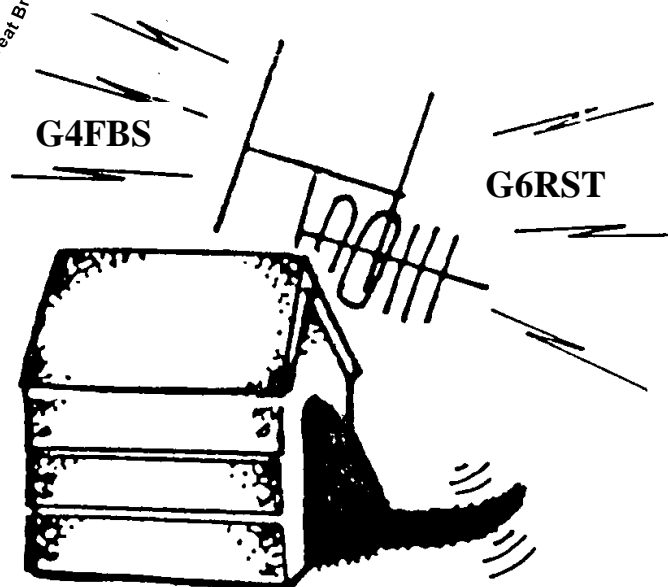


90p



HORNDEAN & DISTRICT AMATEUR RADIO CLUB JOURNAL

**April & May
2006**

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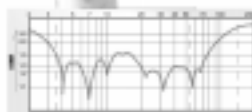
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**HORNDEAN & DISTRICT
AMATEUR RADIO CLUB**

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April & May 2006

EDITORIAL

Spring is in the air so it's press on into what I hope is a lovely spring and summer for us all to being outdoors. I am sure you all have some outdoor activity you enjoy doing as a rest to radio. So how about baring your soul and writing us an article on your 'other' hobby. My hobbies are sailing, collecting military vehicles, fire appliances, tractors and classic cars. I also read a lot and enjoy playing with our dogs. I serve on 6 committees and edit 2 newsletters – So now! What are your other hobbies? Please write in and let us know what and how you enjoy your other hobby. I will set the ball rolling by writing about one of mine – see page 6.

Vy 73s Ed-Di-Da.

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This 'n that

On Saturday February 18th, HDARC put together a station for the annual Guides Thinking-Day-On-The-Air at Shedfield using the call GB2HEG. G0FYX gave a demonstration of HF operating, enabling the 30 guides and 12 brownies to contact other guides around the country (New Forest, Essex, Angus, Chelmsford & Oxford). A morse key and oscillator were set up, and under the guidance of G3AAT, guides were able to practice their CW and to send to each other, some of it very good indeed. Thanks also go to G4BQV for the antenna setting-up (including tree-climbing) and to G0IEY for coax cable maintenance. Radio was only one of the activities for the day and we were thanked for our contribution.

The 2006 series of RSGB Club Championship contests continues. All take place on 80M and last 1½ hours, all from 8pm-9.30pm **clock time**.

April: 3rd CW, 12th SSB, 20th Data. May: 1st SSB, 10th Data, 18th CW.

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

I am pleased to report that we submitted our first Data entry in February, courtesy of Colin G3PSM.

It is planned to run a special event station GB2IKB to commemorate Brunel's 200th birth anniversary, but we do not have final details yet. We also plan to operate from the Royal Marines Museum at Eastney for the Museums Weekend in June using the call GB0RMM, so watch this space.

Submitted by Stuart G0FYX

IMPERIAL WAR MUSEUM

There are still some places on the coach for the outing to London on **21st May 2006**. Once the places have been filled with either the £5 deposit or the full sum of £16 then a reserve list will be kept.

I can now confirm that the coach will be departing from Locksheath Shopping Centre at 07-20 Hrs, and pick up at Fareham 'Old Courts' at 07-35 Hrs, Purbrook Church 07-45 Hrs, Hambledon Road, Waterlooville 07-48 Hrs, Rainbow Pub, Milton Road 07-50 Hrs and finally Merchistoun Hall, Horndean 08-00 Hrs. We will arrive at the museum at 10-30 Hrs. Due to restricted parking the coach cannot stay on site but will return to collect us later. Any belongings that you might need can be left I am advised with the staff securely.

Upon our arrival we are to gather inside by reception so that our group can be booked in. If at this time members of the party have decided that they would like to visit the two exhibits with separate entry fees, book your tour time with staff then. (A discount is available for these on groups of ten or more). I have printed some maps of the five floors showing the various exhibits, so you can look at these on board to help plan your tour. Photos are allowed in some areas, (disposable cameras are available from the shop).

The coach is returning to collect us at 16-30 Hrs for our return to Horndean at approximately 19-00 Hrs.

If anyone wants their name to be included in the outing then phone Julia (G0IUUY) on 02392785568.

HDARC BBQ

An important announcement on the club BBQ for this year is the revised date. Due to unforeseen circumstances the club's BBQ will now be held on **Saturday 29th July**, at the same location in Denmead, with thanks to Nancy and David (G4TST). The tickets are now available from Julia (G0IUUY) at the club, or Tel 02392785568. Remember this venue is limited in numbers so book your place/s now to avoid disappointment. The cost of the tickets are £5 per person, food is provided, just bring your own drink and chair.

