

Chelmsford Amateur Radio Society

Affiliated to the RSGB

President: Harry Heap G5HF

Secretary: David Bradley M0BQC

Club Call Sign: G0MWT

Chairman: John Bowen G8DET

Treasurer: Brian Thwaites G3CVI

Newsletter No. 421 Web Address www.g0mwt.free-online.co.uk February 2001

The February Meeting - The World Radio Conference - Les G3HTF.

Once again we welcome one of our favourite speakers who is also a CARS Member. In spite of leading a very busy professional life **Les Barclay G3HTF** can always find time to come along and talk to us. On this occasion he is going to tell us something about the World Radio Conference which took place in June of last year at Istanbul and which he attended as a delegate. A great deal of work goes on before the actual conference itself and, no doubt, we shall hear something about these activities as well.

The decisions taken at these conferences shape the future trends of telecommunications for years to come. This conference was not directly concerned with amateur radio *per se*. In case you are thinking it could be rather a dry, remote subject don't worry, Les can bring everything into perspective. He has that happy knack of cutting through the dry legal jargon employed and making it readily understandable by us mere mortals! No doubt he will recall a few observations and anecdotes about his stay in Turkey.

Using his gavel to send a Morse message, **Chairman John G8DET** will be opening the meeting at **7-30pm** at the **MASC, Beehive Lane on Tuesday 6th. February**. As usual **Ela G6HKM** will be selling the winning draw tickets and, we hope, some others as well!

Dates For Your Diary.

Feb 4 Sth. Essex ARS Rally The Paddocks Long Rd. CANVEY.

Feb 6 CARS Mtg. - Les G3HTF - MASC 7-30pm.

Feb 10 Camb. & DARC Rally Lordsbridge Arena, Wimpole Rd. BARTON. M11 Jcn.12 A603.

Feb 14 CARS Comm. Mtg. Village Hall DANBURY 7-30pm.

The Net Controller for February is Geoff G3EDM.

CARS at Canvey.

As usual CARS will be having a table at the South Essex ARC rally at Canvey. See venue in Dates for Your Diary. All the unsold items at last months Junk Sale will re-appear, together with many other items.

Please come along and support us.

Last Months Meeting - The Junk Sale.

Before opening the sale our Chairman extended a warm welcome to Dick G3WHR, on a flying visit, and presented him with a Life Membership Certificate and an engraved tankard in recognition for his long and outstanding services to the Club. It was just like old times with Dick, standing at the back, keeping a watchful eye on the proceedings!

Just as happened last year the bidding started off very slowly and for a while it looked to as though some steaming -up might be required. However in the true fashion of we "Brits" things warmed up and items began to move nudged on by Colin's persuasive personality.

Although nothing carried a ridiculous price some items went for fractions of their original costs but the generous donators appeared quite happy to say "That's OK, all to Club funds". I saw a perfectly working printer knocked down for a sum even I as a pensioner could manage except the XYL had issued an edict which forbade any more junk in the shack on pain of the floor collapsing!!! "When are you going to get rid of that....."

It was especially good to see a number of visitors from other clubs who brought things for sale and purchased others to take away. One couple of chums had to help each other to carry out the heavy boxes containing their new toys. Hopefully their shacks can take the weight!!!

In all, after paying the refunds for those items on "sell on behalf of" terms we netted exactly £100 which is a considerable increase over last years taking. So to Colin G0TRM and my two splendid runners, Bob M0CSV and Martin G1EFL, who kept me busy at the "Receipt of Custom" I say on behalf of the Membership, "Well done and many thanks for a grand evening"

Report by Brian G3CVI

International Marconi Day - April 21st.

I shall be starting the roster of operators soon and will try to arrange things so that there is always an experienced IMD op on duty with at least one other first time op. We will run the second station up in the office as in previous years

At the next Tuesday meeting I will have a blank roster sheet on the table to invite your offers of help and preferred times. 73 and GD DX de G3CVI.

Memories of the Post Office Central Training School (CTS) - Dave G3PEN.

In late 1962, I had to attend a microwave-radio systems course at the CTS, near Stone in Staffordshire. However, it was not necessary for me to sit-in on the actual course all the time, so I had a large amount of time to use more effectively elsewhere.

I knew there was an amateur radio station at the school, as previous visits had been on Radio Interference (RI) Duties, so permission was sought and obtained to use the station during my "spare time". However, there was a small snag - the entire station was derelict, and in need of a major overhaul to make it effective. In fact, it had been badly butchered, needing new parts and re-wiring.

So I set to, and in a couple of weeks managed to get to the point of practical operating. The completed station comprised a "then-standard" multiplier-type HF Tx, with an 813 in the final, modulated by a pair of 807s, both with totally excessive HT, and a very comfy 150W power input. The Rx was a Hallicrafters Super-Pro Rx (2-20MHz) - at that time one of the best receivers on the surplus market. The only aerial available was an 80m dipole, well supported by a pair of 40ft+ telephone poles. With open-wire feeders, and a good ATU, this worked well on all HF bands. Naturally, when the work was completed, as many on-the-air reports as possible were wanted. Initially, therefore, I went on 80m, which from Stone in the daytime gave virtually England-wide coverage, and started by joining some of the large nets that operated regularly during the day. I mean LARGE - some had over 30 operators in a session, it could take over an hour to get a turn, and they were on-air all morning. At this point, a slight problem arose - what call-sign to use? The actual station did have a call of its own - G3ITS but it was not clear who held it, or its current validity. The RI school suggested that GB3CTS could be aired, which had been

used in the past for test purposes, and this was agreed by the powers-that-be in London HQ (my bosses in a previous job!). So, on the air went GB3CTS. It was remarkable - I called in on the net, then gave a brief transmission (call, location as Stone, basic rig details), and received glowing reports from all around the country. Of course, there were plenty of queries about the call, and what it stood for. (GB calls were rare in the early 60s.) On my next transmission, I usually gave the exact location, and that the station was part of the Post Office CTS, used for training in Radio Interference Duties.

