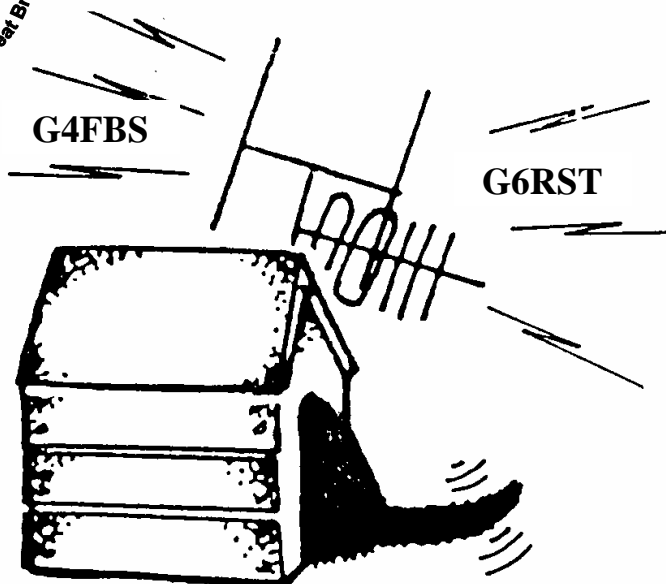


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HORNDEAN & DISTRICT AMATEUR RADIO CLUB JOURNAL

October & November
2006

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October & November 2006

EDITORIAL

Before I posted our last journal I took a C5 envelope c/w a journal and an AGM form to check on the new postage rate. I was told that our journal could have up to 12 sheets of A4 paper and still would cost the same i.e. 23p in the U.K., 83p to France and £1.44 to Canada and the U.S.A. At the last Club night before posting the latest journal we had a talk about the Explosive Museum and afterwards I was told to include some Explosion Museum flyers. I now think that because of these, some members have been asked to pay a surcharge to get their copy of our journal. If you have , please send me the envelope with the surcharge sticker on and I will arrange for you to receive a refund.

Now in the future if you are asked to pay a surcharge please refuse to do so. The Post Office will then have to send your journal back to me and I will make sure you receive your journal without you or our Club getting ripped off!

Vy 73s Ed-Di-Da.

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Julia G0IUY
Stuart G0FYX
Stuart G0FYX

Page 1

Carl St John Wilson,

A very in depth and interesting talk on the beginnings and up to date happenings in the Ordnance Survey organisation was given by Carl St John Wilson, who comes from the headquarters at Southampton. I think everyone is now wiser to the workings of the system and kept the members in awe of his knowledge of it all. Never let it be said they will have your construction attached to your house on their maps within six months.

Picture and Information
By Mick G3LIK



Silent Key Equipment Disposal (G3SD)

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List submitted by Doug G4BEQ – Ed-Di-Da.

LINCOLNSHIRE AIR WARS 39/45 (part 28)

It carried a crew of four, was heavily armoured, fast (top speed of 325 m.p.h.) and had a range of 1,550 miles. It was a very formidable aircraft to meet in the night sky.

Observer J.P. Kelway, a member of L.1. Post. No. 11 Group. ROC, Lincoln, was driving from Welton to Hackthorn early the same morning, 4th March, to go on duty. He was a real aircraft enthusiast and a keen conscientious member of the Corps. On this particular morning, he was not following his usual custom of sleeping at the post prior to going on duty but, instead, left his home fairly early, and was motoring to duty when suddenly from his right came a low flying intruder, spitting cannon fire and machine gun bullets at him and his vehicle. The pilot of the enemy aircraft was flying so low that he hit Observer Kelway's car, killing him, and flinging the car across two fields, The twin-engined bomber crashed and all the crew were killed. This was the same aircraft which had shot down the No. 460 Squadron Lancaster at Langworth and seen by Observer Taylor.

Observer Kelway was buried at Newport Cemetery on Wednesday, 7th March, 1945, and a larger number of his fellow observers attended the funeral. He was the only member of the Royal Observer Corps to be killed on duty.

The crew of the Ju188 were buried in Scampton Curchyard, and their gravestones are still there, along with the crew of the Ju88 which was shot down on the 12th May, 1941.

An unconfirmed report I have is that when the wreckage of the Ju188 was burning on the ground, another intruder opened fire on it. This could well be correct, as the night attacks were strong and aggressive.

Waddington, a major bomber base, was attacked by a low flying intruder which machine-gunned the bomb dump and started a fire. All personnel took cover when it was thought that some 4,000 lb. bombs were involved, but these fears were unfounded.

One of No. 44 Squadron Lancasters, based at Spilsby, was also shot down that night, and crashed among the trees in Broccllesby Park. All the crew were killed.

It was a night that Bomber Command would remember for the widespread

An outstanding achievement in March by No. 5 Group aircraft was the unaided bombing of Wesel immediately before the crossing of the Rhine, north and south of the town, by Field Marshal Montgomery's 21st Army Group. Commandos captured the town with only thirty six casualties. Montgomery said, "The bombing of Wesel last night was a masterpiece, and was a decisive factor in making possible our entry into the town before midnight."

No. 1 Group aircraft were heavily committed during February 1945 – a month in which there were full scale and long distance attacks on Dresden and Chemnitz. F/O. D. H. Roberts and F/Sgt. C. E. Jones, of No.12 Squadron, Wickenby, with splendid team work, shot down three fighters. As the war reached its climax, activities in March sent the statistics soaring, with 3,764 sorties carried out. 17,260 tons of bombs and 380 mines dropped. No. 166 Squadron, led the field with 1,771 tons – the tenth month out of twelve in which it had exceeded 1,000 tons.

On 10th March, Lancaster III, Serial No. JB228, of No. 1668 Conversion Unit, Bottesford, crashed at Fiskerton, and on Sunday, 11th March, Lancaster I, of No. 463 Squadron, Waddington, collided with a fighter (believed Hurricane) and crashed at Metheringham. It is believed all the crew escaped, including the pilot of the Lancaster, Sqd. Leader A. Peacock.

A Mark I Lancaster, Serial No. HK749 of No. 1662 Conversion Unit, Blyton, crashed and burnt out at base on the 16th March, and, on the same day, a Mark I Lancaster of No. 44 Squadron, Spilsby, crashed in the sea off Skegness. The lifeboat 'Anne Allen's' log reads, "16th March, 4 miles north-east of HMS Royal Arthur, Lancaster aeroplane, No service." (HMS Royal Arthur was a Navel training establishment near Shegness.) (During the war HMS Royal Arthur was Butlin's Camp at Skegness-Ed-Di-Da)

During 1972, whilst researching in the Old Leake area, Mr. W. L. Cook took me on a cook's tour (I hope he will forgive me for that) of eight crash sites, including a Lancaster buried, with its crew, in the middle of a 100 acre field, and the site marked by a Memorial stone.

Between Stickney and Stickford villages, Mr. Cook pointed out a very nice detached house, and told me a Lancaster had demolished the original house, in 1945. The people who lived there were called Chapman, and it is believed they all survived the crash. The incident happened on the 20th March, when Lancaster I, Serial No. RA530 of No. 57 Squadron, had just

taken off from East Kirkby, for operations on Germany. It could not gain height, and about two miles from the end of the runway crashed, killing all the crew.