Julia G0IUUY

HDARC CONSTRUCTORS AWARD.

Further to the discussions held at the AGM in October 2005 regarding the above mentioned award, the rules for obtaining these are:-

The Constructors Award will be open only to **HDARC** Club Members. There will be three levels for entry.

(a) **NOVICE.** A person who has not been involved in Consumer electronics, or in industry as part of their everyday work, or in electronics education at with exception of Radio Amateur Exams or at GCE/ GCSE level.

(b) **INTERMEDIATE.** A person who has been involved in Consumer electronics, as part of their everyday work, but has no qualifications with the exception of Radio Amateur Exams or at GCE/ GCSE level.

(c) **EXPERT.** A person who has been involved in electronics, in industry at design or development level as part of their everyday work, or in electronics education at higher level than Radio Amateur Exams or GCE/ GCSE level.

Projects either finished or under construction, together with a brief written description of the objectives of the project and operation if complete or stage of construction if not, and circuit diagram(s), components list, etc., must be submitted to the Awards Committee by the end of August in each year, together with a fully completed Official Entry Form.

As part of the Award structure the entrant will agree to any winning projects being published in the Club's Journal, this will include: brief written description of the objectives of the project and operation, circuit diagram(s), components list, etc., photographs and any improvements carried out.

(There will be no limit on the number of entries submitted per person, although each entry must be submitted with a separate entry form). Non winning entries may be entered in subsequent years.

A total of three judges will be chosen from club members who are them selves not participating for the awards in that year.

Projects may be Scratch built or from Kits.

Once the judges have agreed on the winning entry from each category, a presentation of the awards will be made at the Club's AGM. All entries will be awarded a certificate. Please note that whilst every possible care will be taken of projects submitted for entry, **HDARC** or its representatives will not be held responsible for any loss howsoever caused.

In the interest of self preservation of the Judges, **HDARC** reserve the right not to accept any project for entry into the competition which is judged/ found to be potentially dangerous.

Entry forms will be available Club meetings or from the HDARC Awards Committee.

Julia GOIUY

ONE OF MY OTHER HOBBIES

It started with my wife and I exhibiting at shows with a 1950's Austin A30 4 door saloon and two 1960's Austin A35 vans (one with side windows). At the time I was using a Rover (P4) 80 a 4 door saloon for every day transport. This vehicle was fitted with the standard Landrover 2-1/4 litre engine. I then went up market and got a Rover (P5) 3 litre. Another lovely car. We rallied these then I got my first military vehicle, a 1939 Morris Commercial CS8 GS. Lorry. This vehicle had been used in a film, painted red and black as a market gardener's lorry. A lot of ex-military vehicles were used in civil work after the War, it was all we had. I never did get the CS8 back to military and I never got to show it. A friend of mine had a 1944 Leyland Hippo GS lorry, which is a six wheel, 27' long, 10 ton pay-load vehicle, which suddenly lost its parking place so we did a swap. I had plenty of space in my business yard at Clanfield so off I went in the Hippo. The vehicle did 29-1/2 m.p.h. and 7-1/2 m.p.g. (diesel). A great vehicle with a crash gearbox, 24 volt starting, 12 volt lighting and easy to drive, but then I was an ex-bus driver. I took my first P.S.V. coach test in a Bedford and did my first P.S.V. trip on a private hire in a Bedford OB in wintertime. The demister on these was a little electric bar stuck on the window-screen. However back to the military vehicles – at about this time I bought a 1958 Borgward B2000A, a nine-seat personnel carrier ex-German army. A great vehicle but being a canvas roof meant that you could not lock it up. At this time I also had a VW 151 Trekka, ex post War German army. I have had three of these, again a canvas roof so although you could lock it up it was not secure.

I saw one of these advertised in Kent so I rang him up, The vendor would not take an offer and I could not afford the asking price. During the course of the conversation the vendor said he wanted a Landrover. My driver John had a Landrover truck/cab with a V8 engine. The vendor said he was interested so I gave John his phone number. They met in the car-park at the top of Reigate Hill. I was sitting in my office at home when in walks John, he threw some keys on to my desk and said "Here you are T/C the Trekka is outside on the drive, pay me when you can" What a man! From the Hippo I moved on to a 1955 Austin K9 radio truck. While rallying this a friend of mine Terry (who had a 1952 Commer Q4 Wireless repair vehicle) said the Aviation Museum at Southampton was losing some of its storage sheds down on the docks and one of the items to go was a 1952 Commer Q4 Airfield Control vehicle – so off I went and bought this. Now I had this vehicle 17 years, it was fitted with two penthouses and 2x36' wind-up masts. The inside was bare except for some cupboards and the mains electric in conduit. I fitted it out with 10 radios (ex-military ground to air and one W.S, No.19 H.P.) a 12 volt and a 24 volt charging system and a Clarke Scam 12 (a 40') compressed air operated mast.

