



Chelmsford Amateur Radio Society

Established 1936

Affiliated to the RSGB Club Call Sign: G0MWT
President: Harry Heap G5HF Chairman: John Bowen G8DET
Treasurer: Brian Thwaites G3CVI Vice Chairman Martyn Medcalf G1EFL



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Web Address: www.g0mwt.org.uk

April 2010

This Month's Meeting – Tuesday, 6th April. 7.30pm at the Marconi Club.

"World War II Wireless Intercept and Secret Stations"

By Stan Ames, G4OAV

Stan will describe the development of the network of secret wireless stations that intercepted enemy transmissions during WWII and subsequently decrypted at Bletchley Park. The story begins with a Post Office radio station at St Albans that was secretly reporting German wireless traffic to the Foreign Office in 1932. By the end of 1938, the military authorities asked the Post Office to set up a network of eavesdropping stations – the first of which was built at Sandridge near St Albans.

The work of Bletchley Park is well understood but little is known about the how the raw intelligence was collected. This presentation describes the growth of wireless intelligence in WWII and the networks of secret wireless intercept stations and direction finding stations around Britain. The three Armed services each built their own networks but more secret still were those operated by the Foreign Office and MI5 & MI6 who successfully tapped directly into the highest levels of German Secret Service communications.

Radio amateurs played an important role in this work and a number of key installations in and around Chelmsford also played an important role.

CARS will have its now famous Raffle with at least 10 prizes.

Dates for your Diary

Tues, 13, 20 & 27 th April	CARS Nets starting at 8.30pm (Local)
Wed, 14 th April	CARS Committee Meeting – Danbury Village Hall – 7.30pm. All welcome.
Saturday 17 th April, 11am+	RSGB AGM Bedford - where the Club of the Year Award will be announced.
Saturday 24 th April	CARS Operating GB5HF, International Marconi Day from Sandford Mill, 10am to 5pm.
Tuesday, 4 th May	CARS Meeting - "Breathing new life into T1154, R1155 and a CR150". By Peter Bridgeman, G3SUY.
Sat/Sun, 5/6 th June	CARS Operating NFD from Sandford Mill with a Members BBQ on the Saturday.

To be/remain a Member of CARS, send a Cheque for £12 – Adult Membership (16s and under are FREE) to:- Mr Brian Thwaites, 118 Baddow Hall Crescent, Great Baddow, CHELMSFORD, CM2 7BU. If you would like a receipt, please enclose a stamped addressed envelope with a 2nd class stamp.

Our Treasurer, Brian notes that with the snow and ice and cancelling the January Meeting a number of Members have not had the opportunity to pay their Subscription this year. Please remember to bring your Cheque Book – yes, cheques are still legal tender!

Thanks to Geoff, G7KLV for sending the postal Newsletters – could it go by E-Mail? Please inform Geoff, G7KLV by E-Mail of any changes to your call-sign, postal or E-Mail address, etc. E-Mail him on g7klv@g0mwt.org.uk Only by you sending Geoff your E-Mail address, can we ensure WE get it right!

Club Nets: Tuesdays 8.30pm: (2nd) 145.375: (3rd) GB3ER: (4th) 1.947/50: (5th) 28.375. All MHz +/- QRM. Net Controllers for April are Harry, G5HF & Colin, G0TRM. Thanks to Ron, M3CAM for March.

Last Months Meeting:- Modernisation of the London Underground By Mark Sanderson, MOIEO

The project started in 2005 and was completed in Jan 2010 on time, but with a cost of £125m against the original estimate of £85m (a £40m overspend) The original plan was to modernise the whole system for the coming Olympics, but with financial restraints, it was decided to limit the project to only four stations of which Oxford Circus was Mark's particular baby as the Project Manager. The overspend was mainly due to the modifications and changes which were required from the original concept, not surprising in such a complex and demanding working environment.

Mark showed us pictures of the platforms and access ways which were to be modernised. These included slippery tiled floors and poster covered walls and non-compliant fire doors covering distribution panels with high voltage and power ratings. The original ceilings were yellowed vitreous enamel in a dirty and dilapidated state. Some of the tiled mosaic patterns on the walls were listed by the council and had to be retained even though they may have originally been obscured by chocolate machines and posters etc.

The brief for the station was to create a modern, light, safe feel which was user friendly. A key requirement was for low maintenance both for the building as well as for cleaning. After the Kings Cross fire underground stations fall under Section 12 of the Fire Precautions Act 1971 which means that the materials used must be virtually non combustible.

