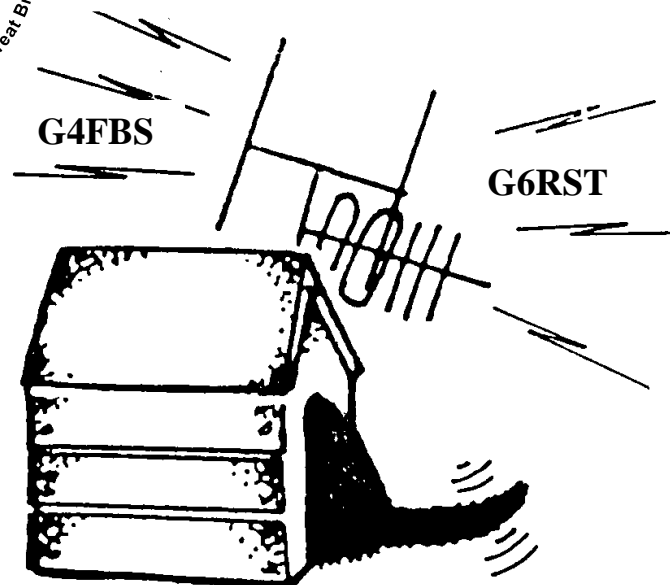


90p



# **HORNDEAN & DISTRICT AMATEUR RADIO CLUB JOURNAL**

**February & March  
2006**

# COMET

HF antennas for any location



Comet H422 in use at GB05H Strawble Head Lighthouse with Morthlas M1DCV and Oliver MW3500.

**£169.00**  
P&P £10

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Put out a bigger signal with this NEW 4 Band trapped dipole. Use it as a fixed or rotary antenna. Rotate it to put the maximum signal where you need it and to reject interference from the sides. Use it as a Vee or straight dipole from as low as 10ft high! With high quality Japanese construction the H422 handles 1kW PEP with ease. It's ideal for home or portable operation. Includes 2kW balun for optimum pattern and match to 50Ω coax.

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- Impedance 50 ohms nominal
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- Maximum wind speed 35m/sec
- Length 10.4m (straight), 7.4m (V)
- Weight 5.4kg
- Suitable mast dia 38-62mm



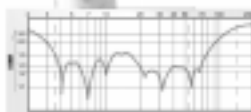
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Covers 80m to 6m with no ATU and no gaps

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- Connector SO239
- Impedance 50 ohms

**£21.95** P&P £5

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**£15.95** P&P £4.75

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### 1kW Low pass Filter

Stops harmonics above 30 MHz dead to reduce interference to TV and other services.

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## CBL 2000 2kW 1:1 HF/G balun

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- Connector SO239
- Impedance 50 ohms
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**HORNDEAN & DISTRICT  
AMATEUR RADIO CLUB**

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February & March 2006

EDITORIAL

I would like to thank those of you who sent Lesley and me a Christmas card . And we wish you and yours best wishes for 2006.

The winner by raffle of the bumper book on amateur radio was Len G7GNA. Len said any member may borrow it to read when he has done so.

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## MEANDERINGS OF A SIXPENNY SIGNALLER

The article by Mick G3LIK about HMS Mercury at Leydene plus some coincidental notes in the RNARS Newsletter about the same place make interesting reading.

Transferring such an establishment with that minimal loss of training time was a minor miracle, one supposes that the urgency of the times acted as a spur. My own sojourn at Leydene was in the more leisurely period of late 1949. The Nissen hut accommodation in the winter did not bother any of our small group of ten, being well accustomed to Spartan conditions during the four years already served.

The group was a class near the end of a signals course at Eastney Barracks where the school was comprehensively equipped for all aspects of communication training from flag and lamp, through line laying and small telephone exchanges, to adjustment and use of several Army type wireless sets. Morse training up to 12 wpm for the army phase of the course, and 22 wpm on typewriters for the Naval phase. A Naval Lieutenant looked after theory and propagation etc, (known as "Schoolie").

Communications procedures in Army signalling were different to the Navy, both had to be absorbed, with a further complication in the class attending a combined signals course at Fremington in Devon with yet another different radio procedure which was supposed to enable Army, RAF, Navy and American Forces to speak the same language in establishing contact and passing traffic.

The Commanding Officer at that time was RAF, with a Naval atmosphere in one classroom having a row of B28 Naval receivers. From there the next establishment was the Commando School at Bickleigh in Devon for some physical stuff backpacking Army radio gear in communication exercises on the move.

One of the objects of the class being at Leydene was to gain acquaintance with some purely Naval radio equipments (not installed at RM signals school) and to give a final polish off regarding Naval communications. There was a daily issue of Rum at Leydene in those days, all ten of the visiting group were over 20 years

of age, thus being entitled. (Royal Marines, when not in Naval establishments or ships received four pence per day in lieu of Rum). Not all of the group found Rum acceptable therefore a few beakers were spare daily, which may be the underlying reason for some recollections being hazy.

One outstanding recollection is the first morning parade, the impression gained for the moment that everyone was mad at that place; the orders given for movements on the parade ground seemed to be direct voice translations of flag signals hauled up on a halyard. An example: instead of calling out "Right Turn" the CPO shouted "Green Nine Zero...Execute". The newcomer group soon got accustomed to this eccentricity but initially it caused humorous confusion; some turned, others gawped to see what the matelots did, the remainder stood still with open mouths. Another expression used was Corpin, the meaning now lost in the mists of time.

Nothing else presented any difficulty, the group joined in class with the normal Naval people; there was plenty of Morse receiving exercises in a special form known as "Standard Buzzer Exercise", or SBX for, short. Some lectures and demonstrations of the Naval radio equipment. One curiosity; throughout the course at Eastney there was great concentration on Morse reception, with the same at Leydene, perhaps to the disadvantage of WIT sending. (Thinking of that the same applied to Amateur Morse training and practice; for a number of years I transmitted Morse reading practice on a daily basis, the first time any student was heard sending was when the licence was obtained).

In a later period the term SBX changed to MTX (Morse training exercise). Reference to buzzer probably became archaic. The content of the SBX was comprehensive, including six separate passages: English plain text, a section in foreign language, groups of letters, groups of numerals, a section of "NYCO" (mixed letters and numerals). The exercise ended with a series of signals which were flags transposed into Morse code including the signal for pennant, it involved ship evolutions and ended with the execute signal (a long dash).

