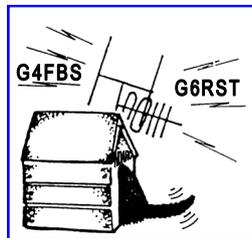


Horndean & District Amateur Radio Club Journal

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Mick G3LIK, Ray G3KOJ and Bill VE6BF

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Founded in 1975

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Articles, letters of interest, photographs are always needed and should be sent to the Editor :- Sean Grant 51 Winchfield Crescent Havant PO9 3SR Tel : 07429639890 & Email : M3SGO@Hotmail.co.uk

It would be appreciated if submitting typed script that it is of good quality bold lettering. This allows me to scan it in direct. Saving me time retyping. Copper plate handwriting most acceptable. I use Microsoft Publisher 2013 to produce the journal so am happy to accept articles/photographs on a CD providing it is compatible and can be read in Word. If you require the material to be returned please enclose a SAE. Opinions expressed in the journal are not necessarily those of the HDARC. The editor has the right to reproduce the articles for our affiliated club journals/newsletters. The Editor decision is always final.

Closing date for next journal is : 3rd of Nov 2017

Editorial

Hiya Folks

Yep it's that time again and another bumper and interesting journal. Thank you to all that contributed, but like always I need more articles.



Also, like to remind everyone I'm still looking for someone to replace me when I reach journal 50. I can give training etc to anyone who wants to take on the role as the new journal editor, and any support that may be required until you get the hang of it.

I have some info for you all. I know it goes out weekly but Rob M0RZF has the WebSDR working from his home, so we now need to get the next stages going. This will be power and internet connection, so help is required for this. Please contact me or Rob and we will be grateful of any assistance.

If you want to listen, the link is <http://sdr.hdarc.co.uk:8073>. A reminder that if you are asked for a password it is HDARC2017.

If you're wondering who that is on the front cover; Mick and Ray met up with an old friend from Canada who used to be an club member, Bill VE6BF.

Anyway until next time take care everyone

73

Sean M0XAN
Journal Editor HDARC

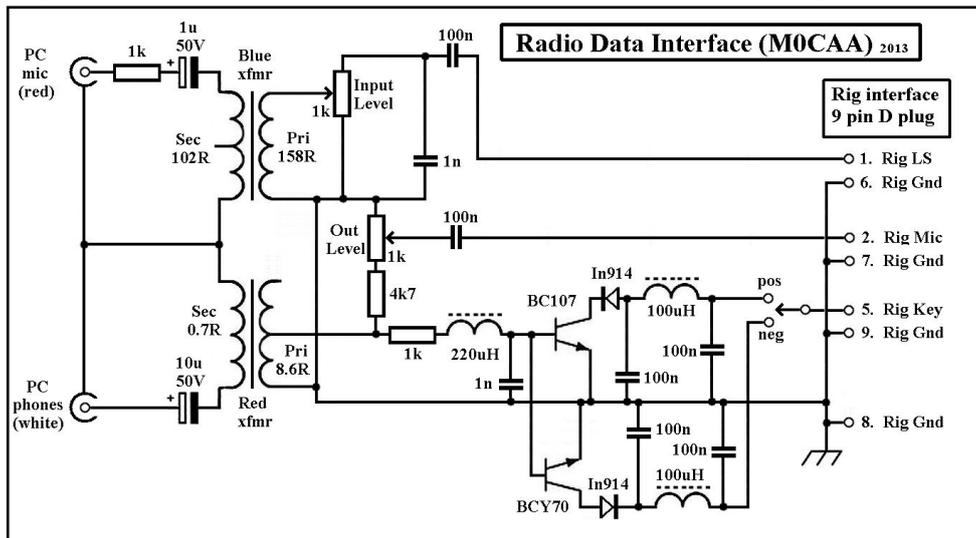
CAAn You Connect Your Laptop

Reading the Feb 2017 journal I came upon the article by Doug G4BEQ on a PSK31 interface. I did a similar project for data modes (but without the battery) in 2014 but I don't think it ever got into the journal so here it is:

From time to time I have dabbled in data modes (slow scan TV, Digipan, etc) and needed to connect the radio to the computer. Direct connection is possible at low transmit powers (QRP) but an isolating connection is better and fairly essential above 5 watts, when the PC becomes part of the antenna, not good!

In the past I have home-brewed interfaces for the rig and computer in use at the time using small audio transformers from the junk box. Trouble is you change the rig and need to do it all again, then you keep finding mysterious leads and can't remember what they were for! Previously rig control (PTT) was done using the control lines on the 'Coms' (RS232) port but modern PCs don't have them anymore as they use USB. I purchased a cheap USB to 'Com' port adaptor from Ebay but found it didn't have the control lines implemented. It appears these are designed for updating car GPS units and use X-on/X-off control.

