open House and Career Day where you can see a NJSP helicopter up close and speak with the pilots.

Mission Statement:

"The New Jersey State Police is committed to protect, preserve, and safeguard the constitutional and civil rights of all citizens through impartial and courteous law enforcement with integrity and professionalism. We shall ensure public safety and provide quality service in partnership with our communities."

Author's Note: Much thanks to Lt. Pryor and his team at the Aviation Bureau for their time and kind considerations, all of which helped make this article possible.



Radio Head Selector:

Comm 1 = VHF/AM

Comm 2 = VHF/AM

FM 1 = Low Band or VHF

FM 2 = VHF or UHF

SP 1 = 800 MHz

SP 2 = 800 MHz

PA = Public Address

EMRG (Internal Communications)

Frequencies:

123.050 - Civilian Helicopters, common air to air
 123.075 - Civilian Helicopters, common air to air
 123.450 - Atlantic City Air Show demo a/a (2006)
 130.075 - Atlantic City Air Show demo a/a (2008)
 130.075 - UMDMJ Northstar - West Trenton, NJ Mercer County / West Jersey Hospital - Voorhees, NJ Camden County / Trenton-Mercer Airport Trenton, NJ Mercer County (All from- <http://wireless2.fcc.gov>)

(All listed below are from www.radioreference.com)

State of New Jersey Troop C Central:

856.71250
 857.21250 (confirmed)
 857.71250 (c) (confirmed)
 858.21250 (confirmed)
 858.71250 (c) (confirmed)
 859.21250 (confirmed)
 859.71250 (c)
 860.21250 (confirmed)
 860.71250 (c)
 866.61250
 867.21250
 867.66250
 868.13750 (confirmed)
 868.51250
 (c) = control channel

Aviation Talkgroups

26800 South STAR	JEMSTAR Aeromedical – South
Star Helicopter	(also MONOC 1 and Medevac 5)
26832 North STAR	JEMSTAR Aeromedical – North
Star Helicopter	(also Atlantic Air 1)
26864 Aircraft	Aviation Units

Note: It is my policy to publish in the newsletter only frequency information that I can personally confirm from my own files or what has come from “official” sources. Unfortunately due to time and logistical constraints, I can not confirm (except where noted) those listed above from the Radio Reference website. Any and all reader input is always welcome.

NEW HAMPSHIRE

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In Manchester NH two taxi companies, whose identities elude us, have been heard conducting business in the city.

452.6625 LTR	TG 0-01-51 Dispatcher
	TG 0-01-52 Taxi-Cab

This appears to be a one channel LTR system,

Another company using a conventional repeater, but with two CTCSS tones.

461.775 PL 156.7	Dispatcher
461.775 PL 110.9	Taxi-Cab

For both companies you can hear a dispatcher answering the phone while they are still keying their microphone. Both answer the phone "TAXI!".

In anticipation for the pre and post holiday madness, we verified that the Mall of New Hampshire primary frequency is still a it's usual radio home. Mall of NH Manchester Security 464.950 d143

Pheasant Lane Mall Nashua channel 1 464.950 d174.
Pheasant Lane Mall Nashua channel 3 463.650 unknown tone. I believe both malls are owned by the same management company.

Please help out and try to re-verify the following frequencies. It's been a while since we've taken the time to monitor them.

Bedford Mall 464.8125 PL 136.5
Mall at Rockingham Park Salem NH 461.575 (or 461.5625) DPL 311
Rockingham Mall Salem NH oops missing, help! (This mall is NOT the same as the Mall at Rockingham Park)
Steeple Gate Mall Concord NH 461.075

Mall of New Hampshire (Manchester) individual stores / other mall users

Mall Maintenance	461.600 PL 196.6
Sears	464.525 PL 131.8
Old Navy	467.850 DPL 047
TGI Friday's	461.0625 PL 67.0
Best Buy	467.925 DPL 506
Victoria's Secrets	467.925 DPL 743
JC Penney	467.225 DPL 365

For Londonderry NH recently monitored was the Home Depot 467.7625 DPL065, very active.

Franconia NH - Canon Mountain 2 meter repeater is down. The repeater is difficult to access off season and the owner is unable to get up to it to see what the problem is. The North Country Weather net was being carried on this repeater weeknight at 8:00pm. An alternate site needs to be found as it unlikely the repeater will be fixed until spring.

A recent drill a Seabrook Nuclear Plant exercised the Emergency Alert System (EAS) as part of the exercise. One transmitter for the system is on 450.5875 CSQ and is located at the Veteran's Hospital in Manchester. It serves the broadcast stations in the greater Manchester and southern New Hampshire.

A transmitter on 450.3875 CSQ is located on Mount Kearsarge in Warner and has much greater range.

Both sites tend to have their input hang, so after the Alert Signals and official message, you may hear several minutes of background chatter or just dead air.

State Homeland Security/Emergency Management was making use of it's usual low band repeater system on 46.58 MHz. A seacoast Amateur repeater on 145.150 was involved in the drill from Portsmouth. A UHF link for Homeland Security Emergency Management was heard on 453.250 and is located on Saddleback Mountain in Deerfield.

Two old New Hampshire State Police low band frequencies are now part of New Hampshire Homeland Security and were tested. In use were 44.940 from Mount Kearsarge and 45.26 from Mount Washington.

Slightly off subject: As part of the upcoming switchover to Digital Television, analog channel 11 on Saddleback Mountain cut back its channel 11 analog power by 50%. Temporarily on channel 57-DT, channel 11 is one of four stations in the region that will be reverting back to it's original frequency assignment come February 2009.

Channels reverting back to their original VHF assignment include:

Channel 7 Boston MA, Channel 8 Poland Spring ME, Channel 9 Manchester NH, and Channel 11 Durham NH.

Back fifteen or twenty years ago you used to be able to occasionally hear the station engineers on UHF frequencies, but alas, no such activity has been heard for quite some time. WMUR channel 9 used to use 455.4875 and I believe WENH Channel 11 used 453.800.

Executive Security in the Manchester NH area used 461.125 PL 79.7. Very chatty with considerable non-business related traffic.

A reminder to those trying to find alternate police frequency in New Hampshire. Back in the good old days when most police cruiser radios were of the four channel variety, the channel plan was very simple:

Local Dept Frequency, 155.475 Statewide common,
155.910 NHSP North, 156.090 NHSP South.

I've seen two incidents recently where scanner listeners were searching all over the place for a referenced tactical channel only to finally find police activity "surprisingly" on 155.475. This actually should be the first place to look in New Hampshire for a secondary police channel. At Dartmouth College in Hanover, during a large rally with bonfire, the local police used "Green" as their tactical channel. Green is the college's primary color, and 155.475 is their tactical channel for college details.

In Deerfield, during the large fair in fair every fall, including this one just past, 155.475 PL 136.5 was used by police for fairground details. Deerfield PD also has 154.71 PL 136.5 The fire department has tactical channels on 153.815 PL 136.5 and 157.605 PL 100.0.

You might find your local police department on what you thought was a business frequency. Candia NH has had a repeater on 154.625 PL 79.7 since 2002 used mostly by the police.

Back to the Deerfield Fair. For this event just past frequencies used by the Fair included:
464.875 DPL 251 Primary Operations
462.100 DPL 251 Secondary Operations
469.875 DPL 364 Concessions
151.475 PL 151.4 Entrances, Exits, Gates
464.500 PL 71.9, 464.550 PL 71.9, 464.650 PL 71.9 all Horse Show Activities

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Scanner Digest Newsletter.
Interesting in writing? Send us a note and
indicate your intentions.

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Grab your gear and go mobile! Part #1

by Craig Leventhal N3TPM

This radio hobby of ours, by its very nature, requires, even *demands* that we take our equipment and go mobile with it. This is especially true when we participate in public safety or emergency events.

As our cars have become more compact, finding ways to take our radio gear with us presents some unique challenges. Gone are the days of PRO-2004s mounted under the dash in plain site. In this first installment, I will discuss some of the obstacles and the solutions that worked in my own installation, my 2007 PT Cruiser.



The average car these days contains numerous electronic sub-systems that communicate with each other and the central processor module that controls much of the cars operation. This exchange of information takes the form of serial data, sent along the vehicles electrical wiring. This represents a potential source of noise and interference to radio receivers, especially those operating at frequencies below 30 MHz. This is more of a problem for short-wave listeners and amateur radio operators. For the scanner listener, this usually presents a problem only during weak-signal reception. Another consideration is the type of antenna that will best suit a particular vehicle or installation.

The radio gear going into my PT Cruiser includes a Kenwood TM-742A tri-bander with 144/440/50 MHz modules installed, a Sony XR-CA640X, AM/FM/SW in-dash cassette stereo, a Uniden, controls-in-the-mic, CB, a hands-free cell phone kit, a Radio Shack scanner, and auxiliary switches and power sockets.

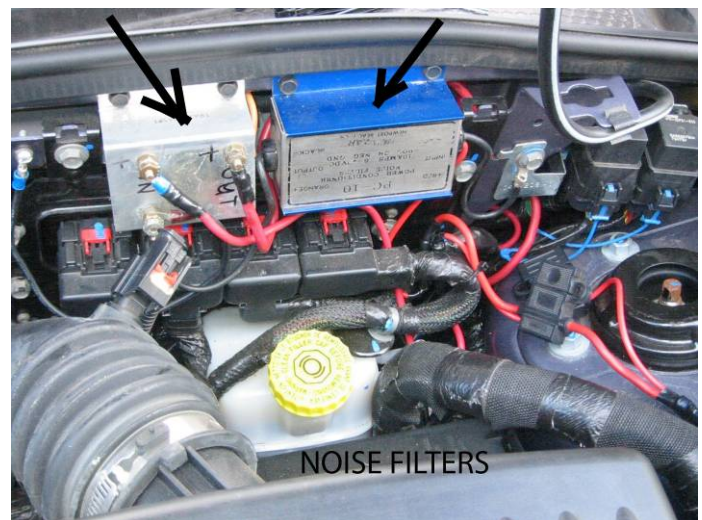
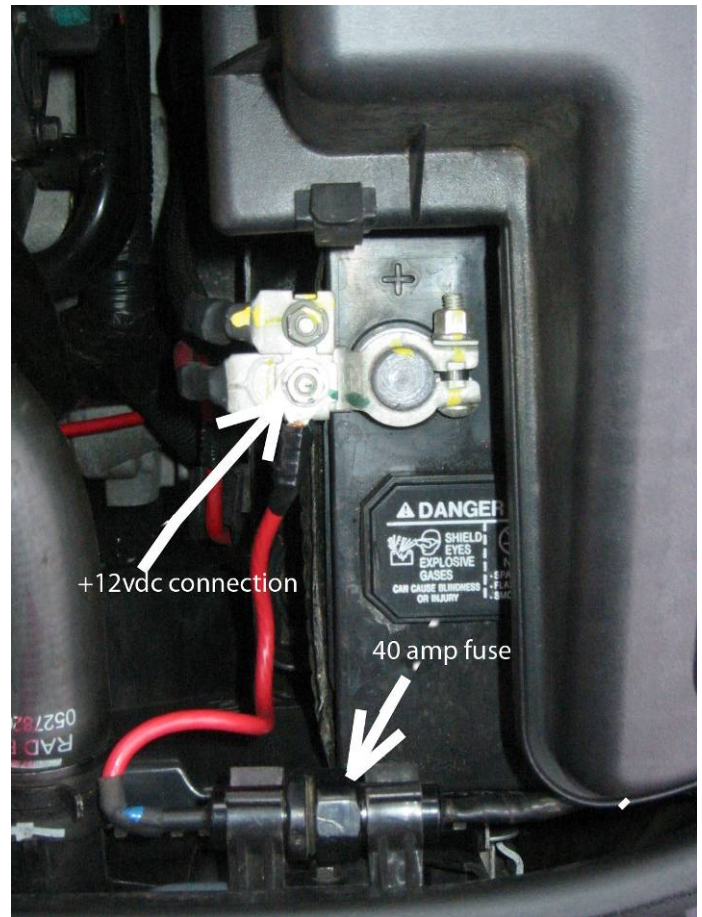
I will not spend a lot of time on the Sony car stereo since there are several companies which make serial-to-DC adapters that simply plug into the new radio and the cars wiring. Since the new unit occupies only about half the

space of the factory radio, a mounting adapter is needed, and again, several companies make one for the Cruiser. The one I chose has open space in the unused part that can accommodate other equipment. I added an auxiliary jack for an MP3 player input.