Mr. R. F. Davey, of Boston, can recall this incident. As a boy he lived at Skendleby, and used to cycle to aircraft crashes. He remembers visiting the Stickney crash and tells me that he went home with about twenty rounds of ammunition over his handlebars, and got into terrible trouble with his father.

On Thursday, 22nd March, Lancaster I, Serial No. PD384, No. 166 Squadron, Kirmington, overshot on to the Limber/Caistor road and, on Sunday, 25th March, a Lancaster I of No. 463 RAAF Squadron, Waddington, crashed on the Nocton/Scopwick road.

Most of the fifteen raids launched in March from Scampton, were in daylight, and supported the ground forces advancing into Germany. The last ditch efforts of the enemy's defences cost Scampton seven aircraft, plus a further four which crashed on landing owing to battle damage.

No. 9 Squadron continued to operate from Bardney until the end of hostilities, achieving a peak in efficiency and accuracy. Many of their raids on specific targets were carried out in conjunction with No. 617 Squadron, and one such heavy attack at the end of March was on the U-boat pens at Farge. This completed the 206th sortie for the month, the second highest monthly total in the war resulting in 1,524 flying hours.

No. 106 Squadron at Metheringham carried out its last operation against Germany in late April, 1945. The target was a raid on the S.S. Barracks at Berchtesgaden. During its wartime career, the Squadron dropped more than 17,500 tons of bombs and also laid a considerable number of mines.

On 2nd April, Lancaster I, Serial No. HK655, of No. 1651 Conversion Unit, Woolfox Lodge stalled and crashed at Fiskerton, near Lincoln. Another Lancaster I, Serial No. LM289, of No. 166 Squadron, Kirmington, crashed near Mill Farm, Barnetby-le-Wold. The people on the farm at that time were called Nicholls, and they had a narrow escape when one of the large wheels from the Lancaster charged through a fence and landed up against a wall.

No. 460 Squadron RAAF, based at Binbrook, had a Lancaster I, Serial No. RF196, crash at Rothwell Top – one of the hilly points near Binbrook. Another squadron aircraft, a Lancaster Mark I, Serial No. W4783, completed 90 operations,

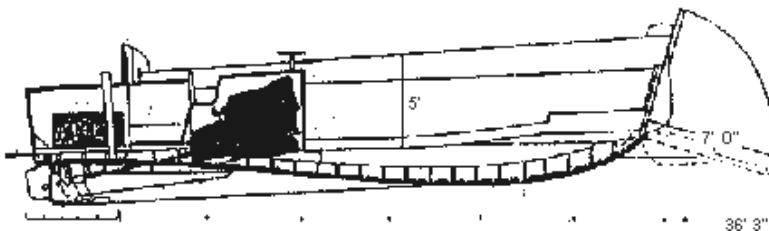
and today can be found in the Australian War Museum at Canberra.

On 6th April, 1945, Lancaster, Serial No. NG271, No. 50 Squadron, Skellingthorpe, crashed and burnt at Waddington village.

The last of the wartime bomb accidents occurred at 17.45 on the 17th April, at East Kirkby, when aircraft were being bombed up. Lancasters of No, 57 and 630 Squadrons were being attended to by ground crews, when two 1,000 lb. medium capacity bombs for aircraft Serial No. PB360 blew up causing sympathetic explosions. The airfield appeared to be a shambles, and ambulances had to be called from other Stations.

Continued in next issue. Submitted by John 2E1COC

Higgins Landing Craft



This is the third story submitted by Mike G4PRG taken off the internet with due credit for producing same to Mr. Peter Frampton. With many thanks from me to Mr. Frampton's next-of-kin and a very helpful friend of the above - Mr. Andrew Jackson - for the permission to publish same in our journal.

73s Ed-Di-Da

A Tale Of Six Scaffolding Poles: Juno Beach on D Day

People in story: **Tony Lowndes**

Location of story: **D Day between Hayling Island and Juno Beach**

Unit Name: **Royal Marines**

Background to story: **Royal Navy**

The date was the 3rd June 1944 . The place H.M.S Northney III, a 'stone frigate' which was a requisitioned holiday camp situated at the end of Fishery Lane on the eastern end of Hayling Island Hampshire. This comprised of wooden chalets, a dining hall a NAAFI a wardroom and a single GPO coin box public telephone.

The unit was 802 LCV(P) Landing Craft Flotilla Royal Marines. I was a 19 year old Lieutenant.

The LCV(P) (Landing Craft Vehicle / Personnel) is a small craft invented by the Americans to carry assault troops from Landing Ships to the beach in an invasion. They were designed to be carried on the davits of Landing Ships and lowered into the sea about 4 miles from the shore and then carried the troops to the beach. They were definitely NOT designed for long distance.

The craft was about the size of a small single decker bus and capable of carrying about 22 men and their weapons or a Jeep and trailer. It had a ramp at the bow which could be lowered on reaching the beach to allow men and vehicles to disembark. The draught at the bow was nil and at the stern about 24 inches. This made handling difficult as they were easily blown off course by a cross-wind. The power came from a 250 hp petrol engine driving a single screw. It had a superb gearbox which could go from full ahead to reverse without slowing down. Being a short distance craft it was not equipped with either a radio or a compass.

The crew consisted of a coxswain and two deckhands who were interchangeable. The coxswain who drove the craft stood upright on the port side near the stern completely unprotected from the sea, weather and enemy action. The deckhands handled the bow and stern ropes when coming alongside and let down and raised the ramp when beaching.

There was a special drill for beaching, to assist in getting off once landed and preventing the craft from broaching to (turning side on to the beach) and being tipped over by the following tide. This consisted of the coxswain lining up straight on to the beach, taking the power off and at the same time ordering one of the deckhands to throw a kedge anchor over the stern. This anchor is designed to dig into the sea bed and by attaching the anchor rope to a bollard on the stern of the craft it was possible to keep the craft bow on to the beach and assist when reversing off.

We had been on Hayling Island for several weeks practicing beaching and pulling off until we hoped we were perfect. Unfortunately for all training occasions except one we were unladen. The occasion when we did have a load was when we took a platoon of Canadian troops from Hayling Island to Rye in Sussex to acclimatise them to a sea journey. Unfortunately the sea was dead calm and we didn't land them onto a beach, they just stepped off at Rye Harbour and marched away.!

The 3rd June was a lovely calm, warm, sunny day. After breakfast my C.O told me to take my craft and crew to Bucklers Hard on the Beaulieu River to pick up some stores for the flotilla. It is easy to find the Beaulieu River from Hayling Island, you just go into the Solent turn right and go past the entrance to Portsmouth Harbour and Southampton Water and then look out for some poles sticking out of

the water on the starboard side which indicate the mouth of the river. Keep close to the poles particularly at low tide and you should avoid going aground.