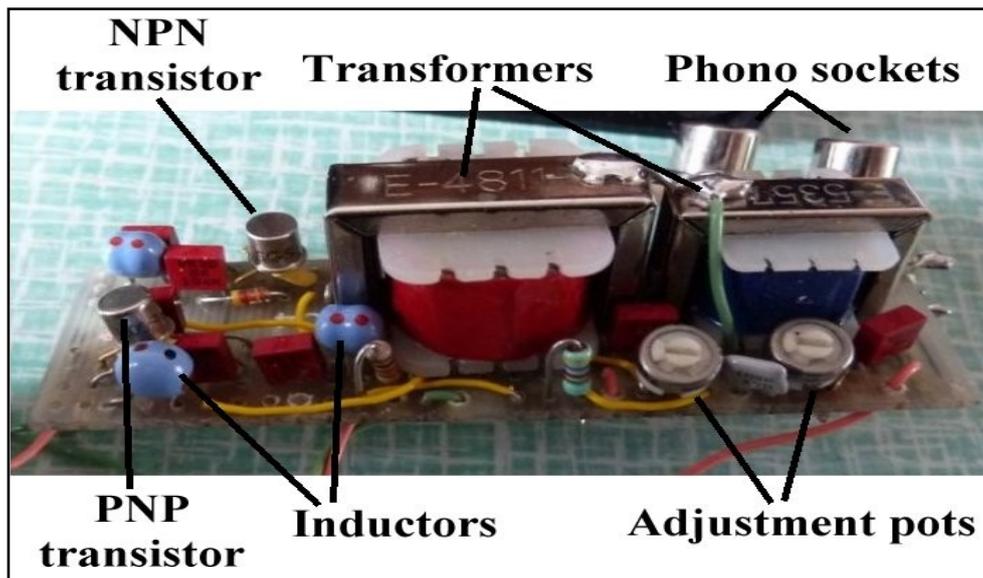
Things came to a head when I was doing some low power CW on the shortwave bands. You have to send a lot of CQ calls on QRP before anyone answers, so some assistance from a laptop would be good. One



thing all the radio software programs I use have in common is they all have a manual mode where the coded signal comes out the audio port when TX is activated. So why not use that to activate the transmission? Armed with hot tea and soldering iron, it was time to raid the junk box.

AUDIO ISOLATION

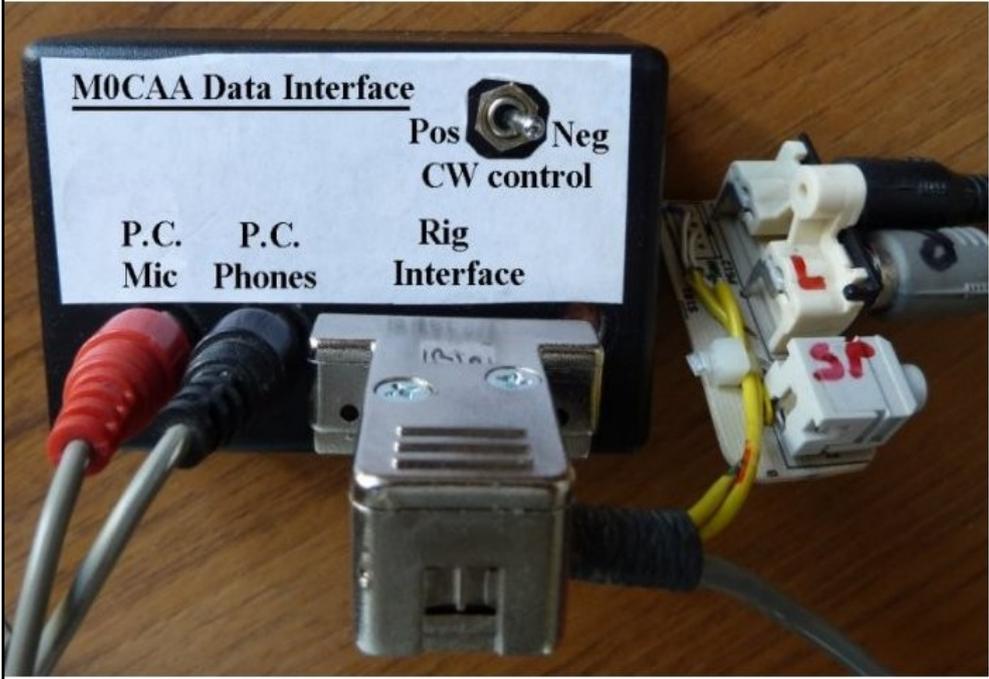
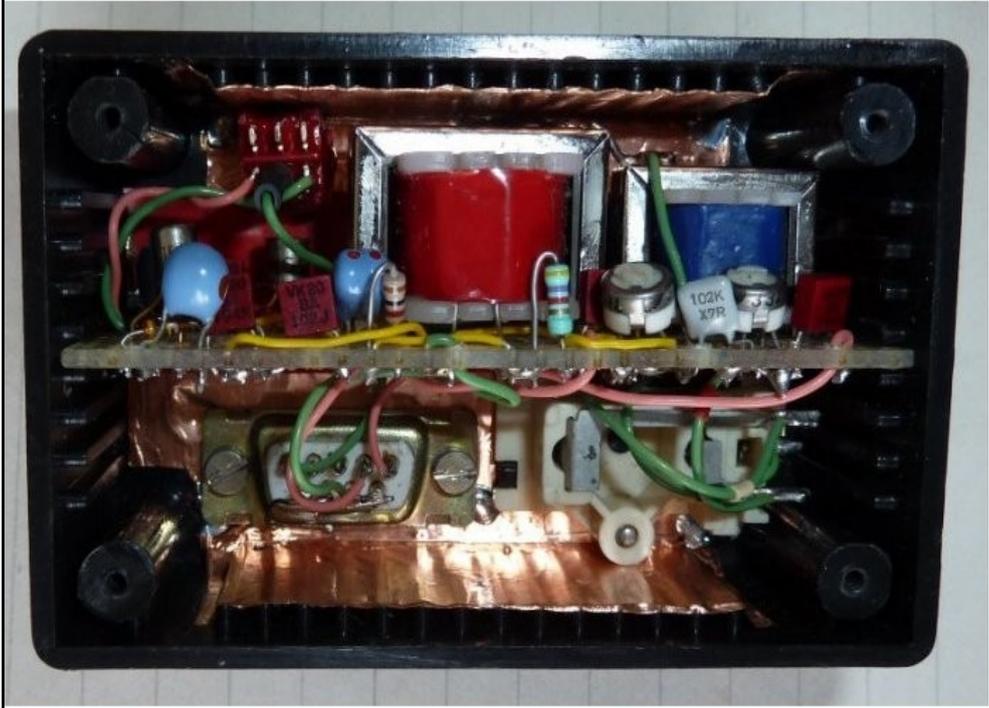
I removed 2 audio transformers from an old transistor radio and added