A signal which attract the attention of all ex RN and WRNS telegraphers is the group GBXZ. which preceded all Naval broadcast traffic, the equivalent of CQ, or calling all RN vessels (or grab that pencil Jack). Such transmissions were once made from HMS Mercury for practice purposes to the numerous Naval vessels in the Portsmouth area. The call sign was GZU, repeated for some time, then the exercise commenced with GBXZ. None of the Morse reading exercises were sent by hand key, a Creed auto sender fed with punched paper tape which sent perfectos Morse which all would like to imitate.

A digression to call signs: Certain training establishments had call signs, HMS Mercury GZU, the amateur station there G3BZU, a nice historical connection in the suffix. RM barracks Eastney was GXT, the RM amateur station G3DIT RM barracks at Plymouth GXI. RAF Signals school amateur G8FC derived from Air Ministry GFC. Air training college at Hamble G3FDT. HMS Collingwood G3CRS. Royal Signals Catterick G3CIO. All the aforementioned have sunk into obscurity, a shame, particularly G3BZU now replaced by the mundane impersonal GB call sign (there ain't much special about the GB prefixes these days).

The licencing authority, in recent times has shown some flexibility in call sign allocation. It would be a nice gesture to allocate the original four letter ship callsign to HMS Belfast for amateur use (there is precedent, a Russian radio amateur Ernst Krenkel was issued the call sign of the ice breaker ship in which he displayed great, resource and stoicism ...He became RAEM.

Returning to training: Morse typing has been mentioned, the very good reason for adopting typewriting being that at higher rates of Morse sending it becomes a bit testing getting it written down quickly and legible enough for some other person to read without difficulty. An experiment could be enlightening: Choose something well known enough to write without hesitation, write it quickly whilst being timed for one minute... then count the number of letters and divide by five, don't forget it must be legible. Are you surprised? Typically it will come out to be not more than 18 words per minute in handwriting. If 22 wpm is being sent there is not

much chance of a result to make a signal office clerk happy. The touch typing room was equipped at a number of positions with a number of machines and headphones, there was a Creed auto Morse sender, and surprisingly, a facility for playing music. Initial typing practice was done without looking at the keys, the music of Victor Sylvester's strict tempo dance band coming through the headphones provided a steady rhythm to maintain one tap per second on the keyboard; the whole alphabet was gradually covered and an increase in rate to two taps per second. The two rates obviously match 12 wpm and 24 wpm respectively, modest rates for a normal typist but good enough to attain the required Naval standard. The music was replaced by Morse code from the Creed machine, gradually increasing in speed until the required 22 wpm by Morse typing was reached.

It should be mentioned that practice in normal instruction hours was much supplemented with evening work when the classrooms were open for voluntary practice, resulting in attainments beyond the required standard (Keen?).

There was one hazard in touch typing Morse; beyond a certain stage some over confidence allowed the unwary trainee to gaze about, perhaps exchanging grins, then on returning to look at the copy a big black blob existed containing two or more words where carriage return should have been made.

The group of ten RM trainees at HMS Mercury were of course temporarily part of the complement, taking turn in the normal duties such as fire piquet and early morning tasks in the Galley. From this one of the group was lucky (?) enough to be chased by a young woman (Huh, you should be so lucky mate). It was known that the Galley staff was WRNS personnel, so when the name appeared on the list of duties Marine Hopeful made a special effort with ablutions at crack of dawn.

Visualizing a cosy chat and a nice cup of Galley grade tea reported at the Galley door ...to be confronted by a WRNS grasping the brass nozzle of a hose pipe, her opening friendly words "OK Royal, grab that squeegee". Royal was chased all over that Galley disposing of copious squirts of water with the squeegee followed by mopping and cloth into nooks and crannies, near to an hour of this, finally WRNS said "Right Blue, off you go".

No chat, no tea. The chastened quarry retired to the haven of the Nissen hut.

Return of the group to Eastney marked the end of a long way round to qualify as a RM Signaller, involving instruction at four different establishments over a period of about 12 months which however included time out for home leave, time spent in annual qualification for rifle and LMG shoots, plus some parade ground ceremonials.

All of the group qualified, the published marking showing some with a D for distinction. The reward for qualified Signallers at that time was extra pay which amounted to the princely sum of sixpence per day (two and a half new pence). The status of wearing the crossed flag Signallers badge did not always impress, as when a Sergeant Major declared "you are a soldier first, signaller second".

Regards from Ray G3IFF.

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### **HMS SUSSEX.**

It will be the most valuable sunken treasure ever found – one which could net the Government a £1.5billion windfall.

Salvage experts have begun work to recover around nine tons of gold still thought to be in the wreck of a British warship which sank in the Mediterranean more than 300 years ago.

The bullion is worth around £2.5billion, most of which will go to the Treasury under a unique salvage agreement. The American company which is leading the recovery will keep the rest.

The gold coins were lost when the Royal Navy's newest warship, HMS Sussex, sank with all hands in the Straits of Gibraltar during a storm in March 1694.

The 80-gun Sussex, under the command of Admiral Sir Francis Wheeler, was the flagship of an 85-strong British fleet on a special mission to take the coins to buy the loyalty of the Duke of Savoy.

The gold would have given the Duke, whom King William III regarded as an unreliable ally, the funds to pay thousands of mercenaries to fight against France in the War of the League of Augsburg.

The Sussex had already taken one bounty to the Tunisian government.

But soon after the fleet set sail from Cadiz harbour in Spain, a gale blew from the south-east off the African coast.

Early the next morning the Sussex sank, taking Sir Francis, the 560 crew and all the gold with her. Thirteen other ships of the fleet were also lost.

The only survivors from the flagship were two Moors who jumped overboard just before she sank. Sir Francis's body was washed ashore the next day and returned to England for burial.

The loss of the vast fortune was a devastating blow to England and the nation teetered on the brink of bankruptcy.

The King's ministers set up the Bank of England and borrowed from it to remain solvent, thus laying the foundations for the modern monetary system.

Without the gold bribe, the fickle Duke of Savoy joined forces with France's Louis XIV, and the War of the League of Augsburg ended in bloody stalemate, marking a shift in the balance of power in Europe. Some historians believe the loss of the ship and the Duke's forces, doomed the British Empire and led to our loss of America in the War of Independence less than a century later.

