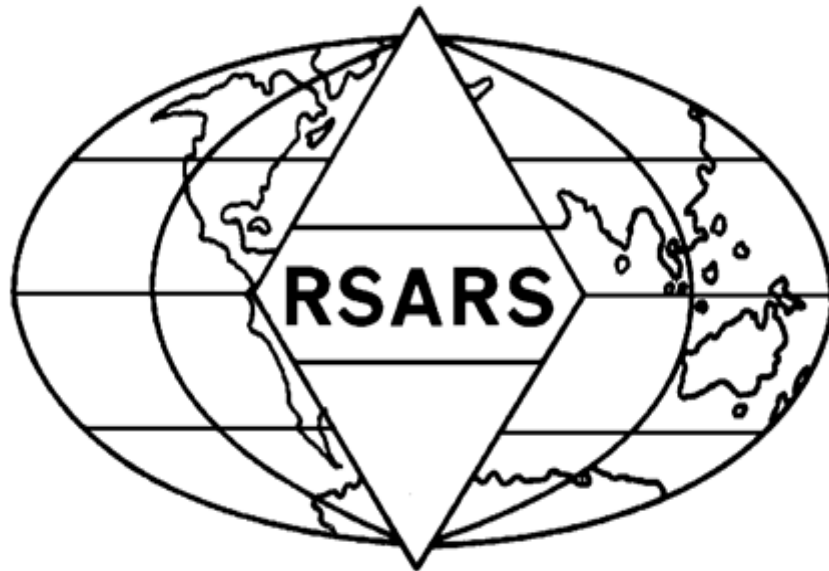


# MERCURY



NUMBER 68

MARCH 1981

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G3DPS \*\*\*\*\*

## 1981

"Go get 'em, Floyd!".

**JACK COOPER**  
**G3DPS**

### PUZZLE CORNER.

The following was "pinched" from "Jimmy". Volume 1. Number 5. the journal of the Royal Signals Amateur Radio Society - VK/ZL Chapter, to whom we make full acknowledgements. We apologise to our VK/ZL members who will have seen it all before, but the OWL considered that it was too good a puzzle to miss. - Ed.

There is a small repair centre that has five different nationality technicians who sit at five differently coloured benches and work on five different products. Each technician uses a different method of transportation to get to work and prefers a different choice of drink.

1. The Englishman works at the red bench.
2. The Spaniard walks to work.
3. Coffee is drunk at the green bench.
4. The German drinks tea.
5. The green bench is immediately to the right of the black bench
6. The technician who works on signal generators rides a bicycle to work.
7. DVM's are worked on at the yellow bench.
8. Milk is drunk at the middle bench.
9. The Frenchman works at the first bench.
10. The technician who works on scopes sits next to the technician who drives a car to work.
11. DVM's are worked on at the bench next to the bench where the technician who rides a motorcycle to work sits.
12. The counter technician drinks orange juice.
13. The Japanese works on distortion analysers.
14. The Frenchman sits at the bench next to the blue bench.

Answer these questions: a) Who drinks water?