preset potentiometers to allow adjustment of the signal levels. The capacitors in series with the inputs and outputs provide DC isolation.

RIG CONTROL

I then built what is basically a VOX switch to operate the rig's PTT / KEY input as soon as data is sent. This is basically a simple transistor amplifier. When the audio signal goes above 0.7 volts, the transistor will turn on, making its collector pull the voltage on the PTT switch to ground. There is a danger that some RF from the transmitter will get into the input and also be amplified, keeping the circuit switched on. A low pass filter at the input (using an inductor removed from a scrap video recorder) helps stop this. A diode is placed in series with the output to stop reverse voltages damaging the transistor. Another low pass filter at the output provides yet more RF isolation. The output from this circuit will not be a permanent low as it is only 'on' during the positive half cycle of the audio signal. This doesn't actually matter as all rigs have smoothing (switch bounce suppression) on



the PTT and KEY inputs. Adding further smoothing is inadvisable as we don't want any significant delay between the audio signal and the transmission starting.

PAST PROOFING!

Most modern rigs have a positive voltage on the PTT and KEY inputs and for this an NPN transistor will pull this to ground. However older rigs like my Yaesu FT101B use a negative voltage and for this it is necessary to use a PNP transistor. I have both circuits and a switch to select 'old timer' mode.

GOOD HEAVENS - IT'S IN A BOX

The junk box provided a small plastic box (metal might be better) which was lined with copper tape to screen the circuit. A scrap video recorder provided a plastic block with 2 phono connectors for the audio connection to the laptop. This is ideal as the earthy end must be isolated from the rig ground. A 9-pin D connector was used for the rig connections. This allows leads to be made for different rigs using screened cables. The circuit was made up on a strip of prototyping board cut to fit into the box. Point-to-point wiring was kept as short as possible and the transformer frames taken to ground. The adjustment pots were placed at the top for access.

ANY GOOD?

There is a slight delay between the audio starting and the rig going into transmit. For data modes the rig is switched to PTT mode and connection made to the PTT switch connections. This worked well as there is usually a leader before the data starts so you miss nothing.

On CW the rig was switched to VOX mode and connection made to the KEY input. The slight delay causes a shortening of the first element of the first letter. Not a problem in the UK for me with CW at 12 WPM because for 'CQ' you're sending a dash and it's repeated anyway so you don't notice. If you were attempting a QSO with a French station at higher speeds you would be sending a dot and you might need a couple of 'R's before you start to prevent losing the first element.

Above 50 watts I had to disconnect the laptop from the mains and add some ferrite rings to the connection leads, to stop the RF causing it to jam on transmit. It also worked well using my Android tablet but I had to make a breakout lead to connect to the headset jack on the tablet.

CONCLUSION

I hope this give you some ideas as to what can be done with scrap components and maybe sparks some homebrew projects.

Happy bodging - Mike & Sue (M0CAA & M0BOZ)

THE HISTORY OF NAVIGATION

On July 21st, Professor Mike Whittle visited the club to talk about navigation through the ages.

His presentation was in four parts: Early methods, First significant technology, The longitude problem, and finally, Modern methods.

Early methods used descriptions such as : 'Turn left at the big rock', 'Walk towards that mountain peak', 'Follow the coastline for half a day'. The sun and stars were also used extensively in descriptions of where things were. A reminder about Latitude and Longitude: Latitude is how far north or south you are from a known position, Longitude is how far around the earth you are from a known position. These were first described in the 2nd and 3rd centuries BC. Claudius Ptolemy (AD140) listed hundreds of places using degrees and minutes. Latitude was based on the equator, longitude was based on the Fortunate Isles, off west Africa. Every place on earth has a latitude and longitude, so has every star in the sky! Except that latitude in the sky is called declination, and longitude is called right ascension. For anywhere on earth, certain stars will pass directly overhead once a day; if their declination corresponds to a place's latitude – these are called 'zenith stars'. The latitude of Southern England is 51° north. The only star of any magnitude at this declination is Eltanin in Draco. If you observe Eltanin passing directly overhead, you are at the latitude of southern England!

The Polynesians were renowned as navigators in the early days, and used a variety of environmental phenomena. Mike mentioned about Lodestone: this was an early form of magnetic compass. It is a naturally occurring magnetite (iron oxide), and is sometimes magnetised. It was recognised as magnetic over 2000 years ago, and used for navigation by the Chinese in the 11th century.