Our trip to Bucklers Hard was idyllic, the sun was shining, the sea calm and it was like being on a summer holiday cruise. We found the Beaulieu River without any trouble and made our way up to Bucklers Hard which in peacetime had been a boatbuilders yard but was now requisitioned by the Navy. The Yard was covered with every sort of naval store imaginable. In charge was an old bearded Chief Petty Officer wearing First World campaign medals. . He looked as though he had arrived with the Romans and got left behind. I told him who I was and that I had come for some stores for 802 Flotilla. He said 'Right Sir follow me'. He took me over to six very long scaffolding poles which were laying on the deck. 'There you are Sir' he said. I replied 'What are they for ?' He relid 'Don't ask me Sir but we shall be glad to get rid of them, we keep tripping over them.'

The problem with the poles was that they were too long to lay flat in the hold so we had the option of placing one end at the base of the ramp and letting the other end hang over the cockpit thus getting into everyone's way, or laying one end at the stern end of the hold and letting the other end hang over the top of the ramp. We decided to do the latter because we needed to move about the cockpit. Having lashed the poles to the ramp we made our way back to Hayling Island. We moored the craft to the buoys in the creek at the back of the camp and made our way to the camp.

While we had been away the camp had been closed and sentries doubled. No-one was allowed in or out of the camp and there was an electric air of excitement. The funny thing was that the G.P.O telephone box was still connected and there was a queue of men waiting to ring their wives and girlfriends telling them that they would not be able to meet them that night.

During the evening the weather started to turn nasty, it started to rain and the wind got up. The C.O called a briefing of all officers for 8am the following morning .

At 8am on 4th June we all gathered in a classroom. The C.O. started by saying 'Well Gentlemen it's on for tomorrow the 5th June.' He didn't say what was on but we guessed it might be the invasion ! He then described our task which was to assist in the build up after the initial assault by ferrying troops and stores to the beaches from Landing Ships. We were to expect to be away for several weeks if all went well.

A beachhead was to be constructed by sinking old merchant ships in a ring off the beaches to create a breakwater and artificial harbour. We were not told of the Mulberry Harbours.

Our accommodation was to be on an old troopship the S.S.Ascania which would

be anchored inside the ring of block ships opposite Juno Beach. Our craft were to be moored on buoys which would be laid before we arrived. Recently I came across a remarkable coincidence . I had been researching my wife's family and found that her father Duncan McLeod a New Zealander who served with the ANZAC in The First World War had travelled on S.S.Ascania in 1916 from Alexandria in Egypt to Marseilles.

To return to the briefing, we were to man our craft at midnight and at 3 am move as a Flotilla (12 Craft) in line ahead to RV at the Nab Tower which is just off Hayling Island and marks the beginning of the deep water channel down the Solent. When we reached the Nab we were to look for a naval trawler bearing a particular number and follow it to our destination. We had no idea where we were going and this was the first indication that we were going under our own steam and not on the davits of a Landing Ship. We also realised that the nearest bit of the French coast was at least 100 miles from Haying Island. We were given an Admiralty chart showing the south coast of England from Swanage to Brighton and the equivalent section of the French coast which was no use to anyone.

My own task was to deliver the scaffolding poles to the Beachmaster on 'Nan' /'Red' sector of Juno beach and then return to S.S.Ascania. I could identify the place by looking for a large letter 'J' above a red board bearing the letter 'N'.

During the briefing the weather deteriorated and the wind got stronger. We were all very relieved when later in the day we heard that the invasion had been delayed 24 hours to 6th June. We spent the rest of the day on 5th June briefing our own crews and making sure the craft would at least get us to the Nab !

D Day 6th June we were all settled on our craft from midnight having stored our kit and some compositions and six 4 ½ gallon jerry cans of petrol with the scaffolding poles in the hold covered with a tarpaulin from the ramp to the cockpit.

At 3am engines were started and we left the creek in line astern with the C.O in the lead like a mother duck followed by her chicks. The journey to the Nab was short and we were accompanied by dozens of landing craft of all shapes and sizes which had come from all along the south coast. In spite of the blackout the Nab had a huge illuminated 'V' on the top.

Somehow we found our trawler and shouted our number to the crew. The reply came by way of a loudhailer 'Follow me !!' Off we went behind our leader in two lines side by side. The sea was calm and the wind had moderated a bit.

Everything was fine until we left the lee of the Isle of Wight when we were hit by a strong gale blowing up the Channel from the west. This was accompanied by a deep swell from starboard to port. This meant that when we were in the trough of a wave the craft beside us on the crest of the next wave was between 30 to 40 feet

above us. Fortunately none of the crew was seasick and it was just a case of holding on for dear life. We took it in turns to do an hour about as coxswain, which was the worst job of all.

After about 6 hours after leaving the Nab I noticed the craft was not coming up from a trough of a wave as quickly as it had at the beginning of the journey and was wallowing in the sea somewhat.

I told one of the crew to go under the tarpaulin to see if everything was O.K. He disappeared for a couple of minutes and came back looking green and was immediately seasick over the side. He reported that the hold was half full of water caused by the ramp leaking due to the weight of the scaffolding poles which made the craft bow heavy.

We were now faced with two alternatives, either we slowed down to prevent the water from coming over the ramp top when we were in danger of either sinking or being left behind by the other craft who were leading us to our destination, or we stopped and tried to pump out the hold using the bilge pump with the engine in neutral and at the same time lightening the load or at least shifting the load to the stern thus raising the bow. I decided on the latter option.

One solution was to transfer the petrol in the jerry cans to the main tanks in the stern thus raising the bows. This task was easier said than done because it was necessary to remove the filler cap- which was just within reaching distance from the cockpit and then placing a funnel in the top of the tank and pouring the petrol from the jerry can into the tank through the funnel. This would not have been easy on a flat calm sea let alone in a gale. I decided to do the job myself and with the rest of the crew holding me by the legs with me laying flat of my stomach on the rear decking I managed to pour the contents of two of the cans into the tank. This took so long that we were in danger of being left behind so I decided to jettison all the spare fuel overboard and move slowly on. Fortunately the bilge pump had got rid of some of the water and the bow was higher in the water. By this time the top of the flag mast of the last craft was just visible on the horizon and disappearing very quickly. We all watched this mast avidly because if we lost sight of it we would not know which way to go or even which way 'north' was. So we progressed very gingerly as fast as we dared.

At about 3.30pm , over 12 hours since leaving Hayling Island the French coast appeared on the horizon. There was no sign of the beachhead and everything was very quiet. No shooting , smoke or heavy shellfire in fact we began to wonder whether the assault had been beaten off and everyone had gone back home. To find the beachhead we turned towards the west and eventually found where the assault had taken place. Even then there was no noticeable noise. The odd bang but that was all .

There were a lot of wrecked LCT's (Landing Craft Tank) on the beach but no sign of movement. We eventually found Juno beach and Nan Red sector. We turned towards the beach marker between two LCT's. The beach at this point is very flat and the tide which was flooding, was moving at a tremendous rate and we went in like a surfboard. We followed the drill and threw the kedge anchor over the stern, the anchor took hold and because of our speed the rope parted and whipped back knocking me overboard. The craft then broached to in the surf and overturned on to its side throwing the rest of the crew overboard.