b) Who rides the bus to work?,

No prizes are offered for this one, but your CORRECT answer to the Editor please ('cos he can't work it out and the OWL won't tell him the answer!).

~~~~~

### ANOTHER ALL-BAND ANTENNA.

VK5YQ/1417.

(But with a difference! - Ed.)

Many hams transmit this way - some of them are aware of it!. When you want to try another band for a ragchew, this could be your answer. Like the title states, it works from 160 to 10 metres. No ATU is required and the VSWR remains around 1 to 1 across every band. And it doesn't cost a cracker as you already have the components in your shack.

There I was, chasing an intermittent fault in my converted Chicken Bander, with the gear spread out on the family room table. The Kraco was co-axed to a home-brew "Cantenna" which had the resistor out of the can so that the receiver sounded alive. Unexpectedly out of the speaker came a loud CQ call from a nearby Novice. Just for the heck of it, I answered him. When he reported my signals weak. I connected a multimeter lead to the hot end of the dummy load. Up went the signal strengths, in and out. After another couple of local contacts, I got cheeky. I added a UHF whip to the multimeter lead and answered a VK6. He gave me 4 by 0!!. This was, indeed, QRP DX.

Next day the penny dropped. If I used my 20 metre dipole and its feedline as a random length radiator, I could operate on the hitherto unused bands of my FT-101-B. Of course most of the RF went into warming the dummy load, but enough got away for a few interstate QSOs on 40 and 80 metres, and a cross-town contact on 160. So, if you can't "can" your RF, it seems that you can communicate with it. You never know who is listening!.

## CW NET REPORT (DELAYED).

G5BM/0956.

Unfortunately the following report from Frank, G5BM, arrived only hours after the draft of the last "Mercury" left for Catterick. However, we include it here if only to show that the RSARS CW Nets are really going concerns throughout the year thanks mainly to the efforts of the Net Controllers and those members who appear on the CW Parade. - Ed.

The level of activity reported in the last issue of "Mercury" has been maintained and an average of 7 members have attended the Net during the four months ended 30th September 1980. The highest attendance during the period was 10 and the lowest 4.

Fewer Continental stations than usual have broken in requesting reports (mainly DL and OK) but those that did passed excellent reports to some of our Net members.

I would again ask our overseas members to make an effort to call in on 1823 kHz on Wednesday evenings between 2100 and 2230 hours GMT. If local licensing regulations do not permit operation on the Net frequency I should be pleased to arrange a QSY if a definite sked time is suggested. Will overseas members who are interested please write to me ('Woodland View', Birches Lane, Botloes Green, Newent, Glos., GL18 1DW).

I wish to thank all our regulars for their support and extend a warm welcome to newcomers. The call-signs of members who have participated in the Net during this period are given below:

G2BQ, G2BTO, G3ADZ, G3BGM, G3GZG, G3HS, G3JBA, G3KLX, G3PEC, G3UAA, G3UPY, G3XGF, G3XSN, G3XTL, G3YSK, G3ZEE, G4AOE, G4CVL, G4HBX, G4IHS, G4ITP, G4JIL, G5YN, G6HB, GM3AWF, GM3PFQ, GW3UDU, GI5DX.

73

Frank

G5BM

////////////////////////////////////

## THIRD PARTY CONDITIONS FOR AUSTRALIAN AMATEURS.

(The following appeared in "Amateur Radio" October 1980 and is reproduced here with acknowledgements to that magazine. - Ed.)

In opening the Remembrance Day Contest, the Minister of Posts and Telecommunications, Mr. Tony Staley, announced that the prohibition on third party traffic for Australian amateurs would be removed forthwith.

The Postal and Telecommunications Department has now advised The Wireless Institute of Australia of the conditions that will apply to third party traffic within Australia pending changes to the Wireless Telegraphy Regulations. These conditions are the same conditions as apply in the United States of America. The relevant Federal Communications conditions are:

" The transmission or delivery of the following amateur radio communication is prohibited:

- (a) International third party traffic except with countries that have assented thereto.
- (b) Third party traffic involving material compensation either tangible or intangible, direct or indirect to a third party, a station licensee, a control operator or any other person.
- (c) Except for an emergency communication as defined in this part, third party traffic consisting of business communication on behalf of any party. For the purpose of this section, business communication shall mean any transmission or communication, the purpose of which is to facilitate the regular business or commercial affairs of any party".

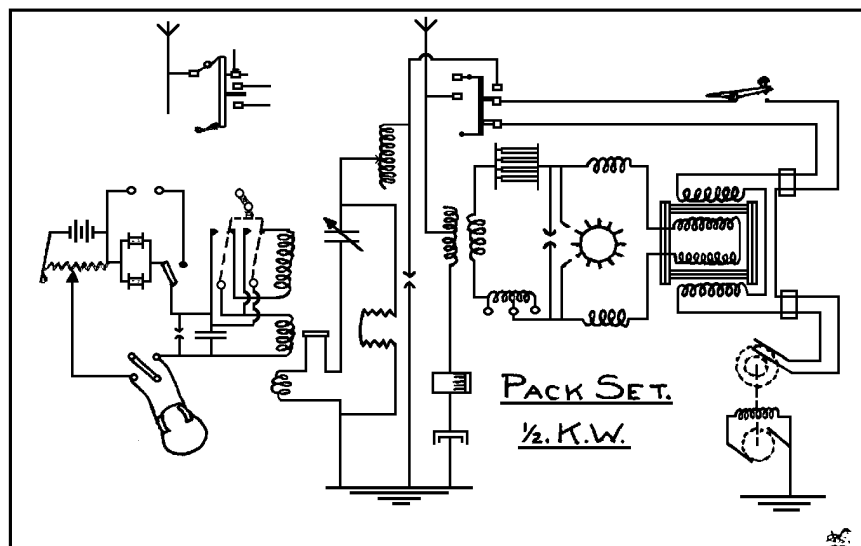
In essence, these conditions impose three prohibitions. Firstly, there must be no material compensation of any kind to an Amateur or any other person. Secondly, the message must be non-commercial. Thirdly, until Australia enters into the necessary agreements with other countries permitting third party traffic third party messages can only be passed within Australia.

(Editors note - The article goes on to state that the WIA has sought such third party traffic privileges since June 1977 and that they consider the passing of such traffic is good training for emergency conditions. The WIA strongly points out that these concessions do NOT permit Australian amateurs to operate 'Phone-patch').

## THE 1/2-KW PACK SET.

G3AFD/0938.

Leo kindly sent along some details from an original handbook for the 1/2-KW Pack Set. The date is not known but members will, no doubt, be able to tell us. Leo also kindly agreed to donate the handbook to the Royal Signals Museum if they do not already have a copy. Members might also like to comment on Instruction (e)!



### Setting up a Pack Station.

- Place the transformer box firmly on the ground with its back to the wind, if possible
- Place the receiving box on top taking care that it is square with the other, and can open easily.
- Plug aerial and earth plugs in their proper sockets.
- Open the receiving box.
- Plug in the telephones. (If sets so marked, take care that positive and negative terminals are plugged in their proper sockets).
- Remove key plug from dummy socket, and plug in transformer box.
- Plug leads from alternator into their sockets, taking care they do not touch the earth nets; plug in terminals on high tension lead.
- See that the Change-Tune switch in the primary is set to the wavelength required and that the secondary has the correct number of turns in circuit.
- See that the Safety Spark Gap across primary transmitting condenser is set to the proper distance (8mm or thickness of an indelible pencil).
- Having made certain by listening in that no one else is working, start engine and try spark.

N.B. The Secondary sending jigger is in the left hand corner of the top box.

The Primary sending jigger is in the top left hand corner of the bottom box.

When tuning, reference should be made to the tuning card, which is supplied with every Pack Set.



Being extracts from letters received by RSARS from a variety of sources.

From: Chuck, VE3CQH/2. Mobile Command Headquarters, St.Hubert, Quebec, Canada, J3Y 5T5.  
"As a Canadian RSARS member involved in the Canadian Forces Affiliate Radio System (CFARS), I was deeply concerned by VE3AX's report through G3ADZ (Mercury Number 66, page 25) that our home station "VE3RCS" was not active. I'm afraid I pursued this concern with VE3RCS in writing, and triggered a prompt and very warm reaction (together with a copy of the log and 'phone patch records for the last two years).

To set the record straight, station VE3RCS remains an active amateur radio station and club with 23 members. Since a number of Canadian Forces personnel on peacekeeping duties in the Middle East and Cyprus have their homes in Kingston, it carries on a 'phone-patch service to link soldiers with their families. It also serves as a gateway for patches to other parts of Canada via long distance telephone.

Station VE3RCS has come a long way since I was responsible for it 1966-69. In those days everyone seemed to work a 16-hour day (they still do!!) and had little time to keep the ham shack open evenings for potential candidates. We had typically three members - myself, Bill Bushell and Ed, VE3GDU - and held evening meeting once a week in hopes that others would show up.

In conclusion, please advise the membership that VE3RCS is as active as ever, and can be found frequently on twenty-metre 'phone.

73 Chuck VE3COH/2 RSARS 0067

(Happy to put the record straight, Chuck, although on the last RSARS list held by the Editor, VE3RCS is shown as "Archived" and no longer a member. Once or twice when I worked them from G4RS (when they were a member) the operator did not seem to recognise "RSARS" and seemed to have no knowledge of membership. Whilst fully appreciating the difficulties of Club stations where active members come and go at the whim of the pen that issues posting orders, why not try and encourage them to be reinstated to membership of RSARS Perhaps Life Affiliation is the answer!.)

From: Robin Addie, G8LT/RSARS 0290, Spring Hill, Wappenham, Towcester, Northamptonshire, NN12 8ST. "Very many thanks for the "Best Mercury Article" Award. This came as a complete surprise. Would you please convey my sincere thanks to all concerned. I would have liked to have got to the A.G.M. but, after this stroke, driving is "out"..... 73 Robin.

From: John McGregor, GM3KNX/RSARS 0949, 54 Albion Street, Coatbridge, Lanarkshire. "Please find enclosed my sub for 1981, I am an O.A.P. having been born in 1893 and would like to wish all members a good Xmas and a happy New Year. My rig, at the moment, is an Argonaut 509, running 5 Watts input. Antenna is a G5RV firing East and West. I have made numerous contacts with USA stations on the key. I don't use fone much now because of deafness, CW is so much easier. At the moment I am on holiday with my eldest son's family in Brasted near Westerham in Kent. Have fond memories of being a Signaller in the 5th Battalion of The Cameron Highlanders in Kitcheners Army!....." Happy Xmas & New Year John.

From: Dennis Bowden, G3PNF/RSARS 0085, 19 Carlton Road South, Weymouth, Dorset, DT4 7PL.  
"With effect from 19th January 1981 my new address will be "Chessya", New Road, Portland, Dorset,  
DT5 1LE, Tel. (0305) 821540. I hope to be very active on all bands after nine years absence - once we  
are all settled in the new QTH. Packed in teaching two years ago - after five years at it - only because  
of a salary bar. Have been a Technical Author for the last two years and am going to work for Vickers  
in February as a Weapons Engineer. Best wishes to all." 73 Dennis

From: Brigadier J.C. Clinch, CBE, Pippins, Dummer Road, Axford, Hants, RG25 2ED. "Will you please make a note that after 16th December 1980 the above is the new QTH. Telephone 025687-439. A Merry Christmas and a Happy New Year to all".

73 Johnny.



MAIL\_BOX - Contd.

From: George Moorfield AMIPRE, "Bryniau", Bull Bay Road, Amlwch, Anglesey, North Wales, in a letter to Ray, G3EKL, writes "During the past couple of years whilst I have been ill and in and out of hospital, I foolishly and quite unintentionally let lapse my membership of RSARS. Would you please use your good offices to have me re-instated and, if possible, get me back my old number, to which end I enclose the necessary cheque. Hope you can pull this one off for me". Vy

73 George GW3DIX.

(Needless to say, our intrepid General Secretary, being the good Quarter Master type that he is, pulled all the necessary strings, crossed all the necessary palms and, Hey Presto, we welcome George back to the fold as RSARS 0488. Please add GW3DIX to your membership list. And we hope that George has seen the last of illness and hospital visits for at least the next 60 or 70 years. Welcome back, George. - Ed.).

From: Les Affleck, RSARS 1569, 6 Willow Close, Kingsmead Park, Avery Way, Allhallows-on-sea, Rochester, Kent, ME3 9QS. "I am writing to inform you of my change of address, I took the RAE on 1st December and am waiting..... Meanwhile I am on listening watch with an ICOM 700 and a Marine Band RX.

I should be interested to learn of the whereabouts of any member of HQ Coy. Royal Signals 2 Division as I read of Cpl. Henderson and L/Cpl "Smudger" Smith in The Wire, No. 66 ("Mercury?" - Ed). Perhaps you could put me in touch with any members in the Medway Towns area. Best wishes to all for Christmas and 1981".

73 Les,

I am saddened to see G3CAA "taking the money" - page 38 Mercury 7/80 - for 20 wpm, surely this should read 30 wpm???? Everything is fine here apart from advancing senility with the onset of the geriatric stage!..... (Can't believe that, Ken. Perhaps Norman can tell us a bit more about Moascar, etc, and the Morse Test was a fiendish EKL-type invention and was, therefore, not easy!! - Ed.)

From: Hal. Rowlette, W6UVW/0406, 4120 Cabinet Circle, North Highlands, California, 95660, USA. "..... We finally got home and got our feet on the ground - now for a few letters. Yes, we had a very fine trip to Darlington and to RSARS HQ. I was very happy to meet such fine people. It was a real privilege..." I made 5 contacts whilst on the air from G4RS and am sending along QSL cards for each QSO. It was a pleasure to meet Ray, G3EKL and Sgt. Walker made us feel at home with coffee and cookies and much talk about England and California. We had a nice trip around London on the Sunday afternoon and saw St. Paul's Cathedral, the Tower of London, the Crown Jewels, etc. .... I will be looking for RSARS members on 15, 20 and 80 Metres. Good Luck and Good DX.

73

Hal.

(It was a pleasure meeting you and your good Lady in London, Hal, and we certainly hope that lots of RSARS contacts come your way. - Ed.).

From: P.O. Box 46, Colborne, Ontario, Canada, K0K 1S0 comes a letter from Walter Sturdy, VE3AX/RSARS 1339. "Earlier in March and April I made a few QSOs on 14.065 and 21.065 after keeping a few daily skeds. But things seem to have dropped off during the Summer. I guess most of us were busy with holidays and gardening!. I might say, though, that 1230 GMT is not so good a time for Canadian amateurs most of whom would be going to work or at work. Being retired, of course, this doesn't affect me. So far, the skeds with Les, VK2NLE, haven't been too successful. I can hear the G stations working Les but he is generally very weak with me. I guess they have their beams facing each other. We have another RSARS member here in the village - VE3GGL, Archie Ward, RSARS 1509 so between us we should be able to keep in touch. Best wishes to all for Christmas and the New Year. 73 Walter".

From: Bill, G4IST/RSARS 1476, "Apropos your remark, I am trying to collect some information about the 11th L. of C. in Italy, not easy though after 35 years!. Not very active on the HF bands due to aerial problems at the moment, but I do get on 2 metres occasionally....."

73

Bill.

MAIL\_BOX - Contd.

From: Jack Hard, GW4ITJ/RSARS 1462, 3 Longbridge, Ponthir, Newport, Gwent, NP6 1GT. "First things first, and I will commence by wishing you all a Happy and Prosperous New Year. Since my "Welcome" write-up appeared in the 7/80 edition of "Mercury" I have received two letters from members, one from Reg Prosser, G4BUS/RSARS 0276 and one from Russell Davey, G4KEM/RSARS 1482, Reg was very anxious to know whether there were any Chindit OWLs who had served with the 3rd Indian Infantry Division, and of course after reading my "Welcome" write-up corresponded with me right away, as I was once a member of III Indian Brigade. The same thing happened in respect of Russell who was also an ex-member of 6th Brigade, 2nd Division Signals. We, too, were able to recall the names of many former colleagues and, as with Reg, hope to meet up sometime in the not too distant future. I am still hoping that one of these days I may also be able to contact some of my former colleagues who served with me in Singapore (Changi Signal Section) from 1937 until 1938....."

Yours very sincerely, Jack.

From: Dave Archer, G4GKE/RSARS 0941, 16 Cullingham Road, Ipswich, Suffolk, IP1 2EG. "Please note my Postal Code so that you can keep your records straight. Sorry that I have not been on the 80 Metre Nets but I have sold the KW 204/202 and bought a TS120V so I have only 10 Watts on 80 Metres. This is not really enough to ensure that everyone on the Net can hear me. Plans are afoot to build a linear of about 100-200 Watts to put on the end of the TS120V. I worked OE9PMJ/P9 on 2 Metres SSB on 3/10/80 running the TS120V and a home-brew transverter with a final total output power of 100 milliwatts. He gave me 5 and 3 and was located in EH39d square. (The OWL has worked out that the distance from the centre of EH39d to the G3DPS QTH is 876 km or 548 miles and doubtless would qualify Dave for The 1000 Miles per Watt Award being equivalent to about 5480 Miles per Watt of output power although it is believed that the Award is made on input power). I have also just worked a new RSARS member on 2 Metres in the shape of G3OYS/RSARS 1577. Best wishes to all the gang". Best 73 Dave.

From: Ken Cook, ZL1AXM/RSARS 0530, 105 Forrest Hill Road, Forrest Hill, Auckland, 10, New Zealand. "I wonder if courtesy of the OWL, Norman Chadwick/RSARS1460 - top of page 5, Mercury of 7/80 - remembers a night bedded down in a school at Moascar, followed next day by a pleasant trip in "the" armoured train?.

From: Charles Collins-Hooper, G8YKC/RSARS 0159, "Conewood", 63 Sandy Lane, St. Ives, Ringwood, Hants, BH24 2LE. "Please find enclosed my subs for 1981 plus a little extra to help towards costs, etc. Thanks to you all for "Mercury" which I so very much appreciate. This year I found time to study for the RAE, so spent about 2 hours a day punching up on all I could lay hands on. After 5 months without any assistance whatsoever (apart from reading, of course) I took my RAE and was fortunate enough to get a Credit in Part 1 and a Pass in Part 2 and I now hold the call-sign G8YKC. (Congratulations - Ed.). Radio was not my Line in the Corps but I learned enough Morse that, with a little practice, I should go for my G4 next year (We all wish you every success, OM). It all goes to show that even at the age of 72 it's never too late to learn!!.

My wife and I are off to Botswana for a couple of months, leaving mid-December so I will not be very active on the air for a while. At present am running an FT-225-R to a Ringo Ranger at 30 feet (150 feet asl). The results so far, I am pleased to say, are excellent. Best regards to all."

73 Charles.

(Charles was 2314490 Sgt. Collins-Hooper and served in the Corps from 1926 - 1949 and was Signals Officer with the 7th Hampshire Regiment Home Guard from 1950 until 1953. - The OWL).

From: W.G, Beaumont, 23 Trent Valley Road, Lichfield, Staffs, WS13 6EZ. RSARS 0213, who is also a runner in the Septuagenarian Stakes and leading Charles by a short head (he is 76). Writes "I enclose my Postal Code for your records. I am still active, although 76, and I keep looking in "Mercury" for news of some old-timers from 1923 onwards, but never see any (Where are you all, fellahs? - Ed.). At present I am running an FRG-7. I went to Leicester on the Thursday but was told that RSARS would not be there until the Saturday. Best wishes to all."

Yours W.G. B.

### MAIL BOX - Contd.

Through the good offices of Chas., G5GH, we see a letter from Bill Woolcott, G4FVR, 80 Hackness Road, Newby, Scarborough, YO12 5SG. Bill was a member of RSARS but the last list held by the Editor shows him as "Archived". Perhaps he can be persuaded to rejoin us!. "It was a pleasure to hear about Hong Kong again, Chas. I well remember the work on 5 Metres with hand-held transceivers. I built a mock parabolic reflector using wood and copper wire, with an antenna stuck at the focal point which we tried out across the harbour. Not sure if it was successful or not because one night the wind blew down the parabolic and that was the end of that experiment!. I just cannot remember the names of anyone there at that time, My memory for names has always been atrocious!. But I do remember the radio equipment installed at Whitfield Barracks and actually used it once when relieving the Duty Operator. I went out to China in 1932 (February) on the NEURALIA. Stopped off at Shanghai. Had a hectic week there with an old Signals buddy who had then recently joined the Shanghai Police, and then travelled up to Tientsin on a coastal steamer. I spent most of my time up there on the Legation (HX8) under Sergeant Whattey and we used to work London to a laddie named SECRETAN. I came down to Hong Kong in November 1934 and stayed until April (I think!) 1935, I finished my 12 years in January 1936. Have taken an interest in RTTY and am reading up as much as I can about it.

73 Chas.

Bill

G4FVR.

Another letter via an RSARS member, this time addressed to G3KOJ it comes from Henry (but we don't have his surname!) and the address at the top of the letter is Voyensvingen 20, L-531, Oslo 4, Norway. Henry writes "I heard you in QSO with PA0MAC on 80 Metres (then follows a very comprehensive report) I was receiving you on a Trio 59DS using a 5 Metre indoor antenna on the sixth floor of a block of offices in North Oslo. I enclose a card, IRC and a photo of "The old Man and his Junk Box" (The photo, coloured and too dark to reproduce here, shows a very neat layout). Your card would give me great pleasure as I am trying to get a card from every island in Great Britain. I have searched the call-book and make it 32 islands. I have 22 so far!. I received a card from Benbecula this week - very rare!.

I am an Englishman, 76 years old and born in London and lived there 40 years. I was in Royal Signals during the War. Wounded three times and got three medals. I came to Norway on VE-day 1945 with Airborne Signals to take over a German Radio Station to guide in the 'planes and gliders. All went off OK. I was here with the Army for three years to get the Norwegian Army on its feet again. During that time I found a wife, a flat and a job - so here I am!. I am now an invalid having had half a lung removed that was cancerous and also had a heart valve replaced by a plastic one. Can't do no jogging now - Hi!. I am an Old Timer, having received my license G2LV - in June 1920. So this is my Diamond Jubilee year- Thank the Lord for Amateur Radio!. No more - fingers ache!. 73 etc. Henry.

(If you receive a card from Henry, please send him a RSARS card - he'll appreciate it. - Ed.).

From: Vic Tindall, RSARS 1407 (Vic is also one of our three uniform types, also being RAFARS 1335 and RNARS 1233 - Ed.). "I was interested in your report about G3BZU and the QRQ broadcasts on the first Tuesday in the month. I have been trying desperately for my 35 wpm sticker, and last month I managed 98.67% copy but that is not good enough. My trouble is QRM and I look forward each month to quiet conditions. In November 1979 I got my Certificate (No. 945) for 20 and 25 wpm and in May 1980 I received the 30 wpm sticker of which I am very proud, but will not be satisfied until I have the 35 wpm one!. Member 1414, Alf, wishes to be remembered to all members. He has just bought himself a Trio R-1000 and is taking the RAE at Horsforth. He retires at 65 in June 1982 and is hoping to be fully operational by then. All The very best to all for 1981.... 73 Vic, (Congratulations on the Certificates, Vic and best wishes to Alf with the RAE. - Ed.).