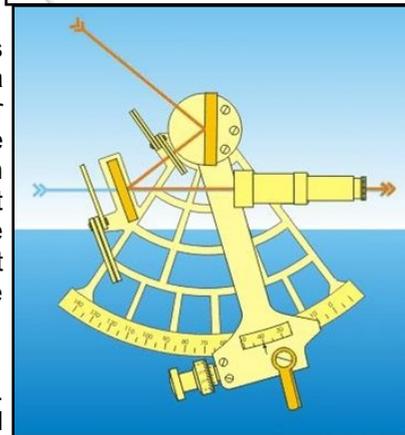


Lodestones were used in the earliest forms of the magnetic compass. Later ones used steel, then different alloys. There was a gradual improvement, by experimenting with the strength of magnet, design of pivot, damping, and applying magnetic compensation.

Next, Mike introduced the Astrolabe, shown in the top picture on the right. This measures the height in the sky of the sun, moon, planets or stars, and is used to find local noon. It was first used in ancient Greece, and there were many different designs. A simplified version was used at sea, but even so, much skill was needed to use it!



Replacing the astrolabe, we get to the quadrant, sextant and octant. (an example of a sextant is shown in the bottom picture on the right). This measures the angle between two objects, usually between the sun and the horizon, but it may also be used for stars or anything else. A version of a sextant was used on Apollo 13! The spacecraft attitude had to be correct for engine burn. Inertial platform was turned off to save power, and they used a sextant to adjust attitude. Other earlier and later methods of finding the height of the sun in the sky included direct viewing of sun and horizon (cross-staff and Quadrant), but not recommended, viewing a shadow and the horizon (Backstaff), when the horizon is not visible (create an artificial horizon), and for use in submarines and aircraft, a periscope sextant.



Early map-making was by use of a plane table. This was a graphical method, which transferred angles directly onto map. It could be used to map places visible over a few miles. Portolans were coastline maps, based on compass directions and estimated distances. First made in the 13th century in Italy, and later in Spain and Portugal. Later 15th and 16th century charts were noted for their cartographic accuracy. They were highly prized, because of the economic advantage to ships using them. Lighthouses and illuminated beacons have two principal uses: Marking features of the coastline, eg headlands, harbour entrances, hazards etc, and identifying a known point which can be used for taking compass readings.

On land, or at sea close to the coast, it is generally more convenient to navigate using landmarks. At sea, out of sight of land, you need two things: knowledge of your current latitude and longitude, and knowledge of the latitude and longitude of the place you want to go to –or avoid! Knowing where you are, at sea, can be vitally important. Without this knowledge, you may miss your destination, or run into unexpected rocks or shoreline. In 1707, a British fleet was returning from Gibraltar. They misjudged their position, and four ships struck rocks off the Scilly Isles and sunk, with the loss of over 1,400 lives.

Latitude can be determined fairly easily using a sextant and sun or star positions. Longitude is determined by measuring the time difference between the time at Greenwich and the local noon – the time at which the sun reaches its highest point in the sky. Measuring the local noon is fairly easy, by measuring the height of the sun, but knowing the time in Greenwich is a much more difficult problem. Many people, for many years, tried to find solutions to the 'longitude problem'. The main efforts were in Spain, France, Holland and Britain. Normal clocks are very unreliable on ships at sea, so other methods of finding longitude were looked for, the main ones being astronomical. They included measuring the timing of eclipses, the transit of a planet across the sun, the positions of the moons of Jupiter, and the 'Lunar distance method' – this last being the most reliable.

These methods worked, but were largely impractical for ships at sea. Lunar distance method - This method relies on the relatively quick movement of the moon across the background sky –about half a degree per hour. Using a sextant, the navigator precisely measures the angle between the moon and a star, typically Regulus. The navigator then uses a table of lunar distances to determine the time at Greenwich. Knowing also the local time allows longitude to be calculated.

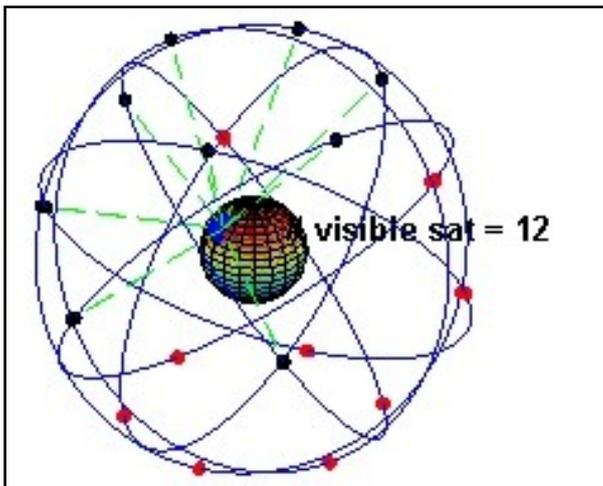
The Prime Meridian defines zero longitude for maps, and there were many contenders for this during the 18th and 19th centuries –Paris, London, Washington, etc. -Wikipedia lists more than 30! Eventually, the Greenwich meridian was chosen in 1884. France didn't recognise it until 1911! When the GPS system was introduced, it reconciled many different mapping standards. The resulting standard (WGS1984) is not based on the Greenwich meridian! The new prime meridian is 102m to the east of the Greenwich meridian. This fact is not mentioned in the Greenwich observatory!

After discussing wartime navigation systems, Mike told us about inertial guidance. An inertial guidance system calculates position by dead reckoning, using a computer, with input from accelerometers and gyroscopes.

Accelerometers give acceleration in three directions; integrating acceleration gives velocity, and integrating velocity gives position. Gyroscopes keep track of the direction in which the changes in velocity and position occur.