Details of the disaster were well documented and a location for the wreck given at a board of inquiry set up by the Royal Navy. But the Sussex was somewhere in a 400 square-mile area and lay more than half a mile under the sea.

An American company, Odyssey Marine Exploration, spent nine years and £2.5million researching archives and then searching for the wreck.

In 1998, the explorers obtained approval to conduct under water searches from the Ministry of Defence which, under maritime law, still owns the ship.

The thrashed out a unique deal which involves both the British government and that of Spain, in whose territorial waters the wreck lies.

Having discovered the Sussex's location-which remains a closely guarded commercial secret – Odyssey's archaeological platform has now been sent in to start recovery operations.

Proceeds will be split on a sliding scale, with the Government getting 20 per cent of the first, £30million recovered, 50 per cent from £30million to £300million and 60 per cent of anything above that.

Odyssey Marine Exploration co-founder Greg Stemm said: 'We have waited a long time to get started on this project. We believe it will serve as a model for private sector and government co-operation in future underwater exploration.'

Taken from the Daily Mail, 17 December 2005.

Submitted by Mick G3LIK

See Also:

[www.andalucia.com/history/htmsussex.htm](http://www.andalucia.com/history/htmsussex.htm)

[www.shipwreck.net/pr44.html](http://www.shipwreck.net/pr44.html)

### **LINCOLNSHIRE AIR WARS 39/45. (part 25)**

On the 5<sup>th</sup> June, a Lightning crashed ½ mile south-east of Rothwell, and the pilot Sec. Lt. J. D. Dempsey was killed.

On the evening of the 7<sup>th</sup> June, a Mustang crashed two miles south of Barton-on-Humber, the pilot, Sec. Lt. J. W. Mullins was killed, and on the 28<sup>th</sup> June a Lightning dived into a field 11/2 miles south-west of Thornton Abbey. The pilot was on a training flight from the Goxhill base.

Mr. Ken Aitken of Holton-Le-Clay, Grimsby, was on leave whilst training to be a navigator, and he heard of an aircraft which had crashed at Great Coates, in a field near the river Haven. He saw the twin booms and tail unit of a P-28 stuck out of the ground, and the Grimsby Fire Brigade were in attendance. Mr. Aitken states, "The story was that the pilot was 'buzzing' a local girl friend and struck overhead cables before going in." The unfortunate pilot was Sec. Lt. A. E. Miner, and his aircraft crashed at 09.07 on the 5<sup>th</sup> July, 1944.

Two Thunderbolts were chasing each other when one caught some high elm trees, near Horkstow Hall, and dived straight into a nearby field. The tops of the trees where they were struck still remain dead. Last winter I picked up an oil pipe from the aircraft, which was swinging in the breeze on a barbed wire fence, placed there by a tractor driver. First Lt. R. F. Murray was the pilot of the thunderbolt and was killed at 17.55, on the 24<sup>th</sup> July, 1944.

A B-17F belly landed at Waltham during this period, and No. 58 M.U. went to salvage the aircraft, which carried large white letters D-WF. It had flown with the 91<sup>st</sup> from Bassingbourn, and was returning from operations when it was the victim of a rocket attack and just made it back across the North Sea. Another B-17F had a very lucky escape when it crashed ½ mile south-east of Spalding. The pilot succeeded in crashlanding the aircraft after a violent pullout from a dive 24,000ft. to 9,000ft. after oxygen failure to the waist gunner. The aircraft was from Thurleigh, 367 Bomb Squadron, of 306 Bomb Group.

On the 25<sup>th</sup> July, 1944, with a light wind and calm sea, Skegness Lifeboat was launched to go to a crashed Lancaster, 8 miles from Skegness. The lifeboat salvaged some gear. The same month a fully loaded Lancaster (squadron unknown) flew into the ground at Fenton Bombing Range. On 27<sup>th</sup> August Lancaster III, Serial No. W5005 of No. 550 Squadron, North

Killingholme. crashed in the Humber at low tide, one mile from Killingholme Haven. The following day Lancaster 1, Serial No. W4790 of No. 1 L.F.S. overshot and crashed at Hemswell.

Skegness Lifeboat log records on the 2<sup>nd</sup> September, the fact that a Wellington was down in the sea, 53'N, 22'E, the wind south-east, strong and sea choppy, but no service. On the 18<sup>th</sup> September, No. 58 M.U. personnel were down at Crowle Waste, near Crowle, recovering a Spitfire VB.

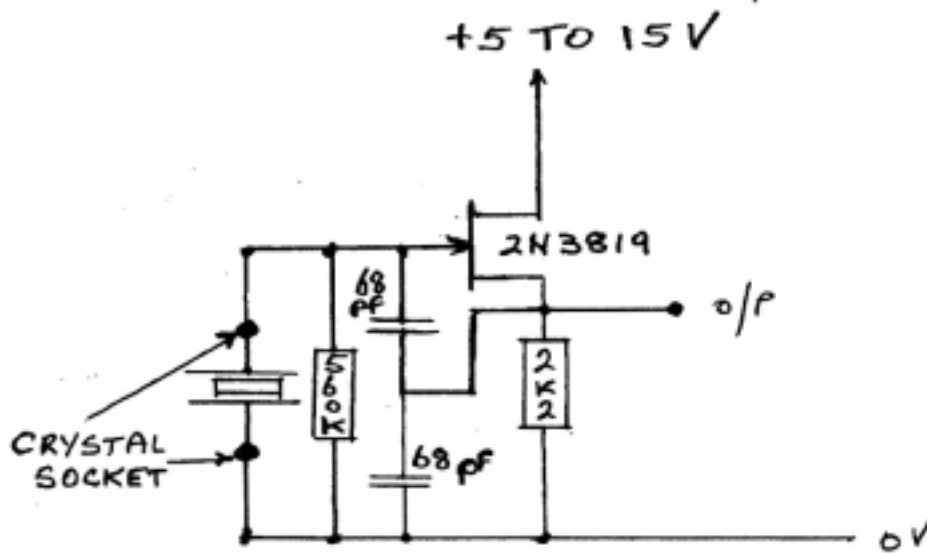
The Chief Constable of Lincolnshire records the fact that the first V.1 Flying Bomb came over the County on the 18<sup>th</sup>/19<sup>th</sup> September. The bomb was observed and timed as crossing the coast at 04.13 on the 19<sup>th</sup> September, and it fell and exploded in a potato field at Tanvats, Metheringham Fen, at 04.20. The distance is approximately 28 miles and the timing gave a speed of 250/260 m.p.h. Damage was slight – a few farm houses had their windows broken and a crater 6ft. deep by 25ft. in diameter was made in the field. Approximately one acre of potatoes were spoilt.