When installing Amateur radios, scanners, CBs, etc., the best spot to obtain the needed +12vdc power connection, is the positive (+) terminal of the car battery. The battery acts like a very large capacitor and provides some filtering of the noise generated by the cars electronics. In some cases an additional noise filter may be required and these should be connected to the battery plus (+) terminal through a 40 amp fuse.

This fuse can be removed temporarily if you ever have to get your car "jump started" due to a weak or dead battery and will prevent spikes or accidentally reversed jumper cables from damaging your radio gear. If you use more than one filter, the outputs should be fused separately.

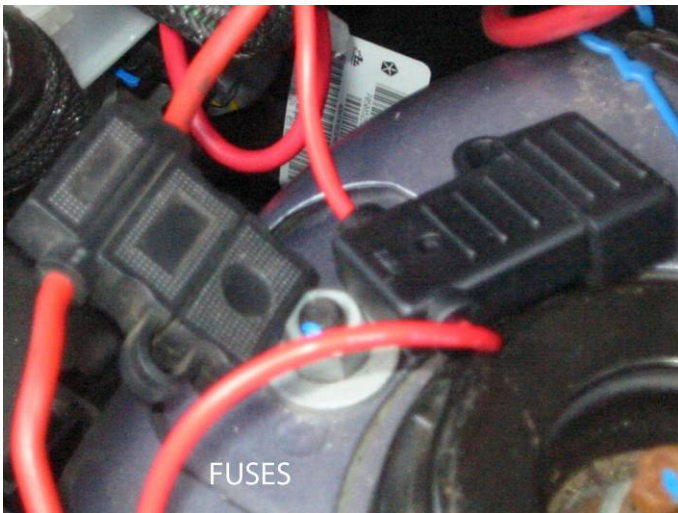


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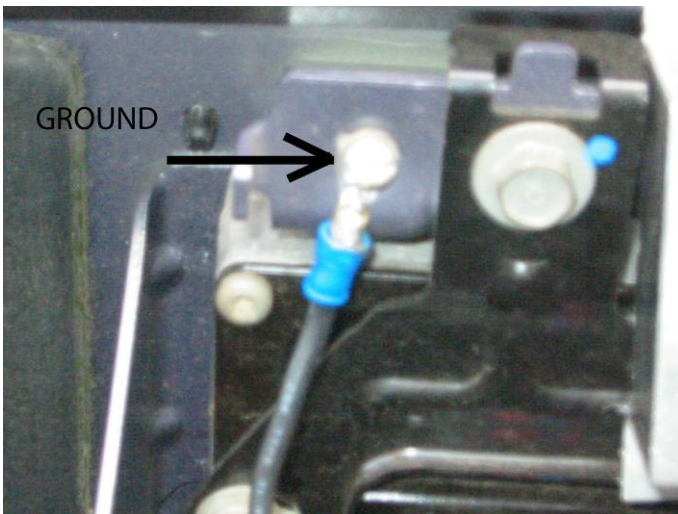
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Scanning in Action

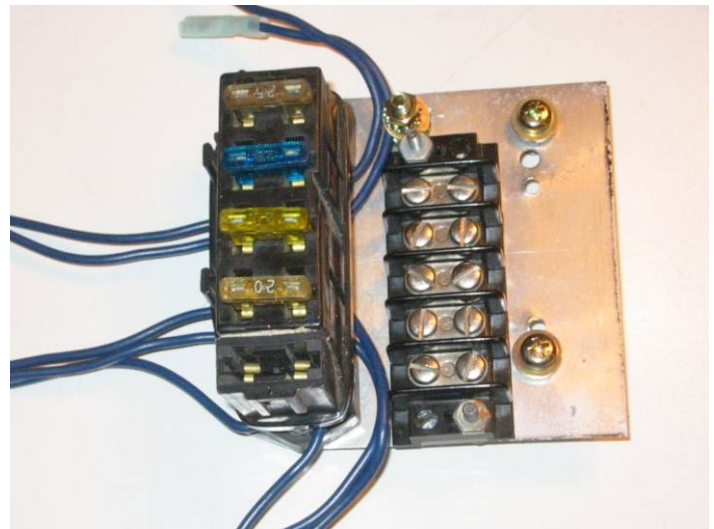
Be sure to send in your photos of your local
public safety personnel in action.



The ground or negative (-) connection should be made to metal parts of the car body, NEVER to the battery's negative terminal.



From the engine compartment I ran two cables into the car's interior. One is #8 stranded and the other is #10 stranded wire. I made certain that these cables pass through a rubber grommet or follow the other vehicle wiring through the firewall. This will prevent chaffing of the wires and a possible short. These power cables are routed under the plastic trim along the bottom edge of the driver-side door sill and end up under the drivers seat. I made my connections to a small terminal strip to which the radio gear will be connected. Because I am installing fog lamps and auxiliary power sockets, I have added a small fuse panel which will provide protection for them, separate from the main fuse box. Since the radios all come supplied with wiring harnesses that include in-line fuses, they will be connected directly to the terminal strip.



Well that's it for this time. In the next installment, we will look at some antenna options and my mounting ideas for the radios.

Craig Leventhal N3TPM



REACT Launches Massive Nationwide FRS Safety Campaign

Offers Americans low-cost "Emergency Communications Kit" to keep in touch during emergencies

REACT International, Inc., (www.REACTIntl.org) and the National SOS Radio Network (www.NationalSOS.com) have joined forces to create a nationwide radio safety program. It will provide Americans with inexpensive Family Radio Service (FRS) walkie-talkies that can help in emergencies.

When cell phones, home phones and power go down in severe weather, floods, blizzards or other emergencies, many people are left with no means of communication. FRS walkie-talkies can help fill that serious gap.

FRS walkie-talkies enable neighbors to check on one another from the safety of their homes. These walkie-talkies can help people avert panic or isolation by enabling them to communicate with nearby friends --- and seek help from those neighbours, if needed.

REACT International has undertaken to offer FRS walkie-talkies at minimal cost so Americans can keep in touch during emergencies. For **\$10.99**, which **includes shipping and handling**, REACT will provide an "Emergency Communications Kit" that includes a quality FRS walkie-talkie, a simplified owner's manual, and operating tips to get best results in emergencies. REACT International hopes that every family will make this "Emergency Communications Kit" a vital part of its preparedness plan.

"After hurricanes Katrina, Gustav and Ike, REACT and the National SOS Radio Network determined that FRS walkie-talkies could help alleviate some of the misery and confusion," REACT International president Don Manlove explained. "This 'Emergency Communications Kit' will improve family safety nationwide in emergencies."

For more details on the REACT International "Emergency Communications Kit" please visit www.REACTIntl.org/REACT-Radios.

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UNIDEN UPDATES HANDHELD TRUNK TRACKER® SCANNER LINEUP

Raises the Bar for Features and Performance

Fort Worth, Texas, September 29, 2008 – Uniden America Corporation, a leading manufacturer of wireless consumer electronics, today announced their handheld Trunk Tracker III and Trunk Tracker IV scanner lineup to be debuted in early 2009. "Uniden is making major advances in the category it created" said Paul Opitz, Uniden's Product Manager for the category. "We've listened to our customers and taken these scanners to the next level of functionality and performance based on what they told us they needed to do their jobs better."

The BC346XT will replace the BC246T as Uniden's flagship handheld analog Trunk Tracker scanner. Touting 9,000 channels organized using Uniden's own Dynamic Memory model the BC346XT simplifies scanner programming by modeling the scanner's memory organization after the real world. The **BC346XT** also adds GPS support for automatic control of radio features based on location, a first in the industry for a handheld scanner, and a feature Uniden pioneered with the last generation of mobile scanners.

Additional features include:

Trunk Tracker III – follows trunked traffic on Motorola, LTR, and EDACS systems (including EDACS systems using ESK)

500 TGID Channels per trunked system – doubling the number of channels that can be programmed into a trunked system

Temporary Lockout – allows a channel or system to be locked out for a single session and restored by cycling power

100 System/Site Quick Key's – provides a way to quickly turn on or off scanning for groups of systems...a feature that provides users of Uniden scanners the most flexibility in programming and operation

Startup Configuration Keys – lets specific systems be locked or unlocked automatically when the scanner is powered on

System/Channel Number Tagging – makes it easy to jump to a specific channel

Multisite Systems – includes support for large systems such as those being installed for statewide operation in some areas.

Priority ID Scan -- lets the scanner apply priority to channels as they become active on the system

Preemptive Priority (Motorola only) – monitors for priority traffic, even when the scanner is receiving a transmission on the system.

Assignable Search Keys – give quick access to favorite search modes

IF Exchange – lets the scanner use an alternate IF (intermediate frequency) to help avoid interference sources.

Negative dropout delays – resume scanning after the selected time to keep the scanner from hanging on stuck microphones or other continuous transmissions

Close Call® Temporary Store – buffers the most recent Close Call hits and scans them conventionally

Location-Based Scanning – when a compatible GPS unit is connected, turns on and off systems, sites, and channel groups as the location changes

Location Alert Systems – allow location-specific alerts to be programmed for such things as dangerous intersections, dangerous roads, or general points of interest

Band Scope – gives a rapid graphical display of the strength of signals within a specified range of frequencies

Key Safe Mode -- prevents naïve users from accidentally changing programming ... a feature that has been a big request from public safety and media radio system managers.