Mark then pointed out the extreme difficulties of getting building and refurbishing materials into the station - escalators and stairs are not suitable for heavy weights or large items. This is accomplished by an engineering train driven by a diesel engine (as electric rail power is off). A picture of the engine moving such a train was shown and the clearance to the tunnel walls was a mere 6-8 inches, quite frightening for the driver or passengers in the cab.

Before work can commence a safety and work schedule meeting is held with all the work force to ensure that they are all certified to work, with passes and are aware of emergency procedures and accesses and are entered in the register.

The station closes just after midnight at 12.30 and this is the work start time until 0430, giving basically four hours for work. Before the work can start a shutdown procedure must be done and be seen to be done by the manager. This consists of putting a "crig" across the live rails and seeing the lights are glowing and then go out when the power is turned off. The towers used for access are then assembled which can take up to an hour and similar to dismantle, leaving just two hours for actual work

time!!! Work towers that sit on the rails have to have insulated wheels as the block signalling system can be made to think that there is a train present if a tower shorted across the tracks

The ceilings were replaced by new vitreous panels and they now contain conduits for the new power and communications circuits (separated to minimise mutual interference)

The original lighting has been replaced by more modern fluorescent units. The old posters and paint had to be removed. For this dry ice was used in order to avoid the contamination of conventional stripping methods

The floors are granite tiles flown in from South Africa initially by a charter Jumbo Jet. Tactile sections are fitted at the platform edges so that blind or poor sighted people are aware of the area by a feeling underfoot similar to cobbles (I have noticed these on the bottom step of stairways in the underground -very clever – Tony, G4YTG)

A new control room had to be provided at Oxford Circus where there was no existing space it was done by tunnelling into a wall to create a new room; which contains video monitoring for the whole station, including face recognition, all housed behind terrorist bombproof walls, doors and windows.

There is a complete ban on eating and drinking on the station by the working staff and although the temperature might become rather high and you need to consume about 6 litres of liquid, you are not allowed to take it down there. This is due to the risk of Weil's disease from contaminated dirt by rats and mice. All staff must return to the surface for drink, food and toilet breaks.

All the doors at bastion level are stainless steel as are the escalator bodies and handrails. The floor tiles had to be able to be walked on by 6am so the adhesive had to be quick set (AR100 Mark says - just right for the bathroom)

Mark then gave us a few answers to the facts that emerge from the underground system.

- 1) *Is there an access under Buckingham Palace to the system?*
The Victoria line runs under the Palace but NO access
- 2) *During the war the government used the tunnels as air raid shelters?*
True, Winston Churchill's war rooms were underground tunnels
- 3) *Were the public allowed to sleep in the tunnels during the Blitz?*
Yes, but you had to buy a platform ticket.

4) *Were there nuclear fallout shelters allocated?*

Yes, until the "Secret" bunkers were built at places like Kelvedon Hatch and Mistley

5) *Are there any 'ghost' stations?*

Yes, some unused stations are said to be haunted

Mark finished his very informative and amusing talk by complaining his computer had suffered a mouse problem. So, he took the back off and discovered an electrocuted mouse and a broken (chewed) wire

Thanks Mark I now look at the Underground in a new enlightened way

Tony G4YTG

Radio Sport (Contest) News.

It is with regret that I have to announce that after five years as CARS Contest Manager, Steve, G4ZUL has had to resign due to work and family pressures. Steve says he will still provide the Contest Calendar and support CARS whenever time allows – thanks Steve.

I am sure you will all agree Steve has put CARS back on the Contest scene with the reinstatement of NFD at Sandford Mill after a number of years of absence – for that we owe you a great debt – thanks. Steve has also supported CARS Committee and produces a very useful input each month, which will be missed.

April Radio Sport (Contests) All in UTC.

04 April - First 70MHz contest - 09:00 to 12:00

04 April - RSGB- RoPoCo - CW - 07:00 to 08:30

05 April - RSGB Club - CW - 20:00 to 21:30

10/11 April - Japan International DX - CW - 30 Hrs

11 April – First 50MHz Contest – 09:00 to 21:00

14 April - RSGB Club - SSB - 20:00 to 21:30

22 April - RSGB Club - Data – 20:00 to 21:30

For further information please email Steve G4ZUL contests2010@g0mwt.org.uk

Steve, G4ZUL.

Radio Path Predictions – April.

Gwyn, G4FKH was requested at the November Meeting to provide an "Only to CARS" Propagation Prediction. Thank you Gwyn.

