



NEXT MEETING



The July meeting will welcome Malcolm Salmon, G3XVV, RSGB Regional Liaison Officer, for a discussion evening entitled "Don't Shoot the Messenger", which will include members questions regarding the operation of RSGB Headquarters and their positive efforts to support our hobby of Amateur Radio in this world of ever increasing negative pressures.

Malcolm is already aware of some questions, provided by members in response to the offer by our Secretary, Charles to forward them in advance for consideration and the opportunity for Malcolm to research detailed answers.

Very abbreviated examples of some questions are :-

1. Fred, G2HNF - Handling of members questions by RSGB Headquarters.
2. Ela, G6HKM - Unresolved problems relating to the QSL Bureau.
3. Geoff, G3EDM - Correct operating procedures for AmTOR/Pactor.
4. CARS Committee - Views of RSGB on DTI's spectrum management.
5. Dick, G3WHR - Lean RSGB support for operating outside the UK.
6. John, G8DET - Is the cost of RSGB membership too high?
7. CARS Members - Better proof reading of RADCOM required.

DATES FOR YOUR DIARY

- 5 July CLUB MEETING - Marconi College, at 7.30pm.
- 10 July SUSSEX AR & COMPUTER FAIR - Brighton.
- 23 July WATERS & STANTON - 21st Birthday Party.
- 24 July COLCHESTER RADIO & COMPUTER RALLY.
- 2 Aug. CLUB MEETING - Louis Varney, G5RV.
- 7 Aug. RSGB WOBURN RALLY - Bedfordshire.

NFD 94 - Charles, GØGJS

Due to the absence of a number of our usual stalwarts, it was with some trepidation that we began to plan NFD94. However, from the attendance at our final planning meeting at my QTH in May - some 9 members turned up - it was apparent that we were well supported.

We decided it would be a KISS operation and we would take part in the restricted section which meant using one multiband antenna; we settled on a 300 ohm spaced feeder antenna 80 metres long and supported by the Club's telescopic mast in an inverted Vee configuration. On the great Saturday morning, three of us collected kit in our cars and then drove out to Howletts Hall Farm, Blackmore. Already (8.30am) clearance work had taken place and by nine o'clock 15 members were busy sorting items and commencing erection of the Tower. By 1pm, with the minimum of fuss and bad language the station was fully operational - three hours before the start of the competition. I had a 2m sked from the site with Roy, G3PMX and was able to assure him that all was well and we apparently hadn't forgotten anything. By this time the effect of the elements was becoming noticeable as the rain increased but we were all under cover and it didn't dampen our spirits.

This year we were reduced to three operators - Gwyn G4FKH, John G3VMJ and yours truly - with loggers John GØLSY, Colin G4IHK, Brian GØBDS, Pat GØSBQ and Andrew G4KQE in support which meant "four hours on and eight hours off" shifts. The three operators and supporting loggers achieved a total of 554 logged QSOs which, prior to submission to the HF Contests Committee, are being analysed and typed using the SuperDuper programme by Dick G3WHR. Logging was a combination of manual and computer inputs. For my watches I used SWISSLOG and personally found a big improvement over my previous NFD manual logging experiences, despite the inability to fully exploit the dupe facility, not possible with mixed mode logging.

(continued)

My manual check logger Colin G4IHK appreciated being able to copy directly from the screen and thereby work in a more controlled environment than when full manual logging is employed. It was regretted that SuperDuper does not permit mixed manual/computer logging due to its inability to allow alteration of the GØMWT/P station serial number.

A particular vote of thanks was passed by the NFD group to Geoff G7KLV for making up the 300 ohm multi band antenna complete with its original 100 feet of spaced feeder. The antenna matched extremely well on all bands and taking into account the adverse band conditions (aurora forecast warnings were in force throughout the competition), performed well, thus justifying the decision to enter the restricted section and there were no technical failures. The rig comprised the Club FT747, Club Bird Wattmeter and the CAPCO 3000 ATU. Paddles and electronic keyers were the personal supply of the operators. The Honda performed faultlessly.

The NFD participants were most grateful for the support of the attending Club Members, the equipment and items which many provided and the encouragement given by the Committee.

The facility of a mobile phone for emergency use was also much appreciated. We shall do it all again!!!

FOR CLUB FUNDS - Geoff, G7KLV

I have recently been given a number of mains transformers and power units to be disposed of for club funds. The transformers are valve types and there are some heater transformers which could be used for low voltage supplies. All are guaranteed on a money back basis if run within their ratings! They are generously designed and would probably be quite OK if overrun by 50% or even more. Here is a brief list:-

1. 6.3V @ 4.5A Twice.
2. 6.4V @ 10A ; 5V @ 6A ; Both CT ; 4V @ 8A.
3. 5V @ 7A Twice ; 5V @ 3A ; Both CT ; 6.3V @ 3A.
4. 5V @ 3A Twice ; Three CT 6.3V wdgs. 0.5A, 1.0A and 2.5A.
5. 6.3V @ 6A Twice ; Also 110V primary.
6. PSU. Choke input type and transformer with 0-12-15-18V @ 14A winding and Si bridge.
7. PSU. Choke input type with U52 rect. and transformer with the following windings: 6.3V @ 4A ; 6.3V @ 3A ; 5V @ 3A ; All tapped at 4V ; 350-0-350 @ 180mA.
8. PSU. Low voltage unit with choke, capacitors, Selenium rectifier and transformer with 22V @ 5A winding.

All transformers have 200-220-240V primaries.
Transformers 50p each and PSU's £1.50 each.

CONSTRUCTORS' COMPETITION - Colin & Dick

The number of entries for the Constructors Competition was unfortunately very low this year for reasons unknown, so the judges had only four examples to consider.