Private Systems -- prevents a system from being modified or read by PC, to help protect confidential radio system programming

Control Channel Data Output – allows the analysis of control channel data without the need to perform invasive modifications to the scanner

Volume Offset – lets individual channels be programmed with a volume offset to help balance between channels that are louder or softer than other programmed channels

EDACS ESK Tracking – tracks systems that have implemented EDACS

System Keys Fire Tone-Out Tone Search – identifies tones used by agencies using two-tone paging for alert signaling The BCD396XT will provide the same enhancements to Uniden's Trunk Tracker IV flagship handheld platform.

In addition, this new model adds: Trunk Tracker IV – follows trunked traffic on APCO 25, Motorola, LTR, and EDACS systems (including EDACS systems using ESK) 25,000 total channels

NAC Decoding – allows specific agencies to be monitored on P25 conventional channels P25

One-Channel Trunking – supports P25 conventional systems that include both NAC and TGID access control on a single frequency

Automatic P25 Threshold – fully automates the optimization of P25 reception

Multicolor Display Backlight – allows the selection of backlight color to meet the user's own aesthetic taste

Visual Alert Notification – lets alerts be assigned to specific display colors, flash patterns, audible tones, and volume levels.

Both models are expected to be released in early 2009 at prices comparable to the models being replaced.

** These models are still under development, so all features are subject to modification or removal based on actual development and testing results. No statement in this press release should be considered as a promise to deliver or guarantee of performance.*

IBN is currently accepting applications

IBN is currently accepting applications for scanner broadcasters in all areas. Isn't it time for you to have a little more fun in your hobby of scanner listening. Share what you hear with others -

IBN currently has over 75 full time feeds on its TeamSpeak Service and many more on its Icecast. You can now choose to broadcast on either service, or both. This is a great time with fall hitting us and storms on the horizon. Help others listen to what's going on in your area.

Check out the following links for more information:

How to broadcast online - <http://tinyurl.com/4g7p5x>

IBN broadcaster application - <http://tinyurl.com/3e8d7c>

<http://www.incidentbroadcast.com>

Narrower bands, wider choices

By Donny Jackson

Despite the emergence of digital radio systems for public safety in the 800 MHz and soon-to-be-available 700 MHz bands, the vast majority of public-safety licensees still operate in the UHF and VHF bands below 512 MHz.

In 2003, the FCC mandated that all public-safety systems in these bands transition from traditional 25 kHz-wide channels to more spectrally efficient 12.5 kHz channels by Jan. 1, 2013 — an expected progression, given that the commission mandated a decade ago that manufacturers build 12.5 kHz capability into equipment operating in the bands.

But the FCC in March ordered vendors to manufacture equipment that can operate on 12.5 kHz channels and 6.25 kHz channels by Jan. 1, 2011 — two years before the 12.5 kHz mandate is effective. The FCC did not establish a deadline for licensees to migrate to 6.25 kHz channels, but the commissioners' long-term intent was clear.

"We reiterate ... that 12.5 kHz technology is a transitional step in the eventual migration of [private land mobile radio] systems to 6.25 kHz technology," the FCC order states.

Although improving spectral efficiency always is an FCC priority, the March ruling was a surprise to many in the public-safety communications sector, leaving many licensees using the UHF, VHF and UHF T-band frequencies with more to consider as they develop their narrowbanding strategies.

"6.25 [kHz] really wasn't on anybody's horizon before this, so this really confuses people," said John Facella, M/A-COM's director of public-safety markets. "I don't think it's obvious what people could or should do."

"They did not mandate when the licensees will have to move to 6.25 kHz operation. So the confusion among the licensees is, 'I know I've got to move to 12.5 kHz channels in six years, but I'm going to be able to buy 6.25 kHz equipment before that, so I don't know what to do.'"

Joe Watts, product manager for Kenwood USA — manufacturer of a 6.25 kHz-capable portable radio and a 6.25 kHz-capable base station that will be announced in the fall — echoed this sentiment.

"These large entities are saying, 'I've got all of these base stations, and I'm now transitioning to 12.5. But if they're going to turn around and mandate 6.25 after 2013, what do I do?' It's caused several of [licensees] to take a major pause and consider whether they should go to 6.25 immediately," Watts said.

Alan Tilles, a partner in the law firm of Shulman Rogers Gandal Pordy & Ecker who filed comments with the FCC on behalf of radio vendor ICOM, said he believes the commission's ruling provides licensees in the affected bands desirable options. It also is a fortuitous decision for ICOM, which has developed frequency division multiple access-based portable radios that can operate at channel widths of 6.25 kHz, 12.5 kHz or 25 kHz.

"With a mandate to go to 12.5, licensees that are in the process of making that conversion should take a look at ... buying equipment that operates at 12.5 kHz now and at 6.25 kHz-equivalent later," Tilles said. "The beauty of it is that there is equipment today that's backward-compatible, so anyone who has 12.5 today could integrate it into their systems so that, over time, they can migrate from 12.5 kHz to 6.25 kHz."

"So you could start feeding those radios into your system right now and, when you're ready to [make the transition], all you have to do is the infrastructure."

The transition process to 6.25 kHz channels described by Tilles is virtually the same one some public-safety licensees have pursued over the past decade to meet the FCC's 12.5 kHz mandate, by systematically purchasing radios that could work on 25 kHz or 12.5 kHz channels, so only the network infrastructure would have to be changed.

"What we're trying to tell people is, 'Don't wait until the last minute,'" said Harlin McEwen, chairman of the International Association of Chiefs of Police's communications and technology committee.

While such an approach is a logical way to execute the transition to 12.5 kHz channels, it could undermine the ability of licensees to pursue 6.25 kHz technology in the

near term. After all, most of these public-safety entities have limited funding resources, so a typical network upgrade is expected to last 15 to 18 years, in order to pay off the loans used to pay for such a large capital expenditure.

That means many public-safety entities still have not fully amortized the 12.5 kHz-capable radios purchased during the past five years, making it difficult to justify paying for new 6.25 kHz-capable equipment in the near term.

"The FCC is saying, 'We know this is a 10- to 15-year investment, and that's why we're giving you this warning that we are going to move to 6.25 someday — although we don't know when, [so] you might not want to go to 12.5,'" M/A-COM's Facella said. "The people who went to 12.5 are a little bit stuck, and I can understand their frustration."

Kenwood USA's Watts said this reality is why his company is lobbying the FCC to establish a firm date for the transition to 6.25 kHz. "For business and industry, getting a return on their 12.5 kHz systems is a matter of tax depreciation," he said. "But for public safety, it's a political and budgetary issue that has a long cycle. Changing to new technology is not as simple as just obtaining money, it's about 'getting the approvals and getting the money through the political machines,'" Watts said.

For licensees that have not committed to a 12.5 kHz plan, there are options for migrating directly to 6.25 kHz channels, but even those present their own set of challenges to consider. For instance, many UHF and VHF licensees use conventional systems, but the only 6.25 kHz industry standard so far is for Project 25 trunking systems.

"The bottom line is that, for trunking systems, we have a way, in theory — using TDMA technologies and certain data signaling rates — to get to 6.25 equivalent operation," Facella said. "For conventional systems, there is no standard for creating narrowband operation."

The absence of a standard for conventional 6.25 kHz operations could prove to be a big inhibitor for licensees that want to increase interoperability and leverage multi-vendor equipment sources. In addition, because conventional 6.25 kHz operation has not been standardized, there is no assurance that coverage patterns from these solutions will mirror the coverage of existing 25 kHz-channel systems, which could require the public-safety entity to invest in additional base-station sites.

"It's not at all clear what the range penalty will be," Facella said. "A lot of work has been done with P25 Phase II to make sure the coverage is similar to Phase I, so you don't have to add lots of extra sites. That does not necessarily map ... to other solutions that might be used with conventional systems."

Watts said Kenwood has not observed any range degradation in testing its 6.25 kHz-compliant equipment.

Facella also noted that the UHF and VHF spectrum allocations were not designed for trunking systems, so M/A-COM has suggested re-channelizing the bands; the FCC has asked the company to provide greater detail.

Although the stated goal for the narrowbanding transition is to use spectrum more efficiently in order to create new additional channels, that desired result might prove difficult in some of the bands below 512 MHz, said Ron Haraseth, director of automated frequency coordination for APCO.

"This is particularly true in high-band VHF, where everyone is packed so tight," Haraseth said, adding that a transition to 6.25 kHz channels in the band will generate "at best" a 20% increase in assignable channels. "Just by going to narrowband doesn't necessarily open up new channels."

With so much uncertainty, there is considerable question as to whether many public-safety licensees operating on spectrum below 512 MHz will opt to migrate directly to 6.25 kHz channels. Regardless, Tilles said the FCC ruling mandating the availability of such spectrally efficient gear would provide licensees with much-needed options as the 2013 narrowbanding deadline approaches.

"You couldn't have asked for a better time for this kind of equipment to be available," Tilles said.

NARROWBANDING THROUGH THE YEARS From 25 kHz to 6.25 kHz in spectrum below 512 MHz

1997

FCC ceases certifying radio equipment for bands below 512 MHz unless it can operate on both 25 kHz channels and 12.5 kHz channels.

2003

FCC passes order requiring industrial/business pool licensees to migrate to 12.5 kHz channels by 2013 and for public-safety licensees to do the same by 2018.

2004

FCC revises order to require public-safety licensees to migrate to 12.5 kHz channels by the same 2013 date as industrial/business pool licensees.

2007

FCC requires manufacturers to ensure that all 12.5 kHz equipment also is able to operate on 6.25 kHz channels by 2011. The FCC does not decide when licensees must migrate to 6.25 kHz channelization.

Source: FCC

MAINE

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Scanning the Great State of Maine Air Show

*Featuring the Blue Angels
Brunswick NAS (Maine)
September 5, 6, 7 2008*



Left to right: Pro-63, Pro-2055, Pro-2096 (P-25), Pro-97, Pro-60, Pro-97, Pro-97, Pro-96 (P-25); on right, lying down is the Pro-95. Hidden behind the mobile/base scanners is the AWESOME VX-7R. The best "sniffers" were the three Pro-97's and their big brother the Pro-2055. The handheld scanners were propped up by drilling holes in two inexpensive book ends (Wally-World again), and connecting them via nuts and bolts with a piece of thin metal strapping, available at the Home Depot. The field expedient "protect the paint padding" are warm-up pants. They kept any and all scratches off the paint job of the trunk. **(Bill Dunn photo)**



The metal carrying case is an efficient way to carry the scanners. A Pro-83, Pro-39 and a Pro-34 were lurking in the case, but not deployed on this day. Notice the makeshift foam padding purchased at Wally-World. The portable battery pack was procured from Sam's Club. The built-in light and compressor also works well on this item. *(Bill Dunn photo)*

Quite a few new freqs were found that day, in bands previously thought silent. Included in this mix were several "new" repeaters that were activated for that weekend. A potential electrical fire in one of the buildings caused the frequencies to "open up" all at once. Bill Dunn & I were notating and logging rapidly, confirming PL's, inputs, etc. It was a great time.