Fortunately none of us were injured and in true Royal Marines tradition we secured the craft to one of the LCT's to stop it being washed away during the night and unloaded our kit and the scaffolding poles on to the beach. Fortunately the beachmaster was located in a sandbagged shelter right opposite where we had foundered. He was a Royal Naval Commander who looked rather like the beachmaster in the film 'The Longest Day' except that he did not have a bulldog with him.

Still soaking wet, I reported to him and asked him what he wanted us to do with the scaffolding poles. His reply was unprintable indicating that not only had he not expected to receive any poles but that he had quite enough already.

Instructions stated that if wrecked on the beach landing craft crew were to place themselves under the command of the beachmaster and carry out whatever task he wished. I did this and his reply was 'If I were you I'd f---- off and get dry.

My crew decided they would prefer to sleep on the beach in the sand. Displaying most un-officer like qualities I decided to sleep on one of the wrecked LCTs and did so on a bunk under an Oerlikon anti-aircraft gun mounting which fired a barrage all night. I didn't hear a thing !

The following day was bright and sunny and we soon discovered a naval signal unit near us on the beach . They assured us that they were in contact with Ascania and obligingly sent a message to my C.O explaining what had happened and asking to be picked up by one of our crews. We then settled down on the LCT which didn't seem to be going anywhere and dried our clothing by hanging items on the rigging. We also managed to get most of the water out of our craft so that when the tide came in she floated and could be lashed to the side of the LCT. The electrics had been damaged by the water, so we were unable to start the engine.

During the day very little seemed to be happening and there was absolutely no activity on the beach except for burial parties removing the bodies of Canadian soldiers who had fallen in the initial assault. Every now and again one or other of the naval support ships would fire a salvo in support of the army. These ships consisted of HMS Ramillies, HMS Nelson, HMS Rodney, HMS Warspite, HMS Belfast and

HMS Glasgow which if they all fired together made a pretty impressive noise.

The next day as nobody had come to rescue us , I sent another message to Ascania which incidentally we could see not far from us anchored off the beach. There was still no activity on the beach and no sign of any of our flotilla craft moving about the anchorage . At the end of the second day the captain of the LCT told us that he was being towed off the following day and unless we wanted to go back to Portsmouth we would have to vacate our accommodation ! At this point I decided to write to my mother giving the names and addresses of all the members of the crew who were with me asking her to write saying we were O.K. I gave the letter to the captain of the LCT to post when he got back to Portsmouth.

The following day my C.O arrived having walked the whole length of the beach looking for us before he reported us missing as the last anyone had seen of us was when we stopped in mid Channel to stabilise the craft. He told me what he thought of me but calmed down when he realised that none of my messages had found him on Ascania. We were then taken off the LCT before she went home and made ourselves comfortable on Ascania which became our operating base.

Our main task was to provide a sort of taxi service all round the beachhead including taking German prisoners off the beach to naval ships to be taken to England. One day a group of very disconsolate German soldiers were sitting on the beach started to talk to us ,one was particularly fluent in English and I asked him where he had learned to speak the language. He replied that he had a degree in English from Oxford University and asked if I thought his prison camp would be anywhere Oxford. I've often wondered what happened to him.

Another task we had was to try to discourage German one -man submarines from entering the anchorage. We did this by patrolling the area and throwing slabs of explosives attached to underwater fuses indiscriminately about the sea. We did not find any submarines and I don't know if we put any off. All we did was kill a lot of fish and make ourselves very unpopular with sailors trying to sleep in their hammocks because the explosions sounded like someone hitting the hull with a large sledgehammer.

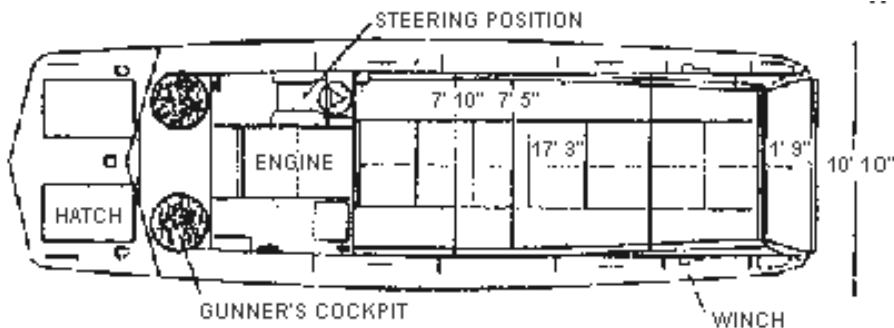
After a few weeks we moved into a tented camp behind the beach and Ascania sailed away. The day to day routine remained the same except our craft were kept in a small harbour at Courseulles which was the nearest small town. One night we were woken by a large bang and a lorry in the next camp to ours burst into flames followed by several other bangs. It took some time for us to realise that we were being shelled by a gun to the west of us. The following day we furiously dug out the inside of our bell tents leaving the tent pole balanced on an oil drum so that we were below ground.

The shelling only last about three days before the R.A.F identified the gun which was in a railway tunnel near Le Havre and bombed it blocking the tunnel entrance.

Apart from the trip across the Channel on 6th June two things stick in my mind from the time we stayed in Normandy. One was the nightly anti-aircraft barrage put up every night just to deter enemy aircraft (We never saw a single one) and second was watching a 1000 bomber daylight raid on Caen when Lancasters followed one after the other towards Caen. Every now and again one the aircraft would fall out of the sky for no apparent reason apparently hit by anti-aircraft fire.

We left for home in August, this time on the davits of an Infantry Landing Ship. As we passed the Nab the Captain dropped us off and we sailed back to the creek at the back of HMS Northney III.

The scaffolding poles were still laying where we had put them on D Day. If any of you are on holiday at Courseulles and you trip over a scaffolding pole IT'S MINE.



Constructors Award

A total of thirteen projects were entered for the 2006 award. The September natter night meeting was set aside for the entries to be displayed and judged, a lot of interest was shown with a few members interested in constructing for 2007. The winning entries from each category will be announced at the club AGM in October, whereupon awards and certificates will be given to all those who entered.

Articles from the winners will be published in the Journal together with any pictures that are available.

