



the REACTer

Official Publication of REACT International, Inc. (Radio Emergency Associated Communications Teams)

November/December, 1996

Price \$2.50



REACT Services Diversified #4813 with help from Southwest REACT members work the STA-BIL Nationals. Front row from left to right is: Rey Rodriguez and Kenny, Barbara Behnke, Jon Hiltbran and Jeff Parrish. Second row from left to right is: Carron Rodriguez, Wayne Spencer, Shayne Segar, Cherish Dukowitz, David Bickle, Karen Bickle and Sandra Dilberti. Back row from left to right is: Jim Russell, Rick Van Horn, Henry Sahlner, John Schultz, Bill Simpson, Ken Ranta, Renee Turner, David Rothschild and Lon Hiltbran. Unavailable for picture was: Judy Simpson, Tom Davis, Tina Davis and Dan Mack. Photographer and photo courtesy of Merle Brenner.

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In This Issue...

Racing...Lawnmowers?

**Communication
challenge...REACT
takes the day on "675"**

77 Convention Update

**Roaching Alternative-
related Vehicle Crashes**

Team Contact Directories Available

A new year - a new format

By Bonnie Zygmunt, Vice President

Members have been asking for an updated Team Contact Directory for some time. One suggestion was that rather than producing it as a bound book, it be printed on 8 1/2" x 11" pages that could be placed in a Team Management Notebook or a separate notebook.

The first version of this type of Team Contact Directory was presented at the 1996 Convention. It was up-to-date as of July. If you or your Team would like a copy, they are being sold for \$2.00 to cover copying and postage costs.

To ensure that your Team is properly represented, check the capabilities

sheet returned with your Team's first delivery of membership cards. This sheet shows the Team name, address, available radio systems, President's name and any contact phone or fax numbers. If any of this information is not correct be sure to contact the REACT office right away.

Another area to check on the capabilities sheet is to see if the correct Charter date is listed. This is not used for the Team Contact Directory, but is what is used to create the Anniversary Certificates introduced in Spring 1996. Before Anniversary Certificates are printed in 1997 make sure your correct charter date is in the REACT database.

If your Team made good use of the "checkbook" size of the older Team Contact Directories and would like to see them produced again, let a Board member or the Office Manager know. REACT doesn't want to print a large quantity of books if they are just going to be taking up space in the warehouse and become outdated before they can be used.

A new 8 1/2" x 11" 1997 Directory is planned for printing once the renewal period is completed (approximately April 1997). Make sure your Team's information is listed as you would like it to appear.

Holiday Greetings from the Pacific Northwest

*By Dawn Humphrey, Public Relations
Washington/Oregon REACT Council*

The Washington/Oregon REACT Council wishes to extend a great big appreciative "Thank You!" to all of you who helped make our 1996 Convention one of the most memorable occasions ever!

We were blessed with good weather, very few "glitches" and most of all; the friendly cooperative spirit and helpfulness of the two-state area teams.

We had co-chairpersons, who lent their expertise, and co-mingled the strengths and abilities of each of the team volunteers, so successfully that

no one felt neither burdened nor left out. The focus was on the common goal - to put on the best convention we possibly could and come out in the black financially.

In this person's humble opinion, we accomplished our purpose! We hope you all concur, and all future hosts will use our example and focus on each other's strengths and overlook the frailties, in order to promote the best possible results.

No one individual is unimportant in this world's economy. Everyone has at least one unique gift, he or she can

contribute for the good of all! Be willing to look for it and use it appreciatively!

As the Holidays approach, we look back over our accomplishments; our post convention wrap-up, and our bi-annual state(s) meeting with the knowledge that, be it public service, fund-raising, or hosting a convention, WE CAN DO IT! WE'VE DONE IT! And WE'RE STILL FOCUSED ON REACT'S FUTURE IN PUBLIC SERVICE!

Thank's Again! Happy Holidays! It couldn't have happened without you!

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An exciting and demanding time for St. Thomas REACT

"We are grateful for our success but we cannot afford to relax. Each year brings new challenges, and with them, new opportunities. We must maintain our current training programs and start new ones in order to serve in an increasing variety of community events," stated Mary-Ellen Hicknell, President of St. Thomas REACT, Inc. #4760. "Our greatest concern right now is to replace some of our radio equipment which has become worn out

from constant use. Our radio equipment is vital to provide safety support services in our community."

Carman Greig of Elgin Encampment #20 of the International Order of Oddfellows kicked off St. Thomas REACT, Inc.'s fund-raising campaign with a \$1,000.00 donation. Their generous donation was used to purchase three portable FM radios at a greatly discounted price from Callmore Communications.



From left to right is Carman Greig, Fund-raising Committee Chairman for Elgin Encampment #20 - International Order of Oddfellows, Mary-Ellen Hicknell, President and Harold Hedden, Community Action Coordinator both of St. Thomas REACT, Inc. #4760.

Send your articles
and photos to
REACT Headquarters
for inclusion in
the REACTer!

Racing...Lawnmowers?

By Bill Simpson

REACT Services Diversified #4813, Wisconsin

For the past couple of years, you may have caught a news story concerning the hottest new "sport"...racing riding lawnmowers. In 1996, Prime Sports provided a half hour show, and Inside Edition had a mower and driver in the STA-BIL Nationals, in Rockford, IL. One of the many regional races might have been held near you during the past years.

What does this have to do with REACT? For the past two years, REACT Services Diversified, Team 4813, has provided the F & C (flagging and communications) for the STA-BIL Nationals, bringing nearly 125 years of high speed road racing experience to the dirt track constructed especially for the mowers. Don't be fooled by the mowers, folks. The drivers remove the blades, and can make changes in the suspension, but cannot change the engine, and are capable of speeds in excess of forty miles per hour!

Race Day starts early for REACT volunteers. Chief Technical Inspector Jon Hiltibran, along with assistants John Schultz, and Ken Ranta examine each mower for conformance to the rules for the racing class, and for the required safety equipment - helmet, gloves, racing coat, shoes, etc. Paddock Marshall Henry Sahler and assis-



Starter Lou Hiltibran hands checker flag to race winner while Assistant Chief Starter Dave Rothschild and Chief Steward Bill Simpson watch.

tant Jeff Parrish insure that the drivers are available for time trials and races. Pit Marshall Jim Rissell checks each driver again for correct safety gear, and releases the drivers for practice or "seat time". Under the watchful eyes of corner workers Rey Rodriguez and Cherish Dukowitz (Turn 1), Barbara Behmeke (on loan from Southwest REACT) and Karen Blicke (Turn 2), Renee Turner and Casey Smith (Turn

3), and Rick Van Horn and David Blicke (Turn 4), each class practices for fifteen minutes, then releases the track to the next of the three classes. *Stock*, meaning 'take the blade off and drive!', *Prepared*, which allows some modification to the gearing, and *Factory Experimental*, which adds changes to the suspension and steering, as well as gear changes.