Asia: Dhahran - around 16:00 on 21MHz for 88 percent of days, with fair signals.

Oceania: Sydney - around 18:00 on 7.0MHz for 65 percent of days, with poor signals.

Africa: Johannesburg - around 18:00 on 10.1MHz for 92 percent of days, with fair signals.

S. America: Caracas - around 22:00 on 10.1MHz for 70 percent of days, with poor signals.

N. America: Halifax - around 22:00 on 7.0MHz for 70 percent of days, with poor signals.

Comments are welcome. Please E-Mail Gwyn at: g4fkh@btinternet.com

Gwyn, G4FKH

GB5HF - International Marconi Day (IMD)

On 24 April, International Marconi Day, CARS will be operating GB5HF from Sandford Mill, Science & Industry Museum, 10am to 5pm.

A station will be using SSB HF from the famous Marconi "Writtle Hut" now housed inside the Museum. It was used for some of the first wireless broadcasts by 2MT in 1922/3 from Writtle.

A CW station will operate from the "Upstairs Office". This will be used to "sharpen" ones operating skills before NFD on the 5/6th June.

Mark, M0IEO will have his caravan by the Barn and will be QRV on 2m and 70cm.

Colin G0TRM will be displaying his vast Morse collection and also giving his very popular demonstration of automatic mechanical Morse transmission and reception.

Geoff G7KLV has organised a display of Broadcast Receivers through the ages demonstrating their development from 1920's Crystal Sets to the very latest DAB Radios. Some hitherto unseen artefacts from the Museum store as well as examples from private collections will be on view.

CARS requests Members to give their Names and Call-sign in to Brian to say when they would like to operate, log or Host at the IMD event. Also if you would like to operate CW, please inform Gwyn, G4FKH - g4fkh@btinternet.com Thanks.

The public are invited – Free to go in – Free to park. The Friends of Chelmsford Museums will be providing refreshments as usual.

Brian, G3CVI

VHF Beacon – GB3VHF

After 50 years at Wrotham the GB3VHF 144.430 MHz beacon is QRT but it will soon be operating again from a new site at Fairseat in Kent (JO01EH) just 4kms ENE of Wrotham.

The beacon keeper, Chris Whitmarsh, G0FDZ, says the rigging of the antenna on the new site may take some time so please be patient.

Trevor M5AKA

Museum Lecture.

The Friend's of The Museum's Annual Lecture was on Wednesday, 3rd. March at the Cramphorn Theatre and was well supported by the Mayor and Mayoress, Nick Wickenden, Members of the Marconi Veterans Association and a number of Members of CARS including President Harry, G5HF, Ethel, Trevor, M5AKA and Chairman John, G8DET.

"2MT Writtle - The Birth of British Broadcasting" was the subject by Tim Wander, G6GUX.

Tim G6GUX wrote a book some years ago with this title and originally gave the talk to CARS on 5th April 1988. See the write-up of his talk in the May 1988 Newsletter on your CARS 2009 DVD.

This time Tim showed many new photographs he had found while researching his new book of some 30,000 words and 266 photos due for publication in a few months time.

He spent 20 minutes telling the story of how Dame Nellie Melba came to Chelmsford to broadcast for the first time – paid at least £1,000 by the Daily Mail.

Tim now lives in Spain which is why CARS could not track him down until now.

John G8DET

WWII Plan "Flypaper" – Top Secret.

As a precursor to the April Meeting by Stan, G4OAV, I am indebted to Harry, G5HF for details of just two Secret Operations undertaken during WWII.

First Operation

In 1945 the Call-signs G7FA to G7FJ (previously unused) were officially allocated to the following Radio Amateurs.

G7FA – Lt Col K Morton Evans. R. Sigs (G5KJ)
Near Hatfield.

G7FB – G R Lee (G6GL)
Near Watford.

G7FC – S Riesen (G5SR)
Harrow

G7FD – A S McNicol
Elgin, Scotland

G7FE – Details lost

G7FF – Details lost
Richmond, Surrey

G7FG – H W Stacy
West Kirby, Cheshire

G7FH – A C Simons
Maplethorpe, Lincs

G7FI – Captain R L Addie (G8LT)
PO Box 25, Barnet, Herts

G7FJ – Captain R L Varney (G5RV)
Bletchley, Bucks

Operating from the 8th October 1944, Plan "Flypaper" was intended to trail a coat in-front of the Germans in the Radio Amateur field. The War was nearing its close and it was thought that some useful information might arise. Although many foreign Amateur Radio stations were contacted, up to the closedown on 10th June 1945 nothing useful came of it (or so we are led to believe!).