These systems are susceptible to drift, but have reasonable accuracy from a few hours to a day or two. They were very popular, and were used on ships, aircraft, submarines, guided missiles and spacecraft, but have now largely been superseded by the GPS system. The main 'Global Positioning System' is from the USA. There are also Indian and Russian systems, and a European system (Galileo) is under development, with system completion planned for 2020. Systems are also planned by China, France, and Japan. You may remember we had talks about GPS by Hugh M1ETU and also by Russ G4SAQ.

Dispel the myth: A 'SATNAV' device is just a receiver –it does not transmit –it cannot 'tell the government where you are'! There are GPS systems which do transmit –they are very specialised, and very expensive, for example, for tracking wild animals or for tracking offenders on parole. The American GPS system consists of 24 satellites, in six orbits with four satellites each. They orbit the earth at an altitude of 12,600 miles, and each satellite orbits the earth twice in 24 hours. They range from 55°north to 55°south, and there are about eight 'spare' satellites, which improve accuracy. At any one time, at least six satellites are visible from anywhere on earth. You only need four satellites to find your position.



Mike then mentioned SatNavs. Their main use is in cars, but also walking, cycling etc. For normal use: enter details of destination. The device then calculates 'best' route, and shows a map or road display. It usually has (optional) voice guidance. May monitor traffic, and suggest alternatives. Some functions are now available on 'smart' phones. GPS at sea uses Chart Plotter, which is similar to SatNav, but for use on boats and ships. It is loaded with detailed nautical charts, and shows position, heading, etc. Input destination will give course to steer and ETA (estimated arrival time). It may show other boats, marine hazards etc. Used to be kept below deck, but now may be used next to the helm. Mike explained how GPS works, and summed up by saying that we have come a long way, and we now have fast and easy methods of navigation on land, on the sea and in the air!

Photo of Mike by G3LIK; text by G0FYX

My trip away - by Club chairman Ken G0JWL

Hi all,

It is not often enough that I make the effort to write something to put in to the journal, so here goes.

As most of you know Christine and I visit our friends Pete and Nancy in Western Canada quite often, they live in Williams Lake which is a very pretty part of British Columbia and is famous for its round ups much on the same lines as the Calgary round up in Alberta, and its early Gold fields. It also hosts a popular series called the timber kings, which has been on TV in the UK on one of the network channels demonstrating how to construct log cabins and other items made of timber sourced from within the Williams Lake area close to the Fraser River. BC consist predominately of lakes and vast forests.

Williams Lake, which is part of the Cariboo Chilcotin province, is situated on route 97 and runs from Vancouver through to Prince George which is not too far from the Yukon territories. The climate in Williams Lake is very much like our own; however like most of Canada they too experience heavy snow in the winter. In the summer, the temperatures can exceed 30 degrees and more. That said BC is very much like the Lake District but on a far greater scale.

Christine and Nancy, Pete and I were settling down as we had been for the previous three weeks enjoying our break. We had covered many miles during the time and visited most of British Columbia from Vancouver to Kamloops which is the desert area of Canada, as well as going North to Quinsel and Prince George up near the Yukon and looking at the varied wild life the province offered.

We were alerted to the fact that there were reports of forest fires going on further south of us in Kamloops, and 150 mile point that had been caused by dry lightning and thunder storms. Little realising that it would later have a profound effect on our break, since we still had eight more days to run and were planning where else to go. The day before, we drove to Barkerville, which is about 200 miles east, to look at one of the first towns established in Canada. The town was kept in its original condition since the 1860's and was predominately a gold town established by an Englishman named Barker who though amassed a fortune was to lose it

all and die in poverty in London. Our trip to Horsefly really was a good idea, since in a very short time the fire had spread to Horsefly, which is around 30 miles to the east of us; there were also fires occurring to the west which happened to be quite close to Fox Mountain where we were staying with Pete and Nancy. This occurred on the 5th day. We were not concerned as Williams Lake Airport was only about 2 miles north of us

Our concerns became a reality when we were told that the airport was on fire as well, due again to dry lightning and that there would be no flights leaving there for an indefinite period. Being optimistic our heads were in the sand as we thought it would be out by the time we left. We were quickly brought down to earth when the fire department at Williams Lake put everyone on standby to evacuate into the City of Williams Lake. Still thinking all would be fine, we went into Williams Lake to see if we could get a Greyhound coach to either Quinsel which has an airport or down to Vancouver. We were then told that no Greyhound coaches were running, moreover there were no flights from Quinsel either and that all roads South, East and West were closed and all those citizens local to us were being evacuated to Williams Lake.

Strangely we did not bother too much as we were still optimistic on getting out, only to have our hopes dashed when the British Columbian Government announced a state of emergency. It now became apparent that at some point we too would be asked to evacuate. Pete and I started to get the horses into their horse box as by now we were surrounded by fire and needed to get them down to Williams Lake stampede ground which Nancy and Pete did, leaving Christine and me at their ranch.

In the meantime we packed all our personal effects, as well as the Nancy's dog and cat, into the other car. However at this time the fire chief arrived and told us to get out fast as things were certainly getting very hot, namely we were feeling the hot ash from the fires raining down on us. Moreover could only just about see where we were going due to the heavy smoke everywhere. I got the other vehicle turned where at this point, Pete and Nancy turned up, and we all went down to Williams Lake together albeit with some apprehension. When we arrived in town we were told to report to the evacuation centre, which was one of the city schools.