We went to shows as far north as Warwick and used to go to France for a 10-day holiday nearly every year. At the time I was The Military Vehicle Trust Club Shop Manager so I took a lot of Club stock with me to Shows in a 16'four wheeled map making trailer. Then petrol got more and more pricey until at 5 m.p.g. I could only manage shows up to 30 miles each way. In the end I sold the Commer to the Aviation Museum at Newark-on-Trent. During this time I bought a 1952 Austin Champ GS (we had this for 15 years). Also during this time I swapped a British 1 ton cypher trailer for a 1952 Austin Champ GS in desert colour, with a museum in Scotland. I still have this vehicle. Having parted with the Commer I needed a radio truck partly because I am interested in military radios but also to use like a office when I am organising a show like the Overlord Show, D-Day Show etc. for the Military Vehicle Trust (I was Solent Show Secretary for 16 years) or open days for the Regular Army. I usually arrive at the army camp on the Tuesday before the weekend show. I sleep in my vehicle and eat in the Sergeants mess. In the past I have organized shows for the Regular Army at Pirbright, Minley, Chatham, Waterbeach and Thorney Island. Whoops!-back to the vehicles – I bought a 1956 Humber 1 ton radio truck. This still had all the fittings in the back and a penthouse for one side. I took out some of the radios and fitted what I wanted (I am still into army air corps ground to air) This vehicle is fitted with a Rolls Royce B60 petrol engine, runs on unleaded and does 7 M.P.G. (the Champ has the B40 Engine and does 14 M.P.G.) The Humber now has a Clarke Scam 12 (40') mast which goes up with compressed air) I am a bit big for this cab so am thinking of a change to something with more room, but there is not a lot of choice. While I am interested in the Army Air Corps I am also a collector of Helicopter spares and manuals (Does any-one want a new Wasp tail rotor for £70.00?). At this time I had two air field tractors, both Douglas with diesel engines and cabs, they can tow very heavy aircraft on tarmac and do up to 21M.P.H. on the road. I used to take one and with a 4 wheel missile trailer use it around the show on odd jobs, great fun. I have now sold these and am looking to get a County 1124, these are diesel and will do 25 M.P.H. At this time I had a Thornycroft Nubin Major Foam tender, this is an air field vehicle, six wheel ,V8 Cummins diesel and weighted 14-1/2 tons, I had this for a year and then bought an ex-Dorset Dodge 50 Major Incident Control Room, Which I hope to keep, For a while I also had a Dodge G13 de-mountable Major Incident Control Room ex Gloucestershire Fire Service , This was diesel with a Perkins V8.

To be continued. John 2E1COC.

Your turn – Ed-Di-Da.

HAMPSHIRE PLACES QUIZ

Just a bit of fun? For a change, this quiz is not radio based, all you have to do is name as many of these Hampshire locations as you can from the clues given below.

How ever before you start –there are no prizes

- 1 A good place for a Scottish gathering? _____
- 2 To discard a meadow? _____
- 3 More than 100? _____
- 4 A blow to the solar plexus? _____
- 5 A collection of naval vessels? _____
- 6 American General sails on local waters? _____
- 7 A circle of trees? _____
- 8 Mum's O.K.? _____
- 9 Request from a would be robber? _____
- 10 Non-drinker reaches his century? _____
- 11 Affection for the Cleric? _____
- 12 Advice from Steve Davies? _____
- 13 Dairy Dalsy is not so pretty? _____
- 14 One time sport of King's? _____
- 15 Why the first letter is missing? _____
- 16 Home of Gilbert White? _____
- 17 Famous Rat's Fortification? _____
- 18 Ex-Beatle could grow his oranges here? _____
- 19 Meadow owned by a midge? _____
- 20 Russian card game? _____

This was submltted by John G4WQZ.

John G4WQZ to give the answers to me for inclusion in our next issue -
Ed-Di-Da.

Copyright clearance given by Paul Smegs.

England expects...

“Order the signal, Hardy.”

“Aye, aye sir.”

“Hold on... that’s not what I dictated to the signal officer. What’s the meaning of this?”

“Sorry sir?”

“England expects every person to do his duty... regardless of race, gender, sexual orientation, religious persuasion, or disability... what gobbledygook is this?!”

“Admiralty policy, I’m afraid, sir. We had the devil’s own job getting ‘England’ past the censors, lest it be considered racist.”

“Gadzooks, Hardy... hand me my pipe and tobacco.”

“Sorry sir. All naval vessels have been designated smoke-free working environments.”

“In that case, break open the rum ration... let’s splice the mainbrace to steel the men before battle.”

“The rum ration has been abolished, Admiral. Its part of the Government’s policy on binge drinking.”

“Good heavens, Hardy! I suppose we’d better get on with it... full speed ahead!”

“I think you’ll find that there’s a 4 knot speed limit in this stretch of water.”

“Damm it man!! We are on the cusp of the greatest sea battle in history. We must advance with all dispatch. Report from the crow’s nest, please.”

“That won’t be possible, sir.”

“WHAT?”

“Health and Safety have closed the crow’s nest, sir... no harness... and they said that rope ladder doesn’t meet regulations. They won’t let anyone up there until a proper scaffolding’s been erected.”

“Then get me the ship’s carpenter without delay, Hardy.”

“He’s busy knocking up a wheelchair access to the fo’c’sle Admiral.”

“WHEELCHAIR ACCESS???? I’ve never heard anything so absurd.”

“Health and Safety again, sir. We have to provide a barrier-free environment for the differently abled.”

“Differently abled? I’ve only one arm and eye and I REFUSE even to hear mention of the word. I didn’t rise To the rank of Admiral by playing the disability cards.”