From: Jim Foster. ZS5JF/G2JF. "I am grateful for the continued reception of Mercury, I shall, however, be glad if you will note that my new address is 2 Burton Place, New Scotland Road Pietermaritzburg, 3201, Natal, South Africa".... Sincerely Jim Foster.

MAIL BOX - Contd.

From: Alec. Fayerman, G3BWX/RSARS 0620, 45 Copse Avenue, West Wickham, Kent, BR4 9NN. "First, P1954 and all that. The OWL's helpful hints really did help. I have written out my (correct - Ed.) answer on a separate sheet. Second, Puzzle Corner. I seem to have found all the words listed, plus SSB (which was presumably the extra one suggested by the OWL). I also found CAMP, QRA, QRP, EHT and CO - for what they are worth, And I think I now know what "swivel-eyed" means!!!

I have also written out some comments on the sad case of Dick, G3NVK, and his "Tumetaefemitis". Having been a sufferer for some years from one of its "secondary infections", known as Qrphilia, I feel I have something in common and would like to offer my deepest sympathy. Likewise, I am writing some notes relating to the article "A Sponsored What...?" as my very first venture into solid-state TX construction was also a one-lung 40 Metre BFY50 job running up to one Watt input. In closing may I wish all members the very best for the festive season and for 1981"

73

Alec.

(No further medical bulletin has been forthcoming on Dick. G3NVK, but it is understood that whilst there has been no deterioration in the condition there has been no improvement either. The OWL reports that Dick is actually ENJOYING his condition- - Ed.).

From: The Cottage, Milltown, Ashover, Chesterfield, S45 0EZ, comes a letter from Ron Plant, G5CP/1002. "I am arranging another U.S. trip in October 1981 to Grand Haven, Michigan, Milwaukee, Wisconsin, Virginia Beach, Virginia and Long Island, New York - " one months visit. Am taking Margaret, the XYL, this time and it will be my 36th U.S. visit, my first was in 1924!! I will have a reciprocal licence and hope to operate on 21.340, 28.640 and 14.240 MHz every day. Kind regards/Best Wishes. Ron.

(Perhaps our Stateside members will be able to keep an ear open for Ron during his visit, - Ed.).

From: Bill Trenchard, G4EHU/1324, 34 Monmouth Street, Bridgwater, Somerset, TA6 5EJ. "This may be of interest to members. I recently built the Mini VK2ABQ beam for 10 Metres. I was looking for a small beam to go inside my roof-space and this seemed to fit the bill. I was very careful in constructing it and checking it with a GDO. The first one I made up was with this PVC wire but this burnt and parted, so the Mk. II was made up with 18 swg wire and I used porcelain egg insulators. I checked it again very carefully to make sure it resonated on 28 MHz and, feeding it with 50 Ohms co-ax I got an SWR of 1.5 to 1 and with the 107 Tuner, an SWR of 1.1 to 1.

I have been using it with my TS-820 with great success. Reports from the U.S. have varied from 5 and 3 to 5 and 9 with my 70 Watts output. I can thoroughly recommend the antenna....." 73 Bill G4EHU

From: Julian Jablin, W9IWI/0798, 9124 North Crawford Avenue, Skokie, Illinois, 60076, U.S.A. "Dear Ed. It was nice talking to you for a bit when we were in Edinburgh recently - too bad we couldn't have gone a bit farther south and looked in on HQ..... Scotland was magnificent. We stayed North of the Border... picked up a car at Prestwick, drove to Greenock (which I had only seen from the deck of a troop transport and then from troop train in 1942!) and then went North to Ullapool in stages. We had planned on going as far as John o' Groats but the schedule and the available time did not match!. We then swung East to the coast, went down through Aberdeen, etc., and eventually made Edinburgh. I met only one "ham" on the trip. On the bus from Edinburgh to Prestwick the day we left there was a padre with a diamond-shaped pin in his lapel as big as a Tobacco tin - RSGB, of course. We had a nice chat - unfortunately, I have lost his call-sign. I am getting interested in QRPP CW, have joined the G-QRP-Club and am trying to build a Direct-Conversion (Homodyne) RX, after which a 1-Watt TX. It's a long tough project, as parts are not easy to get. Perhaps I should have done a Heathkit HW-8, but I'm stubborn and want to try it this way.....

All the best, I hope that your weather of the next few months will make up for Summer!.

73

Julian.

MAIL\_BOX - Contd.

From : Peter Dowdall, G3YOB/0590, Flat 3, 10 Lysias Road, Clapham, London, SW12 8BP. "No, I hadn't forgotten to inform you of my new address.....Having married in Rheindahlen on August 2nd, (Congratulations - Ed.), moved to the U.K. (with nowhere to live and no job!) on August 10th, found a job on September 1st and a decent flat on September 5th I've had a very busy time. Needless to say my new wife, Irene, has been full of patience and fortitude - she's Scottish, so no problem. I am now employed as the Telecommunications Manager for VISA INTERNATIONAL, the largest credit card company in the world, and my sphere of responsibility is Europe, Middle East and Africa..... Our address above is only temporary whilst we house-search. I expect that by April time I'll be a commuter. Living in suburbia with a B.R. Season Ticket to contend with. Amateur Radio has, dare I say it, taken a back seat again, but when I'm settled I hope to re-start, this time with gear of my own.

Yours Peter.

P.S. I must have been a good boy whilst in The Corps - I received my Long Service and Good Conduct Medal via the post - I should have had it 260 days ago!!!.

From: Michael O'Beirne, G8MOB/RSARS 1279 Nanhoran Cottage, Claremont Lane, Esher, KT10 9DP. "You might like to update your records. Since I first became a member I have obtained a commission in the TA in my present Squadron, 68 (Inns of Court and City Yeomanry) Signal Squadron. This is the only mounted Squadron left in Royal Signals and forms part of 71st Signal Regiment. You may remember we featured on the front cover of "The "Wire" in January 1980, riding in The Lord Mayor's Show Last year. I confirm that the call-sign is G8MOB. It goes with the name, as it were, and took a long time to get!".

73

Michael O'Beirne.

(Congratulations, OM~ on the commission and the call-sign - Ed.)

Date-lined 19/1/81 comes a letter from Dick Pedder (Dick the Pen see elsewhere), G3NEE/1286, 11 Thornbury Close, Hoddesdon, Herts., EN11 9PN. "Just a few lines to let you know that I have now worked Mike Hastings, VK4VFO of Mount Isa several times during a spell of sick leave (a touch of the old exploding knee-caps - Hi!). Mike's RSARS No. is 1622 and he is active on 28·425/28·445 most days between 08:30 and 09:45 hours GMT. He is running a TS-520-S into a 3-element Yagi and puts an average signal into the U.K. around 5/5 to 5/8. Mike is looking for RSARS member/numbers and members who are up and about it may pay them to look around those frequencies.....

Mike recently sent his XYL to the local Post Office to take in his application for a full licence, only to find that he had missed out by just ONE DAY!. So he now has to wait a further six months before he can sit the examination. I told him that it gave him a further six months to swat!. His reply was unprintable!!..... I have already contacted Bill, G3DBU, for a supply of RSARS QSL cards for Mike and will ship them out to him Air Mail when they are ready..... I also enclose one cartoon of Alan, G4BWV, RSARS 1131. Now you know what his linear looks like!!!.

73

Dick the Pen.

From: Paul Scottorn, G3RFI/0133, 34 Sutton Mill Road, Pottton, Sandy, Beds. "Perhaps I might comment on the suggestion by Sir Evan, G5YN, ("Mercury" No. 66, page 24) concerning Contest operation, which does not seem to have provoked much response. I entirely support '5YN's idea of splitting the bands to accommodate Contestants and others without the present QRM problems. The present IARU Band plans for different modes seem to be observed by the vast majority of amateurs world-wide, so perhaps a Contest plan would work; but would presumably need the RSGB to be persuaded to take action, to in turn persuade IARU. I might just add that I am not myself opposed to Contests, and feel that a plan might well be in the interests of Contest operators simply by removing a constant source of antipathy from other users....."

Best 73

Paul Scottorn

MAIL BOX - Contd.

# AMATEUR RADIO MOBILE SOCIETY

Honorary Secretary:  
G3FPK  
N. A. S. FITCH,  
40, ESKDALE GARDENS,  
PURLEY,  
CR2 1EZ,  
ENGLAND.

## OFFICIAL JOURNAL - "MOBILE NEWS"

November 17 1980

The Editor  
"Mercury"  
'Beirnfels'  
Old Odiham Road  
ALTON, Hants  
GU34 4BP

Dear Jack

### CB RADIO

I read with interest the piece on Australian CB in "Mercury" No. 67. However, I feel a more apt title would have been An Australian Viewpoint. As you know, I am totally opposed to the establishment of any form of CB radio in the U.K., whatever fancy name is dreamed up for it. My many reasons were thoroughly set out in my report of July 1979, a copy of which you have. I have had correspondence from an Australian radio amateur who described a very different picture from the one inferred by VK2NGY.

As always, the proponents of CB - and of anything else for that matter - never consider the opposite case. Indeed, anyone who dares to voice their opposition is branded as an anti-social reactionary, etc.

The CB lobby in the U.K. started off by insisting that CB radio would help small businesses, sort out traffic jams, help the Police, and so on. Now, so many developments have taken place that CB radio is quite unnecessary in all these fields. Much of what the CB-ers state as fact, turns out to be nothing but lies: this was aptly illustrated in your editorial concerning the "Missing Child" episode. The CB-ers now seem to be admitting that their main aim is that anyone should have free access to two-way radio communication, just for fun.

Never mind about other countries. What we have to decide is if there actually is a need for CB radio here. After all, geographically the U.K. is very small and much more densely populated than much of the U.S.A or Australia. We just do not have hundreds of miles of motorways, devoid of traffic, on which drivers are likely to fall asleep unless they have a "Good Buddy" to talk to. It could be argued that in our road conditions, drivers should not be distracted by such activities. In any case, one is never out of range of BBC and commercial, local radio stations which give frequent traffic information originating from the Police and motoring organizations.

Programmes such as "Tomorrow's World" on BBC Television have demonstrated devices enabling elderly and infirm people living alone to be instantly in touch with neighbourly assistance. In Sweden there has been in operation for some years an ingenious system using the country's VHF broadcasting network to not only call up via a small personal radio receiver, someone anywhere in the country, but also to display the caller's telephone number. These ideas continue to grow and are becoming a reality, thus relegating CB radio to a fun-type toy.

MAIL BOX - Contd.

We must consider the "Law and Order" aspect of CB radio. The CB-ers have stated that the Police would likely welcome assistance from them. However, this is largely a myth. I have a large file of correspondence on CB with politicians and the Police. The Metropolitan Police see no advantage to their operation by becoming involved with CB radio and the Association of Chief Police Officers is anti-CB. One area where the Police have the edge over crime is in their efficient radio communication network. Can anyone in his right mind seriously suggest that two-way radio sets should be freely available to criminals?

I have read the Green Paper to which you referred and was astonished to see that the proposal is virtually simply to issue a licence for type approved equipment and then let the CB-ers get on with it and police themselves.

All the majority of CB-ers wish to do is to talk to their friends "over the wireless." The stuff I occasionally hear on 27 MHz is mostly about which pub or disco a group is holding its next meeting. This type of conversation will be familiar to radio amateurs who listen to 2m. FM chat! The R.A.E. is now so simple that only a real moron could not pass it after a few weeks of study if he, or she, really set their mind to it.

Reading through recent issues of "Amateur Radio" the Wireless Institute of Australia's monthly journal, it seems that the majority of CB-ers are now disillusioned with it. A percentage has now joined the ranks of the radio amateurs. My VK correspondent states that the largest importer of erstwhile illegal 27 MHz CB gear, having made his killing, no longer handles the stuff. I suggest that therein lies the key to the alleged huge public demand for a U.K. CB service; it comes not from the ordinary citizen, but from all those who see there could be small fortunes made via the supply and servicing of CB radios and accessories.

In conclusion, may I suggest to readers that, should they meet anyone who expresses an interest in CB radio, they take the opportunity to extol the much more rewarding virtues of amateur radio with the ultimate goal of having them join us?

Yours sincerely



Norman Fitch

G3FPK

(Editors note. Norman, G3FPK, is Honorary Secretary of the Amateur Radio Mobile Society and as such receives a complimentary copy of "Mercury". As it seems that a lot of Citizens Band/Open Channel operation, when eventually approved will take place in a mobile role, it was felt that the above points may well be of interest to readers.)

From Swaziland comes a letter from Harry Stickley, 3D6BP/0726. "I'm afraid I'm not going to make the Nosterfield Get-together in March if, as you say, it's on the third Wednesday of that month as my booking, already in, is to leave on the 20th, arriving home on the 21st (but not yet confirmed), returning on the 23rd April, so you now know the period to leave your 'phone off the hook and warn the guard not to let any hairy monsters into Camp. Nothing terribly exciting has happened in this part of the world, the salt mine is going from strength to strength, we have a new station in Bophutatswana and there is talk of opening another in Transkei or of buying out Capitol Radio (in the same place)..... I seem to be doing less on the rig these days and am getting a bit fed up with the pile-ups. Also I still don't seem to have found the time when the UK is coming in here - it is usually before the USA, i.e. somewhere around 16/1700 on 15 Metres..... Best wishes to you and all members.

Very 73.

Harry.

MAIL BOX - Contd.



## **WEST SUSSEX RAYNET**

**RADIO AMATEURS EMERGENCY NETWORK**



**Group Controller:**

J.M. HOULIHAN, G4BLJ,  
31 COPSE HILL,  
WESTDENE, BRIGHTON,  
SUSSEX BN1 5GA.

Please reply to:

Captain J. Cooper (Retd.),

19th November

"Beirnfels",  
Old Odiham Road,  
Alton,  
Hants. GU34 4BP.

Dear Jack.

Many thanks for the 11/80 issue of Mercury received today.

I had to reply immediately in view of the contents of your editorial, and hope that the following will set the records straight.

"Elizabeth" wandered away from a picnic site near Arundel one Friday teatime and remained lost until late morning of the Sunday following, despite several thorough searches of the dense woodland near the picnic site.

On the Friday evening the Police called out a number of emergency services, not in their normal role but simply to help with the search. These included the Fire Brigade who appeared on the Saturday, and a large contingent of military personnel from a training establishment in Chichester. Part of the call-out system employed by the Fire Service used their normal VHF frequencies, and traffic concerning the incident was intercepted by members of the public in possession of receivers covering the "public service bands".

On the Saturday a group of CB'ers reported to the Police check-point and offered their services. They were told that they and their equipment could not be used, but that if they, as individuals, wished to form a search party then this would be welcome. At this point I would add my own personal opinion that if it had been my daughter lost in the woodlands and had any Police Officer taken the full official line, confiscating equipment and possibly even arresting the "volunteers" then I would have been extremely annoyed, to put it mildly.

During part of Saturday a "CB control car" remained on site, but this was of extremely limited use since few of the CB group had hand-portable equipment, and in any case they were confined to one search group. All other groups were in communication with the Police communication vehicle via direct Police UHF simplex working.

Late on the Saturday the Police took the decision that they would continue the search all weekend despite the fact that they believed all areas of the woodland to have been covered. West Sussex and Chichester Raynet groups were called out in the evening, and asked to be on site the following day. I myself was on site by 8 a.m. and erected a 40ft telescopic mast together with a VHF aerial, and as soon as members of the public began to arrive they were formed into groups of approximately 50 each with a Policeman equipped with a UHF radio and a member of Raynet equipped with a VHF hand-portable. The Raynet groups reported direct to the control car from where there was a low power link to the Police control van, physical separation of the two controls.



### MAIL\_BOX - Contd.

having been requested by the Police in case of interference, and by 10:30 hours we were almost embarrassed by the number of Raynet personnel that had reported for duty, fully quipped for a long stay. At this stage it was decided to form a Raynet search group, since we had such a large number of operators on site, the majority equipped with hand-portables, more than sufficient to provide each official search group with its operator plus relief operators. Fortunately, Elizabeth was then found by one of the groups which had set off earlier in the morning. The boy who actually found Elizabeth was not a radio amateur, but, according to the local press, had heard of the search in the first instance over CB radio on the Sunday afternoon!

The Police later commented on the usefulness of the VHF links, since there were several occasions when communication with the control vehicle could only be effected via the Raynet channel. Indeed, news of the discovery of the girl and the subsequent cancellation of the search was broadcast to all groups over Raynet channels on instructions from the Police control.

CB was involved in the search for Elizabeth, but the CB enthusiasts concerned were rather offended that the Police did not make use of them on the Saturday and hence were not on site at all on the Sunday. Television coverage was restricted to the Sunday morning, hence amateur radio operators distinctively clad in Raynet jerkins and hard hats featured prominently on the Sunday and Monday newsreels of both BBC and ITV. Again on a personal note, had the Police been able to make use of CB on the Sunday, then it is probable that much larger numbers of CB enthusiasts would have been present, and there is no doubt in my mind that if and when Open Channel is authorised, the emergency branch of the CB association, React, will be of great use in incidents such as "Operation Elizabeth".

As I see the role of Raynet in the future it cannot afford to neglect the development of such groups assuming that their activities are given official sanction, and in order to avoid utter chaos through lack of net discipline the training implications should not be overlooked.

73

Robin, RSARS 0944

(We are happy to "put the record straight" as requested, Robin and to hear the full unbiased story. And many thanks for type-setting the letter. - Ed.).

From: Mike Yorke, G4ASW/W2, 59 Wakefield Avenue, Port Washington, Long Island, New York, U.S.A. 11050. "Enclosed please find a small donation to Society funds (Much appreciated - Ed.) and just to let you know that I am being assigned overseas by my Company for a 2 - 3 year period commencing October 19th 1980. My new address will be M. Yorke. Regional Vice President Operations and Systems, American Express Card Division, 96 Somerset Road, Singapore 9, Republic of Singapore. I will be notifying you soon of an additional call-sign - I recently took the FCC amateur radio examination and am awaiting the issue of US operator and station licenses. I shall then apply for a 9V1 reciprocal!"

73

Mike

From: Merv. Foster, G4KLE/RSARS 0315, 11 Edward Grove, Portchester, Fareham, Hants., PO16 8HY. "I am dropping you a few lines to let you know that I am now licensed under the call-sign G4KLE. I first joined and became interested in Amateur Radio in 1967/8 when I was given a concession to operate ZB2A - the RAF Amateur Radio Club in Gibraltar and worked a few RSARS members whilst there. Although my interest in Amateur Radio has never failed I never seem to have been anywhere long enough to sit for the RAE until I moved to Portsmouth to take up the appointment of Yeoman of Signals with 63 (SAS) Signal Squadron (V), TA Centre, Peronne Road. Hilsea.

I am running a KW-2000-B transceiver into an 18AVQ Vertical, and although I have talked to Derek (G3RKN) I am finding it difficult at present to join the RSARS Nets on Thursday evenings as my 18AVQ is skipping straight over G - land, but I shall keep trying new antennas in my small garden soon and then hope to join in.

73

Merv. Foster,

#### MAIL BOX - Contd.

From: Rex Toby, G2CDN/0287, who wrote from 205 Devonshire Way, Shirley, Croydon, CR0 8BZ. "Just a note to request you send all future "Mercury" to the following address via Surface Mail - Rex Toby, P.O. Box 118, Lyndhurst 2106, Johannesburg, Republic of South Africa. The telephone No. is 403427 (the home of ZS6BOJ where we shall be staying initially).

I applied to the PMG for a reciprocal licence and was turned down on the grounds that I did not have a "Radio Operators Certificate"!!!. I applied for my 'G' licence in 1945. I was in Cairo and was granted my licence by dint of my qualifications in Royal Signals, viz. I.M. Class 1 (after a one years course in Vimy Lines at Catterick) and a CW Radio Operators pass at 15 wpm confirmed by my Signals Officer - Captain Tacchi. All this has been duly entered in my Pay Book, which I still have in my possession. The South African authorities were aware of these facts together with a personal letter from The Home Office stating that when my licence was issued initially they did not release any certification. But they confirmed that I have held a valid 'G' licence for the past 35 years. The matter has now been referred to the Minister of Posts and Telecommunications and I will keep you informed. I might add that since my stroke in 1976 my memory has been seriously affected and it would be an extreme hardship to have to re-study and re-write the RAE in my present state of health, Trudy and I leave for South Africa at 5:15 p.m. on December 2nd.

With regards to you all.

73

Rex

G2CDN.

P.S. My old Unit was 156 Mobile Operations Room, R.A. ,