During the morning, each driver is given an opportunity to race against the clock, and determine the speed of the mower, which in turn, determines the grid position for each race. This is done with a professional timing clock, which measures the speed to the tenth of a mile per hour. Dan Mack assisted with timing and scoring.

By 2:00 p.m., everyone has teched, timed and practiced, and the wheel-to-wheel racing begins! The REACT communication team straps



The starting grid just after the green flag.

on the radios ready for work. Mowers in each class are placed in specific locations by Grid Marshall Wayne Spencer, and turned over to Chief Starter Lou Hiltibran, and Assistant Starter Dave Rothschild for the LaMans Style start. The drivers must RUN across the track, leap on the mowers, start them, and RACE!!! Team photographers Shayne Segar and Merle Brenner catch the action on both still and video for posterity, and Sandra Diliberti logs all significant radio traffic during each race. Chief Steward Bill Simpson oversees the entire venue, and watches for racing violations as well as positions during each event. Carron Rodriguez and son Kenny watch from the seats for an overall view.

The action is furious, with some very good racing. Accidents are not uncommon, but are seldom serious, and the mowers involved are uprighted, or pulled out of the hay bales which surround the track, and the drivers continue their quest for a trophy! REACT volunteers have the best seats in the house, and know that the experience and expertise of the crew is vital for the safety of the drivers.

RSD uses GMRS simplex for much of the communications at the track. This year we experimented suc-



RSD President Rick Van Horn with check presented to ALS Board member Rick Hinel.

cessfully with the 49 Mhz headsets as an alternative form of communication, used in conjunction with GMRS, Amateur on simplex, and VHF itinerant. Of the 32 radios in use at the event, 25 were Maxons. In this high noise environment, it is essential that speaker mics and earplugs be used.

The STA-BIL Nationals are sponsored by Gold Eagle Products and the DIXIE CHOPPER, through the auspices of the U.S. Lawn Mower Racing Association, a not-for-profit organiza-

tion. The entry fees for the Nationals are donated to the Les Turner ALS Foundation for research into Lou Gehrigs disease. Not only does RSD #4813 provide volunteers for track action and safety, a donation from the corner workers is sent to the ALS Foundation!

Information is available concerning regional races which will be near your area. Check it out!

Last year regional races were held in Decatur, AL; Benton Harbor, MI; Stillwater, OK; Costa Mesa, CA; Cut Bank, MT; Liberal, KS; Cleveland, OH; and Havrede Grace, MD. Even if you don't want to wear white and have a yellow flag, it's fun to watch mowers go fast!



Tech Inspection from left to right is Jeff Parrish, John Schultz and Jon Hiltibran.

Donations Deserve Recognition

In Memory of...

John Wesley Kelly, Michigan REACTer past away on March 17, 1996 in Muskegon. Besides his membership and devotion to REACT, John touched many hearts through his work on the Muskegon County Sheriff's Department, Goodwill Industries and the L.C. Walker Arena.

A donation of \$50.00 was presented in John's name by Jackson County REACT, Jackson, Michigan.

New REACT Team offers support for community

*By Randall G. Balzer, President
REACT Harvey County #4951,
Halstead, Kansas*

Starting a new group is not easy. No one said it would be. I guess it just takes time and motivation.

REACT Harvey County #4951 received its charter on March 22, 1996. We started out with seven members and have only recruited one member since, the new wife of one of the original members. Trying to get new members has been kind of discouraging but we keep trying to think of new ways to get the public's attention. Summer is a very busy time of the year and hopefully this fall will be more productive.

Our Team has been very busy, so far, with a couple of bake sales in April and May. Also in April, the two local newspapers came to REACT Harvey County Headquarters to interview our officers for feature articles. One of the



The town of Halstead, Kansas supports its new REACT Team and May is REACT Month, by displaying information on the community sign.

newspapers also printed an article in May publicizing REACT Month.

July was also very busy as we had an entry in the Harvey County Fair Parade and an information booth on the fair grounds. We also provided the communications for the 4-H Horse Show. This wasn't a very big event but the 4-H people were very thankful

and this gave us some experience under our belts. We figured it wouldn't hurt to start small since we are a small group and any experience and exposure will help get the word out.

In August we entered the "Halstead Old Settlers" parade and won 1st Place and \$50 in the non-profit organization group. This day was very hectic as it rained all day, a total of 4 to 5 inches in around 12 hours. We were all soaked but had a fun time anyway! We were going to have an information booth at the car show in the afternoon but didn't because of the weather. The next weekend we had an info booth at the "Hooterville Mud Run", an event where owners of 4X4 vehicles try to drive through the mud "pit".

One more parade and celebration was planned for September, the



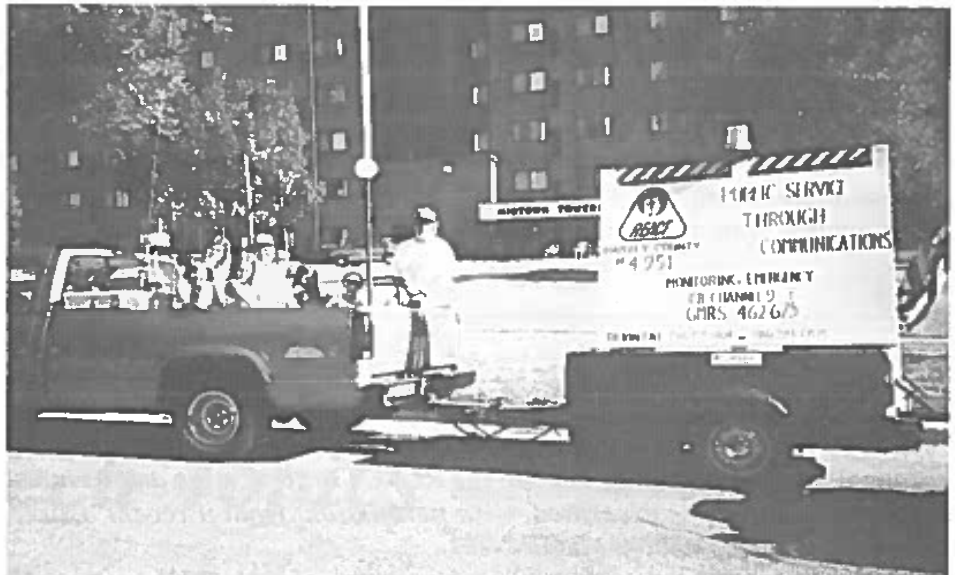
REACT Harvey County #4951 recruits new members at Harvey County Fair, in Newton, Kansas on August 2, 1996.

Sedgwick "Fall Festival".

Hopefully all of this exposure will generate more interest and members with more help and ideas to make REACT Harvey County #4951 a better and more organized public service organization.

If any REACTers have any suggestions to offer, we would really appreciate them. Our Headquarters is located at: REACT Harvey County #4951, 1025 S. Mission Rd., Halstead, KS 67056.