“Actually, sir. You did. The Royal Navy is under-represented in the areas of visual impairment and limb deficiency.”

Whatever next? Give me full sail. The salt spray beckons.”

“A couple of problems there too, sir. Health and safety won’t let the crew up the rigging without crash helmets. And they don’t want anyone breathing in too much salt... Haven’t you seen the adverts?”

I’ve never heard such INFAMY!! Break out the cannon and tell the men to stand by to engage the enemy.”

“The men are a bit worried about shooting at anyone, Admiral.”

“WHAT? This is MUTINY!!”

“It’s not that sir. It’s just that they’re afraid of being charged with Murder if actually kill anyone. There’s a couple of Legal Aid Lawyers on board, watching Everyone like hawks.”

“Then how are we to sink the Frenchies and the Spanish?”

“Actually, sir, we’re not.”

“We’re NOT?”

“No, sir. The Frenchies and the Spanish are our European partners now. According to the Common Fisheries Policy, we shouldn’t even be in this stretch of Water. We could get hit with a claim for Compensation.”

“But you must hate a Frenchman... as you hate the very Devil?”

“I wouldn’t let the ship’s Diversity co-coordinator hear you saying that sir. We must be inclusive in this multicultural age. Now put on your Kevlar vest...it’s the rules.”

“Don’t tell me... its... Health and Safety. Whatever happened to rum, sodomy and the lash?”

“As I explained, sir, rum is off the menu. And there’s a ban on corporal punishment.”

“What about (sodomy) the Other?”

“I believe it’s to be encouraged, sir.”

“In that case... kiss me, Hardy!”

Supplied By Reg Hubbard to the “Hambledonian”, Editor Nick Keith. Who kindly gave me copyright clearance.

Submitted by Ted G0ASZ.

LINCOLNSHIRE AIR WARS 39/45 (part 26)

The aircraft was a Lancaster III, Serial No. PA993, of No. 626 Squadron, Wickenby, with a Canadian crew. It was returning from operations and was on approach to base, when it had to overshoot for some reason. The aircraft did not climb quickly and struck a tree at the edge of a field, ripping off one of the wheels.

Mr. Panshaw has in his possession a watch which he picked up from the crash site and which belongs to one of the crew. He would like to return it to its owner, and enquires are still going on in Canada.

Tuesday, 14th November, Skegness Lifeboat log reads, "Aeroplane bomber, SxE, 6 miles from Skegness pier. No Service." This Lancaster III, Serial No. PB702, of No. 83 Squadron, Coningsby, which crashed in the sea off Skegness. 26th November, Lancaster III, Serial No. PB432, No. 49 Squadron, Fulbeck, crashed at Dry Doddington, near Newark.

On Monday, 4th December, all the crew were killed when a Lancaster I, Serial No. LM176 of No. 166 Squadron, Kirmington, crashed at Brocklesby Park and on Friday, 15th December, Lancaster I Serial No. PB688, of No. 463 Squadron RAAF, Waddington, crashed in bad weather, near to the base, and on Friday, 22nd December, Lancaster III, Serial No. PB533, of No. 83 Squadron, Coningsby, crashed when landing by FIDO at Metheringham.

Many aircrews had good reason to be grateful for FIDO (Fog Intensive Dispersal Operation). On return from Operations to their bases when fog was present, diversion was necessary to an airfield equipped with FIDO. It was often bumpy and frightening going in over the flames, but that was better than being up above the thick fog, particularly when the fuel in the tanks was getting low.

Fiskerton was one aerodrome which was equipped with the 'burning monster'. On its first full scale trial, some of the local inhabitants became alarmed and rang for the fire services. Lincoln Fire Brigade went at full speed towards the airfield and, just as they arrived, the flames suddenly went out! They were cheered by the Station personnel who had witnessed their arrival, but the Brigade was regally entertained in the Offices' and Sergeants' Messes, so it was not altogether a wasted journey!

Living near to aerodromes during the war was often dangerous as Mr. And Mrs. H. C. Winter, of Laburnum House, Sturgate, will confirm. One night in 1944,

they were awakened by a terrific crash, and discovered that a Lancaster from the aerodrome had crashed into their farmyard, and caught fire.

The aircraft, Serial No. W4965 of No. 1 L.F.S. was taking off from a runway covered with wood shavings. A tyre burst, and caused the aircraft to swerve off the runway, across the grass, through a hedge, colliding with and snapping off three trees, which changed its direction and it crashed into the Winter's buildings. It carried away the electric light cable, which smashed into a bedroom window of the house where their two-year old son was asleep in his cot. Glass covered the child, but he suffered no injury, and did not even wake up.

By this time, the crash crew had arrived, driving their vehicle over one of the main planes, which had snapped off. The aircrew got out of the aircraft, and water and foam was pumped into the burning plane. The crew went into the house, and asked for a cup of tea. Mrs. Winter had difficulty in providing this because the electric cable had been broken, but she got her old oil stove going, to a background noise of exploding ammunition. The arrival of the Gainsborough Fire Brigade threw a greater strain on Mrs. Winter's resources.