~~~~~

#### DID YOU KNOW....?

Penicillin, which saved so many lives during World War II, was first used in 1941 in an attempt to save the life of a policeman with blood poisoning. Unfortunately the patient died as supplies of penicillin ran out before the treatment could be completed.

Plessey Semiconductors have released two new amplifiers. The first is the SL560C which is a Low Noise Amplifier up to 300 MHz. This is an 8-pin DIL package suitable for VHF Front End Amplifiers, Car Aerial Amplifiers, Radio Control, Fibre Optic Receivers and Radar Preamplifiers. The second is the SL561C and is an Ultra Low Noise High Gain Amplifier up to 6 MHz. This 8-pin package is suitable for Tape Head Amplifiers, Dictating Machines, Telephone Answering Machines, Video Recorders, etc. Prices (per 1 off) are understood to be SL560C DP= £1.39 and SL561C DP = £1.81. Available ex-stock from Qardon Electronics Ltd, Slack Lane, Derby, DE3 3ED.

In April 1942 the Home Guard were officially issued with extended instructions on the burial of Mohammedan members of their Units. (Both taken from "The Peoples war").

The United States Air Force started on 1st August 1907 as The Aeronautical Division of THE SIGNAL CORPS, and had a strength of 3 men!. It had to wait 2 years for its first heavier-than-air craft which was built by the Wright Brothers.

Maurice Caplan, G3NWQ/RSARS 0282, has gone into the world of Pop Music. Having written a song called "Hurdy Gurdy Man" he enlisted the help of the girls of The Sacred Heart High School in Crosby to provide the backing and talked local singer Debi Jones into taking the vocals. Amazon Studios in Kirkby have recorded the song and it is in your local shop NOW (or can be obtained by them). The High School girls ran raffles, etc., and raised £200 to help pay the cost of the recording. The Studio producers comment - "Smash-hit material". So the next time you are in town pop into your friendly record shop and get YOUR copy of "The Hurdy Gurdy Man".

G8KW/RSARS 0099 was the second 'G' station to make a WAC on 6 Metre/10 Metre cross-band contacts. Congratulations, Ken.

Recommended changes in the 2 Metre Band include 144.15 - 144.40 MHz for DX working, 144.40 - 144.50 MHz for local and semi-local SSB contacts with 144.40 MHz as a /M Calling Frequency.

## THE G3NZZY-VK2ABQ TYPE BEAM.

RON SHELLEY, G3NZZY.

(In a letter to the editor, Ron sent along details of how he has adapted the ever popular VK2ABQ beam. Judging by the DX list enclosed it certainly seems to work- - Ed.).

Dear Editor,

Having my original plans to erect an antenna rejected by the local council. I decided, after reading quite a few articles, on the popular VK2ABQ for 15 and 10 Metres, which the local Council finally approved.

I was impressed with Les Moxon's (G6XN) write up on the VK2ABQ antenna in the May 1980 RSGB Bulletin and decided to take advantage of his tips, as he had found a few snags with the standard VK2ABQ, such as the wire elements being fixed to the bamboo canes which, when wet, became poor insulators, and the button plastic insulators not allowing adjustments. I also thought that the two feeders as shown in the diagram was a good idea whereby by means of a switch one was able to reverse the beam by 180° so doing away with a rotator and making construction easier and cheaper.

### Construction.

At this year's A.G.M. at Catterick I purchased four 5 feet by 2-inch diameter aluminium poles. These helped make the adjustments easy. Using a GDO on the finished antenna I found so many dips at the required frequency it was a little confusing!! However, despite all the theory, adjustments are not too critical as shown by the results obtained, especially as the antenna height above ground is only 26 feet.

The centre piece is a 15-inch X 15-inch X 1-inch board to which is attached four 8-foot bamboo canes adjusted to give a square or rectangular configuration as desired. The radiating elements consisted of 16 gauge stranded copper wire that I have used on and off for years. The joints were protected by candle wax and enclosed in plastic containers which I scrounged from the local photography shop. They are of the type that contained 35 mm film cassettes,

The feeders are 75 ohms co-ax cut to half wavelength at 21 MHz. After completing all the adjustments I mounted the antenna on my conservatory with the help of my son.

### Results:

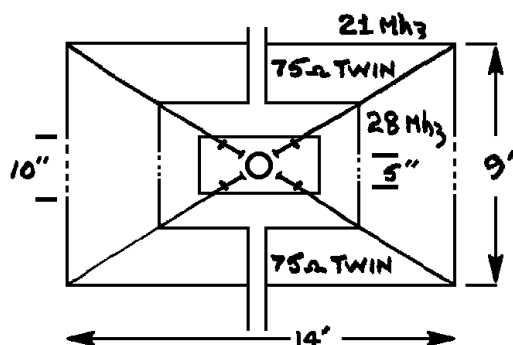
Extracts from my Log since using the antenna are shown below. The antenna was beaming West, contacts were on SSB using 100 Watts on 15 Metres and 50 Watts output on 10 Metres. Contacts marked (\*) were made on 10 Metres, the others on 15 Metres. All reports were 5 and 9. I was surprised that VK2AMD gave me 5 and 9 as all other VK and ZL contacts were around 3 and 3. With the aid of an ATU the SWR can be reduced to 1.05 : 1 over quite a wide band.

### Log.

W1NN JA8MOZUK5EEZ(\*) VE3LZQ(\*) WA4BKD JH2UMV VK2AMD

VE3JEV KA5BPEUA9UNO SR7AWA(\*)

RB5UBL(\*) I7DSN(\*) F3RT



4 X 8-feet bamboo canes secured at centre by small U-bolts. Attach 1mm polythene cord in form of rectangles and fit copper wire either by taping or twisting around cord. Loop corners of elements around end of canes. This gives better insulation properties in wet weather.

COMMERCIAL RTTY - Continued from "Mercury" No.67.