Julia GOIUY

THE STAR-LITE R_x Mk1

Part 1

Simple Super – Regen Rx Submitted by Len G7GNA

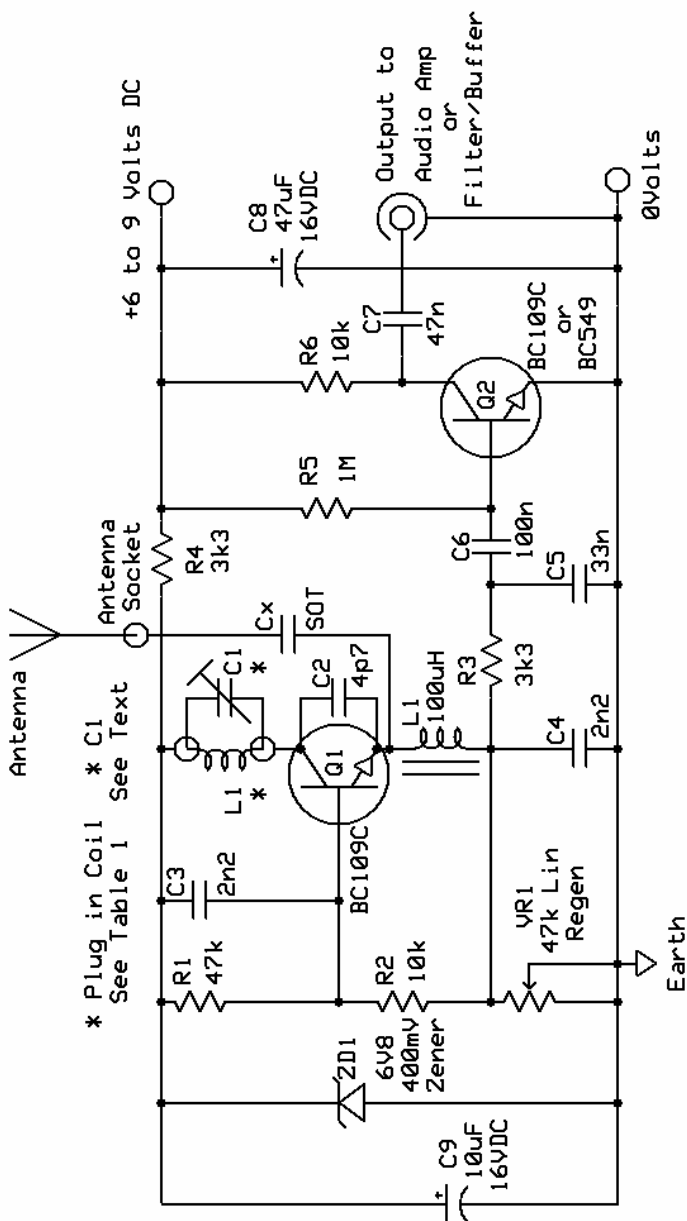


Fig 1 the Starlite Rx Mk1

FIG. 1 – shows a simple super-regen receiver – all mode with plug in switched coils for L1 – VR1 is the regen control and is a lin taper type. C1 is the tuning capacitor and has a value of 0 to 365pf.

The value must be selected for the coverage of the band/freq to be used. This is also the same for L1 and data in table 1, it will help to work out the best combination of the two (L1/C1).

Q1 – a BC109C used here but any Lo freq type can be used, Q2 is a simple audio amp with a gain of 100 (aprox) to amplify the RF signal, This boosted signal can now be connected to an audio amp. There are no filters shown, but can be added.

The ANT point that is connected to the emitter of Q1 gave the best reception. It is only the gain of Q1 that makes this Rx what it is. And the feedback from VR1 (regen control). This Rx will have a companion – A Tx, that is a QPR Tx oscillator type. The Rx ANT input is fed by an ATU and tuned to the freq. used.

The position for C1 Tuning capacitor is on the front panel of receiver with the regenerative control on/off -volume.

L1 is a former 3 to 1 cm outside diameter coreless form type and long enough to take all the windings for the 80 to 60 mtr band. C1 value should be 500pf tuning (Rx type) cap. The coils for C1 can be made to be plug in type affairs. One idea for a former that I used was 1cm o/d plastic glass rod from local plastic factory. The size and length is determined by the amount of turns of L1. The above Rx is still on going. Playing around with it and to find out its limits is good fun, try it and see. Any feed back from those who have built it – I would love to know how you got on!

<u>TABLE 1</u>			
<u>Freq range</u>	<u>L1 turns/space</u>	<u>C1 pf</u>	<u>swg</u>
80 to 60 mtrs	100T 3 cm I/D	0/365 – 500	30
60 to 40 mtrs	80T 3 cm I/D	0/365 – 500	30
40 to 20 mtrs	60T 2 cm I/D	0/365	30
<u>20 to 10 mtrs</u>	<u>45T 2 cm I/D</u>	<u>0/365</u>	<u>28</u>
30 to 50 mhz	10T 1 cm I/D	0/120	28
50 to 70 mhz	6T 1 cm I/D	0/120	26
70 to 90 mhz	4T 1 cm I/D	0/60	26
<u>90 to 100 mhz</u>	<u>3T 1 cm I/D</u>	<u>0/60pf</u>	<u>26</u>

This Rx has been designed for broadband operation

Additional audio filtering for other modes like SSB/CW etc. it came to a point that a better or an add on filter amp system for the audio output had to be devised, also including an audio amplifier to drive a small speaker or headphones of $8\ \Omega$. The following circuit was the outcome. Just to improve the quality.

FIG 2 shows the circuit.

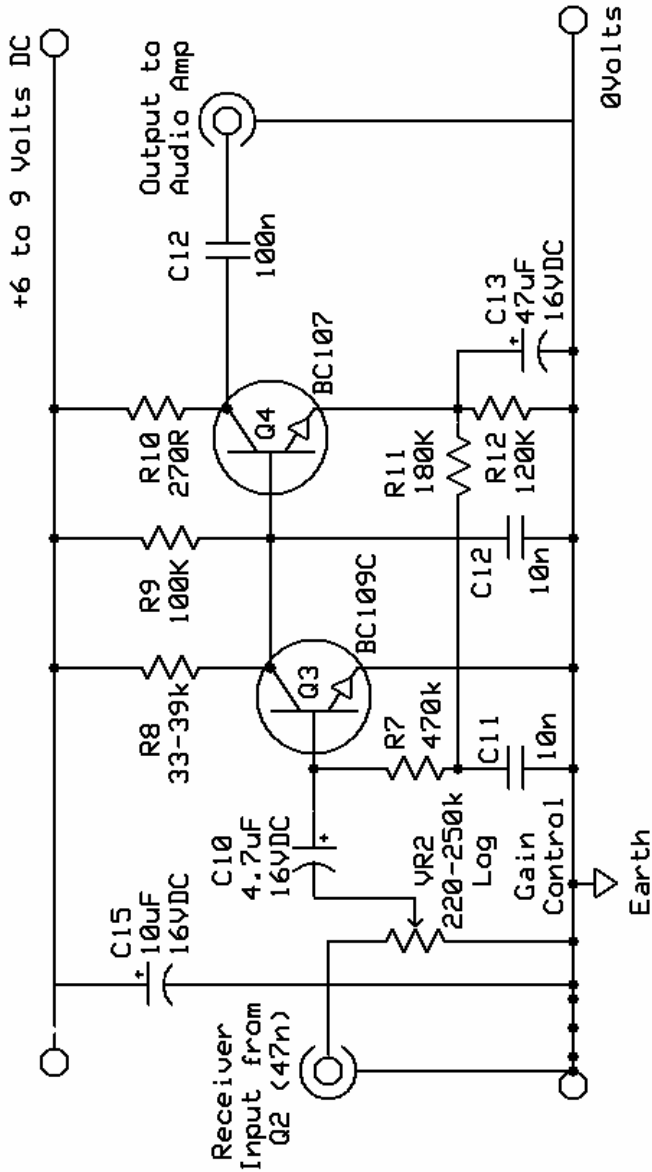


Fig 2 Filter/ Buffer Amplifier

The audio out put stage uses a LM386NS, an 8 pin audio amp delivering more than 300mw output. The circuit is shown in FIG 3. I chose this amp for its simple component count plus I have had great fun using it in all sorts of different circuits and it can be used other than an audio amp. i.e. AGC control – PSU's LO current etc. The circuit shown is being used at its most gain (can be made switch able) and least component count.