On the 14<sup>th</sup> October, Lancaster 1, Serial No. LL956, No. 625 Squadron, Kelstern, crashed in flames at Bradley's Farm, Little Grimsby. On the same day, a Lancaster ditched in the sea near Skegness, and the crew was saved. The aircraft was a Mark 1, Serial No. ME788, from No. 12 Squadron, at Wickenby.

On the night of Friday, 20<sup>th</sup> October, 1944, Mr. D. Panshaw, of Wellingore, who was a boy of ten at that time, and lived at Stainton-by-Langworth, 3 miles east of Scothern, told me about a crash near his home. "On that night I was awakened by the noise of engines and people shouting. I looked out of the window and sat intrigued at the commotion. Fire appliances and helpers were putting out several small fires and then I realised an aeroplane had crashed in our field. The aircraft had broken in half, the forward section skidding across the grass and coming to rest 100yds. from the bottom of our garden, the rear end, shorter than the front section, had gone across on the opposite side of the field. A wing was torn away, the wheel which was ripped off in the crash, struck the ground on the edge of a pond, leaving an imprint 12-18" deep. The wheel then cleared another field coming to rest two fields away. All this happened in the early morning darkness and though the crash woke up most of the small village, no one in our house, which was nearest to the crash, was disturbed."

To be continued - John 2E1COC

## Kis type crystal-checking jig



This crystal-checking jig fully deserves the 'kis' (keep it simple) classification.

The total component count is five, not including the crystal holders and crystals; these will depend on the users requirements

I do not think any description is required; the photo's and circuit is all that is needed. Crystals from 1Mhz to 20Mhz can be tested. To couple the jig to the counter I use a 10x oscilloscope probe for convenience, but a short piece of coax should do as long as the counter has high impedance input.

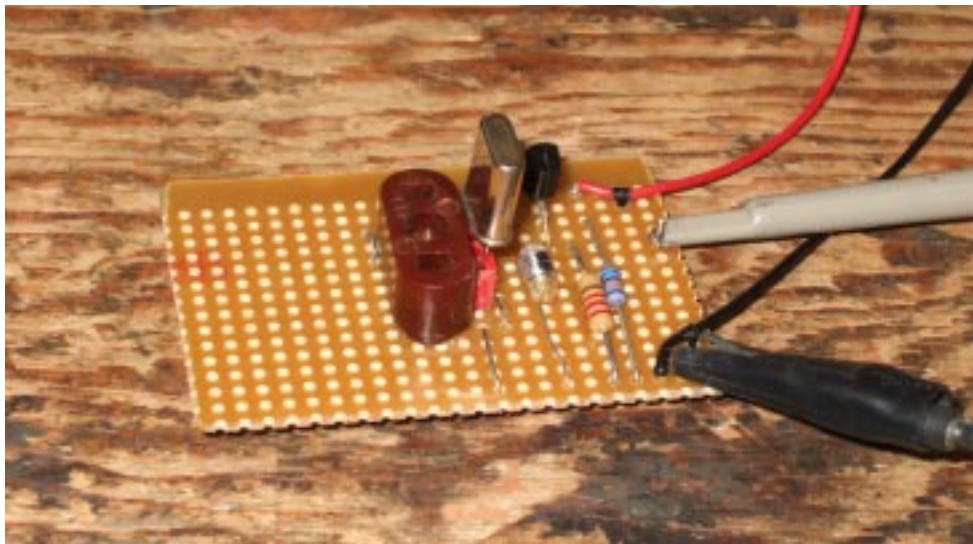
Now get checking that box of crystals that's been gathering dust!

Ken G4BQV.

Kis type crystal-checking jig



HC18/u Crystal being checked



Crystal jig with HC18/u crystal, HC6/u holder alongside

## **SEARCH FOR ENDURANCE.**

Ninety years ago the polar exploration ship Endurance was crushed by ice and went to the bottom of the Weddell Sea. It was a gut-wrenching moment and left her crew fighting for survival in the frozen wastes of Antarctica.

Thanks to an astonishing rescue effort by the expedition's leader, Ernest Shackleton, his motley team of sailors and scientists eventually escaped with their lives.

Now the sailing ship's namesake, the ice patrol vessel HMS Endurance, will mark the anniversary by playing a key role in a remarkable search mission beneath the icy waters of the far south.

The Royal Navy's distinctive 'Red Plum' will help researchers look for the wreck of a Swedish ship that sank 12 years earlier. If their quest is successful, it will lead to a more ambitious effort to locate the remains of Shackleton's Endurance.

The Swedish vessel Antarctic was abandoned in 1903 as she, too, was crushed by ice.

A young seaman died but the rest of her crew saw out the winter on nearby Paulet Island.

In January, Portsmouth-based HMS Endurance will use state-of-the-art underwater surveying gear to search for the wreck in 350 metres of water. Leading the operation is David Mearns of Midhurst-based Blue Water Recoveries, which found the wreck of Second World War battleship HMS Hood and re-located her foe the Bismarck.

He has scoured original log books and diaries to pinpoint the Antarctic's approximate location, 25 miles off Paulet Island. 'She was a famous ship from the heroic age of polar exploration. It would be a fantastic achievement to locate her.' He said. 'I think we have got a fair shot of finding her, but it depends on the ice.'

'HMS Endurance will be doing a lot of other things at the same time and we are not top priority in their list, but everyone is very excited.' 'The main objective is to locate the original Endurance in 2007.'

Captain Nick Lambert, commanding officer of the current ship, said the Swedish expedition was 'an epic adventure' which inspired Shackleton and his men 12 years later. 'Ninety years after the foundering of our namesake we are proud to be continuing the UK's efforts in understanding and preserving the unique Antarctic environment.'

Mick Puttick G3LIK

See Also:

[www.visitandlearn.co.uk](http://www.visitandlearn.co.uk)

<http://www.royal-navy.mod.uk/s>

## Christmas Meals

With another year over Simon & I wish everyone a Happy New Year.