Frequency	Call-sign	Agency	Country	Copied	Date
16050	9VF253	FGIS	Singapore	_____	_____
16108		AFP	France	_____	_____
16136	BZR66	HNA	China	_____	_____
16150	9VF205	FGIS	Singapore	_____	_____
16150	9VF205	JJI	Singapore	_____	_____
16170	JAQ56	KNS	Japan	_____	_____
16185	FPQ8	AFP	France	_____	_____
16190	RGW26	TASS	USSR	_____	_____
16244	3MA26	CNA	Taiwan	_____	_____
16260	RWN75	TASS	USSR	_____	_____
16280		TAP	Tunisia	_____	_____
16325	DMV23	ADN	East Germany	_____	_____
16343	YZ14	TANJUG	Yugoslavia	_____	_____
16348	CLN530	PL	Cuba	_____	_____
16350	OLF4	CETKA	Czechoslovakia	_____	_____
16372	WFD86	UPI	USA	_____	_____
16384	VNA30	VNA	Vietnam	_____	_____
16392	YOQ23	AGERPRES	Romania	_____	_____
16417	DMV26	ADN	East Germany	_____	_____
16427	BAW36	HNA	China	_____	_____
16455	OLF2	CETKA	Czechoslovakia	_____	_____
16660	JTV9	MONTSAME	Mongolia	_____	_____
17095	EAB6/8/17		Spain	_____	_____
17180	BZR69	HNA	China	_____	_____
17214	BZP58	HNA	China	_____	_____
17240	RCE58	TASS	USSR	_____	_____
17302	BAS27	HNA	China	_____	_____
17390		TAP	Tunisia	_____	_____
17420	9VF282	KNS	Singapore	_____	_____
17430	9VF205	JJI	Singapore	_____	_____
17435	DMV37	ADN	East Germany	_____	_____
17468	HGO24	MTI	Hungary	_____	_____
17510	RFD53	TASS	USSR	_____	_____
17517-5	6MK65	ORIENTPRESS	South Korea	_____	_____
17520-9		MAP	Morocco	_____	_____
17525	OLV3	CETKA	Czechoslovakia	_____	_____
17570	RTU44	TASS	USSR	_____	_____
17597-5	JAQ57	KNS	Japan	_____	_____
17610	YZJ8	TANJUG	Yugoslavia	_____	_____
17680	SOQ36	PAP	Poland	_____	_____
17997			Egypt	_____	_____
18020		IIS	Indonesia	_____	_____
18040	TCY4	AA	Turkey	_____	_____
18050		IIS	Indonesia	_____	_____
18065		IIS	Indonesia	_____	_____
18125	RND70	TASS	USSR	_____	_____
18145	WFD58	DPA	USA	_____	_____
18160	RTU47	TASS	USSR	_____	_____
18170	9VF212	FGIS	Singapore	_____	_____

COMMERCIAL RTTY - Continued

Frequency	Call-sign	Agency	Country	Copied	Date
18193	CLN603	PL	Cuba		
18202		IIS	Indonesia		
18210	LZP	BTA	Bulgaria		
18220	WWH58	MAP	Morocco		
18225	ATB68	ISI	India		
18256	VNA32	VNA	Vietnam		
18270	WFK78	REUTER	USA		
18273	WFL28	ANSA	USA		
18307		IIS	Indonesia		
18312-6	DFN43H1	DPA	West Germany		
18385	RRQ20	TASS	USSR		
18400		IIS	Indonesia		
18455		IIS	Indonesia		
18484	WFK28	UPI	USA		
18496-1		MAP	Morocco		
18542	WFK48	REUTER	USA		
18560-5	WFL38	ARF	USA		
18562-5	WMM78	ITT	USA		
18570	JAW48	AP	Japan		
18557-5	CVN8	REUTER	Uruguay		
18666	ISX86	ANSA	Italy		
18686	GPR38	REUTER	Great Britain		
18690	BAS61	HNA	China		
18697-6	DFS70L3	DPA	West Germany		
18697-6	DFS70L3	FGIS	West Germany		
18700	DMV44	ADN	East Germany		
18702-6	DFS70H3	FGIS	West Germany		
16710		IIS	Indonesia		
18732	YKW18	SANA	Syria		
18808		IIS	Indonesia		
18823	DMV38	ADN	East Germany		
18856	BAW38	HNA	China		
18862-7	WER48X27	CETKA	Czechoslovakia		
18885	WER78	UPI	USA		
18890	ZUD64	SIO	South Africa		
18950	ATC69	ISI	India		
18985	OLD2	CETKA	Czechoslovakia		
18988	JAX78	JJI	Japan		
19068-5	WWH29X9	MAP	Morocco		
19100		IIS	Indonesia		
19171-1		MAP	Morocco		
19210	RCC79	TASS	USSR		
19235	RWW70	TASS	USSR		
19350	LZ14	BTA	Bulgaria		
19396	GIW39A	JJI	Great Britain		
19470	WWM29	ITT	USA		
19505	RDZ36	TASS	USSR		
19525	OLD4	CETKA	Czechoslovakia		
19537-5	WFD99	AP	USA		

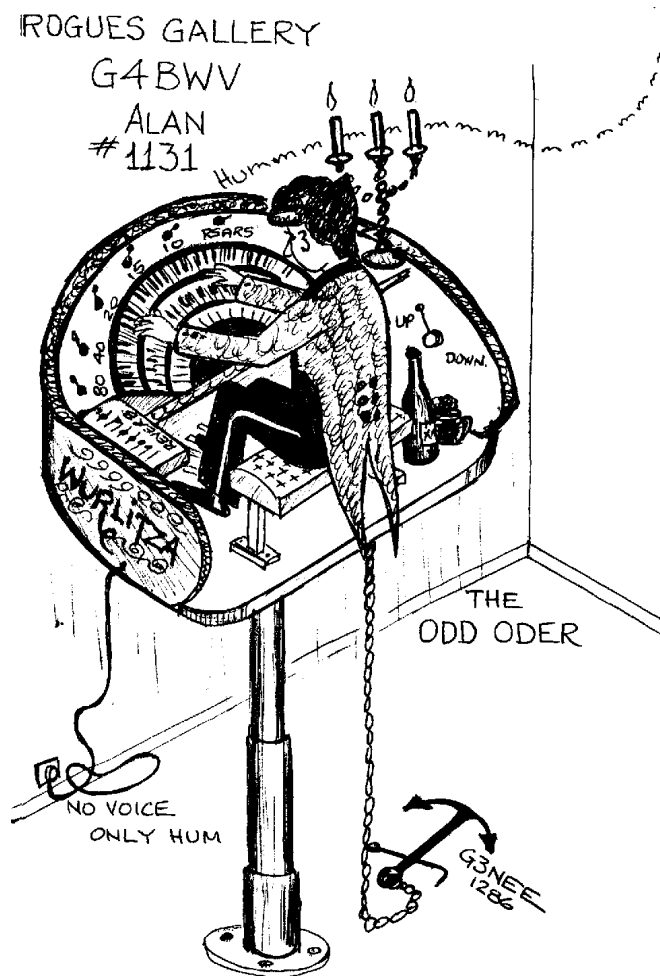
COMMERCIAL RTTY - Continued.

Frequency	Call-sign	Agency	Country	Copied	Date
19580	WFD59	UPI	USA	_____	_____
19605	YZJ9	TANJUG	Yugoslavia	_____	_____
19620	WFD79	AP	USA	_____	_____
19725	9GN288	GNA	Ghana	_____	_____
19825	8DZ5	ANTARA	Indonesia	_____	_____
19825	8DZ5	OANA	Indonesia	_____	_____
19828	9VF225	FGIS	Singapore	_____	_____
19830	RWW26	TASS	USSR	_____	_____
19865	RKE20	TASS	USSR	_____	_____
19865	YZJ4	TANJUG	Yugoslavia	_____	_____
19976	GPA39A10	JJI	Great Britain	_____	_____
20022.4	DFU20H3	FGIS	West Germany	_____	_____
20072.5	YOU20	AGERPRES	Romania	_____	_____
20085	ISX20	ANSA	Italy	_____	_____
20195		SANA	Syria	_____	_____
20204	YZJ	TANJUG	Yugoslavia	_____	_____
20245	9VF228	ANSA	Singapore	_____	_____
20288	SOV22	PAP	Poland	_____	_____
20393	VKH101	REUTER	Australia	_____	_____
20420	DKC8	ADN	East Germany	_____	_____
20495	SOV24	PAP	Poland	_____	_____
20615	RCC75	TASS	USSR	_____	_____
20752	9VF230	ANSA	Singapore	_____	_____
20799	WFN60	UPI	USA	_____	_____
20803.5	WFN30	EFE	USA	_____	_____
20915	OCA36	REUTER	Peru	_____	_____
20935	SOV24	PAP	Poland	_____	_____
20960	9VF223	JJI	Singapore	_____	_____
20965	RKB50	TASS	USSR	_____	_____
20976		IIS	Indonesia	_____	_____
20980.5	WFG40	DPA	USA	_____	_____
20985	WFG50	UPI	USA	_____	_____
21760	RIF31	TASS	USSR	_____	_____
21765	CFC4P	INTERPRESS	Chile	_____	_____
21772	RAD23	TASS	USSR	_____	_____
21780	OLU2	CETKA	Czechoslovakia	_____	_____
21836	ZUD36	SIO	South Africa	_____	_____
22790	WEU52	UPI	USA	_____	_____
22815	ATB73	PTI	India	_____	_____
22885	DMV28	ADN	East Germany	_____	_____
22890	RKB56	TASS	USSR	_____	_____
2290.6	DFW90H1	DPA	West Germany	_____	_____
22975	WFG42	UPI	USA	_____	_____
23042.5	WWJ33-27X	MAP	Morocco	_____	_____
23072.5	WFN53	ANSA	USA	_____	_____
23130	ATR73	ISI	India	_____	_____
23391	WFN73	REUTER	USA	_____	_____
23700	ISX23	IPS	Italy	_____	_____
23927.5	WFQ43	AP	USA	_____	_____
24790	ISX24	ANSA	Italy	_____	_____

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AS OTHERS SEE (OR IMAGINE) US.

Once again Dick the Pen, G3NEE, gives his (unseen) impression of a fellow member!.  
(What say G4BWV? - Ed.).



WHAT DO YOU THINK.....?.

Alan, G1ABC, Bert, G2XYZ, Charlie, G5ZYX and Doug, G7AAA sit down for game of Bridge. Alan deals and on picking up the cards it is discovered each player has been dealt a complete suit. The odds against that must be thousands to one" said Alan. "More like hundreds of thousands to one" commented Bert. "I think its more like a million to one" was Charlie's opinion. "I think you are all wrong" said Doug "it is more like millions of millions to one". The Bridge game was never played as the argument continued well into the night. "Let's ask RSARS members" was the final decision. Well, RSARS members, you have been asked. Who do YOU think was nearest?. (Answers over the page somewhere).

## DO YOU SPEAK CB???

G3DPS/0090.

During a recent shopping "expedition" on a Saturday morning, the usual situation developed. XYL in shop viewing rolls of dress material (and we all know how long THAT can take!!). OM waiting outside and wondering why time always moves so slowly under such circumstances. After 10 minutes watching the traffic go by, decides to turn back on biting wind and peruse shop windows. Newsagents. Copy of "CB NEWS" in window. Purchase same and glance through pages. Find article entitled "JIVE TALKING No. 2" most interesting. This article deals with CB terminology and so that RSARS members are not left in the dark when the big day comes the following is an extract of some of the expressions one is liable to hear.

For some reason an AIR CAR is a BUS, AROUND THE WORLD has nothing to do with travelling but means TO GO THROUGH ALL THE CHANNELS. A BALLET DANCER is AN ANTENNA SWINGING IN THE WIND whilst BARLEY POP means BEER. Don't confuse BEAR BAIT with BEAR BITE - the first is A SPEEDING CAR WITHOUT CB FACILITIES and the second is A SPEEDING TICKET. For some reason A BEVER WITH A KICK STAND is A MALE WITH LONG HAIR and BLINKIN 'WINKIN' is A SCHOOL BUS. Quite why BOAR'S NEST means MEN'S TOILET is not clear, but BLUE LIGHT (A MARKED POLICE CAR) seems pretty obvious. And what else could BUGS ON THE GLASS mean, other than INSECTS ON THE WINDSCREEN. A CALIFORNIAN GANG BANG could be misleading, because it means a ROCK FESTIVAL or CROWDED CAMPING GROUND!! If you are CHECKING YOUR EYELIDS FOR PINHOLES (TIRED) it may help to take a CERAMIC FALLS (SHOWER).

