

# MY POTA Activation

## Savi W1SAV

**Hungry Valley State Vehicle Recreational Area**  
**K-3444 activated on August 5th, 2023**

### ACTIVATION #

14

### CONTACTS

15

### P2Ps

7

### PREVIOUS ACTIVATIONS

None

### MODE

SSB

### RADIO

Yaesu FT-891

### TUNER

LDG Electronics Z-100  
Plus Autotuner

### ANTENNA

Chameleon MPAS 2.0  
in the vertical configuration staked in the ground.

### POWER

50W using a 30Ah  
Bioenno battery.

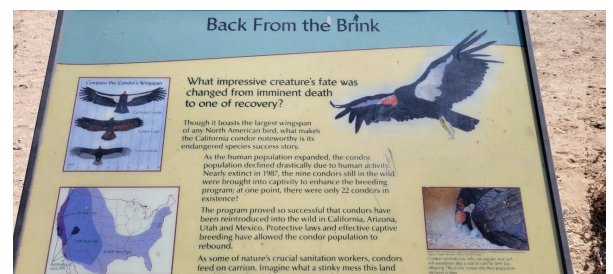


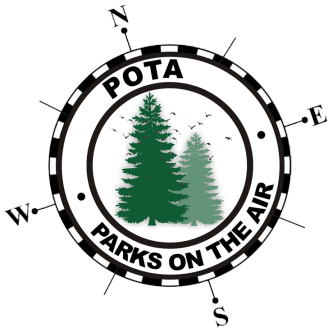
There was drama in them thar hills. This was the first time I took Betelgeuse out after his transmission work. Everything was going fine, until it didn't. It started when I could not shift my gears. This was not that big a deal except for the fact



that I was climbing one of those hills on Interstate 5 just prior to Gorman, Ca, the exit for Hungry Valley. I needed to downshift out of 4th gear to keep my momentum up as there was an 18-wheeler behind me. Later, the shop told me the clutch did not have enough pressure to disengage. However, having learned how to shift without a clutch, I managed to make it to the Gorman exit.

Upon reaching Gorman, I evaluated my situation, and thought my problem was manageable. Therefore, I continued to Hungry Valley making Condor's Mesa, the highest drivable spot in Hungry Valley, my POTA destination. The last challenge was a reasonably mild inclined shelf road needed to climb to reach my destination. The trek from the trailhead to the bottom of the hill was of no concern. However,





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### About K-3548

Hungry Valley SVRA is the third largest unit of California State Park's Off-Highway Motor Vehicle Recreation Division. Located in the Tejon Pass north of Los Angeles and along the Interstate 5 corridor, Hungry Valley offers 19,000 acres and more than 130 miles of scenic trails for motorcycle, All-Terrain Vehicles (ATV), dune buggies, and 4x4 recreation. All levels of OHV operator skills will be challenged by the wide variety of terrain and trails at Hungry Valley SVRA.

Elevations at Hungry Valley range from 3,000 to nearly 6,000 feet. Occasional snowfalls occur dur-



how was I to climb the hill with my clutch problem? Needing to shift without a clutch was going to be a problem, especially on the switchbacks. My solution was simple: I would climb the hill using 4-Lo in second gear. This selection allowed me to attenuate my speed and power without shifting. It was much easier than I thought. At the time, however, stalling on a hill with clutch problems and no place to turn around was not something I wanted. This activation is proof I succeeded.

There is no shade at the destination, so Betelgeuse's awning provided the shade. The temperature was in the low 80s with a slight breeze that held for the entire activation. The view was amazing from that spot as you can see Interstate 5 snaking through the mountains; the cars and trucks looking like toys held a certain

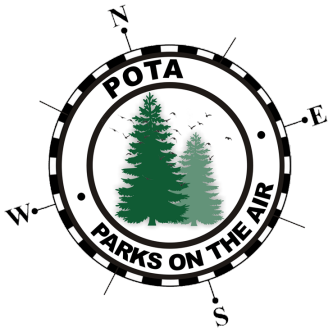
fascination.