Both the HDARC Christmas meals went well with lots of positive feedback, which I like to hear. The service we had was excellent. The manager was on hand to supervise. The food was well presented and plentiful and in some cases too much. We had 24 people in attendance for lunch and 26 for the dinner. It was nice to see some of the clubs newer members and their partners. Some photos taken are on page 14. For those of you that have supported the clubs dinner each year and were not available to attend this year you were missed by all. Fred G1TDQ was taken into hospital the week before Christmas so both he and his daughter Kathryn missed this annual event. Fred was discharged just in time for Christmas, I am sure that all who know him wish him a speedy recovery. The proceeds from the Raffles did well. Thank you to all who supported this.

The Club's Journal, now gone bimonthly and because you are reading the February/March issue, I need to let you know the proposed dates for this year's Social Calendar .It is imperative that you check your diaries and let me know a.s.a.p. if you want your names included for any of the events before it is too late. There will not be as many chances for me to provide you with up to date reports unless I see you at club meetings. Not only do I need to confirm the dates booked, with deposits etc, but to be able to work out final costs for you. For the coach outing it works out cheaper if we book a larger coach.

### **FORTHCOMING EVENTS**

**SKITTLES NIGHT** Thursday 27<sup>th</sup> April at the Kings Head, Wickham Square from 1845hrs – cost per head with basket meal is £9.75. Contact Julia for menu choices and order form on 02392-785568. Payment is required at the time of booking. Deposit to Kings Head is non-returnable.

**COACH TRIP** to the Imperial War Museum, London has been booked for Sunday 21<sup>st</sup> May. The 49 seat coach will cost £16.00 per head. Entry to the museum is free, however two special exhibitions charge a separate entry fee with a discount given for groups of ten or more. There is disabled access to most areas. Café open all day and smaller coach will be £20.00 per head. Contact family and friends now as there isn't much time to collate details and the £5.00 deposit required per person for this outing. The coach will depart from Locks Heath shopping centre at approx. 0720hrs and pick-up at the usual stops, to arrive at the museum for the 1000hrs opening time. Departure time from the museum will be confirmed later. Please let Julia know A.S.A.P. if you want any seats reserved.

The proposed date for the annual BBQ at Denmead is on Saturday 22nd July.

Submitted by Julia GOIUY

H.D.A.R.C. Christmas meal pictures by Julia G0IU Y



Club Members at the lunchtime Christmas meal



Club Members at the Evening Christmas meal

## **CHRISTMAS THEN AND NOW**

---

A neighbour of ours spent all Christmas preparing for it for his two children. One has just joined the juniors and the other is in the infants school. Now both grand parents live close by , and dad has a brother and mum has a sister, and all live local. Dad said Christmas Eve he had instruction leaflets and batteries coming from all directions.

So he made Father Christmas footprints from plywood (larger 'cos he is a big man carrying massive sack ) in the ground plus two sleigh runner marks and divots of reindeer foot prints. Then to cap it all he buried £1 coins and some small metal bells that had fallen off the reindeers reins around the area as well. So amongst the presents were two metal detectors naturally.

Quite a bit different from my days 73yrs ago with a pair of wooden stilts that dad made, and some had less than that.

Submitted by Les G0UHM

---

## **MEMORIES OF THE PAST**

Simon and myself keep in touch with Grace Cosh who lives a little further up our road. She is the widow of the late George Cosh G4YHX who died 11 yrs ago. George was a long standing and active member of the HDARC, he particularly enjoyed being involved in construction, within the Amateur Radio and Electronics Industry. Some of his many projects included a TV which he built as a small boy, then a Broadcast Station Set etc. He was always there within the club to help those who were new to the hobby and work with anyone who needed advice. He attended the construction nights held at the home QTH of Dave G4TST .Grace has asked us to send best wishes to those of you who remember George on his behalf, especially Fred G1TDQ.

Submitted by Julia G0IU Y

Remembering a forgotten radio pioneer:  
Marshfield to mark anniversary of historic broadcast.

By SHAMUS McGILLICUDDY

The Patriot Ledger.

He is the forgotten pioneer. Yet anyone who has ever tuned a radio dial has experienced Reginald Aubrey Fessenden's legacy.

A Canadian-born scientist and inventor, Fessenden is said to be the first man to make a radio broadcast. And he made that broadcast from Marshfield.

"People first envisioned radio as a way of communicating, - point to point communications," said Edward Perry, owner of Marshfield radio station WATD.

"What Fessenden did was he demonstrated that you could entertain people with it."

"He's a forgotten hero," said Dave Riley of Marshfield, a ham – or amateur – radio enthusiast. "He gave us most of what we have today (in radio)."

Next month begins the 100<sup>th</sup> anniversary of one of the most important years in radio and communications history.

Fessenden's legacy in Marshfield began in 1905 when he and his associates came to Brant Rock and built a 400-foot radio tower in what is today the Blackman's Point trailer park and campground. He arranged the construction of a second tower in Macrihanish, Scotland.

The towers were completed within a few months, and on Jan.2, 1906, Fessenden recorded his first historic moment. He made the first two-way radio communication across the Atlantic Ocean by transmitting Morse code signals between Marshfield and Scotland, and by the end of that year, used radio waves to broadcast music.

Now, 100 years later, people in Marshfield are preparing to celebrate the anniversary of Fessenden's pioneering year of radio in Marshfield.

Riley and several other locals have restored the masonry base of Fessenden's radio tower, which was torn down in 1912.

They have a dedication planned at the tower's base in Blackman's Point at 1pm. on Saturday.

And on Jan.2, Riley and hundreds of other ham radio operators across the world will transmit Morse code signals to each other to mark the anniversary of the first two-way transatlantic communication. Specifically, he will send a message to radio enthusiasts gathered in Macrihanish.

Others in town are talking about a summer celebration to mark the year. Perry and Robert Demers of the Marshfield Historical Society said the town will form a committee to plan an event.

Until that two-way radio transmission on Jan.2, the signals had been sent only one-way by Guglielmo Marconi.

Fessenden continued to experiment with radio throughout the year. In November, while sending Morse code signals to Scotland, he accidentally transmitted his voice as well, becoming the first person to transmit voice across the Atlantic.

But late in 1906 a storm destroyed the tower in Scotland.