Easier than saying YES, apparently, is the term CHARLIE BROWN. DO YOU HEAR SOMEONE KNOCKING AT YOUR BACK DOOR simply means I AM ABOUT TO PASS YOU and EAR ACHE has nothing to do with one's medical condition because it indicates ANTENNA PROBLEMS. To you and I a FANCY SEAT COVER may well mean one of those sheepskin car accessories perhaps with a neat floral motif, but to the CBer it means A PRETTY GIRL IN A PASSING CAR. When a CBer refers to his FIRST SERGEANT he is talking about what the Amateur would call his XYL, but why, to a CBer, a FOG LIFTER is AN INTERESTING CBer is not so clear. FUBAR means FOULED UP but may not be immediately obvious until one realises it stands for Fouled Up Beyond All Recognition. Quite why a GEOLOGICAL SURVEY should mean A CBER WHO LOOKS UNDER HIS SEAT (Why?) or GHENGIS KHAN a BAD MECHANIC, or a GIANT should be a STATE GAME WARDEN is not immediately clear, although some terms are self-explanatory such as CLIP JOINT (BARBERS SHOP), FLAP JAW (ONE WHO TALKS TOO MUCH) and DOUBLE EIGHTY EIGHTS (LOVE AND KISSES).

Much has been heard about HARVEY WALLBANGER ("Is it a bird, is it a plane, is it a man.....?", etc.) but to a CBer he is simply a RECKLESS DRIVER. A HONEYMOON may seem romantic but it actually means A DRIVERS FIRST TRIP IN A NEW TRUCK, and HOW'S YOUR SKID ON THE BANANA PEEL? has nothing to do with slapstick comedy but means ARE THE ROADS ICY WHERE YOU ARE?.

Don't "mix it" with a JUMPIN BEAN because he is a KARATE EXPERT and if your contact tells you he is a KILOWATT, it has nothing to do with the power of his rig, it just means that he is an ELECTRICIAN. A LOLLIPOP may well cause some confusion as it can mean A MICROPHONE, A MILESTONE or a HOMOSEXUAL!.

For some reason NO is "abbreviated" to NEGATORY and PADOODLE means A VEHICLE WITH ONLY ONE HEADLIGHT. Whereas one could be excused for using the term accelerate to indicate an increase in speed, but the CBer prefers, apparently, PUT ONE FOOT ON THE FLOOR, HANG YOUR TOENAILS ON THE RADIATOR AND LET THE MOTOR TOTE'ER. A SCOFFLAW is an FCC RULE VIOLATOR and a SEVENTEEN WHEELER is an EIGHTEEN WHEELER WITH A FLAT TYRE (Sound's reasonable, I suppose!). An ICY ROAD is referred to as SLICK LIKE SLIME ON A DOOR KNOB and to say DRIVE SAFELY, SIGNING OFF to a



### DO YOU SPEAK CB? - Contd.

contact is done with STAY BETWEEN THE JUMPS AND THE BUMPS AND TRUCK OVER ALL THE HUMPS.

The only "10" Code mentioned is 10-400 meaning DROP DEAD!. Although SALT MINE is also used by Cbers to mean PLACE OF EMPLOYMENT they also use WHERE DO YOU GET YOUR GREEN STAMPS? The list is doubtless endless, so perhaps we should sign off with the following: If you are going round the world on your Japanese toy, Ace, as you put one foot on the floor, hang your toenails on the radiator and let the motor tote'er your roller skate up the aisle, don't be a scofflaw and a potty mouth or you may lose your glory card. Don't push the boot rest too hard or you may see blue lights and have to spill the beans to the smokey (maybe even to a smokey beaver). Rodger Dodger, good buddy?

(Translation' If you are going through the channels on your CB rig friend, as you accelerate your small car down the highway, don't be a FCC rule violator or use profane language or you may lose your CB license. Don't speed or you may see a police car and have to give your address and telephone number to the police (or maybe even to a policewoman. Understand friend?)

Don't say You haven't been warned!!!!.



### DID YOU KNOW .... ABOUT DUNKIRK.

#### G3DPS/0090.

The Dunkirk Evacuation (Operation "Dynamo") lasted one week. It started at 18:57 hours on the 26th May 1940, and the signal "B.E.F. evacuated" was sent at 23:30 hours on the 2nd June 1940." .....The Dunkirk Evacuation was so named as it was formulated in a room in Dover Castle that originally contained dynamos for emergency power.

.....Form T 124, when signed by the Dunkirk rescuers, made them R.N. Volunteers for one month, and entitled them to a payment of £3. Few signed and even fewer collected.

.....Amy Goldrich, a Stewardess on one of the rescue ships was the only woman to be awarded a Dunkirk decoration.

.....Major Cyril Barclay brought the survivors of the Cameronians back to Dunkirk with Michelin Road Maps purchased locally £4-10-0. Eighteen months later he was still trying to get his money back, but the War Office were adamant "Regulations offer no provisions for an officer to buy maps on Active Service.

.....Trooper "Paddy" Kennedy and friends arrived at the Dunkirk beaches driving a Dust-cart "borrowed" from the City of Brussels.

.....The destroyer "Harvester", built for a foreign contract but confiscated by the Royal Navy, attended the Dunkirk beaches with all its gun-laying instructions in Brazilian."

....Private Bill Hersey married his French wife, Augusta, whilst serving with the B.E.F. and successfully smuggled her out through Dunkirk dressed as a British soldier.

.....At times food was short on the beaches. Gunner Douglas Hammond's unit had just three baked beans each at one meal. Gunner Hammond had four - because he had found the tin!!.

.....338,226 men came home via Dunkirk. This does not include the 27,936 already in England by midnight 26th May 1940.

.....As well as men, Lord Gort's Army brought back 322 guns, 4,739 vehicles, 535 motor cycles, 32,303 tons of ammunition, 33,060 tons of stores and 1,071 tons of petrol.

.....Corporal Bert Parks, Royal Corps of Signals, was in a queue on the beach at Dunkirk. Exhausted, he fell asleep. When he awoke next morning he was still in his correct place, the queue was still complete and orderly and had not moved an inch all night!.

(Extracted, with due acknowledgements. from "THE SANDS OF DUNKIRK" by Richard Collier, published by Fontana Books (Collins). First published in 1961. First issued in Fontana Books in 1963.).

# THE OWL'S BIT

"The Winged Messenger" is a recent publication written by ex-R.S.M. Pierre Hall whom many will remember in the Corps until his discharge in 1961. The book deals with Pierre's military career from the age of 14-1/2. It deals with his service within the Corps in such places as Egypt, Palestine, Syria, Lebanon, the Turkish borders, the Western Desert, Iran, Iraq, India and Burma, etc. RSM Hall can be contacted at 'Kohima', 1030 Harrow Road, Wembley, Middlesex, HA0 2QT, or by phone on 01-908-0202.

....The St. Dunstan's Amateur Radio Society A.G.M. was held at Ian Fraser House, Ovingdean, Brighton, on 21st February 1981.

....David J. Brown, 15 Chatsworth Drive, Wetherby, Yorkshire has successfully passed both the RAE and the Morse Test and is now G4KFN.

....Deepest sympathies are extended to Ted, G2AYQ/RSARS 0178 who suffered the loss of his XYL on 3rd September 1980. Like a good soldier Ted is carrying on and is heavily committed as custodian of the "Cornish Award". He informs the OWL that there are now over 250 licensed amateurs in Cornwall and well over 100 on VHF. If you would like a list of the 270 Cornish amateurs, the OWL will be pleased to arrange this if you care to send 10p plus the current First Class postage rate to Ted at Albany House, Goonown, St. Agnes, Cornwall.

....Bill, W3RX, sends greetings to all members and passes along a few snippets of information all unconfirmed - that have come his way. First he queries whether the report that Heard Island is 4,500 miles from nearest land-mass as reported. Perhaps some member with a very large globe may care to help us out here. Second he believes there is little possibility of any amateur operation from Burma as it has been reported that a German Embassy amateur in Rangoon applied unsuccessfully to operate a 2 Metre link between the Embassy and a downtown school. It has also been reported that Don Miller's Dx-pedition to Heard Island never received ARRL approval because he went there with seal poachers (a practice the Australian government are trying to stamp out). Another unconfirmed report to come to the OWL's attention is that Don Miller is at present believed to be incarcerated on charges believed to be arson and manslaughter.

....Horace Peers, G3BEZ/RSARS 0556 has been on the move and is now located at "Limetrees", 35 The Drive, Tonbridge, Kent, TN9 ZLR. The land-line frequency is 0732358370.

....In late November the OWL heard from Dick, G3NVK, that 6Y5HC had rearranged his skeds from 15 to 20 and should be found on 14065 at 2230Z (Mondays) and 14165 at 2230Z (Thursdays).

....It appears that QRP interest is gaining strength as The G-QRP-Club has now enrolled its 1000th member (Congratulations from RSARS) and the latest membership list shows the following RSARS members: G2CAV, G2CVV, G2FWA, G2HKU, G2HLL, G3VA, G3BGR, G3DBU, G3DNF, G3DPS, G3DVL, G3DWW, G3EDW, G3FMW, G3GBD, G3HCM, G3KKQ, G3LBT, G3LHJ, G3OAZ, G3RGF, G3UYM, G3WZA, G3XFG, G3ZEE, G4LV, G4BKQ, G4BLG, G4CRI, G4DES, G4ICC, G4IVJ, G8PG, GI2DZG, GM3KNX and ZC4AU(?).

....And whilst on the subject of QRP, the Benelux QRP Club meets Saturdays on 3640 + or - KHz at 0830 hours (Summer) and 0930 hours (Winter). 'G' stations are invited to call in after the Net. Listen for PA0WRA or PA0JHS. (Tnx -Sprat'). ... G5RV forgot to put his clock back last Autumn.

...."GRIFF" was a P.O.W. newspaper in P.O.W. Camp No. 53 at Macerata, Italy. It was completely hand-written and the Editor was a Signalmen Norman Bloomfield. Signm. Bloomfield later escaped and fought with local guerrillas for 9 months before finally reaching Allied lines. (Anyone know what happened to him after the War?).

..... The OWL read in Practical wireless that VK2DGS/RSARS 1483 has a regular 20 Metre sked at 2100 hours Z with non-member G4GNX of Newhaven, Sussex. No actual frequency was given.

### THE OWL'S BIT - Contd.

....According to an article in The Toronto Globe and Mail, Snooker was invented by bored British officers on garrison duty In India.

....Reading the BARTG midday Sunday news recently, the OWL learned of the following DX QSL addresses. Stations have been heard/worked on RTTY but may well be heard on other modes. 8P6OL, Jolly Roger, Barbados, YJ8YS, C/o SPFC, Espiritu Santo,, Republic of Vauato. 5B8AS, Box 1267, Limassol, 6047, Cyprus. EA6IX, Box 1000, Palma, Mallorca. ZB2BL. via W2UTH, FM7BW, via WB4IWW, VK0KH, via VK5WV, FO8FN, Box 125, Papeete, Tahiti, S8AA, Box 821, Umtata, Transkei. ZF1HJ, Box 1215, Grand Cayman, British West Indies.

....The OWL spent a pleasant time reading through the January 1981 edition of the American publication "Popular Electronics" and noted the following: An advertisement by the Apple Computer Company tells us that Edison had over 1,800 patents filed under his name, in an article on Electronic Games mention is made of a cartridge now obtainable called "Boxing". We quote "In "Boxing" a player can be matched against another player or against the computer. As in the actual sport, the object is to knock out you opponent or win the most rounds. A knockout is accomplished by landing five consecutive blows to the head without receiving a return punch from the opponent". (How long before we get a cassette entitled "DXCC" where players endeavour to get DXCC despite built-in electronic hazards such as QRM, ionospheric blackouts, missed Dx-peditions, blown PA transistors, no QSL, etc. - The OWL). Israel became the first international broadcast station to transmit SSTV, the BBC is now using digital techniques to feed audio from studio to transmitters, in October 1980 Radio Baghdad reportedly offered a special QSL for the duration of Iraq's War with Iran. Propagation predictions can be obtained by 'phone from The Goddard Space-flight Centre any time by ringing (301) 344-8129, Italian Radio, RAI, runs a Maltese broadcast schedule at 1430-1455 on 9710 and 7235 KHz but adds a P.S. "This transmission is temporarily in Italian because of the availability of Maltese-language announcers"(!), in May 1979 the name of Radio Warsaw was changed to Radio Polonia, and finally, if you are trying for a QSL from ZOE on Tristan da Cunha it is essential to include details in your report of items from their local Newscast at 2009 hours. (Tnx, "P.E.", Popular Electronics is available from most UK newsagents, price 60p). During one of his regular visits to Canada the Owl stopped overnight in the Hamilton, Ontario, region, in actual fact outside a restaurant called "The Harvest Table", 3350 Fairview Street, Burlington. It had been a cold night, temperatures having been down to -30°C and the Owl was pleased to see Saturday morning. He was also surprised to see about 18 people turn up for breakfast and to hear them talking about "the B.B.C.". "Must be the Overseas Service" he thought. He was wrong. (He sometimes is - Ed.). It turned out to be The Burlington Breakfast Club - a gathering of around 18 VE's who meet for breakfast every Saturday morning. Looking around the faces, the Owl was pleased to see RSARS 1526, Les, VE3QE. Eavesdropping (which he is very prone to do - Ed.) he learned that Les has sold his FT -101-ZD and is temporarily off the air. The 101 went to VE3DUF and his TS-820-S went to VE3OI. However, a new TS-830-S/VFO-230 is in the offing. The Owl also heard that Les and his XYL, Princess Running Water, may think about a U.K. vacation in the future. We hope so, and look forward to meeting you both.