The Angels were grounded on Saturday, but flew Sunday afternoon. Pilot to pilot chit-chat and command executions of formations were on 284.250. Ground cart communications were tone-free. Monitoring Times has the latest list of frequencies for future shows.



The USS Whidbey Island came back to Maine, this time in support of Camden Yacht Club days. The patrol boat to vessel traffic was on 456.600, with a 103.5 PL. A nice link for nautical stuff is: <http://www.seawaves.com/>



453.6125 is the frequency of the new **Somerset County Jail** in East Madison. Here is a link to an article about the jail: <http://morningsentinel.maine.com/news/local/5558786.html>

A recent scan-expedition to the Warren State Prison (WPZD918) yielded the following results:

159.2175R	77.0 PL
158.9175R	77.0 PL
159.0975R	77.0/82.5/85.4/118.8 PL

Wilton Pd-New License 9/5/08: 156.1875R PL 179.9

Goodwins Mills FD 152.2275 PL 97.4



Another outstanding resource for scanning is at <http://www.scannewengland.net/>. Check there for live feeds from around New England.

Rate concerns have County rethinking 911

<http://bangornews.com/detail/92051.html>

HOULTON, Maine — A proposal to have the Penobscot County Regional Communications Center answer E-911 calls originating from Aroostook County has prompted some who would be affected by the arrangement to express fears over possible lost jobs and delays in emergency response times.

Aroostook County commissioners are considering changing the handling of emergency calls after the state Department of Public Safety proposed a 60 percent increase in the rates charged for answering and dispatching services beginning in fiscal year 2010.

The proposed increase is before the Maine Public Utilities Commission.

At this point, Aroostook County Administrator Doug Beaulieu said Monday, the county pays \$190,000 for Public Safety Answering Point, or PSAP, services. The Houlton Regional Communications Center fields all emergency calls and then dispatches the correct emergency responder.

If the rate increase is approved, the county could pay as much as \$302,000.

Beaulieu said he wasn't sure the full increase would be approved, but he added that the county would have a hard time scraping up the money even if the rate increase were cut in half.

"When we heard about the proposed increase, we knew then that we had to look at other options," Beaulieu said Monday.

Earlier this month, James Ryan, executive director of the Penobscot County Regional Communications Center, told county commissioners that Penobscot County could provide PSAP services to Aroostook for \$180,000 a year, which is \$10,000 less than what the county is paying now.

Kevin Scott, communications supervisor at the Houlton Regional Communications Center, was skeptical of the figure.

"We are asking our county officials not to do anything with Penobscot County just yet," he said. "No one knows what our rates will be because it is still before the PUC, and they are not scheduled to set the rates until January. Our staff here works hard and they are proud of the work they do. They are pretty upset about this."

Scott said he had reached out to area legislators to see whether they could find alternative funding once they go back in session in January.

In the past, Scott said, residents saw a 50-cent surcharge on their phone bill to pay for E-911 services. In April, the Legislature passed an emergency bill that reduced the amount collected for the purpose of the E-911 system. The surcharge was lowered to 30 cents.

"It would be a huge benefit for us if they put it back the way it was," he said. "That would produce revenue that could be shared by all the PSAPs."

Scott said a reduced staff would lead to longer response times, since emergency calls would go to Penobscot County and the information would be taken by an emergency communications specialist. The Penobscot specialist then would relay information to an Aroostook County specialist, who in turn would relay it to the agency that was needed to handle the emergency.

Beaulieu said it would be difficult to wait because the county finishes its budget by late December or early January in order to send out tax bills at the beginning of the year. He said he had run the proposal by the Aroostook Municipal Association and received its approval. He said he didn't believe response times would be adversely affected.

"The county commissioners are very sensitive to the fact that three jobs could be lost, as am I," Beaulieu said Monday. "But it is a difficult situation for us. We could get a 60 percent increase in the rate, or we might get a 30 percent increase in the rate. That is not pocket change. Times are tough and our budget is tight. If we have increases, that means we have to cut in other places or we have to pass it on to the taxpayers. It is just a difficult situation all around."

Civil Air Patrol Search & Rescue Exercise (SAREX):

Mission #09T-3082; Saturday, 18 OCT 2008, Waterville LaFleur Apt.

Old FEMA trailer, with EF Johnson, Motorola, Icom & Tait radios. Local ground comms were on ISR frequencies. Standard CAP repeaters and frequencies were in use, including the transient repeater, with a 203.5 PL.



The trailer you see in the pictures was adapted & modified from its original usage as a FEMA trailer. The communications station is located in the nose, with multiple VHF and AM aircraft radios. There was little or no cross channeling despite the close proximity of the roof-mounted antennas. In the photo below can be seen the Waterville Airport's red & white painted tower that supports the revolving airport light that can be seen from I-95. The actual Waterville Squadron is located in the bottom of the building, co-located with the former Greyhound bus terminal.



Monitors are encouraged to listen in on Thursday night radio net check-ins on 148.150R. Wing call signs will be announced, followed by Augusta Squadron numbers, followed by Waterville Squadron numbers, and then any other stations not necessarily on the roll call.

For those former military personnel, the Civil Air Patrol is a fun and dynamic way to stay involved with Homeland Security and real world issues. Who needs those dopey and phony "reality television" shows that rot one's brain & intellect? Join C.A.P. and make a difference.

Young people aged 12-18 may join as cadets, with 18-??? joining as Senior Members. Prior service personnel can attain rank, too. For example, I am a former US Army Infantry captain, and retained my rank upon joining the Civil Air Patrol.

For you pilots out there (to include any rotor-heads!) it is a great way to fly Cessna 172's and 182's. Give it some serious consideration.

The "official" CAP web site is:
<http://www.cap.gov/index.cfm>. Check it out....

Tait Wins City of Augusta P25 Project (from their web site)

Throughout the years the City of Augusta has been known as a frontier trading place as well as a center for publishing and manufacturing. Proud of its heritage and downtown area, and in an effort to improve its more than 20-year old conventional system, operating at an average 60 percent mobile and portable coverage, the City issued a RFP for a city-wide public safety two-way radio simulcast system. The solution will provide the necessary coverage for the 59 miles of challenging topography along the Kennebec River and downtown area.

The City maintains and operates its government radio sites and locations throughout the city with a broad spectrum of emergency communications services to the Police Department, Fire Department as well as E911 dispatch services that contract with the City.

"The City of Augusta Maine has selected the Tait radio company to provide the City of Augusta with a P25 digital VHF simulcast radio system for our Police and Fire Public Safety two way radio infrastructure. Additionally the City will be purchasing P25 digital mobiles and portables for use on the new system," says Raphael St. Pierre, Assistant City Manager for the City of Augusta.

The TaitNet P25 Simulcast 2-site, 4-channel Mobiles System solution is designed to offer improved coverage and voice clarity and emergency backup communications for the City of Augusta. The two sites are designed with a significant coverage overlap. Should one site be disabled, the second site will continue to provide required radio coverage and meet emergency backup requirements, while operating autonomously in the event of system failures to provide seamless service to system users. The TB9100 base station network repeats in both analog and digital signals further supplying wide area coverage, network expandability and design flexibility.

In addition to analog compatibility, P25 digital radio is an open standard supported by many public safety agencies which will allow the City to communicate with other emergency services should the need arise. Tait is collaborating with Horizon Communications on this project.

Horizon will manage the installation, training and support for the City.

"Tait's professional sales and technical staff presented a digital solution package that was technically compliant, cost effective and provided the critical two-way portable radio coverage needed for Public Safety communications for officer safety in the City of Augusta. We look forward to our business partnership with the TAIT radio company" says St. Pierre.

Tait Radio Communications is a leading international manufacturer and provider of world-class mobile voice and data communications equipment. Tait Radio Communications, a subsidiary of Tait Electronics, Ltd. based in Christchurch, New Zealand, has been a growing presence in the North American radio communications market for more than 20 years.

That's it for this issue's Maine installment. Please contact me directly at hornsmoke@zwi.net with any questions or comments. I also welcome any submissions for the next issue.

A new president will have been elected by the time this newsletter is published. We shall see whether we have a self-admitted Socialist, "spread the wealth around" Muslim, as president, or a proven defender of America. Regardless, America will get what she deserves.

Until next time, God Bless America, obey Acts 2:38, and keep your powder dry.



Fields out.

Did you miss a previous issue
of the newsletter?

Visit our website and click the "Archives"
tab. Past issues
are available for download.

www.ScannerDigest.com

The following information was provided by an anonymous source.

Harrah's Casino Chester

Located just a few minutes south of Philadelphia, in Chester PA, is the location of the new Harrah's Casino.

Harrah's Casino Chester, PA
(All narrowband 12.5 KHz)

Frequency	DPL	Alpha Tag
463.2375	023	Security Ch. 1
463.5625	047	Security Ch. 2
463.9125	125	Security Ch. 3
462.1375	031	Slot Operations (slot hosts, jackpots)
463.4375	074	Slot Performance (slot technicians)
464.4375	114	Racing Operations
464.5875	131	Slot Operations (overflow channel)
464.7875	331	EVS (housekeeping)
463.7125	261	IT Dept. (Computer lab)
464.0125	172	Warehouse/Facilities
464.0375	205	Marketing
457.4125	203.5 (PL)	Food & Beverage (simplex)
467.4125	225.7 (PL)	Banquets (simplex)
453.4125	043	Racing Commission (simplex)

Restrictive Scanner Law... Still on the Books in Philly

§ 10-817. Police and Fire Radio Broadcasts. 186

(1) Prohibited Conduct.

(a) No person shall own, possess, sell or transfer any radio equipment or conversion equipment of any nature or type which is capable of transmitting on or otherwise interfering with police or fire radio broadcast frequencies.

(b) No person shall alter any radio equipment in any manner so that the receiver or converter makes it possible to transmit on or interfere with police or fire radio broadcast frequencies.

(c) No unauthorized person who owns or is in possession of any radio equipment or conversion equipment of any type which is capable of receiving signals on frequencies allocated for police or fire radio broadcasts shall transmit on said frequencies or otherwise interfere with any police or fire radio broadcast.

(d) No person shall use any radio equipment or conversion equipment for the purpose of violating the law or for the unlawful purpose of hindering or interfering with police officers or firemen in the performance of their official duties.

(e) No person shall:

(i) possess on a public street or on public or private property not his or her residence; or

(ii) equip in a motor vehicle or otherwise carry in a motor vehicle a radio receiver, portable or otherwise, capable of receiving signals on frequencies used by police or fire departments, without first having obtained a permit to install and/or use such radio device from the Department of Licenses and Inspections. The Department of Licenses and Inspections shall issue such permits in accordance with the procedure set forth in Section 10-817(4). The enforcement of this subsection shall be vested in the Police Department of the City of Philadelphia.

(2) Confiscation.