The Winters counted their losses – one new Dutch Barn, two pigs, chickens and chicken huts, garage with a damaged car, a shed full of farming equipment, roofing, slates, brickwork, etc. Water was everywhere, as 20,000 gallons were used to douse the fire, and lastly they lost their dog, which had to be put down. Luckily their cattle were down in the paddock, and threshing set which had stood near the house had been moved earlier in the evening, or it would have been smashed against the house.

In claiming damages, which took a very long time to settle, the Winters were confronted by the fact that the aircraft was not taking off on operations, but only training, and this raised many difficulties. Their claims were finally settled.

Mr. S. B. Danby of Wrangle, near Boston, informed me of a dozen crashes in the area. Several of the aircraft had been using the bombing range at Wainfleet. One of particular interest was the Wellington which ran out of fuel returning from operations. The crew baled out, thought they were in Holland and were found in a pill box on Wrangle Marsh.

A Gladiator lost its propeller over the Wash while on weather duties and landed, upside down, in a field in Market Lane, Old Leake.

As the Allies advanced across Europe the Germans lost their V.1. flying bomb sites.

As a compromise, HeIIIs were modified to carry these weapons and air launch them against targets in Eastern England. The time chosen for one of these raids was Christmas, 1944 and, within a few miles of the coast, scores of V.1s were launched against Sheffield and Manchester. The coastal posts of the ROC saw the tell-tale flames from the exhausts of the V.1s moving across the sky, and the distinctive noise of the bombs filled the air, as the missiles headed west.

Mr. Smith of Redbourne village heard the noise going round and round above him, and thought it was one of our bombers in trouble, He lived in a caravan at the time, and heard the bang as the V.1. dived and exploded not far away, causing no damage to life or property.

Mr.. May of Winterton, who was in the Civil Defence, watched the streak of flame as a V.1. flew up the River Humber off Ferriby Sluice. Suddenly, the bomb started circling and losing height until, with the engine still going, it went into the river quite near to the eastern end of Reads Island, and is there to this day, covered with river mud.

Further west, Observer G. Revell & Observer E. Lindley were on duty at the Epworth ROC Post. Observer Revell called out to the Centre at York, the code word for V.1s – “Diver, Diver,” and then said, “ Look out the b..... engine has stopped and it is coming down. If we go off the air, you know we have had it”. Fortunately the V.1. missed the post, but York Centre heard the explosion over the telephone, which Observer Revell had left in the transmit position. Observer Lindley went to the crater and found part of the V.1’s casing protruding from it. The casing was very light, as he was able to lift it quite easily. He also found a cardboard cylinder which contained three copies of a propaganda magazine entitled “Signal”, dated 1944 – a novel way of delivery. The Germans delivered POW mail in the same way, but for different reasons. If any of the relatives of the POW replied, it would prove the location of the bomb and its performance.

Another V.1 crashed and exploded within five miles of Dunham-on-Trent ROC post, again without damage to life or property.

The wave of bombs flew on but reports suggest that hardly any of them reached their intended target.

Submitted by John 2E1COC

Continued in next issue. Ed.

From a tear to a smile.

It was the last Rally at HMS Mercury, one could easily shed a tear for that which has gone for good, stocks of proper wireless bits and wireless sets; crowds of people from all strata of society, Amateurs meeting up again after "long time no see", entertainments and exhibitions for family persons. All against a backcloth of an attractive rural setting.

My part was as one of the working party, firstly setting up the traders tables in the marquees to the plan on Walley's clip board; then folding removing and stacking them afterwards, and generally clearing up the site. Some of the work party making wide sweeps picking up the odd bit of litter.

My speciality was picking up cigarette ends, of which existed a rich harvest near to the marquee entrances. In a short time the plastic container tucked under one arm was heaped full of fag ends.

In weaving back and forth I slowly approached a distinguished looking Lady, elegantly garbed, seated upon a "shooting stick", motioning toward my big pot of fag ends I spoke to her "ain't got any fag papers 'ave yer miss". With a disdainful glance and in cultured accent she replied "Oh no, I don't smoke". The incident was probably recounted at dinner that evening.

The accumulated tobacco would have served a smoker for a fortnight ...the smile has lasted much longer.

From Ray Coley G3IFF.

LETTER TO THE EDITOR

Dear John,

Just a card to say Merry Christmas to all of the Horndean & District Amateur Radio Club, and thank you for your newsletter magazine that turns up on our door step every month. I know many members of B.A.R.S. enjoy reading it, as it is passed around the club. I enclose a cheque for £5.00 to cover your expenses and appreciate the effort you put into producing what is an excellent magazine. Please pass on our regards to all your members, from us all here at B.A.R.S. on the Isle of Wight. Merry Xmas and good luck to you all. Yours Ricky Pratt M0CGO. Hon Sec.

This arrived to late for our last journal. I would like to thank you for the donation. My committee members and I along with our members wish you all in the B.A.R.S. very best for 2006 and thank you. Vy 73s Ed-Di-Da.

A TENPENNY SMILE.

During a person's life incidents have occurred which at the time caused great amusement, possibly long afterwards giving a smile for life on recollection. In my own case one of these events was interesting historically.

Years ago, travelling home from work by bicycle, closely approaching the shopping area an aged gentleman was seen in the middle of the road with motor cars passing him on either side. Supported by two sticks his posture was recognized to be that of a double arthritic hip sufferer.