Editors Note: The Publicizing REACT column featured in each issue of the magazine offers a wide variety of ideas for both new and old teams to use in helping get the REACT name out. Another good source is the Team Management Notebook, which each REACT Team has.



Members of REACT Harvey County #4951 prepares for parade at Harvey County Fair in Newton, Kansas

Calendar of Events

November 16, 1996 - Arizona State Council Meeting. For further details please contact a council representative.

November 16-17, 1996 - Florida Council of REACT Teams meeting, hosted by REACT of Hillsborough County #4909. Contact a council or team representative for further details.

November 23, 1996 - Ontario REACT Council Meeting. Contact a council representative for further details.

December 1, 1996 - Deadline for article and advertising submission for *the REACTer* magazine.

February 1, 1997 - Deadline for article and advertising submission for *the REACTer* magazine.

April 1, 1997 - Deadline for article and advertising submission for *the REACTer* magazine.

May, 1997 - REACT Month. Mark your calendars and start now planning your events!

July 14-17, 1997 - 1997 REACT International Convention, Toronto, Ontario. Further details in *the REACTer* and Team Topics.

Editors Note: Mail your meeting dates to Headquarters for inclusion in this column.

**Don't forget...
renewals are now due...
mail them in early to
qualify for the
1997 REACT Renewal Lottery!**

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Communication challenge... REACT saves the day on "675"

By Gordon West, WB6NOA

Editors Note: Mr. West is well known electronics editor for RADIO! Magazine, Popular Communications, Nuts & Bolts, NMEA News, Worldwide News, 911 Magazine, 73 Magazine and CQ Magazine as well as many others. Gordon is also an advent supporter of the REACT organization and its members. The following article is excerpted, with permission, from a recent article that appeared in Popular Communications.

As an example of being communications-prepared, last January during the Blizzard of '96, my plane was forced to land at a snow-covered Detroit airport, nearly out of jet fuel. We were told it would be a six-hour wait

before we could taxi from the tarmac to a gate for refueling. Air channels were clogged, and there was no available air-phone system up and operational. No cellular phone onboard would roam in this area.

I figured I could get some communications out on local amateur radio repeaters, but couldn't find any repeater activity that I could break into from the inside antenna. Error No. 1 - not having a cellphone with roam; Error No. 2 - not having a repeater directory with me.

My handheld was programmed for REACT emergency and travelers assistance channel 462.675/467.675 duplex. UHF frequencies have a much better shot in getting out of a tiny airplane window. The captain gave me permission to use my handheld onboard, so I gave it a try and immediately brought up a repeater after trying several different CTCSS tones. I was greeted by a friendly Detroit REACT operator who promptly handled some priority messages to my distant Red Cross assignment, and also gave me the up-codes for accessing several repeater systems that could easily reach our stranded position at the Detroit airport. Switching over to the Edison Amateur Radio Club repeater system on the 440 MHz ham band, local radio operators took turns handling incoming and outgoing traffic to those of us stuck out in the snow.

But without the universal "675" GMRS system for travelers aid and emergencies throughout the country, it would have been extremely difficult to get hooked into someone who was knowledgeable about the local radio network. When you apply for your GMRS license, you not only receive one channel of your



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choice, but also receive this travelers assistance channel for use throughout the country for information and emergencies. And so you don't need to fumble for which tone to encode, obtain a copy of the GMRS National Repeater Guide through the Personal

Radio Steering Group computer bulletin board system at (313) 995-2100. The data is both full-sized text files and in PKZIP compressed files organized by state. PRSG updates the "675" and all repeater listings every other week. All emergency responders are encour-

aged to join and receive their bi-monthly newsletter, *Personal Radio Exchange*, for \$30 a year.

So next time you head to a new area, take along that FCC type-accepted commercial frequency-agile handheld, and prepare for any communication challenge.



Fitness for NiCads

Keeping fit matters! You, and your NiCad batteries, need to be in top shape.

REACT emergency communicators often get little warning. Suddenly, a call-out comes out of the blue. Both you and your radios must be ready to go at a moment's notice. Are you?

Handheld CB, GMRS, or Amateur radios are invaluable to REACTers, in emergencies or at events. NiCad batteries are standard equipment in GMRS or ham handhelds. CB handhelds accept NiCad or alkaline power cells.

Mobile Radio Technology (MRT) reports that NiCads can save REACTers great gobs of money. While alkaline batteries are usable once only, properly maintained NiCads can be re-charged 1,500 times. "Properly maintained" are the key words here.

"Exercise" Essential

NiCads need "exercise", MRT stresses. "Exercise" means a complete discharge of the battery. You must drain the battery of its power once each month. (It's easy. Just turn the radio on. Let it sit overnight or longer.) The rest of the month, routine re-charging is all that is needed.

"Exercise" once each month

Tech Topics

helps your NiCad to avoid building up "memory". Memory is a chemical process within the battery. Memory prevents a NiCad from holding a full charge. It will fail sooner than normal, leaving your handheld without power.

The longer the interval you allow between "exercise", the more "memory" the NiCad will develop. Eventually, it will hold so little charge that it will be useless. Now is the time to act.

Not the End

NiCads are costly. If yours no longer holds a charge as long as it should, don't toss it out. There's hope.

Head for your Team's friendly radio tech. He likely has a battery analyzer. It can "recondition" your NiCad to make it like new again.

Consult him as soon as you realize your NiCad is dying faster than it should after re-charging, despite monthly "exercise". If you delay, your NiCad will build up so much "memory" the battery analyzer won't be able to remedy it.

It Works

Just as correct use of CB Emergency Channel 9 works, so proper NiCad maintenance works. It stands to reason.

GTE proved it lately, with help from the US Navy. GTE monitored

handhelds on the USS Eisenhower, George Washington and Ponce. All began the test with new NiCads.

Handhelds on each ship were divided into three groups, MRT explains. Group A was re-charged. Group B also got monthly "exercise". Group C was "reconditioned" too.

The results? Within the first year, 45% of Group A (re-charge only) had to be replaced. In Group B (re-charge and monthly exercise) only 15% had to be replaced. Of Group C (re-charge and monthly exercise and recondition) only 5% had to be replaced. All three ships produced the same results.

Be Impressive

Exercise monthly can cut battery failure by two-thirds. What a simple way to save money and increase the reliability of your REACT handhelds.

Reconditioning cuts battery failure again by two-thirds. You can see from the GTE test how valuable and effective proper NiCad maintenance is to you and your Team. It couldn't be easier or cheaper.

Reliability is critical to your REACT Team's reputation. Properly maintained NiCads will boost your reliability. That is what the authorities your Team supports will require. Give it to them.

And, do yourself a favor in the process.



Publicizing REACT

By Fred Lanshe, Pennsylvania
and Ron McCracken, Ontario

Slogan Winner

*"Time to ACT
Join REACT"*

thank-you, get-well, invitation, etc.).

Cost is low at 10 for \$2.50 plus shipping! Order a good supply. Offer them to Team members. Put this new PR tool to work for your Team. Fast.