Riley said this dashed the hopes of Fessenden's fledgling company, the National Electric Signaling Company, which intended to sell his technology based on demonstrations of the two-way communication.

Then Fessenden decided to try something else. U.S. Navy vessels and ships of the United Fruit Company had been equipped with radio equipment Fessenden had built. The equipment had been used only point-to-point Morse code communications.

The day before Christmas Eve 1906, Fessenden sent a message to those ships, telling them to listen for a message on Christmas Eve. They were surprised when they heard Fessenden's voice. "All the shipboard operators were astonished when they heard this coming over their radio instead of the beep beep beep (of Morse code)," Perry said. Fessenden began his legendary broadcast with a brief introduction about what he planned to do. Then he played a phonograph record of George Frideric Handel's "Largo." He followed that with his own violin solo, playing "O Holy Night." He read some passages from the Bible, wished his listeners a merry Christmas and signed off for the evening.

Ships reported hearing him up and down the Atlantic coast, as far south as the Caribbean. Perry said Fessenden's broadcast was historic. "We think it was Fessenden that laid the groundwork for radio to become a broadcast medium rather than point-to-point communication. We see him as the founder of entertainment radio communications." Perry said it took another 15 years for the radio entertainment industry to get going with the country's first commercial radio station, KDK in Pittsburgh. "But Fessenden was at the beginning of this thing," Perry said.

Unfortunately, Fessenden's Pittsburgh-based investors were not interested in transmitting voices and music. As the radio entertainment industry exploded in the 1920s, Fessenden's legacy was forgotten.

It wasn't until 1928 that he won \$500,000 in a lawsuit over some of the patents he had lost to his investors. Riley said he wants to mark the centennial because he hopes Fessenden's inventiveness will inspire other aspiring technological pioneers in the area. He also wants Fessenden to get the credit he is due. Many historians remember Marconi has the father of radio. "He never really got the credit I think he deserves," Demers agreed.

Shamus McGillicuddy may be reached at [smcgillicuddy@ledger.com](mailto:smcgillicuddy@ledger.com).

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I applied for copyright clearance by e-mail and received the following e-mail Ed-Di-Da

From: Evemcarthur@aol.com  
To: tractor@clara.co.uk  
Sent: 16 December 2005 09:41  
Subject: Re: Fw: Copyright clearance

Yes certainly.

There's also BBC coverage.. films etc of us at site but not sure the date it will be aired. Should also be article in PW and read out on RSGB news.

If you want more info on Fessenden just "google" Fessenden Brant Rock and also Fessenden Machrihanish. Dave AA1A also has excellent site with photos etc.

Feel Free.

Cheers and Merry Xmas.

Duncan McArthur GM3TNT

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### **PALMERSTON Folly's**

An interesting talk by Bruce Nicolls was given to the club on Tuesday 22nd November on the history of the Fortifications about the Portsmouth area.

The history attached to the forts proved very interesting and made a lot of the members think about the use of the forts and brought the knowledge of them right up to date.

If anyone missed the talk, they should find out from Bruce when he is next giving the talk and try to go and see/listen to it, you will find it very educational.

Mick Puttick G3LIK



The Editor,  
HDARC Journal

I received my copy of the December/January edition of the journal today and was dismayed to see an attack aimed at the RSGB by the editor. Reading the article again I'm not sure whether this missive was written on behalf of the Horndean and District ARC or the Military Wireless ARS.

While the lack of a reply from "the RSGB" cannot be condoned I wonder to whom at "the RSGB" the emails were addressed? Usually an email addressed to the General Manager results in a reply. Was the local Deputy Regional Manager Paul Stead G0VEP or Ivan Rosevear G3GKC the retiring Regional Manager contacted about your concerns? This organisation is set in place to try and take the pressure off the administration staff at Potters Bar who receive hundreds of emails and letters each day.

The practice of sending out reminders some weeks in advance is standard accounting practice but it doesn't mean the subscriptions have to be paid 6 or so weeks in advance. If members wish to do so then all the better as it gets the problem out of the way for a further year but there is no requirement for an early payment.

Incidentally has a complaint been sent to Ofcom about their practice of sending out licence reminders 6 weeks before they are due?

The decision to send a RSGB Yearbook (this was not mentioned) to Affiliated Societies instead of a monthly RadCom was a commercial decision made by the Board. Of the almost 200 Affiliated Societies only 10 have actually objected to the change. While all RSGB members receive a copy of RadCom not all purchase a copy of the Yearbook which contains much more information than can possibly be printed in RadCom. Thus the Affiliated Society is getting more for their money.

It is perhaps also important to point out that participation in the AFS, Field Days and 80 metre Club Contests is dependant on affiliation to the RSGB.

It is interesting to note that of the ten Societies that objected to the change the contact person was not actually a member of the RSGB and was therefore in danger of losing the opportunity of reading the RadCom for free.

73 and enjoy the holiday season.

Colin, G3PSM

Spectrum Director Radio Society of Great Britain

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The report in last month's Journal about the poor performance of the R.S.G.B. and this 'letter to the Editor' refers to the Military Wireless Amateur Radio Club and has nothing to do whatsoever with the Horndean & District Amateur Radio Club.

## **BILL GATES V GENERAL MOTORS**

I recently received from New Zealand the following:-

At a recent computer expo (COMDEX) Bill Gates reportedly compared the computer industry with the Auto industry and stated “If GM had kept up with technology like the computer industry has, we would all be driving 25 dollar cars that got 1000 miles a gallon.”

In response to Bill’s comments, General Motors issued a press release stating:-  
If GM had developed technology like Microsoft, we would all be driving cars with the following characteristics.

1. For no reason whatsoever your car would crash twice a day.
2. Every time you repainted the lines in the road, you would have to buy a new car.
3. Occasionally, your car would die on the freeway for no reason. You would have to pull to the side of the road, close all of the windows, shut off the car, re-start it, and re-open the windows before you could continue. For some reason, you would simply accept this.
4. Occasionally, executing a manoeuvre such as a left turn would cause your car to shut down and refuse to start. In which case you would have to re-install the engine.
5. Macintosh would make a car that was powered by the sun, was reliable, five times as fast and twice as easy to drive – but would run on only 5% of the roads.
6. The oil, water temperature, and alternator warning lights would all be replaced by a single “This car has performed an illegal operation and will shut down immediately” warning system.
7. The air bag system would ask ‘Are you sure?’ before deploying.
8. Occasionally, for no reason whatsoever, your car would lock you out and refuse to let you in until you simultaneously lifted the door handle, turned the key and grabbed hold of the radio antenna.
9. Every time a new car was introduced, car buyers would have to learn how to drive all over again because none of the controls would operate in the same manner as the old car.
10. You would have to press the ‘Start’ button to turn the engine off.