I stopped and laid the bicycle down in the road to stop following cars, helped the old gentleman to the foot paving and recovered the bike; presenting a hostile stare to the nearest driver. He had a shopping list, the time was fast approaching shop shutting, so seeing him seated on a nearby seat I took the paper and got all the stuff listed.

Returning to the seated gentleman we started to chat. From this it was learned that he was a Lieutenant Navigating officer surviving the sinking of HMS Hampshire in 1916 when General Kitchener lost his life.

Mr. Robinson was aged enough to be past any romancing thus I believe he was telling the truth, but I have always intended to study the sinking of HMS Hampshire and any possible reports of survivors, etc. Never got round to it. I saw him safely well on the way back to the old persons haven not far distant. On parting he gave me a ten pence piece for running the errands but forgot about the sum to pay for the groceries. I didn't like to remind him.

From Ray Coley G3IFF.

Gran-Dad and The Computer

The computer swallowed Grand - Dad.

Yes honestly, it's true.

He pressed 'control' and 'enter' and disappeared from view.

It's devoured him completely, the thought of it just makes me squirm.

Maybe he's caught a virus or been eaten by a worm.

I've searched through the recycle bin and files of every kind.

I've even used the internet but nothing could I find.

I asked Jeeves in desperation my searches to refine.

The reply from him was negative not a thing was found online.

So, if someday in your 'In Box' my Grand-Dad you should see.

Please 'Scan', 'Copy' and 'Paste' him in an e-mail back to me.

John G4WQZ

A GOOD MARK

Portsmouth in the immediate post WW2 years, although scarred by bomb damage, with big gaps where once had stood shops businesses and housing seems in retrospect to have been a more interesting place than at present. There were junk shops galore to mooch about, including at least three radio junk shops plus one other in Lake Road stocking brand new stuff including Eddystone bits.

The period was one of austerity, some things were still rationed, the populace not exactly living in luxury; even less congenial was the lot of a small number of persons "living rough " , no fixed abode, or in other words "Tramps " .

So called Tramps in the long past had a secret code, chalk marks for instance, signs to other brethren indicating places or households where they could expect kind or generous usage. The residents of such places were known as "Good Marks" .

A normal person of generous bent could carry a invisible personality aura which however is detected by a Tramp who realizes that a "Good Mark! is approaching.

Such an occasion was when I set out from barracks in a hurry bound for Lake Road to buy a Eddystone plug in coil former (it must have been pay day). When passing a bombed site a disreputable figure appeared, spoke in a strong Irish accent "can you spare something for a survivor of the Hood sir" .

This was thought to be so good that shaking with suppressed laughter I produced a coin, "whereupon a second equally ragged person appeared from behind a ruined wall and in a similar Irish accent declared "I fought with Rommel sir". More chuckles and a second sixpence changed hands. At any moment the appearance of a Battle of Britain hero was expected to complete all three of the services.

Voicing many blessings and with semi military salutes the Duo retreated back into ambush, and I pressed on to Express Radio in Lake Road; a shilling poorer but enjoying a huge internal grin.

From Ray Coley G3IFF.

'PREJUDICE IN GREECE'

On 23.6.02, the 95-foot Gaff Schooner was berthed stern-to on the breakwater at the southeastern side of Volos harbour in Greece. At night with the deckhand ashore and the cook sound asleep, there was a large group of youths making a commotion, shouting and laughing on the quay. There were many people around promenading along the waterfront as is customary in Greece. As skipper of the yacht I ignored the noise and went to bed.

At 2230, there was a loud banging that sounded like the yacht's gangway being picked up and thrown against part of the yacht. It sounded as though damage was being done which obviously I could not ignore. I got up and found about 6 or 8 youths running off the yacht back onto the quay. As I stood facing the noisy rabble on the aft deck, to my surprise one 14-year-old, presumably to show off in front of his friends, tried to force his way onto the yacht. I blocked his passage at the point where the gangway joins the aft deck; he slipped and fell into the water. I watched to ensure he was able to get out of the water onto the quay assisted by his friends and then went back below. There were further "attacks" resulting in the vessel's ensign being torn to shreds. Each time I chased the yobs away. Although dark I considered the age range probably to be between 14 and 23.

Apparently several hours later, the youth was found by four port police officers in the town and asked why he was wet. He had not complained to anyone because obviously he knew he had been up to no good. This resulted in four port police visiting the yacht in an emotional and angry mood. They refused to come aboard the yacht to discuss the matter. They shouted accusing me of throwing the youth in the water and asking why. They appeared totally uninterested in hearing any answer that did not concur with their apparent prejudgment that I was guilty. They insisted that I should go to the port police station immediately and would not wait for the following morning. I expressed my concern at leaving the yacht with the lone girl cook aboard in such circumstances and asked for police protection. They refused point blank. Eventually they promised it would only take five minutes and I could return - they were lying. As I went with the port police crowds of yobs were cheering and clapping apparently at my arrest.

At the station it became obvious that no one wanted to hear my statement.