Thanks for all your help!

I wish to thank all those who helped in my absence at this past year's REACT International Convention. I have done what I could by telephone to support the Convention Committee, the Office State and the Attendees. From behind the scenes through the Newsletter Contest and K40 Awards. I was hoping to see and meet all the friends I have made over the past years and meet new ones. I heard it was quite a time. I am still trying to move our organization forward...[from Fred Lanshe, Public Relations Committee Chair.]

Frank Cohen, member of REACT of Hillsborough County #4909 in Tampa, Florida has won the Slogan Contest. Frank has won an insulated jug set from the PR Committee. Kudos...

Which Internet Address?

Even its Internet address can be valuable PR for your Team. Choose it carefully. Let it work for you.

Focus on two factors: 1) Place REACT as early in your Internet address as possible. 2) Keep your Internet address brief.

Check REACT addresses already in use on the Internet. Notice how some stand out? The best ones observe the criteria above. Model your Team's address on them. Remember to show your name as REACT, not react.

Congratulations to all those PR-conscious REACT Teams already on the Internet with great addresses. Review your Team's choice. Is it the best?

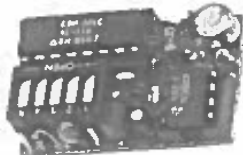
If not, change it quickly. Get all the PR mileage from it for your Team that you can. You deserve it.

REACT Note Cards

A new PR tool for REACTers was unveiled at our 1996 Convention. Delegate response was excellent. Sales were brisk.

The new note card is all-purpose. It shows a large REACT logo on the cover. The rest of the card is blank to allow the widest range of use (e.g.

- DIP switch programmable
- CTCSS encoder
- 67.0 to 203.5 hz
- May be ordered with custom tones



SS-32PA Encoder
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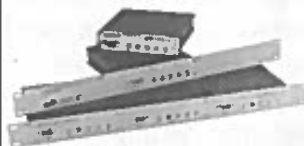
- Fully enclosed CTCSS encoder
- 67.0 to 203.5 hz
- Perfect for mobile / base applications



TE-32
5.25" x 3.3" x 1.7"

SS-32PA DIP Switch Programmable CTCSS Encoder \$20.95

TE-32 Multi-Tone CTCSS Encoder \$49.95



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REACT Back-Pack

Need a back-pack to help tote your equipment? Prince George County REACT, Maryland, has developed one. They had it at Convention.

It is orange, roomy, and sports an imprinted REACT logo. It also features a single, white reflective bar for your safety.

To obtain a single back-pack, contact Norm Kaplan, 2605 Loma St., Silver Springs, MD 20902-4841 or (301) 619-7021. Cost is \$17.50, plus shipping.

Teams or Councils needing a quantity (24 minimum) can contact the supplier: Wild Wallets, 3044 S. Orange, Santa Ana, CA 92707, or (800) 367-4666.

Congratulations to Prince George County REACT for adding another equipment item useful to Teams. Has your Team/Council pioneered an item others could use? Let the PRC know. Send us details. Everyone will benefit.

"Scouting" New Members

Has your Team contacted local Scout Troops? Offer them a speaker. Demonstrate your radio equipment and communications skills.

Encourage the Scouts to join your Team. We need new, young blood in a new REACT for a new century. REACT and Scouting share common goals and roles. Capitalize on these responsible youths to rejuvenate your Team.

Safety Break "Times"

Safety Breaks on non-holiday weekends? Why not?

Nothing succeeds like success. Some Teams reported at Convention that their Safety Breaks are so popular

they now hold them regularly, holiday weekend or not. An idea your Team can try.

Be sure to issue REACT's "Getting Help" leaflet at your every Safety Break. Help the public learn CB safety too.

"It's Not the Light that Counts"

*Our theme this year is:
"Be A Star-Brighten the future"*

I learned a long time ago, that the light we see from the stars actually left those stars perhaps tens of thousands of years ago. Yet, we see that light for the first time as we gaze skyward, for it has taken time to travel, to persist, and to become a beacon - a source of navigation, perhaps, or a basis for a dream or a new idea.

But it's not the light that counts. Rather, it is the energy which the star

generates, because without the continuous burst, the light cannot be released for travel. And, more important, what counts is the energy released from a constant star. It is unlike the nova, which burns very brightly, but for only a short time - then dies, never to be seen again.

So it must be with REACT. We are a successful emergency service organization, whose endless source of energy has generated light - a beacon - for those we serve, for nearly 35 years. Our challenge is to be a constant source of hope for our communities and the needs we fulfill. To be that constant, each of us, regardless of the office we hold, or the committee we chair, or the place we occupy at our Team meetings, must strive to Achieve Real Success - Sustained Success.

Thus, we become the source of energy, through the help we give, and evolve into a constant star, through our personal effort to keep REACT going.

New REACT Teams Chartered

- | | |
|-------|---|
| #4965 | Kings Area REACT
LeMoore, California (Kings County)
August 30, 1996 |
| #4966 | Jessamine County REACT
Nicholasville, Kentucky (Jessamine County)
August 29, 1996 |
| #4967 | Southwest Washington REACT Team
Olympia, Washington (Thurston County)
October 1, 1996 |

*REACT International wishes to extend a warm welcome
to all new REACT Teams chartered in 1996!*

*Be there
for them...*
**MONITOR
CB 9**

1997 REACT International Convention Update...

Hello to all REACT members...

My name is Ron Faulkner, I am the Chairperson for the 1997 REACT International Convention. Many regular convention attendees will know me as one of the two loudmouth Canadians (sorry Pam). I keep promoting Canada and what we have to offer. Well, now is the time for me to put your money where my mouth is (and my pride of my country).

The convention is to be held at the International Plaza Hotel and Conference Centre, 655 Dixon Road (Etobicoke) Toronto, Ontario M9W 1J4. For reservations call 1-800-668-3656 or call the hotel direct at (416) 244-1711. The hotel is just 5 minutes from the airport and is in the final stages of a twenty million dollar renovation.

At the time of this writing the central registration center only has information for June 1997. However, the room rate per night for the convention starts at \$75.00 (Canadian) before June 15, 1997, after that date the room rate may raise to the regular rate starting at \$156.00 (Canadian). These rates are good for one week before and one week after the convention.

I would like to introduce you to the concept of an inexpensive convention. How can this be done you might ask?

First: When you decide to come to Toronto for the 1997 Convention you will automatically receive a discount on all prices marked in Canadian Funds, when using United States dollars. (Approximately 30% of this is a variable rate of exchange). If you wish to exchange your money before attending the convention be careful to watch the exchange rate and buy when the Canadian dollar is at a LOW point to maximize your dollar. (Example - \$1.00

U.S. Funds = \$1.30 Canadian Funds).

Second: We are offering a pre-payment plan where you may pay in installments for all convention sponsored expenses. With the final installment to be paid at time of registration check in.