A number of German stations were worked but it is not known if they were authentic.

Maybe our CARS German contacts can answer this question.

Second Operation.

The "Wilton Scheme" operated from March to 24th May, 1945. It was feared that the Nazis might use our Prisoners of War as hostages and so if we might make Radio contact with the prisoners it would enable us to get information about any ill treatment which might develop. In various POW Camps, Radio Amateurs and other Radio Engineers had constructed effective receivers and in some cases transmitters (the latter to be only used in a grave emergency). They had thus been kept informed of morale boosting events and news in general.

Fortunately, no radio contact was made by the total of the eight G7s who took part.

3.5-4, 7-7.3, 14-14.4 and 28-30MHz were to be used. A sked at 11am on Sunday morning seemed popular but not on 7MHz, 3.5 being favoured.

The official document had 23 strict rules which seemed to make it pretty obvious to anyone reading it now – it was a Government "set-up". QSL Cards were not allowed – which was a pity from a historic point of view.

Harry, G5HF

For Sale

Kenwood TS530P HF Transceiver with handbook and original microphone. Will accept £250 cash or in part payment a Mobile HF Transceiver and part cash, Reason for sale is the space is needed.

Ken Pallant, G0OSI

Tel either 01376-334110 or 07800-501851

For Sale – Free – Poles from 2 Members

Free to a good home - 20ft. (2inch diameter) galvanised steel pole(s).

Just needs unbolting and taking away.

All necessary tools available.

Ivan Rush, G4VAD. 01277 226437

And the same from: -

Harry, G5HF

harry@meadowside.demon.co.uk

Wanted - EF 41 Valve.

EF41 valve wanted for repair to IF Stage of Pye Table Top Radio, Model PE 39B (circa 1950.) This unusual pentode valve has a B8A base with a small glass locating "pip" to the side of the base. Suitable equivalents are: 6CJ5, 6F16, 62VP/W150.

Ian G4HKC on 01206-860724

ian@tipsdial.orangehome.co.uk

Morse Course (2nd time of asking)

A practical Morse Code Course will take place on Thursday evenings in Danbury Village Hall. All aspects of CW are covered from the beginner to the CW operator who wants to increase their skills. To book a place, contact Andy direct on 01621 868347

E-mail: g0ibn@kersey1.freeseve.co.uk

Andy Kersey, G0IBN will be leading the Course and he also does the GB2CW slow Morse transmissions on Wednesdays at 1930 on 3.550 MHz +/- QRM.

The Essex CW Club hold a net on 3.540 +/- QRM at 1930 on the first and third Wednesdays of each month further details at

<http://www.essexcw.org.uk/>

Andy, G0IBN

90 Years of British Broadcasting 1920 – 2010 - MZX Chelmsford

On the June 15th 1920 the famous Australian Prima Donna, Dame Nellie Melba gave her historic thirty minute concert from the Marconi New Street works in Chelmsford. The experimental Station MZX transmitted on a wavelength of 2,750 metres using a 15KW transmitter and a 'T' aerial.

To commemorate this event CARS propose operating on Saturday, 12th June and on Tuesday, 15th June from Chelmsford. Note these dates in you

diary, please. We will need Operators, Loggers and Hosts for this prestigious event.

John G8DET

CQ-DX, Canada Calling

Continuing reports from distant CARS Members, please see below the E-Mail from Simon Wilton, G7HCD who now lives in Canada.

Hi John,

I love all that old stuff and have done a bit of research myself as for when I used to go metal detecting.

Finally the snows left us here, I think we may be in for one more dusting but certainly not a foot or so of it. Been a very low snow winter, thank goodness. Lowest we went was about minus 15 which was good to as last year we dropped to minus 21 air temp with a wind-chill of minus 40 odd. That was a little cold and I put a hat on. We also had a couple of weeks over Xmas and New Year in Puerto Vallarta, Mexico where it was plus 30 degrees something.

My next project is 40m mobile 100W which I hope to have up and running sometime next month in my new car (Pontiac Torrent SUV) after the house move. I'm in the car an hour each way on lovely roads with no traffic congestion like at home. So I've been running VHF UHF via Repeaters and IRLP. There is no D star within range.

Moving to a big old Victorian house on 1st April with about a 100ft x 60 garden, so some wire is going up high there somehow. Wish I had Mr Gilbey, G4YTG here to advise me.