When I began answering in a way they did not like, they walked away. The officer apparently in charge said he did not believe me. I told him he was not there [so how could he know?]. He told me that youth was “not a druggy”, although he had not tested him or even arrested him. Eventually I persuaded the port police to ask the parents of the youth if I could talk with them. The parents were quiet and showed no animosity but an uncle interrupted in a loud, aggressive and accusative manner. The officer in charge refused to interpret after a very short while because he did not want to hear what I was saying. The whole affair appeared to be orchestrated by a few very biased port police and the youth’s uncle. I was given the opportunity to pay to be released. I thought about this, as it certainly would have been an easy way out, but decided that this would give a very wrong message to the yobs that apparently frequently cause trouble. I spent two nights in a police cell before being taken to court. At one point, I was told by an officer who appeared to like to putting handcuffs on me at every opportunity, not to walk up the stairs two at a time, then he told me not to smile! The port police made absolutely no effort to interview any of the crowd on the quay either bystanders or the yobs themselves. They took no statements other than from the 14 year old who was accompanied by two friends.

In court all the facts came out. The charge of endangering life had been dropped leaving “attacking the youth’s honour” and “embarrassing him”! The youth admitted he was not in any way embarrassed. Although everything went in my favour in court, I was absolutely amazed to be found guilty and given three months imprisonment suspended for three years!

It became patently obvious that the case was a deep embarrassment to the majority of port police officers. Many of these officers I had got to know through my dealings when presenting the ships papers. They considered the case completely ridiculous and privately expressed sympathy.

Many Greeks I spoke to were very familiar with prejudice against foreigners, prejudice those who appeared on large yachts they could not afford, prejudice against those who were not of Greek Orthodox faith and especially those who opposed the Greek young in any way. I am told it is part of the Greek culture to protect their young even to the extent that they

“molly-coddle” them well into adulthood. There have been many problems associated with youths boarding yachts and other vessels without permission especially in Volos.

It was reported that one vessel was set adrift in Volos harbour in the Spring of 2002. Many have been damaged or had items stolen. One port police officer even advised a yachtsman against berthing in that part of Volos harbour where the incident took place. It is apparently a known area for youth drug taking - and all this within sight of Volos port police station! It seems the port police take no action.

It is not the place of police officers to show any emotion, to shout at any time or to show prejudice. It is not their job to accuse; that is the job of the public prosecutor. It is not their job to judge; that is for the court judge. They should remain aloof from any noisy rabble, keeping calm at all times. They should collect all the evidence possible and interview all the witnesses. They should never refuse protection to anyone especially the captain of a foreign vessel. In my case the officers had no powers aboard a British Registered Yacht as it is outside their jurisdiction. They did not arrest me properly because they did not caution me or follow the correct Greek legal procedures. Such officers who display extreme prejudice should be either sacked or extensively retrained.

Greece has great potential as a tourist destination: the friendly people, the culture, the archaeology, the fine weather, the food and wine, the many beautiful islands and many other attractions. However, great long-term damage is being done to the tourist industry by legal cases such as the “Plane Spotters”, and now my case. The tourists from many western countries are terrified when they hear of such injustices because they are afraid it could happen to them. Greece must improve its judicial system if it is to be acceptable within Europe.

As is so often the case, it is a great shame that it only takes a few extremely prejudiced people to cause so much trouble and do so much damage.

Capt C J Wren SWL. Chris is a fellow yacht delivery skipper – Ed-Di-Da.



THE QUESTION IS DO WE NEED A CLUB PRESIDENT?

Please make the effort and fill in this questionnaire and return to our secretary Stuart G0FYX.

1. Do you want our club to have a President? _____

2. The President should be a club member? _____

3. The President should be a non club member? _____

4. Should the President hold his office for life? _____

5. The President should hold office for a stipulated period? _____

6. I would like to suggest a period of ? Years _____
Months _____

7. If the president is a non club member he must be from a back ground in radio-- YES _____ NO _____

Any other comment

Compiled by Ed-Di-Da.

If you would prefer not to cut this page from your Journal please photocopy or please reply on a separate sheet of paper

AND NOW FOR A BARGAIN.

This lovely bird and cage for sale - cage size 21"X21"X56"-
Contact John MOJAK on 02392-250463.
Price £40.00 to club funds.



Isambard Kingdom Brunel (1806 - 1859)



Born in Portsmouth on April 9th 1806, Isambard Kingdom Brunel, the only son of Marc Isambard Brunel, was educated first at Hove, and then sent by his father to the College of Caen in Normandy, France when he was 14 years old. He later went to the Henri Quatre school in Paris after which, in 1823, he rejoined his father in England.

IKB followed a similar career to his father. His life was marked by hugely ambitious projects, unparalleled in engineering history, which tended to become even more ambitious as the years passed.

In 1826, when he was 20, the young Brunel was appointed resident engineer on the Thames Tunnel when the then resident engineer, William Armstrong, resigned due to ill health. All Isambard Kingdom's energy was devoted to maintaining the progress of the work, which was much appreciated by his father, although his efforts gave concern to his father about his son's health.

On 18 May 1827, the river broke in for the first time. Isambard Kingdom made a number of descents, in a diving bell to inspect the breach, which was eventually filled with bags of clay and gravel.

Eight months later on January 12 1828, there was a second flooding and Isambard Kingdom was seriously injured during rescue operations, although he saved the lives of several men. All further work in the tunnel was halted for seven years because of financial problems.