Third: You will notice that the rate for one night is less than half of the regular rate. Plus when you factor in the exchange rate the room rate drops to approximately \$50.00-\$55.00 per night (if paid in U.S. dollars). Please keep in mind that your hotel statement will not show \$50.00, but the \$75.00 rate. However, it may show the exchange.

Fourth: The Day Trip will be to see the wonder of Niagara Falls. The \$30.00 rate is for the motor coach (handicapped accessible) to take us to the Niagara area for a tour of Niagara-on-the-Lake. Then on to the Niagara Parkway for an enjoyable and scenic trip southward to the Falls, where you will be allowed to tour at will. Many of the sights are FREE, or you can take the Niagara People Mover to different sights, where there may be charges for entry.

Lunch will be on your own, starting from McDonald's to the top of the Skylon Tower (Summit Suite Dining Room, the ultimate in buffet-style dining for breakfast, lunch and dinner), or the Minolta Tower (both which look over the Falls). If there is enough interest we will try to negotiate a special rate for dinner in the Skylon Tower's revolving dining room, (775 feet above the Falls).

Yes, the motor coach will return you to the hotel, if you remember to be on time for the return trip.

Ontario is home to many exciting events, a rich history and many world class buildings. For example,

the world's tallest free standing building, the C.N. Tower and the first domed stadium with a retractable roof, both on the shores of Lake Ontario.

The Toronto Blue Jays, Toronto Maple Leafs, Toronto Argonauts, Toronto Raptors, and the Molson Indy are just some of the major league sports to be seen in Toronto.

Ontario is also the home of the first recorded baseball game in North America. With the Baseball Hall of Fame moving to a new home in St. Mary's, the Football Hall of Fame in Hamilton and the Hockey Hall of Fame in Toronto, there is a lot for the sports fan to take in.

For the scientific, there is the Science Centre, and the Royal Ontario Museum.

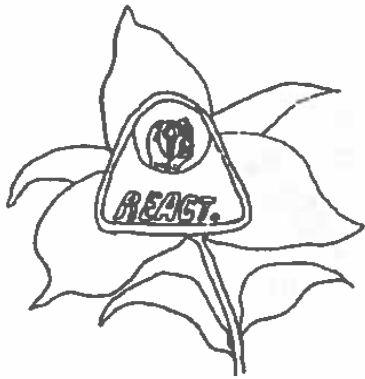
There are many movie cinemas, theaters, opera, ballet, rock and country concerts, Canada's Wonderland and the Metro Toronto Zoo.

As you can see there is more to see and do in Toronto and the rest of Ontario. You will need more than three weeks to see everything and attend the convention.

I will be telling you more about the convention in the next *REACT*er, for example - entering through Canada Customs.

Until then if you have any questions please feel free to send a letter or fax to me and I will try to get the answers as quickly as possible.

Ron Faulkner
c/o Ontario 1997 REACT
International Convention
P.O. Box 215
Woodstock, Ontario
N4S 7W8
Phone (519) 539-6922
Fax (519) 539-6130



**1997 REACT® International Convention
Toronto Ontario
JULY 21 to 26 1997**

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PO BOX 215 WOODSTOCK, ON N4S-7W8 PHONE (519)539-6922

SECTION 1. NAME/ADDRESS

CONVENTION FILE #: _____

PLEASE PRINT OR TYPE: ONE PERSON PER FORM PLEASE: PLEASE COMPLETE AS MUCH OF THIS FORM AS POSSIBLE

NAME _____
 ADDRESS _____
 CITY _____ STATE/PROVINCE _____ COUNTRY _____
 POSTAL/ZIP CODE _____ PHONE (____) _____

IN CASE OF AN EMERGENCY CONTACT NAME _____ PHONE (____) _____

LIFE MEMBER # _____ COUNCIL AFFILIATION _____
 TEAM CHARTER # _____ TEAM NAME _____

FOR SAKE OF COORDINATION, NUMBER OF PERSONS IN PARTY _____

SECTION 2. CONVENTION REGISTRATION (U.S Funds)
PAYMENT PLAN AVAILABLE

CONVENTION REGISTRATION IS \$60.00 {\$95.00 IF OFF SITE} PER PERSON \$ _____
 AFTER MAY 1, 1997 REGISTRATION IS \$75.00 {\$110.00 IF OFF SITE} PER PERSON

	NUMBER	US funds	
ADDITIONAL CONVENTION PICTURES	_____	@ \$12.00	\$ _____
AMATEUR RADIO BREAKFAST	_____	@ \$15.00	\$ _____
AMATEUR PICTURES	_____	@ \$12.00	\$ _____
CONVENTION SHIRTS			
S M L XL XXL XXXL	_____	@ \$20.00	\$ _____
LIFE MEMBER DINNER	_____	@ \$25.00	\$ _____
LIFE MEMBER PICTURES	_____	@ \$12.00	\$ _____
ADDITIONAL BANQUET TICKETS	_____	@ \$30.00	\$ _____
AWARDS LUNCH	_____	@ \$20.00	\$ _____
		TOTAL AMOUNT ENCLOSED (including registration)	\$ _____
DIETARY REQUESTS OR REQUIRMENTS Vegetarian _____ Diabetic _____ Other _____			
Medical Disabilities/Restrictions _____			

SECTION 3. TRAVEL INFORMATION

I/we will arrive by: Terminal (Airline) 1 ___ 2 ___ 3 ___

AIRLINE _____ Flight # _____ Date _____ Time _____ AM/PM
 BUS _____ # _____ Date _____ Time _____ AM/PM Location _____
 PERSONAL VEHICLE _____ Arrival Date _____ Time _____ AM/PM
 TRAIN _____ # _____ Date _____ Time _____ AM/PM Location _____

I/we will use a rental car at Convention _____ Please provide transportation from Terminal _____
 I/we will depart: By type of Transportation _____
 Date _____ Time _____ AM/PM From Location _____

NAME: _____
 PHONE: (____) _____ : _____
 TEAM # _____
 COUNCIL _____



GMRS...Rx

By Bill Simpson, Chairperson
GMRS Committee

Boy, it's been a number of years since that's been in the title of a *REACTer* article. It was first introduced when Judy had the column ten years ago, and she let me use it after she gave up the column. The same rules apply now...the success of the column depends on YOUR participation. I don't know what you want to hear about unless I hear from YOU! Other committee leaders have the option of writing about amateur, or about CB...I'm going to reserve the rest of the spectrum for US...GMRS, FRS, Business Band, 49 Mhz, or anything else you want to discuss.

For the record, I've been on the radio since 1964, when I got my first CB call (KCF7177), and my first ham call (WN4ATE). My first GMRS call, KAD7I46 was allowed to expire, since I was able to use Judy's call...KAD9669, with all frequencies inclusive of 462.600 to 462.700 Mhz. Currently, I still hold N9NMT, and have monitored in excess of 100,000 hours on CB Channel 9. I wrote several columns for the *CB Radio* magazine, which ceased publication in July. I have always prided myself in the fact that I have ALWAYS responded to questions from readers, both directly, and through the column.