(a) Any radio equipment or conversion equipment capable of transmitting or interfering with police and fire radio broadcasts shall be presumed to be used for that purpose and any police officer is authorized to impound the equipment and hold it until the owner arranges for it to be re-equipped so that it will not be capable of transmitting on or interfering with police or fire radio broadcasts. If the owner does not make such arrangements within a period of thirty (30) days, the equipment shall be destroyed.

(3) Exemptions.

(a) Sections 10-817(1) and (2) shall not apply to any law enforcement agency or to the Fire Department of the City of Philadelphia.

(b) Section 10-817(1)(e) shall not apply to any person engaged in the retail or wholesale business of selling or manufacturing radio equipment capable of receiving police or fire broadcasts, as long as the possession and/or carrying of such equipment is for business purposes.

(4) Permits.

(a) The Department of Licenses and Inspections, in cooperation with the Police Department, shall issue permits for use of radio scanners in the manner specified in Section 10-817(1)(e). The applicant for a permit shall furnish to the Department of Licenses and Inspections, on a form to be prescribed by the Department, the following information:

(i) the name, address, date of birth, description and signature of the applicant;

(ii) the reason for desiring a permit; and

(iii) any other information considered necessary by the Department of Licenses and Inspections to adequately evaluate the application.

The Department of Licenses and Inspections shall issue the permit to such applicant if it appears that the applicant has a proper reason to carry, use or install a radio receiver in the manner described in Section 10-817(1)(e), and that the applicant is a suitable person to be granted a permit.

(b) The Department of Licenses and Inspections is authorized to issue any regulations necessary to implement this permit procedure.

(5) Penalty. The penalty for violation of this Section shall be a fine of not less than one hundred (100) dollars and not more than three hundred (300) dollars, and/or imprisonment of not less than thirty nor more than ninety (90) days.

VERMONT

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Greetings again from Vermont. As I write this, all the leaves are off the trees and it's mid-November but the weather has been very mild. It's hard to realize that the holiday season is just around the corner. Now, let's get right to the radio-related information.

Newport PD Using Full-Time Encryption & Quebec's RENIR System

I made a trip to Newport last November and here are a few logs from that trip.

155.3400 - ambulance to hospital;
453.1625 - Newport PD, full-time P-25 encrypted;
457.5125 (118.8) - Wendy's drive-through window;
465.4625 (118.8) - open carrier, no audio heard but this used to be a simulcast of Vermont State Police's Derby barracks.

To the best of my knowledge, Newport is the only PD in Vermont using P-25 encryption on a full-time basis. Bellows Falls PD, which also used to make extensive use of P-25 encryption, was back to using analog the last time I monitored them during October.

In addition, two P-25 control channels from Quebec province's RENIR system were easily monitored in Newport. This system is being rapidly built-out across southern Quebec and the eastern townships. It's a P-25 compliant VHF system with control channels in the 140-143 MHz range.

There are several of this system's repeaters that can be heard within 50-75 miles of the Vermont-Canadian border.

Monitoring the Feds in Vermont

Monitoring the federal government in Vermont isn't easy. As with most other places in the U.S., a large portion of voice traffic is encrypted. Nonetheless, there is enough voice traffic that can be monitored so that listening to the feds can be accomplished. And some non-law enforcement departments such as the Dept. of Agriculture and the Army Corps of Engineers are still using analog technology. But, for the most rewarding listening, a P-25 capable receiver is definitely necessary.

The largest federal law enforcement entity in Vermont is definitely the Department of Homeland Security. The Border Patrol radio traffic is very active but, unfortunately, almost entirely encrypted. From time to time, you'll hear some P-25 encoded voice as well as some analog when units have trouble communicating using digital voice.

Here are a few frequencies for you to try.

Border Patrol - 162.8000, 162.8250, 162.9000, 163.1500, 163.6250, 163.7250, 163.7750, 165.4875, 165.8750, 170.6250, 170.6875

FBI - 163.9125, 167.2375, 167.3675, 173.0250
Secret Service - 165.3750
Customs - 165.2375, 165.6875
TSA (Burlington airport) - 172.1500
US Army Corps of Engineers - 167.9250
Federal Protective Service - 417.2000
Green Mountain Forest - 169.1750
DEA - 418.6750, 418.9750
White River VA Hospital Security - 164.2125

And that's it for this issue. I certainly want to wish all of you a very happy holiday season and, as usual, I also want to acknowledge Jeff and Lou for their hard work in producing Scanner Digest.

Looking for a column writer to provide
information on AMATEUR RADIO.
Interested? Contact us at:

ScannerDigest@usa.com

MILITARY

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RotorFest 2008

Over 8,300 people attended the 8th annual RotorFest on October 11th and 12th 2008. Rotor Fest is an all helicopter, family oriented air show that takes place at the Brandywine Airport (KOQN) in Chester County, Pa.

The airport is home to the American Helicopter Museum and Education Center, devoted exclusively to rotor aircraft. The museum currently displays over 35 civilian and military helicopters, autogiros and convertiplanes. Showcasing the development and origins of rotary aircraft, the museum features hands-on-displays, exhibits, a restoration area and research library. The museum's mission is "to preserve for public enjoyment and education, the origins and developmental history of helicopters in the United States". While there is an emphasis on continued educational programs for student's elementary age thru high school, the museum does offer something to visitors of all ages.

The museum features a lot of unique rotor aircraft, most notable for me was a fully restored Pitcairn Cierva Autogiro, PCA-1A. It is the oldest existing rotorcraft built in the US and was manufactured near my home on what is now the property of JRB NAS Willow Grove. Also, just outside the main entrance is a Bell-Boeing V-22 Osprey. That V-22 is the third of only six prototypes built.

I have attended several **RotorFests** and the weather has always been spectacular! October in rural Brandywine presents fall foliage over rolling hills under a perfect blue sky. The air show features ground displays and aerial demonstrations of civilian and military rotorcraft, and two jumps by the US Army Black Daggers Special Operations Command Parachute Demonstration Team. Included in the price of admission to the air show is the museum entrance fee, normally \$7.00. Periodically through-out the show, the museum theater ran the regional premier showing of the Helicopter Association International's production of; "Helicopters, a Day in the Life". 15 minute helicopter rides were also available for hire during the day. RotorFest 2009 is scheduled for October 10th and 11th. You can find out about that and more at:

<http://www.helicoptermuseum.org>

Anytime a helicopter is on display at an air show, it's usually a good opportunity to grab some frequencies. With the advent of glass-cockpits in both fixed and rotary aircraft, it's been harder to get frequencies. With glass-cockpit display, there is no need for the pilots to hang a comm card inside the aircraft; all of that information is internally loaded. However, some frequency

nomenclature is still available. Below is a sample of what I was able to obtain at the 2008 RotorFest.

I have also included some photos of an Army H-60 that is from the Eastern Army National Guard Aviation Training Site at Fort Indiantown Gap, Pa. Indiantown Gap has both Active Duty and Reserve Army flying a variety of helicopters; twenty H-60s, six CH-47s, six AH-64s, and five UH-1s.



There are five radios onboard this H-60; two low band FM, one VHF, one UHF and one HF. The VHF radio is both am and fm. This radio gives the commanders onboard the capability to talk to law enforcement, etc..., and was dialed to a 150 MHz frequency. Of special interest was a retransmitting unit. This allows personnel onboard the ability to retransmit a frequency from one band (e.g. FM) to another band (e.g. UHF). A scenario for use may go something like this. Ground troops have FM field radios and need to communicate back to headquarters, but due to say distance or terrain they are unable to complete the transmission. The H-60 can circle overhead, receive the ground forces transmission on FM and then retransmit back to headquarters on VHF/UHF. You will notice on the unit's display there are six combinations of receive and transmit bands. The pilot told me with the addition of an HF radio they rarely use this unit. But I thought it of interest that they do have this capability. Perhaps not every agency (police, fire government, etc.) need to communicate with has an HF radio.

Looking for a column writer to cover
the Delmarva peninsula area including the
State of Delaware & Chesapeake Bay region.

Interested?

Contact us at:

ScannerDigest@usa.com



Comm Card from a Fort Indiantown Gap, Pa. Army National Guard H-60: *

PRESET	Name	VHF	UHF
1	MUI TWR	126.200	241.00
2	MUI GRD	121.625	265.60
3	NTA	141.500	227.30
4	BALKY	142.450	237.20
5	HAR NE	118.250	247.20
6	HAR SE	126.450	379.80
7	HAR SW	124.100	339.30
8	MDT ATIS	118.800	231.10
9	MDT TWR	124.800	231.10
10	CXY ATIS	134.950	257.80
11	CXY TWR	119.500	257.80
12	LNS ATIS	125.675	251.10
13	LNS TWR	120.900	251.10
14	RDG ATIS	127.100	
15	RDG APP	125.150	
16	RDG TWR	119.900	
17	ABE ATIS	126.975	
18	ABE APP	119.650	
19	ABE TWR	120.500	
20	ZERIB/ctaf	122.800	

* Note: What appears on the card are mostly published frequencies. For tactical frequencies; try 242.400 (UHF) and the military bands (Low Band FM) between 30.00 and 50.00 MHz.

Comm Card from a NC Army National Guard H-60 based at Fort Bragg, NC:

PRESET	FACILITY	UHF	VHF	FM
1	FBG OPS	245.50	142.35	
2	FBG ATIS	139.25		
3	FBG GRD	229.40	121.90	
4	FBG TWR	240.625	125.90	* 39.95
5	FBG GCA INTL	237.50	120.80	
6	FBG GCA FINAL	257.65	124.20	
7	RNG CONTROL	249.90	139.95	* 38.90
8	FAY APP NE/SW	295.00	133.00	
9	FAY APP SW/NW	343.725	127.80	
10	FAY APP NW/NE	397.85	125.175	
11	FAY TWR	269.20	118.30	
12	HFF TWR	254.40	121.00	
13	HFF GRD	251.05	128.35	* 41.75
14	POB TWR	291.10	135.025	
15	POB GRD	275.80	124.55	

16 POB ATIS 349.70 132.30
FLS 2 / TST FLT * 39.95

* PRESET IN FM POSITIONS 1 – 4 RESPECTIVELY

FBG = Simmons AAF, Fort Bragg, NC
FAY = Fayetteville Regional Grannis Field, NC
HFF = Mackall Army Airfield, NC
POB = Pope AFB, NC

MASSACHUSETTES

Peter Szerlag
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Welcome to another exciting Massachusetts scanning column. Here are my (very wild) guesses on the new regional UHF frequencies for the Boston area.