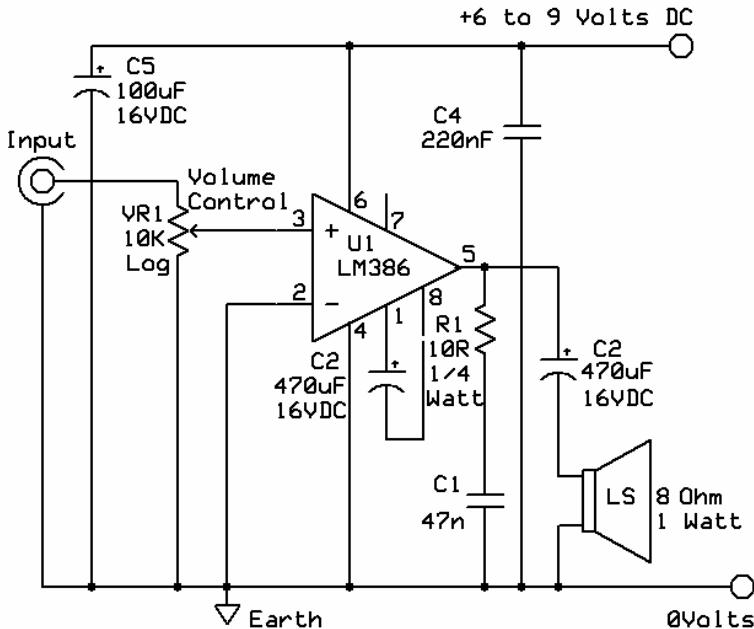


Fig 3 Audio Amplifier

All construction of boards (ugly bug) style

The audio amp shown above (FIG 3) is the most common mini amp that is surprisingly loud for the amount of components used in this circuit, and yes there are some with less, the LM380 14 pin amp. However, for current drain this one little 8 pin device supersedes all others. R1, C1 is included for stability and is known as the ZOBOIL network. C* can be switched in/out for unity gain, or for +200 gain (approx). I include this capacitor on all my amps so there we are, This completes the STAR-LITE Rx Mk1 radio for now. No doubt someone will find other design faults or add mods to continue it on. A note for construction for this radio Rx, I made this radio using a piece of P.C.B. copper (uppermost) using 1/4 " square PCB tablets for the connections and the base as the ground plain. Built as the circuit is drawn no problems should arise. Just remember, keeping all wiring short as possible and building in blocks and interconnecting accordingly

THE STAR-LITE Rx Mk1 Dual Function P.S.U.

To power the STAR-LITE Rx/Tx Mk1 we need a power supply big enough to power both the Rx and the Tx, and also if the Rx/Tx is to be used portable and is powered by batteries. Now to the power supply circuit shown in FIG 4. Mount Q5 on heatsink 4" 1/16 thick

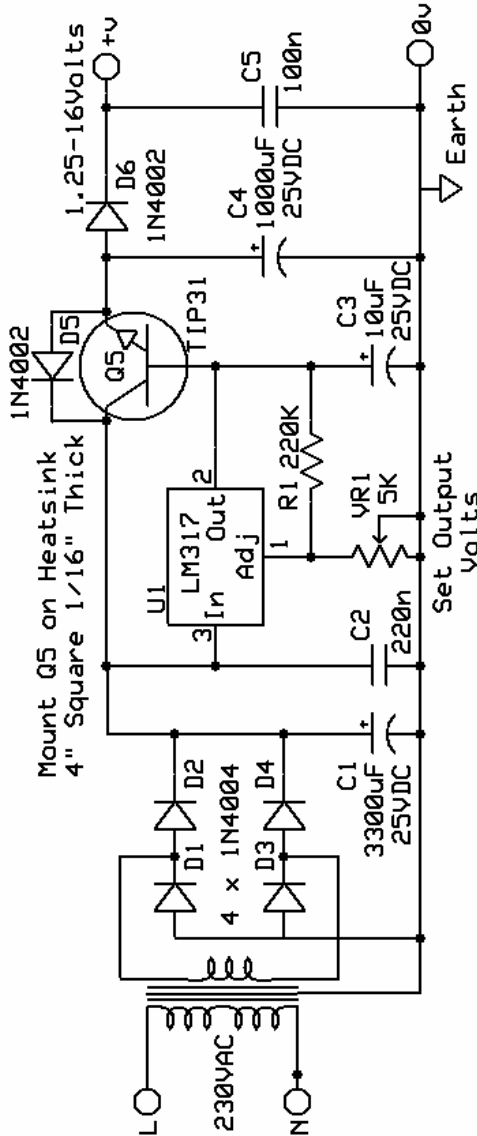
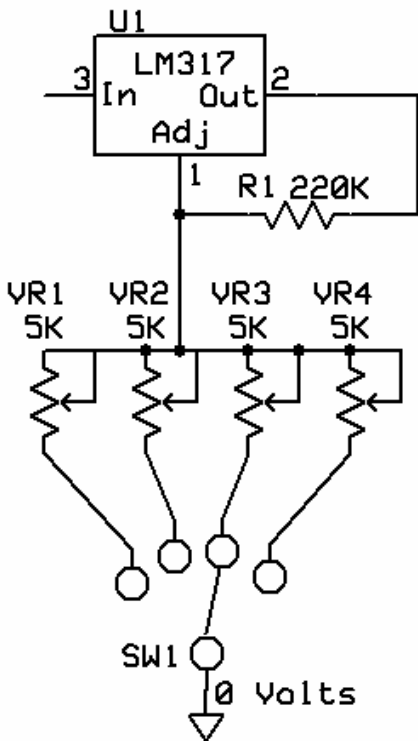


Fig 4 Power Supply

There is nothing new about the above PSU. However it has to carry or deliver the right amount current to (yes you got it) power the radio and to charge NI Cad (for portable use) batteries. The 5K POT (set volts output) can be configured to be switch able giving the PSU other uses around the shack (see below)



Set VR1- 4
for the output
Voltage required
VR1 = 5 Volts
VR2 = 6 Volts
VR3 = 9 Volts
VR4 = 12 Volts
SW1 1 Pole 4 Way

Fig 5 Power Supply Modifications

OK the above, preset to other output voltages, max current about 1A.

Next time, the STAR-LITE Q.R.P. Tx

Submitted by Len G7GNA –

Any typing errors are down to your Ed-Di-Da.

Letter for Club News Letter

I have done a lot of fishing in my time of life, sea pond and river. Sea was with Rag worm mainly and pond and river with maggots plus the odd bought dry or wet fly. Then I decided to tie my own flies with some success using barbless hooks. (Barbless lets the fish off the hook if you can release the tension on the line as they can wriggle off, plus when I caught my lower right eyelid if it had been barbless the hospital wouldn't have damaged the bridge of my nose).

It gave me immense pleasure when I caught my first fish, a Tench on a dry fly in North Wales on a river. My biggest catch was the lapel of a fellow fisherman who was to close to me, just because he usually fished in that particular spot!