Here's a quick timeline: I arrived at Hungry Valley at 08:23, I rested and checked Betelgeuse continuing to Condor's Mesa, arriving at 9:40. As I was setting up, I was visited by motorcyclists and chatted about what I was doing there, spreading some ham love. What they were doing there was obvious. Continuing to take my



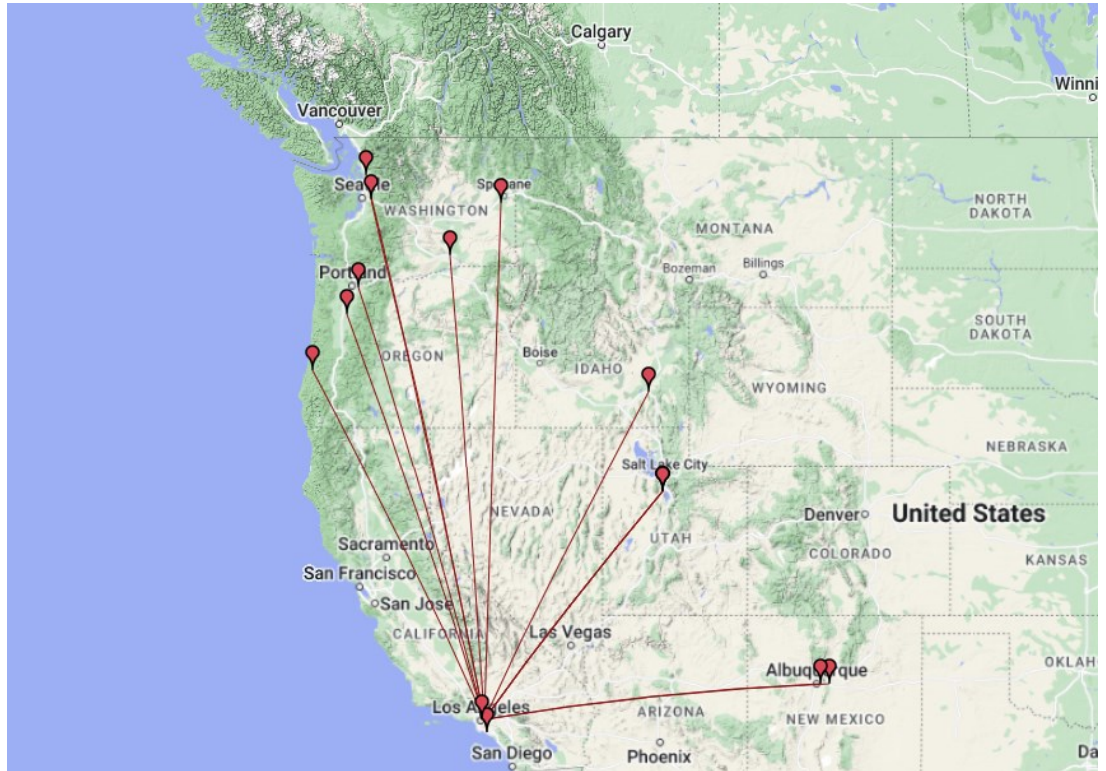
time, I made my first QSO at 11:41. My 15th, and last contact, was an hour later at 12:41. The pickings were getting slim by that time, so I called it a day. I was on my way home, leaving Condor's Mesa, at 14:00.

I was not aware of the solar storm that day so my contacts were difficult and challenging.



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ing the winter. Summers are most often hot, dry and dusty. The most pleasant times of the year for OHV fun are during the Spring and Fall months when the temperatures are mild and occasional rain showers make for good traction and reduced dust. Nighttime temperatures often drop below freezing in the Spring and Fall, as well as during the Winter.



There was a lot of noise on the band making reception difficult. My second contact lamented that our QSO was only the second one she made that day. An operator or two, however, came in like gangbusters with beautiful signals dancing all over S9. Mostly, I had a lot of repeats and hardships making the contacts. Still, the entire experience on that hill was exiting; the climb, the view, the raptor.

To round out my experience that day, during my activation, I heard a hawk screeching a hoarse kee-eeee-arr near my location. The second time I hear it I looked up but never managed to see it. That sound of remote survival juxtaposed with Interstate 5 and the facilities I saw, sealed in my mind a very memorable and enjoyable activation.