Submitted by Frank SWL.

## **Try a new Hobby?**

Here is a short introduction to a fascinating hobby of researching your family history. However, to make it of manageable size for the journal all aspects of the subject cannot be covered. It is also pointed out that what is printed here covers England and Wales only as Scotland and Ireland differ in many respects. So, Alex up there in “bonny Scotland” there is no point you reading this article. Before you start on this new hobby it should be pointed out that it could be as addictive as smoking.

The best way to start Family History is to begin with the person you know the most about, i.e. yourself, so make this the starting point. Too many people start with someone with a famous name, similar to theirs because of some half forgotten story they heard in their youth. This is not recommended as you may well finish up researching someone else’s family.

Start with what is known, and then work back in time. This really is the most fundamental rule of Family History. From your own birth certificate, you can find out, in the majority of cases, both your parents’ names, and what your mother was called before the marriage to your father. This is what surprises many of us who made Junior NCOs or further, that we were not illegitimate after all. Occasionally the father’s name is missing and that is when problems can start.

For those fortunate enough to have elderly relatives still alive the advice is to ask them all about cousins, aunts, grandparents, and anything else they can remember. If any of the avenues of research seem to be closed and they don’t want to talk about a branch you know about, don’t push it, what we accept these days even just 20 years ago was shameful, and something not to be talked about. Also try and persuade them to let you copy their collection of certificates, after all these are the building blocks. When looking at certificates, always make a note of anyone else mentioned on it, be they witnesses at a wedding, or death. They are often known to the people concerned in the main event of the certificate, and may even be related to the individual/s concerned, although sometimes at first this is not obvious. Then later you can add what you have found out to your notes about the certificate.

The real jackpot as far as family history is concerned is the family Bible. There were often sections in these for births, marriages and deaths to be recorded. If one of these has survived in your family you are a lucky individual. Even so try to confirm any dates in the Bible by using the indexes to the BMD certificates and if it goes back far enough, parish records.

BMD as the Births, Marriage & Deaths are known had to be registered as from 1<sup>st</sup>

July 1837, and so in theory it should be fairly easy to get back this far. The trouble is that sometimes you will probably buy a certificate, and later realize from something else this isn't one of yours. Keep a log or diary of all your research, and put in this why you bought one certificate, and not another.

Index's to the BMB are available at a lot of libraries and family history societies these days and for a fee from websites. The index's are hefty books at the Family Records Centre at Myddleton Street, London EC1R 1UW, formerly Somerset House, and St. Catherine's, but when available in local libraries are on fiche. The fiches like the originals from 1837 to 1983 are in quarters, and from 1984 are annually. The quarters are Jan to Mar, Apr to Jun, Jul to Sep, and Oct to Dec. When searching these always have a little routine, and keep to it, also make a record of what is searched for e.g. Horndean & Horndean. This will save having to repeat searches.

Before the certifications, incidentally this is not what BC stands for, there are the church registers, and It is from these that we can really get back in time, or not as the case may be. They in theory started in 1538 but not many places will have a continuous run from that date. There are guides to what are available and some wonderful Record Societies have indexed some of the records from their area and are continuing to do so now.

It is also recommended to join a family history society near where you live, and if you can attend meetings, this is a bonus. There you will find experts in all sorts of fields, and have had a large number of different occupations. Another advantage from joining a FHS is that they often have guest speakers, a quarterly magazine, and like minded people who whilst look to the novice like experts, are often self-taught in various researching skills, which they are willing to share. Many of the Societies are County based, but there are Societies that are devoted to the study of one-name.

There are plenty of books on the FH subject these days and a trip to the local library is recommended, to see what they have, also a trip to the local bookshop may give you some idea of what is for sale. This is another advantage of joining a local family history society, as many of them have their own book-stall with many well researched publications on offer, quite often, some very reasonable cheap one subject guides. There are a number of magazines that are available nationally and published at various intervals, these are on top of the Family History Societies magazines. Some of these may be available at your library as well. One that is recommended for starters is "Practical Family History" and this is monthly. There is also "Your Family Tree" and for the amateur rather than the professional.

The census can also be a very useful guide as to who lived where and when. These have been carried out every ten years ever since 1801, but nothing, or very little, of

the early records have survived and so for most places as far as family historians are concerned they start at 1841, and then 1851, 1861, 1871, 1881, 1891, & 1901 are at present available. Many of these have been indexed for various counties, and one the 1881 were put onto computer by many volunteers organised by the Church of the Latter Day Saints. They have also sold this as a very inexpensive set of CD's. The authorities that have put the 1901 onto computer charge for access to it.

The census is quite often available at various libraries for the different counties of England & Wales, and also at the Family Record Centre for the whole country. Quite often family history societies have done indexes for their area, and these are sometime street indexes or if you are really lucky by names. From the census and using the BMD certificates, it is often possible to trace ancestors and their families, and this I have managed to do in a few cases and very rewarding it is. Remember what was said at the beginning of this article it can be an addictive hobby so think carefully before you start down this road.

Submitted by Doug G4BEQ.

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QUOTATION FROM JOHN GIOHWO –

THIS IS MY CONTRIBUTION FOR THE YEAR.

NEVER ARGUE WITH AN IDIOT BECAUSE THEY DRAG YOU DOWN  
TO THEIR LEVEL AND BEAT YOU WITH THEIR EXPERIENCE.

SUBMITTED BY MIKE G4PRG.

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**“Taffy” Meredith M. Lewis MW0DFR — Silent Key.**

Taffy will be remembered by many members of the Club as the happy go lucky Welshman who would help anybody. A Model Maker at Plessey (West Leigh) by trade he was involved in many hobbies besides Amateur Radio. He was an avid builder of Radio controlled model aircraft both power and gliders also boats and cars, and built much of his own radio equipment both for Amateur Radio and Radio Control.

Taffy moved back to his beloved Wales some years ago but he kept in touch with Arthur G0JRN who received the sad news at Christmas.