With all that out of the way, let's get down to business...

By now, you should know that the "Family Radio Service" is a done deal. Of course, many of us knew that this would happen even as the paperwork hit the streets. There was simply too much BIG BUSINESS behind the proposal, and the politicians involved...Texas, and Wisconsin, to name some of the principals...rolled

over, without knowing most of the problems involved. Of course, we can take a great deal of the blame ourselves, since we did not respond to the Notice of Proposed Rulemaking (NPRM).

In 1986, when the FCC revised the Rules for the GMRS, and eliminated business licensing I screamed for organizations to make changes before the deadline...and NOT to make changes after the expiration date. At least ten Councils and twelve Teams wrote, five years later, stating that they were about to lose the (Team) (Council) license, and could I make any suggestions to save it. My only answer at that time was, "I told you not to do that!!!", and my only thought at this time is, "you should have responded to the NPRM!!!"

In any case, Family Radio Service is in place. This authorizes transceivers to be sold with no license, no training, and no responsibility on the part of the user. Radios will be low power with a no-gain integral antenna, transmitting on the 467.yyy and 462.yyy split frequencies. The technology demanded by the FCC should prevent interference on the repeater channels, but users should carefully monitor the frequencies for unauthorized access from FRS users.

I discovered another available radio use recently...the 49 Mhz headsets sold by Maxon, Midland, and Radio Shack. Our Team has several projects which require simplex operation on the GMRS band, with which we have had great success over the years. We began experimenting with the 49 Mhz headsets in early March, using a couple of Maxon units, along with one

by Radio Shack. We discovered that the little low power units worked great, as long as we didn't stretch the distance. We first spotted the little headsets years ago, and were not impressed at the time...but times do change. These new units are effective, have multiple channels available, and offer hands free operation, if needed. For a parking lot detail, for example, or any project that is confined to a small area, these are an ideal addition to the myriad radios available for REACT use.

**The REACTer
is available on
audio cassette tape
for the blind.**

**Certain conditions
and costs are involved.**

**For further details
please contact:**

**Kathleen Coyne
Recording
for the Blind, Inc.
404 W. 30th Street
Austin, TX 78705
(512) 477-9390**

Visiting Mark Twain REACT

By Eric D. Price
Mark Twain REACT #C336
Waynesville, Missouri



Visiting with the Mark Twain REACT Team, in Waynesville, Missouri, as George Griffith, Unit #135 of the Gateway REACT Team in St. Louis, has come to realize, usually means more than sitting around the table with a cup of coffee.

Several Mark Twain REACT Team members are also volunteer fire fighters. A good relationship has been developed between the two organizations as well as other emergency service agencies in the area.

During George's first visit with the Mark Twain Team, on November 10th, 1995, the team was called out for weather watch duty. Little did any of the team realize, especially George, that it would turn out to be a very unusual night. While the team members were responding to their assigned locations the reports started to come in over the radios. Several tornados were sighted in the area. One struck a boat factory, a Walmart and several other buildings in neighboring Lebanon, Missouri resulting in severe damage to the town. Luckily, there were no serious injuries. Almost every possible type of weather was experienced that evening, from a warm sunny afternoon, to tornados, torrential rain, sleet and then snow, all in an eight hour period.

Even with all that he experienced

that evening, or maybe because of it, George left with a smile and vowed to visit the team again soon.

True to his word, George's next visit came on the day after Thanksgiving, November 24th, 1995. George arrived late in the evening and spent the night with Mark Twain REACT member Lawson (Smitty) Smith, Unit #32. George awakened early the next morning (6:00 a.m.) by Unit #32's Fire Department pager.



Being the adventurous type, George decided to accompany Smitty on his response to a call for a brush fire not knowing that a more serious emergency would keep him from ever making it to the fire.

While also responding to the fire, Mark Twain REACT Unit #17, Billy Miller, heard a faint call on CB Channel 9 that he thought was asking for help at a traffic accident on the interstate. Unit #17 tried several times but could not make contact with the person calling. Since Unit #17 knew that he had already passed the location of the possible accident and not even being sure there was one, he radioed to Unit #15, Eric Price, to check the area as he came up the highway on the way to the fire.

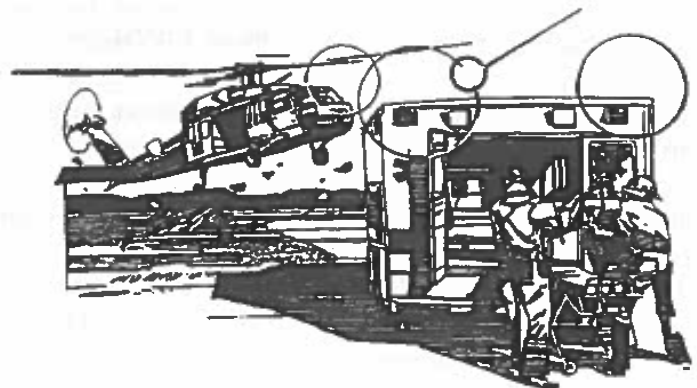
Unit #15 and his wife,

Unit #21 Karin Price, both recently completed the Missouri state certification as Emergency Medical Care First Responders were also responding to the fire. As they approached the area of the possible accident they managed to spot the wrecked pickup in the ditch, off the side of the road.

Unit #15 attempted to call in the accident and request additional help but due to being down in a valley were unable to reach anyone. As Unit #15 went to start treating the driver of the pickup, who had been thrown out of the vehicle when it had rolled over, Unit #21 continued to try to get help. Using the C.L.I.P. method, Unit #21 was heard by both Unit #17 and Unit #32 who along with our visitor, George, was coming up on the scene.

While Unit #32 utilized his cellular phone to call for an ambulance and additional help, George proceeded to the scene and assisted Units #15 and #21 with caring for the patient.

The team work that Mark Twain REACT prides itself on was highly evident that morning. With very little communication between them, everyone knew what had to be done and



jumped right in, even George. While Units #15, #21 and George were tending to the patient, Unit #32 manned the radio, relaying information and directions to the responding ambulance and assisted them and the Highway Patrol with equipment once they arrived.

Due to the critical injuries of the driver of the pickup, Unit 15 was asked by the ambulance crew to continue assisting them in the ambulance on the way to the hospital (20 miles away). George being there was a blessing once again, for he got volunteered to drive Unit 15's truck to the hospital.

Unfortunately, it was later learned, that despite the heroic efforts of everyone there that morning, the patient died in the emergency room. The emergency room doctor and the ambulance crew both stated that the professional manner in which the REACT Team had handled things at the scene had at least given the man a fighting chance. Our condolences go out to the man's family, we only wish that we could have done more.

George managed to finish off this visit on a happier note. The following day he helped the Mark Twain Team control traffic for the city of St. Robert's Annual Christmas Parade. Which was also a great honor to the team since Dixie Lee Banks, Unit #18, our assistant Team Chief, was the Grand Marshal for the parade. The parade organizers stated that they wanted to show their appreciation for all that the team does for the community. You looked great Dixie!