We were warmly received, the organisation was superb, and we were given an official document declaring us refugees in effect which meant we would be accommodated etc. and registered as evacuees. We were asked

if we had everything sorted, to which we said 'yes and were told to go and get camp beds. First bad move, we decided to stay in a care home and retirement complex which Nancy is the CEO, as all of the residents had been evacuated earlier. So we had no need of camp beds little knowing that all of the bedding had gone with the residents, which meant the four of us sleeping on the floor as the camp beds had by now all gone.

We all discovered bones we never knew we had, but we stayed buoyant always the optimist, the problems now had gotten worse since all land lines were either down or out, as were any chance of using our computers or pads. Luckily the mobile networks were still working; I had my 2 metre 70cm handy which turned out to be as much use as a chocolate fireguard, as all of the local hams were in the same position as ourselves, evacuees! It became more annoying, as I will explain later. In the mean time we just sat things out. However later I reported to the evacuation centre to enquire what the situation was only to be told to get our belongings together as the next day we were being evacuated up to Prince George. As cell phones were working Pete managed to talk to his son Wayne about getting accommodation there, which he did, which was lucky for us, as neither I nor Christine fancied sleeping in a camp bed or worse the floor again.

We arrived at the evacuation centre at 15:00hrs only to be told that we were travelling up to Prince George about 300 or so miles in a yellow school bus as seen in many films and documentaries in the USA. We said



farewell to Nancy and Pete and hoped their property was not caught up in the fires as with many other of our friends on Fox Mountain.

Once aboard the bus we were told by the driver that we would, if possible, stop at Quinsel for a break, which is about 120 or so miles north. We noticed the full extent of the fires as we travelled, and also noticed that at every junction was a Royal Canadian Mounted Police patrol, stopping people going back to their homes right up to Quinsel. That said during the trip I saw this huge billboard which read 'Quinsel the home of amateur radio'. I did give a call only to get the VE7 call; I tried my VE7G call as well as my VE7/USA call not a dickie bird, apart from the bald eagle flying above us on route. We also observed a black bear attempting to get over a road barrier; I noticed nobody got out of their vehicles to help it, although it did get over in the end. We eventually arrived at Prince George in the early evening and had to register at the evacuation centre again so everyone was aware of where we were and where we were going too.

Again the organisation was absolutely brilliant; we were asked if we needed food, clothing, and money etc. which we did not as we had already organised it, only to be told we were very lucky to even get a room due to high demand made by the fires. Luckily Prince George was not affected; they sorted out our transport to our accommodation. I said we were British,



only to be told it made no difference as we were officially refugees, the person who helped us immediately picked up on our accent, it turned out he was from Gosport, not far from us. Wayne thankfully managed to get us a flight from Prince George which was provisional due to fact we did not know how things were; it turned out later it was OK.

After all the excitement over the last week or so we really did not sleep much when we arrived at the travel lodge. The next morning we were taken to Prince George airport, and after a short wait boarded our flight on West Jet to Vancouver; they too were brilliant, they even waived our luggage fee, plus our airfare was greatly reduced. We arrived at Vancouver main, only to find our flight back to the UK was delayed, that said we did eventually board our flight for the long journey home which turned out to be nearly 11 hours. We did not sleep on that either, and eventually arrived back at Gatwick, only to find that the plane could not park due to all the bays being filled. I now know the taxiways intimately. We eventually got off the aircraft only to walk what seemed an eternity to pick up our luggage, and then on to customs, which turned out to be a bit of a nightmare too, as there were 30 customs places on, only 6 were being used; welcome back to the UK.

We were met by my brother and his wife at Gatwick and then we drove home. We later learnt that Pete and Nancy were evacuated to Prince George the day after us, as was the entire population of Williams Lake together with all the livestock. I spoke to Peter on the 18th of August to be told that all the properties on the top of Fox Mountain were OK. Others in the area were not so fortunate; in total 30 homes were lost. We were also told they were the worst fires in BC's history. That said we were really grateful for the sterling work of all of the emergency services there, the fire service in particular.



You lovers of the English language might enjoy this.

There is a two-letter word that perhaps has more meanings than any other two-letter word and that is 'UP.'

It's easy to understand UP, meaning toward the sky or at the top of the list, but when we awaken in the morning, why do we wake UP?

At a meeting, why does a topic come UP ?

Why do we speak UP and why are the officers UP for election and why is it UP to the secretary to write UP a report?

We call UP our friends.

And we use it to brighten UP a room, polish UP the silver; we warm UP the leftovers and clean UP the kitchen.

We lock UP the house and some guys fix UP the old car.

At other times the little word has real special meaning.

People stir UP trouble, line UP for tickets, work UP an appetite, and think UP excuses.

To be dressed is one thing, but to be dressed UP is special.

A drain must be opened UP because it is blocked UP.

We open UP a store in the morning but we close it UP at night.

We seem to be pretty mixed UP about UP!

To be knowledgeable about the proper uses of UP, look the word UP in the dictionary.

In a desk-sized dictionary, it takes UP almost 1/4th of the page and can add UP to about thirty definitions.

If you are UP to it, you might try building UP a list of the many ways UP is used.

It will take UP a lot of your time, but if you don't give UP, you may wind UP with a hundred or more.

When it threatens to rain, we say it is clouding UP.

When the sun comes out we say it is clearing UP...

When it rains, it wets the earth and often messes things UP.

When it doesn't rain for awhile, things dry UP.

One could go on and on, but I'll wrap it UP, for now my time is UP, so.....it is time to shut UP! Now it's UP to you what you do with this !!!!!