On handing on the transmission, the usual result was dead silence. I'd never heard such silence on 80m before! Eventually, one of the net would come on, quickly apologise "but something urgent has just come up", and disappear. In rapid succession, most of the net would sign as well, and the rest simply weren't heard again. I then had to look for another net. This sequence happened so often it became almost routine, and I suspect that single-handedly I managed to close down most of the 80m nets on some mornings. The power of the GPO in those days (and the guilty consciences that abounded on the air) amazed me!

Some contacts were obtained on 40m and 20m as well, and things went more normally there, but I never had a decent QSO on 80m until I reverted to using G3PEN/A. This change was requested eventually by London HQ, because they'd been receiving too many (usually anonymous) telephone queries from amateurs worried about "why was the GPO joining in nets on 80m?". Incidentally, I did QSL, using some spare G3ITS cards, but never received any QSLs in return - perhaps no-one dared send a card?

D.F. National Final 24th September 2000 by Andrew G4KQE.

Fourteen teams assembled in the rain at Salcey Forest picnic area, a few miles South-East of Northampton. Our team consisted of myself, Phil Cunningham G0NXH and my son Peter 2E1HGG and we were raring to go. Luckily, by the time we came to take the first bearings at 12.50 p.m., the rain had just about stopped, and although wet underfoot, the rain held off for the rest of the afternoon. Three good signals were heard, station A East of the start, station B South of the start and station C to the West.

As A could only be within seven miles to the edge of the map and could have been in a large wood, we decided to head off West, towards station C, to get as much distance covered as possible before the next transmissions at 1.30.

We positioned ourselves at 1.30 in Syresham with the aim of getting a good cross on our first bearing on C, and some indication of the location of station B. The cross bearing taken on C indicated a section of the map with several footpaths, a river tributary and a couple of disused railways which looked promising. Whilst surveying the area we noticed a parked car on the opposite side of the road to a track leading down to a disused railway. Thinking this could be the operators car we stopped, and after only a minute or so, the transmitter came up very loud, with the DF set pointed straight down the track to the disused railway - a classic DF location for a site.

Running down to the site the bearing went slightly off to the left and following this took our first trip of the day through a wet muddy field. On reaching the site the team split up to search different parts of the old railway line, but it was not long until Phil found the operator by an old bridge over the railway, coming in just behind the only other competitor on site.

We then struck out South-East towards station B, taking bearings on the way past Buckingham. It soon became clear that B was to the South of Milton Keynes where there were several lakes,

possibly an old gravel pit. There was no obvious site for the station and as we looked for somewhere to park, we saw another team doing the same. We had hoped to drive down a track leading to a group of gravel pits to the North, but CCTV notices put us off! Just as we were parking at the end of the track, a third team pulled up, and all three teams ran together up the track, which was a public footpath towards a farm and the lakes. The footpath went across a field that had just been ploughed, by the time we reached the other side our shoes were thick and heavy with mud. When the signal came up it indicated the station was back across the ploughed field we had just crossed and for the third time we ploughed through the mud. We then crossed through a wood. Eventually, after a couple of more transmissions, we found ourselves running round the edge of a large lake, to find the station operator in a copse set high on a bank by the edge of the adjoining field.

Two down, one to go! But by the time we got back to the car we saw that the two teams that had been behind us were now off in front.

We drove North, round the eastern side of Milton Keynes, coming at station A at about 90 degrees, ideal for a cross bearing. When the signal came up at Little End, we took a bearing which gave a lovely cross nowhere near the large wood we first suspected, but indicated a possibility of any one of three or four woods, several footpaths and a power line!

With time ticking away I studied the map and found that one wood had a track leading towards it, the wood itself being another half a mile down a footpath. We therefore decided to "go for it", and head straight for the track. When we were about half way down the track, the signal came on very strong, pointing straight to the wood. Bingo! It was quite a hike to the wood, the grass was very wet, and it was uphill. On the way we caught up with another team also running into the wood.

The signal indicated the station was at the other end of the wood, and once there it was just a case of searching in the undergrowth for the operator, and in the trees for an aerial. We found the aerial along the edge of the wood, and after a short while I found the operator hiding in dense undergrowth in a ditch, so frantically called Phil with the time card to sign in.

At that time, although we could not see any of the other competitors that we had seen earlier, we did not know how other teams may have done, doing stations in the other order. Wet, exhausted and a bit bedraggled we walked a good mile back to the car just as the clouds started to part and the sun shone for the first time that day. Was it smiling on us? We had to wait until after the tea (a superb tea, courtesy of Yardley Gobion W.I.) before the results were read out and WE HAD WON THE NATIONAL TROPHY for 2000.

Our time to our third transmitter was 1610.32, the second competitor's time was 1617.19, and the third clocked in at 1622.51, in the event quite a margin with several teams managing only two stations.

We have been chasing the National Final Trophy for several years, and having been successful at all the other competitions, it was pleasing to have won the top prize at last.

To see some photos and further information about Direction Finding, please visit my web site at

www.geocities.com/andrewm2kk

Congratulations to Andrew, Phil G0NXH and Peter 2E1HGG.

Joint Editors.

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Deadline for the next N/L is Wednesday 14th. February.