470.0125 - EMS Regional Tac 1 - FB2 at 600 Atlantic & Chelsea & Quincy

470.0375 - MBHSR 1 - FB2 at 600 Atlantic

470.0750 - Boston EMS - FB2 at 600 Atlantic & 35 Northampton

470.1250 - Central MetroFire - FB2 at 40 Thorndike in Cambridge

482.0250 - North City Fire Ops - FB2 at 40 Thorndike in Cambridge

482.0375 - EMS Regional Tac 2 - FB2 at 600 Atlantic & Chelsea & Quincy

482.0500 - North Citys FG2 - FB2 at 40 Thorndike in Cambridge

482.0750 - South Metro Fire - FB2 at Blue Hill - could be switched with 482.0875 so that South Metro is not adjacent to Weymouth FD

482.2500 - North Metro - FB2 at Zion Hill in Woburn

Simplex FG channels can be - 470.1375 & 470.1875 - these only show approx 30 mobiles - perhaps this is Metro White & 'EMS repeater'

482.1875 shows as 2500 mobiles for MetroFire - unknown if this is metro White

There does seem to be enough frequencies to fill up the channel plan for the BFD portable radios. However some of the channels seem to have adjacent channel problems. Maybe narrowbanding will take care of that....maybe not.

Several cities have 2 or 3 fire frequencies - this can probably be changed considering that they only have 1 now (and for the last 50 years). And 482.1125 seems to

be a unused paging channel right in the middle of the 482 MHz freqs - which apparently requires the vacancy of 482.1000 & 482.1250 as "guard bands". If they could grab 482.1125, they would get 2 bonus frequencies for free!

Frequencies in Ascending Numerical Order (educated guesses and FCC info)

470.0125 - EMS Regional Tac 1
470.0250 - Chelsea FD Ch1
470.0375 - Boston EMS or MBHSR1
470.0500 - Everett FD Ch1
470.0625 - Revere FD Ch1
470.0750 - Boston EMS
470.0875 - Chelsea FD Ch2
470.1000 - Plymouth FD Ch1 in Plymouth County
470.1125 - Waltham FD
470.1250 - Central MetroFire
470.1375 - on-scene repeaters
470.1500 - Cambridge
470.1625 - Weston FD
470.1750 - Lynn FD
470.1875 - MetroFire on-scene repeaters

482.0125 - Malden FD
482.0250 - North Citys FD Ops
482.0375 - EMS Regional Tac 2
482.0500 - North Citys FG2
482.0625 - Weymouth FD
482.0750 - Mass Bay Homeland Security Region (MBHSR) 2
482.0875 - Lexington FD
482.1000 - ?
482.1125 - paging company
482.1250 - ?
482.1375 - Medford FD
482.1500 - Melrose FD
482.1625 - Lynn FD Ch 2
482.1750 - Everett FD Ch 2
482.1875 - MetroFire - 2,500 mobiles
482.2000 - Revere FD Ch 2
482.2125 - MetroFire South
482.2250 - Waltham FD Ch 2
482.2375 - Chelsea FD Ch 3
482.2500 - North MetroFire
482.2625 - Saugus FD
482.2750 - Norfolk County Fire Mutual Aid
482.2875 - Cambridge FD - ? MetroFire West
482.3000 - ?

New licenses - Mattapoisett PD 460.3375 - Wilbraham FD 853.775 - Westwood FD radio boxes 75.60

Boston PD is now doing their Intercity traffic on 470.9875R BAPERN 'Central'

Somerville FD portable radios ID as - Engine 2 Portable - Engine 2 Alpha - Engine 2 bravo

Danvers FD portable radios ID as - Engine 2 Portable - E200 - 201

In the 2007 Annual Report for the Town of Mashpee, the Fire Chief reports that the average response time for the FD is 6.77 minutes. This includes – call-taking time & alerting / dispatch time & response time (which probably includes turnout time and travel time).

Very soon there might be 3 FDs in operation at the Massachusetts Military Reservation (MMR) on Cape Cod.

There will be a fulltime State FD - and 2 part-time military FDs (one is Air Guard, and one is Army National Guard). Therefore, there might be 3 or more fire radio frequencies.

The fighter jets have been moved from Cape Cod to Westfield MA, therefore these changes are occurring at Otis / Cape Cod / MMR.

Info from the Internet - New Bedford FD uses DPL143 (digital private line) on 470.5125 - North Attleboro FD uses DPL074 on 453.5125 - Berlin PD has started to use 471.15 with PL100.0 - the Diplomat

Security Service of the State Dept uses 409.525 P25 in Boston 855.2375 in Massachusetts is licensed to Yarmouth PD, MassPort at Hanscom AFB, and to a State Police repeater site at Mount Toby State Forest near Sunderland in Franklin County.

470.05 is carrying the Everett FD 154.31 traffic - 01 Sept 2008 - the PL on 470.05 is reported to be 186.2 per the Internet

460.375 - loud P25 traffic heard in the Boston area - 29 Aug 2008 - maybe Boston PD detectives

Salem FD - Ch2 only has 1 remote receiver site - therefore it is rarely used as the fireground channel - Ch 3 is direct on Ch1

Onset FD simulcasts on 33.92 PL203.5

Per the FCC database - the MBTA PD has repeaters on 470.6625 at 1 Ashburton Place & 40 Thorndike St in Cambridge & in the downtown subway stations & at 1 Financial Center & at 2 sites in Attleboro & at 1 site in Walpole. 483.5625 has one repeater site at 53 State St.

There is a backup repeater on 470.6625 at the T PD HQ at 240 Southampton St.

Per the FCC database - Boston FD has their primary repeater sites at - 1 Lincoln St & 5115 Washington St & the Pru & the BCH Nurses Tower & at 1990 Columbus Ave. There is also a repeater site at the Fire Alarm Office at 59 The Fenway.

The State Police have made some changes to the TRS on Cape Cod. There is a new site at the Wellfleet Police Station.

Fitchburg FD has a license for 100 portable radios at 2 watts each for use of the Mid State Fire Mutual Aid Association. The frequencies are - 453.9125 - 453.9875 - 458.9625 - 460.5375. Emission mode is 11K2F3E ("narrowband").

I hope you have enjoyed this edition of the Massachusetts column. Peter Sz

CONNECTICUT

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East Hartford CT 06118
Alarmroom2000@yahoo.com

E HARTFORD REGION III 043

E HARTFORD 45.8600	KCA 460	PW 136.5 Hotline
E HARTFORD 151.0250	WNFT739	PW 146.2 State Highway
E HARTFORD 151.1150	WNFT739	PW 146.2 State Highway
E HARTFORD 151.5500	WQBF254	IG D114 School Buses
E HARTFORD 153.9350	KMA860	PW 162.2 Area III EMA
E HARTFORD 154.2650	WZT682	PW 107.2 Hartford Intercity Fire
E HARTFORD 155.3400	WSV 433	PW 203.5 MEDNET
E HARTFORD 160.9350	WQIX 613	IG None CSO Railroad
E HARTFORD 161.1750	WQIX 613	IG None CSO Railroad
E HARTFORD 161.4150	WQIX 613	IG None CSO Railroad
E HARTFORD 452.1375-R	WQGN 728	IG 167.9 Hartford Intercity Fire
E HARTFORD 453.2125-R	WQIS 678	PW 156.7 UHF Calling
E HARTFORD 453.2875-R	WQDS 260	PW D411 Health District
E HARTFORD 453.4500-R	WPUR 752	PW 162.2 Highway Department
E HARTFORD 453.6875-R	WPYI 894	PW 74.4 Parks & Rec Dept
E HARTFORD 453.8500-R	WPKI 944	PW 82.5 Fire Administration
E HARTFORD 453.8500-R	WPKI 944	PW D263 Stadium Pub. Safety
E HARTFORD 453.9500-R	WPEQ 437	PW 100.0 Police Ch # 6
E HARTFORD 458.4625	KCR 206	PW 156.7 STOCs-1
E HARTFORD 458.7125	KCR 206	PW 156.7 STOCs-2
E HARTFORD 458.8625	KCR 206	PW 156.7 STOCs-3
E HARTFORD 460.0125	KCA 460	PW 114.8 Police Ch # 5
E HARTFORD 460.0750-R	KCA 460	PW 114.8 RAfs 1 East
E HARTFORD 460.1750-R	KCA 460	PW 114.8 RAfs 2 West
E HARTFORD 460.2500-R	KCA 460	PW 94.8 Police Operations
E HARTFORD 460.6000-R	WZT 682	PW 114.8 Fire Operations
E HARTFORD 462.0000-R	WPHC 226	IG 107.2 High School Security
E HARTFORD 463.4250-R	WPHC 226	IG 107.2 Middle School Security
E HARTFORD 464.8750-R	WPAS 677	IG D152 Pratt & Whitney Fire
E HARTFORD 465.6375	WZT 682	PE 82.5 Fireground
E HARTFORD 855.7125	WQCB 656	GE 156.7 STOCs-2
E HARTFORD 855.9875	WQCB 656	GE 156.7 STOCs-1
E HARTFORD 857.2625	WNJK 925	GE 167.9 CRCOG FD Tactical
E HARTFORD 857.9375-R	WNPV 635	GE D223 Command
E HARTFORD 858.4625	WQCB 656	GE 156.7 STOCs-3
E HARTFORD 859.3875-R	WPXD 997	IG 167.9 Hartford Intercity Fire

WEST HARTFORD REGION III 155

W HARTFORD 45.8600	KNGK 231	PW 136.5 Hotline
W HARTFORD 153.9350	KAQ 935	PW 162.2 Area III EMA
W HARTFORD 154.2650-R	KAQ 935	PW 107.2 Hartford Intercity Fire
W HARTFORD 155.3400	KAQ 935	PW 203.5 MEDNET
W HARTFORD 159.7950	WNUU 947	PW 107.2 IN-154.265
W HARTFORD 166.2500	WNUU 947	PW 167.9 Fire Dispatch
W HARTFORD 769.0500	WQJM 332	SC 156.7 7-NAT-01D
W HARTFORD 769.0625	WQJM 332	SC 156.7 7-NAT-02D
W HARTFORD 774.9875	WQJM 332	SC 156.7 7-NAT-03D
W HARTFORD 851.0125-R	WPPG 817	GE 156.7 8-CALL-90
W HARTFORD 851.0750-R	WPMN 274	GE D311 Police Backup

W HARTFORD 851.3250-R	WPMN 274	YF None Trunked System
W HARTFORD 851.5125-R	WPPG 817	GE 156.7 8-TAC-91
W HARTFORD 851.8000-R	WPMN 274	YF None Trunked System
W HARTFORD 852.0125-R	WPPG 817	GE 156.7 8-TAC-92
W HARTFORD 852.5125-R	WPPG 817	GE 156.7 8-TAC-93
W HARTFORD 852.5500-R	WPMN 274	YF None Trunked System
W HARTFORD 853.0125-R	WPPG 817	GE 156.7 8-TAC-94
W HARTFORD 853.2875-R	WPMN 274	YF None Trunked System
W HARTFORD 853.8125-R	WPMN 274	YF None Trunked System
W HARTFORD 854.9125-R	KNGK 231	GE 114.8 RAfs 2
W HARTFORD 855.4875	WPXQ 463	GE 156.7 Fire 4
W HARTFORD 855.7125	WQCB 656	GE 156.7 STOCs-2
W HARTFORD 855.9875	WQCB 656	GE 156.7 STOCs-1
W HARTFORD 856.2625	WQCB 656	GE 156.7 STOCs-5
W HARTFORD 857.4125-R	KNGK 231	GE 114.8 RAfs 1
W HARTFORD 858.4625	WQCB 656	GE 156.7 STOCs-3
W HARTFORD 859.3875-R	WPXD 997	GO 167.9 Hartford Intercity Fire
W HARTFORD 860.2375	WQCB 565	GE 156.7 STOCs-4