Have a look at this "YouTube" I did for an experiment last December, and also linked from there some snowy ones. If you click the link "more from "ve3g7hcd"" I'm sure you know how to navigate YouTube by now... Definition is adequate but not TV quality, just took it with my normal Canon digital Camera, not a video camera.

<http://www.youtube.com/watch?v=PZ6Agkpv4Gw>

Since this shack video I have also a Canadian call VA3SII

My new Radio Club meetings are at a coffee house (chain) called Tim Hortons and are frequented by an average of 6 people all from Woodstock having a Rag-chew, that's it. Not quite same as CARS but none the less some good friendships formed.

You can pass this information.

I certainly wish everyone well and if anyone would like to get in touch by email or Skype "ve3g7hcd"

*email me or if visiting this neck of woods needing a base over here they're most welcome.
We are about an hour from Toronto airport and maybe 3 hours from Detroit. Right smack bang in the middle of the three lakes about an hour each way; Huron, Erie and Ontario.*

All the best to all and hope the Society is going well.

Simon, G7HCD.

E-Mail: - simon.wilton@gmail.com

PS. I keep visiting nice well known places and forget my CARS mug. It is a pen holder in the shack.

Virus Based Battery Charger – Warning.

If you like rechargeable batteries, and computers, then avoid these !!

The following link points out that the Software sold with these Chargers contains a “Backdoor Virus” which would enable a 2 legged Fox to gain access to your computer.

<http://gizmodo.com/5489413/energizer-battery-charger-comes-with-a-software-backdoor>

Graham, G7JYD

Microsoft Announcement

- Support for Windows Vista without any Service Packs will end on April 13, 2010.
- Support for Windows XP with Service Pack 2 (SP2) will end on July 13, 2010.*

* Excludes XP-64bit which is quite rare

If you're running one of these versions after support ends, you won't get Security Updates for Windows.

The moral of this announcement – get Updating!!!!

Murray, G6JYB

Editor's Note - CARS is getting good reports of Windows 7 including use of 64 Bit working.

Get Well Greetings and Congratulations

CARS understand that Training Manager, Clive, G1EUC has had an operation to his knee and this has put him out of action for a while.

Brian, G3CVI has also had an operation on his finger so that has restricted his CW operations.

CARS sends “Best Wishes and trust a speedy return to action” to both.

Congratulations to Mark, M0IEO on being selected as the RSGB Region 12 Essex Rep.

Essex “Train the Trainers”

There are some places left on the one day “Train the Trainers” course for Amateur Radio Tutors to be held in Essex on 24 April.

Hosted by Brian Reay, G8OSN and Alan Betts, G0HIQ, the Loughton & Epping Forest Amateur Radio Society (LEFARS) will be staging a RSGB RCF 'Train the Trainers' course on Saturday 24 April at All Saints House, Romford Road, Chigwell Row, Essex, IG7 4QD.

To recuperate room hire and catering costs there will be a charge of between £10 and £20 levied on each attendee. A £10, non-returnable deposit will secure a place. (Note, CARS will pay & sub travelling).

For further details contact Marc Litchman, G0TOC
Tel: 020-8502 1645 , Mob: 07743-456058
Email: g0toc@lefars.org.uk
Web: <http://www.lefars.org.uk/>

Trevor M5AKA

Club of the Year Award

CARS is proud to announce that having been selected as the Winning Club for Region 12, the Trophy will be presented by W&S, the sponsors at their Hockley shop on Saturday, 27th March starting at 10.30am. If you would like to attend, please E-Mail the Editor or a Committee Member so that numbers can be judged.

As the winning Region 12 Club, CARS have been entered into the RSGB Club of the Year competition. The announcement of the winning Club(s) will be made at the RSGB AGM at Bedford on Saturday, 17th April starting at 11am. CARS requests those Members who can get there to support their Society at this meeting. CARS will sub travelling expenses providing they have been agreed before hand.

And Finally:-

John G8DET edited this edition. Material by; Trevor, M5AKA; Steve, G4ZUL; Gwyn, G4FKH; Ken, G0OSI; Ivan, G4VAD; Harry, G5HF; Andy, G0IBN; Tony, G4YTG; Brian, G3CVI; Geoff, G7KLV & Graham, G7JYD.

Items for the next Newsletter, including your experiences with your latest rig or antenna, tips on working DX, or your latest project, to be sent to the editor@g0mwt.org.uk by Saturday, 24th April.