Peter G8PIQ

## CLUB NEWS/DIARY Compiled by Stuart G0FYX

### News of club members

Welcome to new member M3LDQ, Lee Paddon, of 21 Oak Park Drive, Havant, PO9 2XE. Lee is the grandson of Mike G4PRG, and we are very pleased to have you as a club member, and it's great to hear you on the club's 2 metre net.

M3CZB (Matt) has now moved to 60 Chesterfield Road, Copnor, Portsmouth PO3 6LZ. He is very busy at college, so is not yet back on the air.

In the RSGB Club Calls contest held on November 12th 2004, Richard G3AAT and Stuart G0FYX activated the club callsign G4FBS making 48 contacts, and submitted an entry of 909 points.

The raffle for the book 'Amateur Radio—The first 100 years' was won by Len G7GNA.

### Diary

Tuesday February 7th Natter night

Saturday February 18th Guides Thinking Day Station, Shedfield, GB2HEG

Tuesday February 28th Bring-and-buy sale.

Tuesday March 7th Natter night

Tuesday March 28th Talk + demo on Tesla Coils by Paul McKee G4EGJ

### This 'n that

On December 1st, at the scout hut in Padnell Avenue, G3AAT, G0IEY, G0IUY and G0FYX gave a short demonstration of amateur radio to 15 of the 1st Cowplain Scouts troop who have been working towards their Radio Communicator badge, and some of whom had built their own morse oscillators. A short RSGB video was shown, then G3AAT demonstrated voice patterns, and AM & FM modulation on an oscilloscope, G0IEY and G0IUY gave the scouts an opportunity to send CW on a morse oscillator and to get to know Q codes, and G0FYX activated a 2M FM station GX4FBS/P and thanks club members who gave their time to talk on the air individually to all of the scouts present, and to Pete G8PIQ for making, at short notice, a 'slim jim' antenna. The evening went well and a good PR exercise, for which we were thanked.

A reminder about the club awards. Outline rules are given on the back page of each issue of the journal. Full rules available from Dick G0RPX or G0FYX.

The 2006 series of RSGB Club Championship contests starts on February 6th. Each month, up to and including July, there is a CW, SSB and Data contest. All take place on 80M and last 1½ hours, all from 8pm-9.30pm **clock time**.

February 6th SSB, 15th Data, 23rd CW; March 6th Data, 15th CW, 23rd SSB.

Please take part, and then let Stuart have your entry as soon as possible after.

## HORNDEAN & DISTRICT A.R.C. INFORMATION PAGES

### Club Officers:

**Chairman** : Ken GØJWL (023-9261-2687), klgØjwl@msn.com

**Secretary** : Stuart GØFYX (023-9247-2846), gØfyx@msn.com

**Treasurer** : Simon GØIEY (023-9278-5568).

(Simon is also the Membership Secretary)

### Committee Members:

Julia GØIUY (023-9278-5568), (Social secretary)

Richard G3AAT (023-9247-5077), g3aat@yahoo.co.uk (Technical manager)

Dave M1SKA (023-9234-6775), dave.sp@ntlworld.com (Special event manager)

John 2E1COC (023-9225-0463), tractor@clara.co.uk (Journal Editor)

**Club Callsigns:** G4FBS held by G3AAT, G6RST by G1TDQ.

**Club Website** (maintained by Terry GØATG and Trevor G4UXJ)

<http://www.qsl.net/g4fbs>

**Club meets** at Lovedean Village Hall, 160 Lovedean Lane, Lovedean, Hants PO8 9SF, on the 1st and 4th Tuesday each month, from 7.30 pm. GØFYX has a set of keys.

**Club Nets** (all times are local clock times, and frequencies are +/- QRM etc)

Sunday – 09:00 CW followed at 09:30 by SSB. Both on 1925 kHz.

Net controllers: CW Ray G3IFF;

SSB Stuart GØFYX

Sunday – 14:00 SSB on 21237 or 21315 kHz. Continues until about 16:30

Net controller: Ken GØJWL

Sunday – 19:00 FM 433.450 MHz

Net controller: Jack G8BLH

Monday – 19:30 SSB 1925 kHz, continues for about 30 minutes

Net controller: Stuart GØFYX

Wednesday—19:30 FM 145.375 MHz, continues for about 30 mins

Net controller: Fred G1TDQ operating with the club call G6RST.

**AWARDS** - full details from Dick GØRPX (023-9264-7091) (Awards manager). It should be noted that log extracts are needed. All awards also applicable to SWLs.

**The Horndean & District Amateur Radio Club Award.** Certificates for HF, and/or VHF/UHF. Open also to non-members of the club. Club callsigns (or Special event callsigns used by HDARC) count 2 points. Club member contacts (no dupes) each count 1 point. You need 10 points HF, or 15 points VHF/UHF.

**The Mike Matthews Award** for proficiency in CW. Only open to HDARC members. 50 different CW contacts required, of which at least 10 must be with HDARC members. Awarded twice a year. Qualifying periods are August 1st to January 31st, and February 1st to July 31st.

**The HDARC Trophy.** Awarded at the AGM. Only open to HDARC members. Qualifying period is October 1st to next September 30th. Work any stations, the last letter of whose callsign makes phrase set for the year (chosen by the previous winner). This year: **HORNDEAN JOURNAL GIVES DETAILS OF AWARDS GET QRV AND NOT QRX** (50 contacts)

**The Harold Newton Award** (commemorating the late G6VBH, member of HDARC). Awarded by the committee (who are ineligible for it), to the club member whose actions, in their opinion, have contributed most to the club in the past year. Awarded at the AGM.

**The John Taylor-Cram Scribe Award,** awarded to the person contributing the most own copy to the club's bi-monthly journal. Presented at the AGM each year.

**The Alex Johnsen Marconi Award.** Only open to HDARC members. 50 different HF SSB contacts required, of which at least 10 with HDARC members, and must include a contact with Alex GMODHZ. Awarded twice a year. Qualifying periods are January 1st to June 30th and July 1st to December 31st.

**Club membership:** Joining fee of £2, then annual UK subscription £12, (Europe and Rest of world prices—please enquire) payable on November 1st. If not paid by the following January 31st, membership is ended.

The content of any letter or article published in this journal does not necessarily reflect HDARC policy. Items submitted may be edited for grammar, length and/or clarity.