RADIO CHANNEL NAME	FREQ	PL TONE	LOCATION	
EMS Dispatch	453.5500	141.3	County Wide	NFM
FIRE Dispatch	453.2250	141.3	County Wide	NFM
Central Operations 1	453.5625	141.3	New Germany	NFM
Central Operations 2	453.6625	141.3	Pendleton	NFM
Central Operations 3	460.3375	141.3	Blue Knob	NFM
Central Operations 4	460.2625	141.3	Chickaree	NFM
Central Police Dispatch	453.2000	107.2	Pendleton	WFM
Johnstown Fire	453.7750	118.8	Cover Hill	WFM
Metro Police	453.6500	118.8	Cover Hill	WFM
North Operations 1	453.4875	141.3	Carrolltown	NFM
North Operations 2	453.7625	141.3	Carrolltown	NFM
North Operations 3	453.5000	107.2	Hastings	WFM
North Operations 4	453.5875	141.3	Wopsey	NFM
North Police	453.3000	118.8	Pendleton	WFM
South Operations 1	460.3625	141.3	Cover Hill	NFM
South Operations 2	460.0375	141.3	Cover Hill	NFM
South Operations 3	460.2875	141.3	New Germany	NFM
South Operations 4	460.4000	141.3	Industrial Park	NFM
South Operations 5	453.7375	141.3	Industrial Park	NFM
South Operations 6	453.6000	107.2	Industrial Park	WFM
South Police	453.3750	107.2	Industrial Park	WFM
PEMARS	453.5250	210.7 / 141.3	Pendleton	?

WEST HARTFORD FLEET MAP

6F21		TOWN FLEET MAP	83.72	WPMN274	
TALK GROUP	HEX	REMARKS	FREQ	DPL/PL	NOTE
800001	1	Police ATG-FS-853.8125	853.8125	D/V	
800003	3	PD Supervisor	853.2875	D/V	
800005	5	PD Patrol # 1	852.5500	D/V	
800007	7	PD Patrol # 2	851.8000	D/V	
800009	9	PD Tactical # 1	851.3250	V	
800011	B	PD Tactical # 2	851.0750 -R	D311	PD Backup
800013	D	Investigations	854.0375	D606	SWAT
800015	F	PD Dispatch			
800151	97	Fire ATG-FS-852.550	<u>WPXQ</u> 463		
800155	9B	Fireground # 2	855.4875 -R	156.7	Fire 4
800157	9D	Fireground # 3			
800163	A3	Fire Marshal Code			
800165	A5	FD Dispatch			
800251	FB	DPW ATG-FS-851.800	<u>WPPG</u> 817		
800253	FD	DPW Supervisors	851.0125 -R	156.7	8CALL 90
800255	FF	DPW Support	851.5125 -R	156.7	8TAC9 1
800257	101	DPW Grounds	852.0125 -R	156.7	8TAC9 2
800259	103	DPW Streets	852.5125 -R	156.7	8TAC9 3
800261	105	DPW Parking	853.0125 -R	156.7	8TAC9 4
800351	15F	Leisure ATG-FS-851.325			
800353	161	Leisure Administrative	<u>INTERO</u> P	<u>DPL/PL</u>	<u>NOTE</u> S
800357	165	Leisure Common			
800451	1C3	P&F ATG-FS-851.325	857-4125-R	114.8	RAFS-1
800453	1C5	P&F Administrative	854.9125 -R	114.8	RAFS-2
800459	1CB	P&F Common	858.2625 -R	156.7	CSPE RN
800551	227	Town Hall ATG-FS-851.325	857.9625 -R	D223	CRCO G
800553	229	Town Hall Common	855.9875	156.7	STOC S-1
80555	22B	Building Department	855.7125	156.7	STOC S-2
800651	28B	BOE ATG-FS-851.325	858.4625	156.7	STOC S-3
800653	28D	Bus Transportation	860.2375	156.7	STOC S-4
800655	28F	Conard High School	856.2625	156.7	STOC S-5
800657	291	Hall High School	859.3875 -R	167.9	INTER CITY
800659	293	Sedgwick Middle School	857.2625	167.9	FIRE TAC
800661	295	King Philip Middle School	769.0500	156.7	7NATO 1D
800663	297	Bristow Middle School	769.6875	156.7	7NATO 2D
800665	299	Elementary Schools North	775.9875	156.7	7NATO 3D

800667	29B	Elementary Schools South			
800669	29D	Strive System			
800751	2EF	Town Command			
800851	353	Town Routine			
800951	3B7	Town Emergency	Public Safety Only		
801000	3E8	911 Help			
10/24/2008		<u>STATION ALERT TONES</u>			
600.9/928.1	1219	Station 1	788.5/928.1	1269	Spare
634.5/928.1	1229	Station 2	928.1/928.1	1299	All Call
669.1/928.1	1239	Station 3			
707.3/298.1	1249	Station 4			
746.8/928.1	1259	Station 5			

SOUTHEASTERN NEW YORK

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My workplace is moving soon. While it isn't a great distance, I've still been very distracted of late with packing and other duties typically associated with a move. On top of all this, the annual international conference for my trade is being held in November. I've been tasked (more like volunteered, so I don't have to be around the new place with all the painters and whatnot in the way) with travelling to the conference site and representing my workplace for each of the six days of the show.

So, to my loyal readers, I apologize to you all for the short column in this issue.

In Issue 43 mention was made that the Town of Montgomery Police (Orange) wants to quit using the services of Orange County "Central" for dispatching. Coincidentally, Walden Police upgraded their radio system (added a repeater) around the same time. I speculated that the two events may have been related and that Montgomery Town PD was going to switch over to being dispatched by Walden PD's "956." Turns out my suspicions were wrong. The Town of Montgomery PD is now dispatching itself from its Headquarters on its own talkgroup. They remain on the New York Communications Company 800 MHz SMR system detailed at www.nf2g.com/scannist/NYCOMCO_EDACS.html and use 04-081 / 577 for dispatch. Calls coming into Orange County 9-1-1, instead of directly to Town of Montgomery's PD HQ, will continue to be dispatched by "Central" over the Police 800 (04-037 / 543) talkgroup, off the Beacon Tower.

It's been all over the scanning sites on the internet but, in case you missed it, the Port Authority of New York and New Jersey has rebanded its primary EDACS trunked system. Take the frequencies you have programmed into your scanner to monitor the system, subtract 15 MHz from each, and reprogram them back into your scanner in the exact same logical channel number order. All talkgroups have remained the same.

Speaking of authorities, for those of you with alpha-numeric text-tagging capabilities on your scanner, don't forget to change the name associated with 453.575R (192.8). The MTA's Triboro Bridge, connecting The Bronx with Manhattan and Queens is now known as the Robert Fitzgerald Kennedy Bridge.

I'm hearing that the New Hyde Park (Nassau) Fire District has upgraded their portable two-way radios. I've only been able to put together bits and pieces, like... F1 is 458.6125 (97.4), F4 is 458.6125 again – this time with tone 118.8. 465.625 appears a couple of times, with either tones 118.8 or 103.5. 464.500 (103.5) {yes, an itinerant frequency} is in the channel plan too, along with some of the MED-Channels. I ask anyone with further details to please share them.

Again, apologizes for the short article, as that's all I have time for this quarter. Please take a moment to e-mail or write with any scanning related news from your area. I'll close by extending my warmest wishes for a blessed Thanksgiving to all my readers.

EASTERN PENNSYLVANIA

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<http://lvcomm.proboards33.com/index.cgi>*

New Chester County Audio Feed Web Site

<http://chescopaaudio.7p.com/>

I am also Now Broadcasting this Feed on Shoutcast Server
<http://cast.sc9.shoutcaststreaming.us/tunein.php/c9542/playlist.aspx>

I am now Broadcasting on Icecast IBN Server
<http://207.150.179.84:8000/ChesterCountyPolice.mp3.m3u>

Audio Feed is Also Broadcasting on SWM Teamspeak Server
Server IP Address: **24.62.201.255:8767**

IBN Teamspeak Server
Also Server IP Address

www.incidentbroadcast.com:8768

If you have questions about the feed, please E-mail them to: PIKECO44@AOL.COM

FOR INFORMATION ON THE CHESTER COUNTY, PA EF JOHNSON SYSTEM AND FREQUENCIES AND MAPS AND LOTS OF OTHER INFORMATION PLEASE JOIN THE CHESCOPA YAHOOGROUP AT:
<http://groups.yahoo.com/group/chescopa/>

TRS Frequencies

866.1250 , 866.8625 , 860.4375 , 867.3250 ,
856.2375 , 866.6125 , 866.2125 , 868.1125 ,
866.7500 , 868.2625 , 866.3875 , 860.2375 ,
866.0625 .

INTEROPS FREQUENCIES

866.5125 INT-OPS-1 PL 110.9
867.0125 INT-OPS-2 PL 110.9
867.5125 INT-OPS-3 PL 110.9
868.0125 INT-OPS-4 PL 110.9
866.0125 INT-OPS-5 PL 110.9

I-TAC FREQUENCIES

866.5125 - I-TAC-1 PL 156.7
867.0125 - I-TAC-2 PL 156.7
867.5125 - I-TAC-3 PL 156.7
868.0125 - I-TAC-4 PL 156.7
866.0125 - I-TAC-5 PL 156.7

CONVENTIONAL SIMPLEX FREQ

857.9625 - PD-1 - PL100.0
858.9625 - PD-2 - PL100.0
859.9625 - PD-3 - PL100.0

CURRENT TALKGROUPS PROGRAMMED IN THE RADIO ARE

EAST-DISPATCH.
EAST POLICE GROUP-1
EAST POLICE GROUP-2
EAST POLICE GROUP-3
EAST POLICE GROUP-4
EAST POLICE GROUP-5
EAST MUTUAL AID
EAST TAC
EAST EMERGENCY
EVENT-1
CENTRAL DISPATCH
CENTRAL POLICE GROUP-1
CENTRAL POLICE GROUP-2
CENTRAL POLICE GROUP-3
CENTRAL POLICE GROUP-4
CENTRAL POLICE GROUP-5
CENTRAL POLICE GROUP-6
CENTRAL MUTUAL AID
CENTRAL TAC

CENTRAL EMERGENCY
 WEST CHESTER SCHOOL DISP.
 WEST DISPATCH
 WEST POLICE GROUP-1
 WEST POLICE GROUP-2
 WEST POLICE GROUP-3
 WEST POLICE GROUP-4
 WEST POLICE GROUP-5
 WEST POLICE GROUP-6
 WEST MUTUAL AID
 WEST TAC
 WEST EMERGENCY
 NATIONAL POLICE (PATCH FROM 155.475)