Well, George headed home, once again promising to return the next weekend to help us with the Waynesville City Christmas Parade.

It just goes to show, when you visit the Mark Twain REACT Team, be prepared for anything. From the normal calls for help on CB Channel 9 to the not so normal, like a plane landing on the interstate (see page 9 of the July/August, 1996 issue), to Search and Rescue missions, motor vehicle accidents and fires. You never know

what your visit might lead you to!

The team is getting their emergency equipment ready for George's next visit, disaster seems to follow him! Just kidding George, you and

anyone else is more than welcome to "VISIT WITH THE MARK TWAIN REACT TEAM" anytime, just be prepared!

I think we might adopt him!

Team Renewals Were Recently Mailed...

Send your members dues
in and qualify for some great prizes
in the 1997 REACT Renewal Lottery!

Life Member Corner

The Life Member Directories should have been received by all Life Members by now. If you have not received your directory please let me know. I will see that one is placed in the mail for you. I would also like to thank those of you who sent money to me to help on the costs of printing and the mailing of these directories.

As you all know, I sent out questionnaires to all Life Members that were not at the convention, or that directories were picked up for at convention. Of the 343 that were sent out I received back information from 140. Of those 140, there were 8 recent address changes, 8 with no forwarding address, 4 reported deceased, 2 requests to be dropped from mailing lists, 1 name change (married) and 5 that sent in other miscellaneous information such as amateur call signs and e-mail addresses.

The Board of Directors has informed me that the item put before them by the Life Membership Com-

mittee in open session at the Convention, was rescinded by the Board. They failed however, to tell me by what count.

Below is a list of our newest Life Members. Let's all give them a great big welcome:

LM #509
Ed Bullock
Southwestern REACT of
San Diego #C475
California

LM #510
Gregory Peters
Prince George's County REACT #2106
Maryland

REACTfully;

R.T. Gamble, LM 226
Chairperson of the
Life Membership Committee

Team #4948 reacts to hazardous material accident

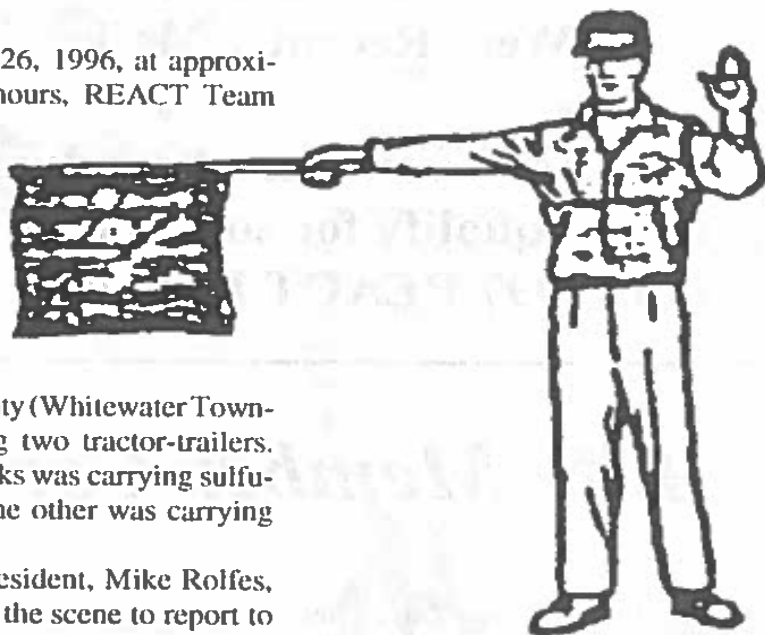
By Michael P. Rolfes, President
OH-KY-IN REACT, Inc. #4948

On July 26, 1996, at approximately 1900 hours, REACT Team #4948 received first notice of a hazardous materials incident on I-74 westbound in Western

Hamilton County (Whitewater Township) involving two tractor-trailers. One of the trucks was carrying sulfuric acid, and the other was carrying ammonia.

Team President, Mike Rolfes, was enroute to the scene to report to the Sheriff's supervisor in charge to advise him that we had approximately 10-12 units available to assist with traffic control and to provide motorists with alternate routes. However, prior to reaching the command post, I came upon a dangerous situation of vehicles turning around on the interstate and driving the wrong way. So, I elected to stop and block the exist ramp with my vehicle to prevent an additional accident notifying the deputies via CB Channel 9 of my action.

Shortly after that, a sheriff's deputy arrived at the scene, and we were able to establish a better roadblock with both of our cars and using a combination



of road flares and cones.

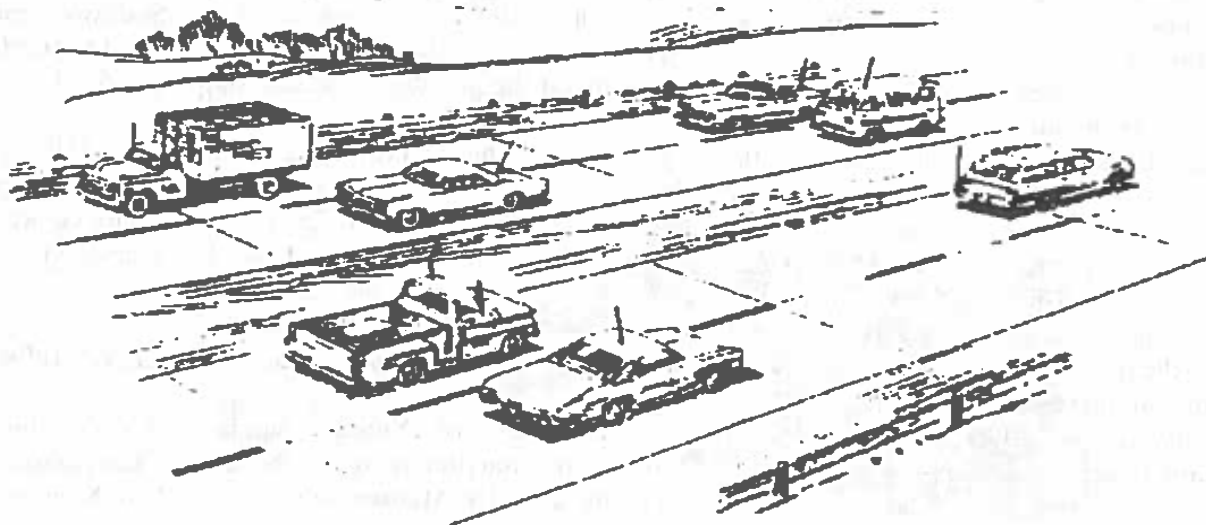
I had the deputy advise the supervisor of the availability of the additional units. At that time 3 additional REACT units were requested. Our dispatcher was notified, who in turn notified our field operations officer.

Three members were dispatched to the scene. While the three additional units were enroute, they were advised to whom they were to report.