While recuperating, he entered a design competition and prepared designs for a suspension bridge over the Avon Gorge. However, the judge, the noted Scottish engineer Thomas Telford, rejected them all in favour of his own designs. After many battles, a second contest was held and one of Brunel's designs was accepted, although, owing to lack of funds, the bridge was not completed until after Brunel's death.

In 1830, at the age of 24, Brunel was elected to the Royal Society. He was also a member of most of the leading scientific societies in Britain and abroad.

As engineer at the Bristol Docks, Brunel carried out extensive improvements. He designed the Monkwearmouth Docks in 1831 and, later, similar works at Brentford, Briton Ferry, Milford Haven, and Plymouth.

Brunel was responsible for building more than 1,000 miles (1,600 km) of railway in the West Country, the Midlands, South Wales, and Ireland. He also constructed two railway lines in Italy and was an adviser on the construction of the Victorian lines in Australia and the Eastern Bengal Railway, India.

The work for which he is probably best remembered is his construction of a network of tunnels, bridges and viaducts for the Great Western Railway. In March 1833, he was appointed their chief engineer and his work began with the line that linked London to Bristol. Impressive achievements during its construction included the viaducts at Hanwell and Chippenham, and the Bristol Temple Meads Station. Brunel is noted for introducing the broad gauge (2.1m/7ft apart) in place of the standard gauge (1.44m/4ft 8in). This provoked the famous “battle of the gauges”. In 1844 he introduced a system of pneumatic propulsion on the South Devon Railway, but the experiment was a failure.

His first notable railway works were the Box Tunnel and the Maidenhead Bridge. The Maidenhead Bridge had the flattest brick arch in the world. His use of a compressed-air caisson to sink the pier foundations for the bridge helped gain acceptance of compressed-air techniques in underwater and underground construction.

While working on the line from Swindon to Gloucester and South Wales he devised the combination of tubular, suspension and truss bridge to cross the Wye at Chepstow. This design was further improved in his last, and greatest, famous Royal Albert bridge over the Tamar at Saltash near Plymouth. The bridge has two spans of 139m/455ft and a central pier built on the rock, 24m/80ft above the high water mark. In 1859, shortly after the bridge's completion, Isambard died.

Brunel also made outstanding contributions to marine engineering with his three ships, the **Great Western** (1837), **Great Britain** (1843), and **Great Eastern** (1858), each the largest in the world at date of launching.

The **Great Western**, a wooden paddle vessel, was the first steamship to provide regular transatlantic service.

The **Great Britain**, an iron-hull steamship, was the first large vessel driven by a screw propeller.

The **Great Eastern**, designed in co-operation with John Scott Russell, was propelled by both paddles and screw and was the first ship to utilise a double iron hull.

Unexcelled in size for 40 years, the Great Eastern was not a success as a passenger ship, but achieved fame by laying the first successful transatlantic cable.

Brunel worked on the improvement of large guns and designed a floating armoured barge used for the attack on Kronshtadt during the Crimean War in 1854. He also designed a complete prefabricated hospital building that was shipped, in parts, to the Crimea in 1855.

The late eighteenth and nineteenth century was an age that bred giants in the field of engineering. *Isambard Kingdom Brunel* was the last and, surely, greatest of them all. April 9th 2006 is the 200th anniversary of his birth.



Royal Albert Bridge, Saltash

Stuart GOFYX

CLUB NEWS/DIARY Compiled by Stuart G0FYX

News of club members

In January some club members took part in the RSGB AFS CW and SSB contests. In the CW, the team consisted of G4FBS (op by G3AAT/G0FYX), G0MBQ and G0RPX, and claimed 2030 points. In the SSB, the 'A' team consisted of G3LIK, G4FBS (G3AAT/G0FYX) and G0MBQ, and claimed 3760 points. The 'B' team (M0JAK) claimed 500 points. Thanks to all who participated.

The 2006 quiz trophy was won by a team from the Itchen Valley Radio Club, which consisted of Brian M0WSR, Ted G0BHK, Quintin M1ENU, and Jim 2E0FKG. Well done. We'll be trying hard next year to win it back!

In January the HDARC award was presented to Mike M5KZI for attaining the requirements in VHF and in HF.

The winner of the Alex Johnsen Marconi Award for the session July-December 2005 was Stuart G0FYX.

The winner of the Mike Matthews Award for the session August 2005-January 2006 was Dick G0RPX.

Well done to Mick G3LIK who came 29th/43 of the UK stations who entered the RSGB 2nd 1.8 MHz contest of 2005, and with an error-free log.

We welcome new member Matthew Spencer, SWL son of Dave M1SKA, to the club. Hope you enjoy joining in with the club's activities, and hope to hear you on-the-air before too long.

Our condolences go to club member Bill W9FFA, who was bereaved of his father, and then also his mother within a short time period recently.

Diary

Tuesday April	4th	Natter night
Sat/Sun April	8th/9th	GB2IKB, from HMS Warrior, to celebrate Brunel's 200th birth anniversary weekend
Tuesday April	25th	Talk by Peter Hart G3SJX on 'How well do our radios perform?'
Thursday April	27th	Skittles evening, King's Head, Wickham
Tuesday May	2nd	Natter night
Sunday May	21st	Coach trip to Imperial War Museum, London
Tuesday May	23rd	Talk 'History of Old Portsmouth' by Peter Rogers

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 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.