Doug G4BEQ.

The Mike Matthews Award

At the club meeting on August 18th, Mick G3LIK was presented with the Mike Matthews Award by Chairman Ken GØJWL. **Reproduced below are the rules for the award.** Please send your entries to Stuart GØFYX, the club's awards manager, contact details on club committee page. Good Luck.

1. Only fully paid-up members of the Horndean & District ARC (HDARC) are eligible to submit an application for this award.

2. The award is available to be won twice-yearly; the qualifying periods in which contacts are to be made, are August 1st-January 31st or February 1st-July 31st.

3. Applications should be sent by February 21st or August 21st, to the club award manager. There is no charge for the award.

4. A log extract showing the date, time, station contacted, reports sent and received, is all that is required. All contacts must have been made using hand-generated CW. No QSL cards needed.

5. Fifty (50) different stations must have been contacted, of which at least 5 must be HDARC members at the time of the contact.

6. In the event of more than one application being received that meets the above criteria, a tie situation will be resolved by the award manager or an officer of the club. This will take into consideration firstly, the greatest number of club members contacted, secondly the greatest number of different bands used, and thirdly by any other means at the discretion of the award manager or an officer of the club.

7. The winner will be able to keep the award, until such time as it is awarded to another person. No person can submit an application for the award in two consecutive time periods. The award remains ultimately the property of HDARC.

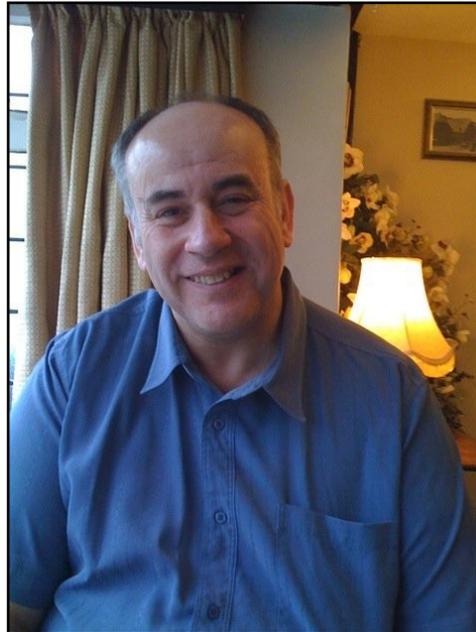
8. Contacting the club station G4FBS or its variants (e.g. GX4FBS/P), or any special event organised and run by HDARC, will count for two member contacts.



The Club Treasurer - Bill 2E0WGK

As I approach the end of my first year as your treasurer, I'm pleased to report that I have found it a very pleasant year. This has been greatly aided by the software that I found to support my work.

A good thing about the software is that because it is entirely web based, I can share it with anybody I choose. This will make it very easy when it comes to the annual review, as the two independents who conduct the reviews can look directly at the information that I have been building up since the last AGM.



In order to make that review as easy as possible, I have structured my paperwork to follow the statement period. I have a ring binder, it is sectioned by separators, within each separator is the bank statement, and all of the paperwork associated with each entry in the statement. The statement has been marked with the Receipt No. or the Payment No. for each item – there is a corresponding piece of paper in the same section. The online software reflects this in a simpler way, it is a continuous stream of items separated into two paths, payments and receipts.

Cash payments are slightly problematic. There is a corresponding entry in the folder for each cash item. Reconciling the cash items with the amount of cash held in the tin will be slightly more involved over the year, but again the software helps significantly.

Cost Codes.

The online software uses cost codes. Each transaction, whether payment or receipt is of a certain type. Cost codes are contained within the software, but I have the ability to change them to make them match the club's requirements. For example, there is a "Parent" cost code 4300 called Training.

Under 4300 Training there are child cost codes;

4305 Foundation Exam Fees
4310 Intermediate Exam Fees
4315 Full Exam Fees
4325 Foundation Training Course Fee
4330 Intermediate Training Course Fee
4335 Full Training Course Fee

The numbers have been allocated by me – they have no significance beyond making it easy to categorise expenditure.

Codes in the 4000 & 5000 range (such as those above) represent income for the club.

The codes 4325, 4330 and 4335 represent income directly for the club.

On the other hand, the codes 4305, 4310 and 4315 are costs that the club has to pass on, in this case to the RSGB.

This means that there are corresponding cost codes that represent expenditure, in this case;

7305, 7310 and 7315 represent payments to the RSGB of exam fees for Foundation, Intermediate and Full respectively.

You might ask why use the numbers I have for the cost codes? The application provides a set of codes that users can adapt, I have used them as a basis for our club. You might also ask why did I use codes such as 7305 & 7310? Did you ever do BASIC programming? It makes it easy to add in numbers if need be, so I could if necessary create a 7306 or a 7311.

All through the year, I have brought the books to the club. It is after all, your club and you have every right to know what is happening to the money. I know that AGM's can sometimes cause discussion, and I'd like to ensure that this year's runs smoothly. I will produce a profit and loss report for the AGM.

Please let me have any questions.

WW1 Remembrance Museum by Julia G0IUY

On the morning of Saturday July 1st I had a text message from Charles Haskell, Director of the Museum to say that the official re-opening of the WW1 Remembrance Museum would be at 14.00hrs.

As many of you may recall, the museum had until earlier this year been open to the public and operating from inside Fort Widley. The club has operated special event stations from this location over the past couple of years to commemorate International Museums on the Air weekends.

