

# CARC/CERT Trailer



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- Committee members:
- Chairman: Tom – W1TEF
- John Miller – N3EWW, Marty Allred – AG3EK, Ronnie Livingston – W4RWL and Dwayne Livingston - N4LDL

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- 1998 trailer repaired, offered to CARC as a CART/EMCOMM trailer – CARC accepted and began renovations.
- 2003 - Interior updated, AC added and other improvements made.
- 2008 – Another renovation, FT-450, FT-8800, DR-135, Tarheel screwdriver and other miscellaneous additions made to the trailer.

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- The trailer has been deployed as an “event” trailer – Field Day, Winter Field day, races, charitable rides/walks, etc.

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- Now located at the ETV parking lot for the past year and a half.
- Used Winter Field day 2016 – did not survive ARRL Field Day 2016 due to a power failure.

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- Several CARC members have made valiant efforts in recent months to revive interest in the trailer by creating training sessions, developing policy/procedure documents, maintaining/repairing various problems and other issues. While the effort has met with some success, there still seems to be a lack of general interest.

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- In general, it costs about \$60 in fuel costs (assuming the generator runs all day) to operate the trailer plus tow vehicle costs (gas/milage, etc.) so a ball park figure of \$80/day of operation is not unreasonable.

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- This can be reduced significantly if there is local AC power available which the trailer can use via shoreline.



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- General Issues:
- There isn't a “paper trail” of ownership at this time – no title,MSO (Manufacturers Statement of Origin), VIN/Serial Number. This does not mean we can't develop a paper trail by going back to the previous owner's family and getting some paperwork “post acquisition”. At this point in time, no paper trail.

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- General Issues:
- Related to the paperwork issue, it is unclear if CARC's general liability policy would cover an accident such as a member falling into or out of the trailer resulting in injury. The assumption is that our General Liability Policy will cover this, but it not set in stone and should be investigated.

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- Given the right circumstances, it is possible that if a catastrophic failure occurs, CARC, CARC's Trustee, CARC Officers and members could be liable for damages resulting from that failure. The “deepest pockets” rule applies if the funds from the tow vehicle's liability policy run out.

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- General physical condition of body and chassis can be described as “serviceable”.
- Front axle is bent and the wheels not aligned, but they are parallel to each other so it tows without any issues.

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- Battery backup will need to be installed if the brakes are repaired.

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- Tow vehicles will need to be equipped with a brake controller which can be expensive depending on the vehicle. It can be a DIY project, but best done by professional installers - \$300 per Hudson Brothers quote.

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- Is our local (Richland) ARES/RACES coordinator aware of the trailer's existence? Does the EC even care?

# CARC/CERT Trailer

- General Observations:
- CARC is geographically diverse encompassing a rather large circle centered around the ETV building – at least a 25/30 mile radius perhaps even more at the extremes. This makes for awkward situation should the need arise to deploy a trailer if only one or two members had or have the ability to tow and deploy the trailer – or even want to do it.

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- The October 2015 flood was instructive as most of the VOAD (Volunteer Organizations Assisting in Disasters) agencies working in affected neighborhoods have their own trailers and comms systems – commercial and Amateur radio. The two neighborhoods I had the opportunity to visit, no Amateur Radio Trailers, but lots of VOAD trailers.

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- Police, Fire and EMS have their own comms and protocols.

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- Sell the trailer and contents. Various values placed on the trailer and equipment range from \$2000 to \$2500. I used a high/low averaging technique based on several sources such as AES, HRO, Universal Radio and Trader's Net.



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- Donate the trailer and equipment to another club for their use.
- Strip the contents and auction them off to members first, sell the left overs or donate the equipment.

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- Options continued:
- Strip the trailer, store the contents and wait for an opportunity to either find a room or building where a CARC club/station could be set up. A newer, modern trailer could also be considered. Scrap the trailer.

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- Strip the trailer, store the contents and wait for an opportunity to either find a room or building where a CARC club/station could be set up. A newer, modern trailer could also be considered. Scrap the trailer.
- Make the trailer road worthy and use it. This would be the most expensive option with less than optimal results – the trailer is still old and “restoring” it would take a lot of money not to mention time, dedication and effort.

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- Options continued:
- Table any decision for six months to allow for club discussion and decision. This is also less than an optimal solution as postponing the decision only means it has to be revisited.

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