CONVENTIONAL 800 REPEATERS

INT-OPS-1 INT-OPS-2
 INT-OPS-3 INT-OPS-4
 INT-OPS-5

I-TAC-1 I-TAC-2
 I-TAC-3 I-TAC-4
 I-TAC-5

Police Department and Zones:

EAST Zone :

2 - MALVERN Boro	54 - Willistown Twp
43 - Tredyffrin Twp	55 - Easttown Twp
42 - East Whiteland Twp	

CENTRAL Zone:

52 - West Goshen Twp	67 - WEGO Twp
65 - Birmingham Twp	75 - West Chester Univ PD
14 - Spring City PD	18 - East Coventry Twp
17 - North Coventry Twp	21 - East Vincent Twp.
15 - Phoenixville Boro	27 - Schuylkill Twp
34 - Pikeland Twp	25 - West Vincent Twp
32 - Upper Uwchlan Twp	33 - Uwchlan Twp
41 - West Whiteland Twp	1 - West Chester Boro

WEST Zone:

16 - Coatesville Boro	7 - Atglen Twp
8 - Parkesburg Boro	4 - Avondale Twp
22 - Honeybrook Twp	
12 - Honeybrook Boro – New	44 - West Fallowfield Twp
37 - Sadsbury Twp	28 - West Caln Twp
45 - Highland Twp	36 - West Sadsbury Twp
11 - Downingtown Boro	
29 - West Brandywine Twp	
30 - East Brandywine Twp	39 - Caln Twp
5 - West Grove Twp	3 - Kennett Twp
68 - West Nottingham Twp	6 - Oxford Twp .
60 - New Garden Twp	10 - Modena Boro
47 - East Fallowfield Twp	77 - Coatesville VA PD
38 - Valley Twp	
9 - South Coatesville Boro	

Chester County Fire/EMS Feed

I Now Have this Feed Broadcasting on IBN Icecast
<http://207.150.179.84:8000/ChesterCountyFire-EMS.mp3.m3u>

Audio Feed website is <http://chescopaaudio.7p.com>

CHESTER COUNTY TRS FREQUENCIES :

866.1250 , 866.8625 , 860.4375 , 867.3250 ,
 856.2375 , 866.6125 , 866.2125 , 868.1125 ,
 866.7500 , 868.2625 , 866.3875 , 860.2375 , 858.2375 ,
 866.0625 .

CHESTER COUNTY CONVENTIONAL 800 FREQUENCIES

866.5125 - INT-OPS-1 PL110.9
 867.0125 - INT-OPS-2 PL110.9
 867.5125 - INT-OPS-3 PL110.9
 868.0125 - INT-OPS-4 PL110.9
 866.0125 - INT-OPS-5 PL110.9

866.5125 - I-TAC-1 PL156.7
 867.0125 - I-TAC-2 PL156.7
 867.5125 - I-TAC-3 PL156.7
 868.0125 - I-TAC-4 PL156.7
 866.0125 - I-TAC-5 PL156.7

800 MHz CONVENTIONAL SIMPLEX .

856.4625 - FD-1 - PL100.0
 858.4625 - FD-2 - PL100.0
 859.4625 - FR/POL - PL100.0

TalkGroups In EFJ Radio Scan Group

EAST FIRE	EAST FIRE GROUND-1
EAST FIRE GROUND-2	E-MA
EAST – TAC	E-MA-AC
EMERGENCY	CENTRAL FIRE
CENTRAL FIRE GROUP-1	C-MA
CENTRAL FIRE GROUP-2	CENTRAL TAC
C-MA-AC	EMERG
WEST FIRE	WEST FIRE GROUP-1
WEST FIRE GROUP-2	W-MA
WEST TAC	W-MA-AC
W-EMERG	PMH
PVH	CCH
BWH	SCC
BMWH	DIVE
EVENT	HAZMAT
FIRE MARSHAL	ALL CALL

CONVENTIONAL SYSTEMS

INT-OPS-1 I-TAC-1	INT-OPS-2 I-TAC-2
INT-OPS-3 I-TAC-3	INT-OPS-4 I-TAC-4
FD-1 FD/PD-1	FD-2 FIRE - POLICE

East Zone

Station 2- Berwyn Fire Company
 Station 3- Paoli Fire Company
 Station 4- Malvern Fire Company

Station 5- East Whiteland Fire Company
Station 15- Chester County Haz Mat Team
Station 51- First West Chester Fire Company
Station 52- Goodwill Fire Company
Station 53- Fame Fire Company
Stations 54 & 56- Goshen Fire Company
Station 55- Good Fellowship Ambulance
Station 58- West Chester University QRS
Station 77- Chester County Dive Rescue Task Force
Fire Marshall 100, 101, 102, 103, 104

Central Zone

Station 6- Exton Fire Company
Station 9- Morgantown Fire Company
Station 17- Chester County Forestry Crew
Station 32- Elverson Fire Company
Station 33- Honeybrook Fire Company
Station 45- Alert Fire Company #1 of Downingtown
Station 46- Minquas Fire Company #2 of Downingtown
Station 47- Lionville Fire Company
Station 48- Glen Moore Fire Company
Station 49- East Brandywine Fire Company
Station 61- Kimberton Fire Company
Station 62- Ridge Fire Company
Station 63- Spring City Fire Company
Station 64- North Coventry Fire Company
Station 65,66 & 67- Phoenixville Fire Company
Station 65- Phoenix Hose Hook and Ladder Company #1
Station 68- Valley Forge Volunteer Fire Company
Station 69- Twin Valley Fire Department
Station 72- Spring Ford Rescue Squad
Station 73- Ludwigs Corner Fire Company
Station 74- Upper Uwchlan QRS
Station 87- Uwchlan Ambulance
Station 89- Elverson Ambulance

West Zone

Station 12- New London Sub-Station
Station 21- Oxford Fire Company
Station 22- West Grove Fire Company
Station 23- Avondale Fire Company
Station 24- Kennett Fire Company
Station 25- Longwood Fire Company
Station 26- Atglen Fire Company
Station 27- Cochranville Fire Company
Station 28- Parkesburg Fire Company
Station 29- Pomeroy Fire Company
Station 31- Sadsburyville Fire Company
Station 34- Martins Corner Fire Company
Station 35- Wagontown Fire Company
Station 36- Po-Mar-Lin Fire Company
Station 37- Modene Fire Company
Station 38- Thorndale Fire Company
Station 39- West Bradford Fire Company
Stations 41 & 43- Coatesville Fire Company
Station 43- West End Fire Company of Coatesville
Station 44- Westwood Fire Company
Station 75- International Steel Fire Company
Station 76- Coatesville VA Fire Company

MEDIC UNITS

Medic 91- West Chester Hospital
Medic 93- Brandywine Hospital
Medic 94- Southern Chester County

WESTERN PENNSYLVANIA

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Hello everyone, and Welcome to this edition of the Scanner Digest.

This month we're going to look at the new UHF system that is now in operation in Cambria County. This new system went on the air in April of 2008. The system utilizes fifteen sites throughout the county. The Fire and EMS dispatch frequencies are simulcast from all fifteen sites. The operation channels are split up into zones; they also have remote receivers into a voting system. The operations channels are shared with Fire, Police, EMS and EMA. So you may monitor a structure fire one day and a bank robbery the next on the same frequency. If you live within the coverage area of the local news media I'm sure you have heard some bad press pertaining to the system. There has been a dead area identified in the Ashville area of Cambria County. A temporary fix has been put in place while a permanent fix is being investigated.

Along with the UHF system, a 900 megahertz system is also being placed in service. This system will be used for mobile data terminals. As of this writing one police department has the equipment installed and is beta testing the system. Technicians are doing drive tests to identify areas that are in need of cell extenders. These cell extenders will then be placed at strategic locations. Once this system is completed it will be made available to all emergency services. It will be up to each individual department if they want to utilize this portion of the system.

In another matter, the Conemaugh Health System MedStar Helicopter is no longer dispatched by Cambria County 911. They are currently affiliated for EraMed which has it's own dispatch facility. They can be monitored on

464.2750 PL 100.0

Well that does it for this issue. Have a Safe and Warm Holiday Season.

--Dan--

***** FOR SALE *****

ScannerDigest would be happy to post your hobby related equipment for sale or trade. Just email us with your listing.

ScannerDigest@usa.com

For Sale:

1. GE Mastr II Mobil transceiver, 450–470 MHz, 8 channel, 75 watt, 6 dB pre-amp. Complete with PTT handset, speaker ON/OFF switch, "Busy" channel indicator, all accessories, and Tech Manual. Contains a single "Channel Guard" (131.8 Hz) encode/decode board. Presently tuned to 458.925/453.925 repeater and direct. Has received channel elements for 453.300, 453.400, 453.600, 453.275, and most transmit and receive elements for MED 1 thru 8. Pick up preferred in southeastern CT area. Asking \$250.00.

2. Communications Specialist (CS) TS-32MST II plug-in "Channel Guard" pc board for GE Mastr II above. Includes the 32 positions CE model TE-64 binary switch and a 20-foot 10-conductor ribbon cable which allows selection of 32 CTCSS tones by the operator. Prefer to sell with radio above but will sell separately. Asking \$75.00.

3. Antenna Specialists disguised mobile antenna w/ cable for older Ford front fender mounting. Tuned to 146.5 MHz, 2.5 dB gain, 31-inch SS rod. Asking \$ 40.00.

Dave Carberry

Email = DDCARB@sbcglobal.net

ScannerDigest Newsletter

Welcome to the Scanner Digest Newsletter! We're currently publishing quarterly e-magazine containing information for the scanner hobbyist. If it can be monitored on a scanner, we'll attempt to cover it from 30 to 1300 MHz and beyond!

Our purpose is to produce a newsletter to facilitate the exchange of information pertaining to the various services covered by a typical scanner radio. Dedicated regional column editors make up the heart of this publication.

The Scanner Digest Newsletter is not responsible for the accuracy or consequences incurred regarding the use of information listed in this publication. Since the purpose of this newsletter is to provide a platform for the submission and exchange of radio communication information, it thus becomes impossible to deem all contents as accurate. The very nature of radio licensing and usage makes it difficult to verify the accuracy of the information contained within. Generally information listed within the pages of the newsletter are derived from multiply sources including current FCC files, hobbyists and those directly involved with various public safety agencies.

Scanner Digest's policy has been not to limit or edit the individual columns submitted, unless we deem the information sensitive in nature which may jeopardize the safety of the parties involved. Only in this case will we edit out this type of input. (Example: We will not publish the frequencies used by a law enforcement surveillance team.)

Naturally the comments of the various column editors are not necessarily the views and opinions of the Scanner Digest Newsletter. All materials, maps, information, photographs submitted to a regional column editor or to Scanner Digest directly, become sole property of the Scanner Digest Newsletter. We encourage and will make every effort to give proper credit to all submissions. All contents within are copyrighted. ©2003-2008

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