Approximately 10 Fire/EMS departments from southwest Ohio and southeastern Indiana, the FERMCO Hazardous Materials unit, and the Hamilton County HazMat truck responded to the scene. They were able to quickly contain the spill of the materials by dumping sand on the material.

However, the interstate remained closed from 1900 hours until 0400 hours Sunday morning. The REACT units remained on the scene to assist the deputies and provide directions for motorists for alternate routes until 0300 hours.

Units that responded to the incident were: Michael Rolfes, Al Long, Larry Roth, Nellie Franken, and Steven Cohn. Assisting via dispatching were Bob Stolze and John Schmitt.



Approaching Alternative-Fueled Vehicle Crashes

By James J. Onder, Ph.D.

Office of Enforcement and Emergency Services
National Highway Traffic Safety Administration

First responders and public safety personnel who arrive on scene of an alternative-fueled vehicle crash should be able to identify the specific type of fuel involved and secure the scene so investigative procedures and rescue work can begin. The first people on the scene also need to know when to call for trained personnel equipped with proper protective gear for assistance. The objective of this article is to protect the responders at the scene, occupants of the vehicles and bystanders.

These are the key features and emergency approach procedures for five of the most common types of alternative-fueled vehicles (AFV).

For first responders at the scene, the first objective is to identify the specific type of alternative-fueled vehicle. Look for special fuel ports, distinctive profiles, and any written markings on the vehicle [as shown below].

Liquefied Petroleum Gas (LPG) and Compressed Natural Gas (CNG)

Locate the fuel source -- Most LPG or CNG vehicle containers will be found in the trunk area, under the side panel of a van or school bus, on the



frame, or in the bed of a pick up truck.

Handling emergency incidents -- If the vehicle is not on fire and no obvious leak is detected, stabilize and secure the vehicle by setting the brake, utilizing wheel chocks or other forms of cribbing as needed. Then turn off the vehicle's ignition and turn the gas cylinder valve handle to the "off" position.

If the vehicle is on fire or a leak is detected, do not approach the vehicle. Secure the scene using non-sparking markers or cones. **DO NOT USE FLARES!**

Approaching the CNG or LPG vehicle that is leaking fuel or on fire should only be attempted when wearing proper protective clothing and self-contained breathing apparatus. If you do not have the proper protective gear, equipment and training to deal with fire or HazMat emergencies, do not approach the vehicle. Create a safe zone and contact the proper response units in your area.

The greatest hazard of the LPG containers exposed to fire or excessive heat is BLEVE (boiling liquid/expanding vapor explosion). However, a CNG container exposed to fire can also fail, releasing dangerous amounts of fuel and/or flame. When LPG fuel containers become compromised, the fuel converts from a liquid to a vapor that could rapidly produce a sizable cloud which

may ignite and flash back to the fuel source.



Methanol or Ethanol

Locate the fuel source -- Methanol or Ethanol use the vehicle's existing fuel tanks. Bus fleets are common users of these two types of fuels.

Handling emergency incidents -- If there is no fire or leak, carefully approach the vehicle, turn off the driver's ignition switch and set the parking brake or use wheel chocks to secure the vehicle.

If fire is present, avoid the vehicle, secure the area and deny entry. Caution: a fire fueled by methanol or ethanol burns bright blue and can be difficult to see on a clear day. If there is an obvious leak, you may approach the vehicle, but use the same caution as when working around a traditional-fueled vehicle. When a leak or fire exists, call fire or HazMat services.

If you do not have the proper protective gear, equipment and training to deal with fire or HazMat emergencies, do not approach the vehicle. Create a safe zone and contact the appropriate response units in your area. **DO NOT USE FLARES!**



(Continued on next page)

(Continued from previous page)



Electric

Locate the fuel source -- Look for an electric charging port on the side or front of the vehicle, the electric logo, a stepped-up roof line or a distinctive profile. These vehicles are powered by batteries, as high as 300 volts, usually located under the hood, in the trunk or under the vehicle.

Handling emergency incidents -- If there is no fire or battery liquid leak, carefully approach the ve-

hicle, turn off the driver's off/on switch and set the parking brake or use wheel chocks to secure the vehicle. If smoke is visible, **NO ONE SHOULD APPROACH THE VEHICLE** without self-contained breathing apparatus. Toxic fumes and vapors from damaged batteries can be carried in the smoke or steam.

If the vehicle is on fire, or an obvious leak is detected, do not approach the vehicle. Secure the scene with non-sparking markers or cones and call the proper response unit. **DO NOT USE FLARES!**

When an electric vehicle has been in a severe crash and the normal safety features have been compromised, avoid approaching the vehicle when there is arcing under the hood. Never cut into the battery pack or the traction cable, even if the high voltage has been shut down, because the battery pack can

remain charged.

Since there still maybe toxic fumes present around the vehicle after the fire is contained, only those with proper protective gear, equipment and training should participate in the cleanup.

Post-crash safety precautions are critical, and it is imperative that law enforcement and other emergency personnel familiarize themselves with the differences between alternative and conventional fuels.

The National Highway Traffic Safety Administration, Office of Enforcement and Emergency Services has produced a publication entitled: "Identifying and Approaching Alternative-Fueled Vehicles." You may obtain a copy by Internet: <http://www.nhtsa.dot.gov> (and follow directives to Police Traffic Services).

Allow 4 to 6 weeks for delivery

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Team # Team Name _____

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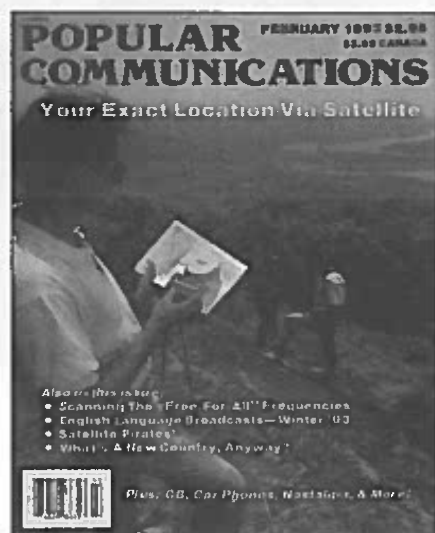
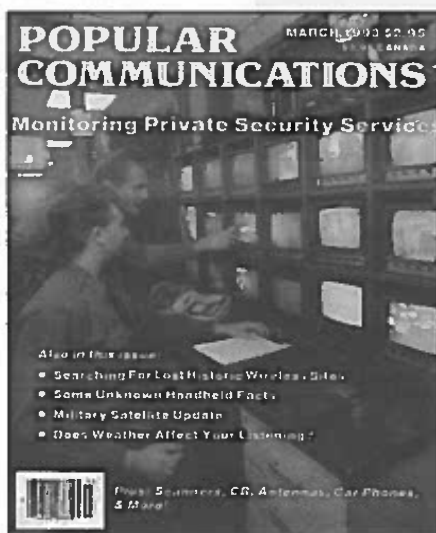
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