I started in Amateur radio as G7MKM I cannot remember when that was, but in 1993 I got my CW on the Isle of Wight, and became G0UHM .

I don't know why I try and make things difficult for myself, but I decided to go for QRP , so sent off for the Howes TX and RX kits and assembled them myself with guidance from Pete G8PIQ. I then built the Howes Frequency counter and Pete got me a nice case to keep it all in, and it all worked first time, so it goes to show how good the kits were as all the parts and diagrams etc. were first class (it's a shame they are no longer available).

I have used it on and off, on my visits to Wales, and in the shed at home HI! !, My jubilation came with my first contact with Scotland and a report of 599 on low power.... Since then it developed a horrible noise on receive and would not transmit, so I was about to toss it out into the club junk for someone to use the bits, as I know nothing about the workings inside of any part and can only follow instructions and orders, like the typical army driver and drill NCO that I was! But..But ..But and but again, Pete said no way after all your efforts let me have a look at it, so he did and found the problem in the intermediate stage? I believe, so it now works again, (Thanks Pete) .

The antenna I use at home is a G5RV at the moment, but when portable I use two long telescopic fishing rods that Peter GOPSF & Pat brought back from France for me, (One got stolen in Wrexham) so they got me another one, so its still in the memory , these are mounted on two pieces of broom handle and a I use a Copper rod for earthing.

It all runs from a small 12 Volt 1.2 Ah battery , and to change frequency a small coil pack is changed in both the Tx and Rx in just a few moments, these boards are kept in a Cigar box. Both the battery and the coil packs and an SWR meter are all kept in the case with the QRP Rig making it very portable

Many thanks for reading this. Yours most sincerely Les G0UHM

Social Activities 2006.

Our annual Christmas functions have been booked for this year. To be held at 'The Woodpecker', London Road, Waterlooville. (Once again under new management) The dates for your diary are Tuesday December 12th for the lunch, Thursday December 14th for the dinner. The Xmas food menu forms are available from me upon request. Please fill them in as appropriate and return to me ASAP with payment (One form per person). Seating in bay area could be restricted to 30 - 35 seats this year if we want to be kept together as a group (due to Health & Safety regulations), to allow staff plenty of access room to the kitchens whilst serving us and other people.

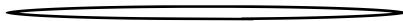
The cost per head this year is £16-95 this includes Tea or Coffee with a Mince pie after. (Your Choice).

As this Journal is for Oct./Nov. the above details will not be published again. I need your forms etc. returned by the **25th of November latest**, so that deposit can be paid.

In the main the venues will be run the same way as before with a raffle after the meal. If each party could donate a wrapped gift to the table this would be much appreciated. Please let me know which Christmas meal, and on how many tickets you require as soon as possible.

For the club members that do not make it on club nights you can ring me on 02392785568 at any reasonable time, I look forward to hearing from you.

Thanks Julia G0IUY
Social Secretary.



A Gentle Reminder from your Membership Secretary

Please don't forget the AGM in October is the night that the annual Subs. Are due, however members have until January 31st 2007 to renew their membership..

After this date however any lapsed membership will require a joining fee to be paid.

Many Thanks Simon G0IEY Treasurer/Membership Secretary

HDARC BBO 2006

The day at Denmead started at 11:15am with David G4TST pre-cooking the chicken legs (which were big) in his oven. Simon G0IEY helped me with some of the food preparations, as Nancy was suffering with a bad back and had already worked very hard on preparations. Mick G3LIK arrived with his BBQ etc., and left to get ready.

After lunch we put up the gazebo and marked out the course for the 'croquet' game (Special Club Rules Apply). The first guests arrived at 14.30Hrs and would you believe it the rain came also. Trevor G4UXJ and his family arrived with their BBQ and Gazebo. When the rain eased it was decided to cook on the patio close to the conservatory and Mick was repositioned close by.

Despite a few heavy showers we moved outdoors to enjoy the beautiful garden and its surroundings. The croquet game commenced, but with a difference the aim was to putt through each hoop to the end in the quickest time, once the stick was hit then Arthur G0JRN hit the stop watch and relayed the time to Simon who kept the results on a sheet. More than one game per person was achieved, each trying to beat their partners score. A lot of fun had by all. At the end of the day a prize was awarded to the fastest timed run.

The food was served from about 16.30Hrs. At 18.00Hrs the presentations took place. Nancy was presented with a lovely bouquet of flowers, David a bottle of Scotch as thanks to them both, for allowing the event to be held at their QTH. Next Mick was presented with a bottle of Lambs, while Trevor was presented with a box of Budweiser as thanks for being the cooks for the day.



Nancy receives her bouquet of flowers from Chairman Ken



Dave G4TST receives his bottle of Scotch from Chairman Ken

I myself was presented with a bouquet of flowers as thanks for organizing the day. I hope that everyone who attended enjoyed themselves. It was nice to see different faces and for those that couldn't make it this year you were missed, in particular to Fred G1TDQ who has not been a well person this year, his daughter Kathy brought a friend along in his place.

Following these presentations we did the draw for the ticket holders number and this was won by Alison XYL of Mick who was awarded a box of chocolates. The final prize of the day was for the croquet. The fastest time achieved overall was 30.91secs and was won by Kathy. Congratulations to you.

Nancy and Anna XYL of GOJRN kindly went around to sell raffle tickets for me. Thank you to everyone who donated gifts for the table it was much appreciated. At 18.30Hrs most had departed to go home and all the clearing up had been done by 19.00Hrs.



Chairman Ken G0JWL in action determined to beat all the other timed runs



Stuart G0FYX finishing a game of Croquet in front of club members

Pictures supplied by Hugh M0SOP and Myself Julia G0IUY

Before I finish I would like to say a very big thank you to Simon for the help and support he gives me each year. As he is the club's treasurer it means that I don't have to do a lot of extra work chasing around for payments, as they are needed.

Julia G0IUY

I KEEP BEING ASKED?

When is the closing date for the journal? The closing date is the first Tuesday of the month in which the journal is due out. The months for the journal are:-

September, November, January, March, May and July.

So if you are hoping to get your article/item in our next issue then be sure to give it direct to your Editor otherwise your article/item may be delayed by the two months until the next issue before our members have the pleasure of reading it.

Vy 73s Ed-Di-Da.

Flight Refuelling Rally 2006.

This event is always very tiring. The weeks building up to this are taken up with the collection of items from homes where goods have been donated, silent keys and collection of club equipment etc., from storage. In some cases we were responsible for pricing some of the goods for sale. Thanks must go to David G4TST and Nancy for storing items in their home prior to the day. Simon G0IEY and myself had three rooms full of gear too. On the Saturday we collected John G4WQZ and gathered at David's with the trailer to load up. Doug G4BEQ and Roger G0HAE arrived with goods in their car to be transported over. Once this was achieved we stopped for a well-earned cuppa. Ken G4BQV arrived to place the remaining gear in the boot of his car, as he would be following down the next morning. Simon and I had a car packed full too, with some of the delicate items etc..