The four entries were:- a Battery 'ZAPPER', an RF Power Meter, a Model Train Controller and the Envelopes for the prize money.



The RF Power Meter by Fred, G2HNF entailed a lot of work both mechanically and electronically. The unit was based on much modified standard principles and resulted from bargain hunting. At a recent rally he found some large scale meters at excellent price, so much so he bought three of them. Fred produced a new meter scale complete with three power ranges and all the necessary markings. The heart of the unit was a neat, home produced PCB of which two had been made, one sealed in a screened box within the unit and one to show how it was done. Fred also constructed the fine two part metal case, spray painted to a good standard. All in all a very good effort.



The Model Train Remote Controller by Andrew, G4KQE was built due to the need of an operator to move about a train layout while still having control of the system also to produce a realistic starting characteristics for the engine. Andrew achieved both by building a very well made hand controller, wired to the track and power supply by flexible multicore cable. As first built from a published diagram the unit did not work which meant some redesign work was necessary on Andrews part, he has yet to feed the information back to the original designer. We were able to see the results of Andrews work as he had built two controllers with different circuitry and showed them severally at work controlling an engine and carriages with some convincing ease. Both units were very well made and finished.



The Battery 'ZAPPER' by George, G0LKY resulted from the need to safely restore some short circuit rechargeable batteries. The batteries become short circuit due to prolonged over charging, causing 'whiskers' to grow between the battery plates. Georges circuit was designed to remove the short by applying an instant high voltage across the battery terminals in a controlled manner. The circuit consisted mainly of a large 15,000uF electrolytic capacitor, an SCR with control circuits and a mains power supply. When required, the battery would be placed in a suitable holder and a button would be pressed for the unit to do it's work. It sometimes required more than one attempt to restore the battery to full working order. George had built the components very neatly into a medium sized plastic box complete with power supply, controls and a small edgewise meter. Again a certain amount of redesign work was necessary for the unit to operate satisfactorily, particularly in the SCR control circuit.

The Prize Envelopes by Roy, G3PMX resulted from comments by Ela that last years prizes was marred by the plain brown envelopes! Ela discovered a computer drawing package on special offer from our local computer shop. Roy stated that the package worked very well and included a selection of clip-art. One picture was just what was required for the first prize but Roy had to modify the design for the other prizes. Roy was able to print the Envelopes on his laser and the finished product looked very smart. The high quality printing prompted an enquiry from Harry as to whether the clip-art had also included examples of banknotes, for the contents.

The judges used several criteria when assessing the entries, such as originality, workmanship, safety etc. The decision was hard to reach because all the entrants had obviously spent many hours achieving the end result and are to be congratulated for their efforts.

The winners are as illustrated; the prize for a first time winner was not awarded this year and has been returned to the treasury.

All we need now is for more entrants for next years competition; so thinking caps on, look out for parts at rallies or club nights and you could win yourself some real money.

Many thanks for all the editorial input this month - too much to include in this issue - but please keep it coming to fill the spaces, Ed.

DF NEWS - Dick, G3WHR

Seven teams turned out for the third Chelmsford event, with Richard Witney as the hidden station. This has to be one of the noisiest events ever. The forecast was for thunderstorms and their presence was evident at the start. Most of us obtained bearings in the direction of Halstead, but subsequent bearings were very variable and the rapidly approaching storm made the signal appear very weak. Richard had positioned G4ICP/P right on the top edge of the map, a bout of hay fever had kept him from where he intended to be, so he opened his car bonnet and pretended to be effecting repairs. Those teams approaching from the wrong end of the footpath were not fooled, but two teams parked up behind him and went past into the field - one of them even tripped over the counterpoise, but still continued into the field - red face on the way back.

There was just time for everyone to down half their drink in the pub beer-garden when the first lightning bolts lit up the rapidly darkening sky; everybody took shelter from the torrential rain and watched the storm - it was a real spectacle.

Results

1st	Roy Emeny	8.14
2nd	Mike Hawkins	8.20
3rd	Andrew Mead	8.21
4th	Peter Larbalestier	8.25
5th	Philip Cunningham	8.34
6th	Dick Brocks	8.39
7th	Ian Butson	8.46

Result of 1st Chelmsford Event - Hidden Station by Peter Larbalestier, G4TEB/P located at Rowhedge.

1st	Andrew Mead	8.23
2nd	Mike Hawkins	8.35
3rd	Philip Cunningham	8.44
4th	Dick Brocks	8.54
5th	Roy Emeny	-.--

Result of 2nd Chelmsford Event - Hidden Station by Andrew Mead, G4KQE/P located at Colne Egaine.

1st	Roy Emeny	8.10
2nd	Mike Hawkins	8.18
3rd	Philip Cunningham	8.26
4th	Ian Butson	8.36
5th	Peter Graves	8.59

SUMMER SALE

Geoff, our librarian, is now offering the Video Tape of the Howland Island Expedition for hire to members at 50p.

COMMITTEE MEETING

The next meeting of the Committee will be held at 7.30pm on Wednesday 13th July, in Telford Lodge, you are welcome to join us.

73 from Roy & Ela Martyr,
G3PMX & G6HKM

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MEMBERS ADVERTISEMENTS

FOR SALE

Ex-MOD Wayne Kerr bridge in fairly good condition. Uses Magic Eye balance indicator and 50Hz bridge voltage. Very good on C and R but poor on L. Concise operating instructions on front case but no handbook. Price £3.00. Geoff, G7KLV, QTHR, ☎ (0245)473822.

FOR A GOOD HOME - F.O.C.

14" Colour TV, Triumph 8200 with circuit diagram, doesn't work but useful for spares or you may be better at repair than Kelleys!

John, G8DET, QTHR, ☎ (0245)224677 or (0245)360545.