Charles has been working with many volunteers at Bastion 6 Hilsea Lines for several months to move his museum to a bigger and better location. Bastion 6, we were told, had been a wreck with much vandalism having been suffered and also vegetation growing out of it. All of this had to be fixed before any museum work could be started.

We arrived at 13.30 and found the area packed with visitors etc. Photos enclosed show just some of the activities with a superb band from the IOW and people dressed in period costume prior to the opening time. Refreshments were freely available, most welcome on a hot afternoon.





With speeches being given, a wreath laid in honour of the fallen in the remembrance area and finally the ribbon cut to denote the official opening by a Portsmouth Councillor and a local MP, visitors were allowed in for the first time. The museum is being put together in stages, so part 1 & 2 are now complete. Stage 3 is further construction of the exhibits/displays. The HDARC has been invited back to operate again, so we will be waiting for Charles to make contact when he is ready.

This selection of photos taken by me will hopefully give you a taster of what is on offer. Opening times are Tuesday to Sunday but is closed on a Monday. Entry for July was free, but in any case, please take a drive to visit it. The museum is located at the far end of the Airport Service Road, continue on past Hilsea Halt railway station and H&S Aviation to the end where Marconi's entrance is and turn left.

Julia G01UY



Thoughts for the Week

- * If you attempt to rob a bank you won't have any trouble with rent/food bills for the next 10 years, whether or not you are successful.
- * Do twins ever realize that one of them is unplanned?
- * What if my dog only brings back my ball because he thinks I like throwing it?
- * If poison expires, is it more poisonous or is it no longer poisonous?
- * Which letter is silent in the word "Scent," the S or the C?
- * Why is the letter W, in English, called double U? Shouldn't it be called double V?
- * Maybe oxygen is slowly killing you and it just takes 75-100 years to fully work.
- * Every time you clean something, you just make something else dirty.
- * The word "swims" upside-down and back to front, is still "swims".
- * Intentionally losing a game of rock, paper, scissors is just as hard as trying to win.
- * 100 years ago everyone owned a horse and only the rich had cars. Today everyone has cars and only the rich own horses.
- * Your future self is watching you right now through memories.
- * The doctors that told Stephen Hawking he had two years to live in 1953 are probably dead.
- * If you replace "W" with "T" in "What, Where and When", you get the answer to each of them.
- * Many animals probably need glasses, but nobody knows it.
- * If you rip a hole in a net, there are actually fewer holes in it than there were before.
- * If 2/2/22 falls on a Tuesday, we'll just call it "2's Day". (It does fall on a Tuesday).

CLUB NEWS/DIARY Compiled by Stuart GØFYX

News of club members

Welcome to new member Peter M1PVF from North Baddesley. Peter has visited us at several of our special event stations, and joined us at Fort Nelson in July.

Congratulations to Mick G3LIK who won the Mike Matthews Award.

HDARC came 16th out of 38 in the 2017 series of Club Championship contests. Thank you to the (few) club members who took part.

Well done to the small team that entered as G4FBS/P (the club callsign) in the RSGB SSB Field Day recently from our site at Fort Widley. Report to follow later.

Diary

Friday October 6th Natter night/social evening
Friday October 20th AGM

Friday November 3rd Natter night/social evening
Friday November 17th Club Meeting

Friday December 1st Natter night/social evening
Friday December 8th Christmas meal, Southwick Park Golf Club
Friday December 15th Quiz evening plus Mince Pies

This 'n' that

The 2017 series of RSGB Club Championship monthly contests continues, and now called the Autumn Series. October dates are CW on the 9th, Data on the 18th, and SSB on the 26th. November dates are Data on the 13th, SSB on the 22nd, and CW on the 30th. They run from 1900-2030 utc on 80m, and full rules are at <http://www.rsgbcc.org/hf/rules/2017/rautumn.shtml> . These contests particularly encourage Foundation and Intermediate licence entrants, as extra points are awarded. Please see the rules.

If you would like an item of club clothing (sweatshirt, polo shirt, t-shirt, cap, or fleece), please let me know and I will give you a price.

Included with this copy of the journal, either hard copy or e-mail attachment, you will find two additional items. One is a voting form to elect the new committee at the AGM on October 20th, and the other is a chance to vote for the winner of the John Taylor-Cram Scribe Award.

Horndean & District A.R.C Information.



Club Call signs *G4FBS (Held by MØKTT); G6RST (Held by G4WQZ)*

Club Website <http://www.hdarc.co.uk>
(Maintained by Neil M6LPI)

Club Yahoo Group *Administrator is Stuart GØFYX*

Club Meetings *Held at Deverell Hall, 84 London Rd, Purbrook,
Waterlooville, Hants. PO7 5JU, on the 1st and
3rd Friday of each month. Commencing at 1930.*

Club Nets *All times are local and frequencies plus/minus QRM.*

Sunday *0900 CW until about 0930 then SSB on 1950 kHz.
Net controller:- Stuart GØFYX*

*2000 FM 433.450 MHz
Net controller:- John G4WQZ*

Monday *1930 SSB 1950kHz
Net controller:- Stuart GØFYX*

Wednesday *1930 FM 145.375 MHz
Net controller:- John G4WQZ*

Club Membership

Joining fee £2 . Annual fee £26. Those aged 10-18 pay half this rate, and under 10's have free junior membership. For Europe and rest of the World fees please contact the Membership Secretary. All annual fees payable on November 1st. If fees not paid by the following January 31st, membership is ended.

Club Awards

Full details from Stuart GØFYX (details on committee page).



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