....On his way back from Canada, the Owl passed Broughton Hill, on the A606 from Milton to Nottingham and 600 feet above sea level. It was cold, about 2°C with the wind blowing at about 40 knots. He watched for about 3 hours from about 7:30p.m. until 10:30 p.m. whilst a certain RSARS member attempted to "up" his RSARS VHF score. G4ITP, G8MZA and G8UQP went into the log with their RSARS numbers, also G3XAJ a lapsed member who was encouraged to rejoin. When asked who it was the Owl would only reply that Not Very Keen might indicate the call, but certainly not the operator!!.

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## OVER THERE - Notes from Kilroy.

Julian Jablin W9IWI/0798.

(Over the past years we have published several interesting articles that have dealt with members Service experiences mainly in the British and/or Commonwealth Forces. However, our Stateside members also have a story to tell as witness the article in the August 1980 edition of "73 Magazine". We are indebted to both Julian, and the Editor of "73 Magazine" for their permission to publish the article in "Mercury" - Ed.).

The US Army made me a radio ham, although that was not the intention. When they drafted me in 1941, before the shooting began, they somehow had me pegged as a supply clerk, but I was not about to become a shopkeeper in uniform. Fortunately, all of this happened in a Signal Corps Battalion in South Carolina, and my request for a transfer to the Radio Section was finally approved - especially after I lied about all the radios I'd built before coming into the Army. Well, it was partly true: I had gotten one radio to work.

When I hear amateur radio newcomers talk now about how hard it is to learn code and theory, I smile a little. It was not hard for me - I just put in four or five hours a day every day for three months, and I knew all that I needed. I was lucky. The Radio Section of the 56th Signal Battalion was composed mainly of hams, all of whom were very helpful. We spent many an evening around a BC-342 receiver listening to amateurs send CW on the 7 MHz band (then 7 megacycles), and I picked up amateur procedure that way. But then the shooting did start, and I did not get my ham ticket until I came home in 1945.

I wound up in Algiers at Allied Force Headquarters as a Radio Operator. On the first night, they put me on a receiver and told me to copy what was coming in. The other end of the circuit was, they informed me, Casablanca. Casablanca!, Was Humphrey Bogart on the key?. Whoever he was, he was a little too fast for me, so I sent the Army "Z" signal for "QRS" - "Send more slowly". No response. I tried again. More speed. Then he cut back to about 5 words per minute and sent in clear text "Put the Radio Chief on".



I called the Officer in Charge, who sat down and shared the phones with me.

Still in clear text and at 5 wpm, came the message "Put a real operator on". The Lieutenant took the bug (a Vibroplex automatic key) and ripped off a string of Morse that I could not read. You won't have any more trouble now, OM" he said. Another Ham!. And he was right.

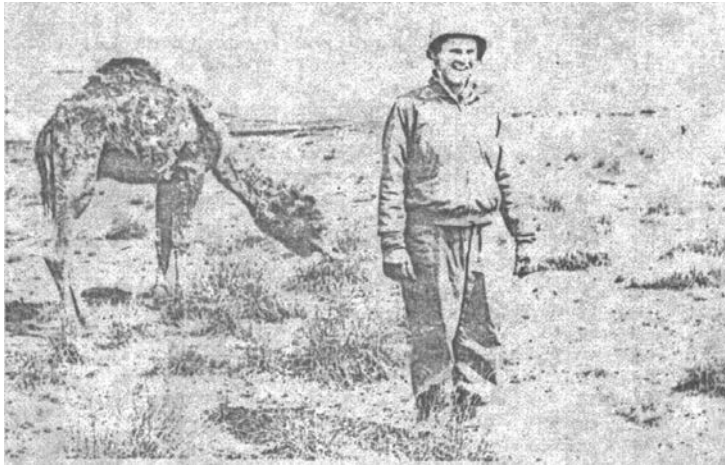
*Photo A. The author at radio school in Ft. Jackson, South Carolina, deep in coping Morse code groups*

I worked the Casa circuit for weeks, and as my code speed came up, it actually became fun. But working radio out of a main Headquarters in a big city, while it had its advantages, was not my idea of being an Army Radio Operator. In a very foolish moment, I asked for a transfer - and got it. To the First Armoured Division, where I was put at a radio in an armoured half-track and sent Morse with a key clamped to my thigh.

I was Net Control for a Combat Command, a small, highly mobile unit of a Division. One of the ways we confused the enemy ( and ourselves even more ) was to change Net frequency each

### OVER THERE - Notes from Kilroy - Contd.

Midnight. This meant that I had to get everyone zero-beat to the new frequency, which took at least an hour, during which all the radio operators in the whole German Army were saying to one another, "Well, we see that Jablin is now on 2.345 megs tonight".



Some of the operators in the Net had very little experience, and the fellow in the Ordnance Company was getting his training "on the job".

One night, after all stations had checked in on what was approximately the frequency, he came back to me and asked for a signal report.

I gave him 5 and 5 - strong and readable.

Then he came back

*Photo B. Livestock on the desert was a little different from that at home, as The half-track driver discovered.*

on 'phone and confessed that he did not know how to load up the BC-191 transmitter.

Right then and there, a few miles from the enemy lines, I instructed him about tuning a transmitter using the final plate meter. Then, unthinking, I joked: "If you don't think that you're getting out, hold the key down and touch the base of the whip antenna".

He must have tried it as soon as I told him. You never heard such vile language on the air!! The BC-191 ran about 75 Watts in and about 25 Watts to the antenna (not efficient, but reliable), and I'll bet that he had a blister on his finger for a long time!.

The German Army (and we, I guess) had radio intelligence sections which tracked down the other side's transmitters for one reason or another. I discovered one of the reasons one night on the North African desert. Every time I made a transmission a few 88mm shells dropped nearby. Pretty soon I got the connection and gave up the radio until we moved to a new location.

Come to think of it, we must have had some kind of radio intelligence. One of the operators at Allied Force HQ in Algiers just could not get along with his fellow GIs, his officers, Army regulations, or Algerian wine, so they shipped him up front. Somehow, in the middle of the Algerian nowhere, he found a bottle of wine, which inspired him to retune his radio to an Algiers frequency which he'd remembered and send a personal message to his old CO, asking his forgiveness and a transfer back to AFHQ. Someone intercepted him and he did get back to Algiers, but as a prisoner. The Army was stuffy about that sort of operating.

All of the equipment that I used during World War II was tuneable, we had little crystal - controlled operation except for some mobile FM stuff. By today's standards signals were broad and not terribly stable. This meant that the CW note was not especially pleasant to hear, but if transmitter and receiver were reasonably close in frequency, solid copy was possible.

The combination I used most was the SCR-193. This consisted of a BC-312 receiver (still to be found at hamfests) and a BC-191A transmitter, plus associated antenna tuner, dynamotor power supply, etc. The 312 was a superb receiver for its time. Its main drawbacks were a bad case of backlash in the gear-driven dial, an occasional drifting local oscillator, and its weight - about 200 pounds, it seemed, when you were trying to wrestle it into or out of its mounting.

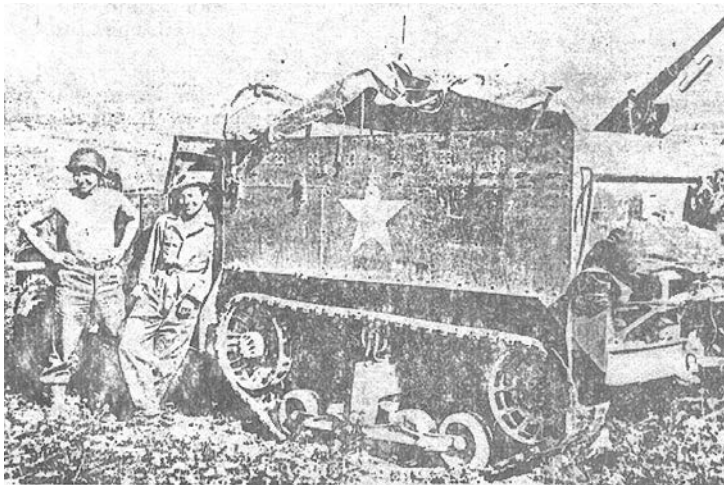
### OVER THERE - Notes from Kilroy - Contd.

The 191A was another kind of beast. It was a basic "Master Oscillator Power Amplifier" rig (MOPA), a circuit which had been popular with hams for many years before. "Master Oscillator" was 1930's lingo for a VFO, preferably one with the instability built in. When you keyed it on CW, the oscillator gradually came up to frequency to make a dot or dash, then dropped right off, giving the Morse a very distinctive "yoop" sound. Amateurs who tried to put the 191 on the ham bands after the War quickly heard from the FCC. The PA had, as I mentioned, about 75 Watts input. This often was loaded into a whip which physically or electrically had no reference to the operating frequency. We did the best that we could with the antenna tuner, which often worked.

The SCR-193 could be mounted in a Jeep, a truck, a tank, an aeroplane or, with an AC version of the receiver, it could be fixed. That is why I saw so many of them.

We "field radio operators" were not supposed to do much maintenance; changing tubes and lubricating dynamotors were all that the regulations permitted. When something went really wrong we were supposed to send the radio back to "second echelon" which had its own limitations on what it was supposed to do. No one paid much attention to all of this. If you thought that you could fix it and had the time, you tried. We had the manuals which came with the equipment, but many of us used THE RADIO AMATEUR HANDBOOK as our basic reference.

To this day I hate to use earphones, for a very funny reason. We had our half-track at a forward



observation post and I was operating from outside the track, using the phones and key on long extension cables. The phones prevented me from hearing the first mortar shells come in, and by the time I tried to find shelter under the vehicle, it was too late. A few shell fragments caught me in the leg and elsewhere, and I was away from the radio for a few months. When the Army decided that they wanted me back

*Photo C. This was the 1941 model of an ATV - All-*

*Terrain Vehicle - complete with*

*SCR-193 radio, 30 and 50-caliber machine guns, armour plating, and a canvas top*

*To keep out the rain...in the desert.*

at work, the North African campaign was over. I was put on a troopship to Naples, Italy. This short voyage produced one of the mysterious interludes in my Army career. About an hour after we left port, I was paged on the PA system and told to report to the Army officer in charge. He asked if I were, indeed, a radio operator and, by this time, I felt qualified to say "Yes". He then took me to the ship's radio shack and sat me in front of a receiver, with orders to listen for signals, to copy anything I heard, and "don't touch the tuning".

I sat there for a whole week, except for meals and sleep, when I was relieved by another operator. And I never heard a thing!.

In Italy, I spent some time in a replacement depot while the Army lost my records and found them again. When my papers did show up, I discovered that I had been reclassified "Field Radio Operator and BAR (Browning Automatic Rifle) Gunner". I'd never seen a BAR and to date I've never used one. But - if the need should arise - I am qualified. The Army says so.



Photo D. No matter what the locale, a GI haircut was part of the Army uniform. The spots on the photo are from sand which got into the developing tank. Film



Photo E. The SCR-193 was mounted behind the front seat of this Command Car, and the whole rear compartment was the radio shack.

*"The rig got a good was processed in a small tent at night.*

*workout during manoeuvres in the Carolinas during the summer of 1941.*

After rediscovering the fact of my existence, the officers in charge of my life put me on a truck and sent me north towards the action. The truck stopped at the 120th Engineer Combat Battalion and a Lieutenant with a clip-board called my name and serial number. I looked around at the bulldozers and other heavy equipment and said "Sir, there must be some mistake, I'm a radio operator, not an engineer". He checked my name and number again. "Well, Jablin, you're an engineer now".

On the way to Battalion HQ I passed a Jeep and saw an SCR-193 mounted in it. I was home again!.

Combat engineering had its own light moments. I was the operator of the Jeep radio; we used the car for reconnaissance and other general errands. Mainly, we chased around Italy and (later) France, looking for blown bridges, mined roads, and other hazards to health - except for the four months I sat in a hole on Anzio doing nothing.

Actually, one never did "nothing" in the Army. Our S-2 (Battalion Intelligence Officer) had an inordinate affection for explosives and believed that every soldier in an Engineer Division should share that love. Therefore, he filled our idle Anzio days with classes in how to use TNT, dynamite, black powder, and all the rest - how to make booby traps, and how to defuse them, and what a shaped charge is and how to blow a bridge with one. Life was one great Fourth of July.

Then I discovered that mine detectors were considered radio equipment (they had batteries and tubes) and part of my job was to keep these gadgets working. If you've ever read the catalogue description of a Heathkit metal locator, you know the general principles behind mine detectors. Later models, designed to locate non-metallic mines, worked like VHF grid-dip oscillators. The men who swept roads with these devices gave me frequent invitations to come along and watch them work, the philosophy being that it must be very interesting for me to see them use the equipment I'd worked on. It was interesting, but if I turned such invitations down, the response was likely to be "don't you think that you did a good job fixing this damn thing?".

### OVER THERE - Notes from Kilroy - Contd.

So, the radio communications was mixed with a good deal of military engineering.