On Sunday we woke to rain and wondered what we had let ourselves in for but by 6.am the rain had stopped. Picking John up at 6.30 and collecting our trailer from David's we were on the road by 6.45am. Apart from rain in places on route we arrived at the rally site just before 8.am where the ground was dry, as they had had no rain despite being overcast. It was windy though, so our attempt at putting up the gazebo was abandoned. David, Nancy and Ken arrived a little while later, the tables were quickly put up and spaced out, the trailer and cars were unloaded and sorted into place for display. Persons from other stands descended on us as we were unloading, but were politely told to wait until the official opening time, we were not interested in selling until then.

The rally opened at 10.am, we had a constant stream of visitors buying and looking all day. All in all a good result for our club. Sadly not so many people attended this year, not sure if it was down to the weather or the general decline in radio construction. We did get a couple of showers during the day but not enough to warrant covers over the tables, although they were ready. Thank you to all those club members who did arrive and support us I counted at least fifteen. Special thanks must go to Carl M0HRH who gave the club a donation as we didn't have for sale anything he wanted, this was much appreciated. Doug and Roger arrived and helped us with the selling of goods. A special visitor to the rally and our stand was Margaret G6NZ. It was so lovely to see her, much reminiscing over previous rallies and radio related events.

At 4pm the rally closed to the public even as we were packing up we were still selling. Much of the big bulky items were sold so what was left mainly went in the trailer for the return trip. The tables chairs and gazebo were put back into the cars. We left site at 5pm and arrived back at Denmead about 6.30pm. The trailer was emptied later that week, and payments made to those persons minus commission for the club.

From Simon and myself a big thank you to David, Nancy, John, Ken, Doug and Roger, but for your help prior to and on the big day, things would not have gone so well..

Sorry no photos this month, but hopefully they will be in the next issue.

Julia G0IUY

Winning Club Members

Mike Matthews Award Winner



Les G0UHM
receiving the Mike Matthews Award at the August meeting
Congratulations Les

**Winner of the Raffle for the Book
'100 years of Amateur Radio'**

This great book was won by - John G4WQZ

Congratulations John

Q.E.SHOW 2006 GB4QES

Saturday went very well, with super weather and lots of visitors to the show Mick G3LIK kept the HF station running on CW for most of the morning, and the sound of his Morse brought many a visitor into the tent, Stuart G0FYX then took over followed by John G4TZQ, the Clubs marquee was also attended by several other club members during the course of the day, and it was nice to see you there, especially Trevor G4UXJ and his family, Trevor's son Andrew 2E1GZV has been a younger member of the club for a few years, and due to school commitments cannot always be an active member of the club. So it was nice to see him operating the HF station and work many stations with Trevor's help

Unfortunately on Sunday everything changed, heavy rain persisted from early in the morning until about 11am. When we arrived at the club's marquee at 8am Richard G3AAT was inside

trying to pack his sleeping bag away as he very kindly offered to stay with all the club's equipment etc overnight, (thank you Richard). The marquee's roof was letting in water through the seams stitching, consequently to everyone's amazement the gear stored got a soaking and couldn't be used until it could be dried out sufficiently and tested away from site. Mike G8UYY arrived and very kindly allowed the club to operate his HF radio for the day.



Hugh M0SOP, Ken G4BQV, Alan G8AFZ & Dave G4TST
Erecting the trailer mast and antennas on Thursday



Andrew 2E1GZV Son of Trevor G4UXJ
Operating the QE Park HF Station on Saturday

With one table out of five now in use for the station set-up, and two tables displaying some promotional material, the club was back on the air.



Club Chairman Ken G0JWL & Alan M0WAH with Cadets operating the HF Station on Sunday

Alan M0WAH arrived and together with Ken G0JWL and Mike operated and logged stations worked. A group of cadets visited our marquee with interest. The show opened at 10am. A few braved the elements early, by midday it was a lot brighter and getting busy. Stuart G0FYX and his family arrived on site after dinner. It was very nice to see Fred's G1TDQ'S daughter Kathy, who was representing the RAC from her stand alongside ours.

Ken our club chairman, Christine his XYL, and mother-in-law, who stayed all weekend in their caravan provided us all with cups of tea and coffee throughout the weekend. We enjoyed the company of their lovely pups who were very well behaved and enjoyed themselves.

Thanks must also go to Alan G8AFZ who arrived for a family day out and came back at 17.30Hrs to help dismantle. Alan also put gear in his boot as we didn't have room in the trailer and couldn't leave it behind safely. He followed the trailer back to the club storage shed where he helped to unload.

It was a shame that John G4WQZ couldn't attend as promised, but his wife was taken very ill and he had to stay with her. I understand that she has now made a full recovery.

QSL cards for the station were put together by Simon G0IUUY from photo's taken on the day, and all contacts were sent QSL cards.

The pictures for this article were

Supplied by Hugh M0SOP, Trevor G4UXJ and Julia G0IUUY.

From Julia G0IUUY

CLUB NEWS/DIARY Compiled by Stuart G0FYX

News of club members

Congratulations to SWL's Bob in Denmead and Trish in Havant who have recently passed their Foundation Licence examinations run by club member Richard G4IBW. Bob now has the callsign M3OQC and Trish has the callsign M3OQQ. We have talked to Trish on 2 metres and we look forward to hearing Bob on one of the club nets before too long.

In the 69th RSGB Commonwealth Contest (BERU), the results of which were published in August's RadCom, Mick G3LIK came 42nd out of 67 in the open section.

Some other results published on the RSGB HF committee website: In the RSGB Ropoco contest held in April, Mick G3LIK came equal 3rd out of 44. In the RSGB AFS CW contest last January, HDARC came 53rd out of 82. Team entrants were G4FBS (G3AAT/G0FYX), G0MBQ and G0RPX. In the RSGB Club Calls contest last November, G4FBS (G3AAT/G0FYX) came 48th out of 87.

The Mike Matthews Award for August 2006 was awarded to Les G0UHM. The next 6 month session has now started. See club info pages.

Diary

Tuesday	October	3rd	Visit by Mark Francis of Waters & Stanton
Tuesday	October	24th	Annual General meeting
Tuesday	November	7th	Natter night/social evening
Saturday	November	11th	RSGB Club Calls Contest 2000-2300 utc 160M SSB. It is planned to take part in this using the club callsign G4FBS.
Tuesday	November	28th	Talk by Dave Bartlett—Egypt, The island of Philae
Tuesday	December	5th	Natter night/social evening + mince pies
Tuesday	December	12th	Lunchtime Club Christmas Meal
Thursday	December	14th	Evening Club Christmas Meal

*****NO CLUB MEETING ON DECEMBER 26th*****

This 'n that

The 2006 series of RSGB Club Championship contests finished in July. The final results have been published on the RSGB HF Contests committee website. HDARC came 29th out of 74, with total points of 960 (546 CW, 338 SSB, and 76 Data). Well done to the few club members who took part.

Due to lack of sufficient operators we did not enter the RSGB SSB field day this year.

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 GØIU Y (023-9278-5568), juliatribe@hotmail.co.uk (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 (Re-designed by Lloyd Arrow G1JAR; maintained by Trevor G4UXJ)

www.hdarc.co.uk

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. 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*)

Qualifying period is October 1st to next September 30th.

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 GM0DHZ. 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.