The other operators in the Battalion did not share my preference for CW, and therefore we used phone most of the time. This led to some very interesting voice communications (very much against Army rules) when we used slang or obscure references to avoid the trouble of encoding messages. The Jeep was laid up one day and my Company moved ahead, leaving it in a French barn - and me to keep an eye on it - until a repair part could be brought back. As evening fell there was a knock on the door and a Frenchman stuck his head in. "Monsieur" he said "Des Allemands sont arrives (The Germans have come)!. Great!. I was the only GI left in town. "How many?," I asked, continuing in French. "Nine" was the answer.

The odds were nine to one, and no matter what the magazine stories said, I didn't believe that one American (me) was a match for nine Germans. I got on the radio, and the heck with military procedure. Without any preliminaries, I began right after pressing the mike button: "Do you know who this is and where I am?". My buddy at Command HQ recognized my voice and remembered that I'd been left behind; he gave me an affirmative. "Some of Walter's cousins have dropped in for a baseball game up the road. Want to join in?" I continued. Walter was one of the radio ops. He was of German extraction, and we used to kid him about the German Army being full of his cousins.

The other operator got the message. "I'll tell Uncle Bill and we'll be along" he said. Uncle Bill was Major Williams, the Exec. Officer. Shortly after, a GI truck drove up with several soldiers from HQ, along with Uncle Bill. Actually, no fight developed. The Germans were tired, cold, hungry, and very much in the mood to surrender. But I was glad that I'd had the radio. Uncle Bill came to my rescue another time, too. Our Battalion was to put an assault pontoon bridge across a river under cover of darkness, and as soon as night fell, the trucks loaded with boats drove towards the shore. Motors shut off they silently coasted the last mile or so down a hill. They were followed by my Jeep, driven by a brand new reconnaissance officer fresh from the States.

"Send HQ a message and tell them that we're here" he ordered me. Now, the dynamotor on the SCR-193 made a fearful racket when it was turning over, and when the transmitter key was hit, the load made it whine like a siren. "Lieutenant" I said "There's a whole wood full of Germans on the other side of the river and they don't know that we're here, yet. If I use the radio they'll know that something is going on. Besides, HQ knows we are here - they sent us".

"Soldier" he told me "I'm ordering you to tell HQ that we have arrived on the scene", I stuck with it. "Lieutenant. I'll walk back to HQ with the message, but I'm not touching the radio". At this point construction began on the bridge and he had to supervise something or other. "We'll continue this later" he promised.

When the bridge was completed (the Germans were awfully surprised), we drove back to Battalion HQ and I headed for my sleeping bag. "Just wait a moment" the Lieutenant told me "we are going to see the Executive Officer", We entered the CP (Command Post) and he told Major Williams that he was going to prefer court-martial charges against me. "Hold on, son" said the Major "Don't use that word so fast. Jablin, what happened?"

I told him the story, including my offer to carry a message back on foot. Uncle Bill thought for a while. "Lieutenant" he finally said, "you've just arrived here. A lot of us have managed to live through this thing for a long time, and I reckon that you want to survive, too. If you intend to stay alive to get back home, you'd better listen to some of the men who have had the experience".

The Lieutenant and I became very good friends, and I occasionally let him use the radio himself.

~~~~~

### THE BRIDGE GAME - THE ANSWER.

The probability of each player getting a complete suit is:

2,235,197,406,895,366,368,301,560,000 to 1

(From: "Mathematical Recreations" by Maurice Kraitichik)



# VOTING TIME

Who will receive the coveted "Best Mercury Article" Award for 1980/81?

That depends upon YOU - the reader! All readers have been given (free, gratis and for nothing) SIX votes to expend upon any THREE articles in Mercury Nos. 66, 67 and 68 (7/80, 11/80 and 3/81). Votes can be awarded in any order or quantity (within the limits laid down) as shown below, but remember - A MAXIMUM OF THREE ARTICLES AND SIX VOTES. Votes by letter, postcard, pigeon, telegram etc. or if you don't mind your vote being known, on the Net to the Editor, General Secretary or HQ. In the past the response to this request has been poor - let's see if we can make this a bumper voting year. Suggestions on using your vote are given below:

| Article | Votes |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|---------|-------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| One     | 6     | 5 | 4 | 4 | 4 | 4 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 1 | 1 | 1 |
| Two     | -     | 1 | 2 | 1 | 1 | - | 3 | 2 | 1 | 1 | - | 2 | 1 | 1 | - | 1 | 1 | - |
| Three   | -     | - | - | 1 | - | - | - | 1 | 1 | - | - | 2 | 1 | - | - | 1 | 1 | - |

†  
Suggested usage

Votes received up to and including 31st May 1981 will decide who receives the unique "BMA" Award.



## THE COST OF HAMMING

G3EJF/0004

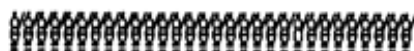
It was back in July 1977 that G3EJF, back pedalling furiously was forced into a corner and had to spend some money on his XYL. The ICOM IC202 cost him £172. Now at the end of January 1981, although VAT has increased from 12-1/2 to 15% the same little rig costs £169. This rather surprising fact led to a comparison of prices in RADCOM for July and August 1977 with those in December 1980 and January 1981. Simple comparisons were not always possible as manufacturers change models, alter specifications, add digital readouts, etc., etc. However, for what it is worth these are the results which must prove something or other.

Starting on 70 cm a Trio 3200 costing £171 in 1977 is priced at £164 today. Coming down to 2 Metres the IC202 (SSB) has already been mentioned whilst the IC240 (FM) has come down from £198 to £169. If multimode is what you want the TS700G of 1977 cost £392 and the TR9000 of 1981 costs £345.

OK, so let's skip VHF and get on to the bands where men are men (!-Ed). In 1977 Yaesu's FT-101-E would have set you back £440, nowadays the FT-101-Z is £488. Trio's TS-520 has gone up by £5 to reach £437 today. The TS-820 at £625 is replaced by the TS-830 at £639.

If you look West rather than East for your gear the Drake transceiver of 1977 was the TR-4-C at £475. In the December 1980 RADCOM the TR-4-C is quoted at £497 but of course, the Drake front-runner nowadays is the TR-7 at £1035, not mentioned in July 1977.

Mind you, having bought the rig you need the electricity to power it. Unless you have a strong constitution a comparison of electricity bills is NOT to be recommended. G3EJF.



## B.B.C. INFO

G3EJF/0004

If you get your stereo radio reception from one of the B.B.C.'s low power relay stations, the following extract from a letter to G3EJF from the B.B.C. Engineering Information Department may interest you.

"There are no plans to change the site of any vhf radio transmitters and it is therefore likely that most B.B.C. sites will continue to be used even after 1986 when all 405-Line TV transmitters have closed down"

## AWARDS AND CONTEST NEWS.

By G3EKL.

Members have been trying hard to stop me sleeping and there has been quite a spate of award activity since the last "Mercury". The "MOP 1980" Award has been won by G3DPS who quite literally scooped the pool with a first time claim submission comprising 521 cards. This earned Jack the Europe Special No. 33, Bronze, Silver and Supreme Awards; the "Any Mode" Europe Basic No. 103, 1st Class No. 82, stickers at 200, 250, 300, 350, 400, 450 and 500 plus the Any Mode Supreme Award; CW Basic Certificate No. 35 complete with stickers at 50 and 100 levels and, finally, the VHF Basic Award No. 26 with a 20 sticker - a massive achievement excellently presented and a pleasure to check. Thank you, Jack, for a superb performance; just where RSARS 0651 will allow all these to be displayed remains to be seen as you have asked that I hold on to the Awards until the A.G.M.

Other Award winners, somewhat eclipsed by 0090, but nevertheless earning my congratulations are headed by Ken, ZL1AXM/0530, the instigator of the "Le Touquet" Trophy Ken, already the proud holder of Europe Special No. 9 plus the Bronze and Silver Awards earned as G2KK, has submitted a further claim from "down under" and has been awarded overseas Special No. 6 as well as CW 25, 50, 75 and 100 stickers. He is the first member to obtain two Special Awards - a remarkable achievement. Thank you, Ken, for your perseverance and tolerance with members whom you have contacted in the main during the sunspot minima, the trough of the 11-year cycle, mostly on CW - an excellent example of the true art of communicating.

Where to next?. G3NOB, Rita, received the Special Bronze and Silver in the same month, as well as an A.M. sticker. A Bronze Special was awarded to G3MKR together with a 400 A.M. sticker, and also to Bert, G3MAY, together with 250 and 300 A.M. stickers. The A.M. Ladder has received G4HLC and G4FMY, both at the Basic level and the 1st Class level, together with G4ICC at the 1st class level. A.M. stickers have been awarded to G4BN1 (200), G3WYN (200), GM3PIP (300) and G3DBU (350). The CW Ladder has accepted G3HAY with Certificate No. 34, G3DBU (50 sticker) and G3ADZ (150 sticker). VHF has accepted G8YGV (Certificate No. 24), G8YFU (Certificate No. 25), G4DBR (20 sticker). G3MKR (20 sticker), G8VFW (20 and 30 stickers), G3ADZ (30 sticker) and G3EKL (60 sticker).

Overseas activity has produced, on the Any Mode Ladder, VK4XY as a Basic No. 17 and VK2NLE with a 100 sticker whilst VK4XY has also landed on the Overseas CW Ladder with Certificate No. 4.

The 1980/81 5-59 Contest is proving even more interesting than usual. I am writing this before the last (February) leg but shall try to offer the winner in "Odds and Bobs" at the end of "Mercury".

A new Award is being offered by the VK/ZL Chapter of the Society. It is open to all Paid up Society members and is issued by VK2OV, C/o 211 Hopetoun Avenue, Vaucluse, New South Wales, 2030, Australia. Twelve points are needed, confirmed by QSL card or certified check list as for our own Award scheme. Points are scored 2 per CW contact, 1 for any other mode. (Examples: 12 SSB QSOs = 12 points, 2 CW plus 8 SSB QSOs = 12 points, 6 CW QSOs = 12 points, 1 RTTY plus 11 SSB = 12 points, etc.). Price per application is £1 for VK/ZL members and £1-50 (or equivalent) outside VK/ZL.

I have been asked to remind members of forthcoming Society Contests. Quite easy really. They are always held on the Sunday of the second full week-end of a month. The 5-59 is held in November, December, January and February with the "-Le Touquet" in parallel in November and January; the VHF Contest is in June and August. Times - 5-59 November 80 Metres CW PM; December 40 Metres Fone AM; January 40 Metres CW AM; February 80 Metres Fone PM. AM = 1000 - 1230 hours Z, PM = 1400 - 1630 hours Z. The VHF Sessions are both 1300 - 1700 hours Z. So now you know - just have a go!!!

The QRP "4 Kw" Award for 1980 remains with Alex, G3BWX. Alec has submitted a further 30 QRP confirmations, lifting him well over the Ladder limit to 130 QRP confirmed. Thank you, Alec, for your continued efforts under adverse conditions. I received one other claim for the QRP

Ladder from G3NVK who combined a VHF with a QRP claim, but it wasn't large enough. Bad Luck, Dick!!!.


73

A 10x10 grid of stars. The stars are arranged in a pattern that resembles the European Union flag, with a circle of 12 stars in the center. The stars are arranged in a grid, with some stars missing to form the circular pattern.

Timetable - 1030 hours : G3CIO on 2 Metres S20. 1100 hours : Vimy Social Club, Bar and Reception opens. 1300 hours : Bar Closes. 1315 hours : Lunch. 1445 hours : A.G.M. in North Hall. 1630 hours : Light Refreshments in North Hall.



...However, VK2NLE, Les, has 145 or more RSARS QSLs and QSPs his thanks to all concerned in maintaining a QSL return in the region of 95 - 98%.



By Lieut. Col. McOstritch, R. Signals.

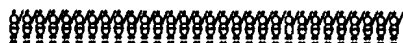
The set was carried up by Captain Biggs, RCOS, no small feat, through the flooded jungles of 1942. At first the set was housed in one of the ordinary attap huts of the period, and there the first incident occurred. Biggs had left the set on his bed space covered by a blanket. The batteries and headphones were in his haversack and he, as Messing Officer, was often down at the cookhouse by the river. Without any warning a number of the British HQ were summoned by the Japanese and told that a search was about to take place. Immediately one of those present, being in on the secret, pleaded "nature's call" and, with great reluctance, the Japs let him go. Arriving at the cookhouse he warned Captain Biggs, who hurried back. Meanwhile Colonel McOstritch, the Commander of Bigg's hut, endeavoured to manoeuvre the search party into starting at the far end away from Captain Bigg's bed, but in vain. The earphones were immediately discovered causing great excitement. The Japs crowded round, examining and chattering whilst Biggs swept set and blanket off his bed and pushed them under the sleeping platform. The searchers having returned to the fray and having "gone over" the bed found the batteries in another haversack. More crowding and chattering ensued and Captain Biggs then stooped down and lifted set and blanket off the floor and replaced them on the bed. The Japs then searched underneath. No set was found and Biggs was able to spin a yarn about hoping to light his part of the hut with the batteries and the tale was accepted. Later on Colonel McOstritch had his own attap hut built and operations were started there. One evening with the "scouts" out and Col. McOstritch in bed with his blanket falling over to floor level and Biggs operating underneath, a Jap walked straight out of the dusk and into the hut before a warning could be given. Col. McOstritch swung his legs out of bed and made himself look very "seedy". The Jap looked at him and said "Fever ka?" and Col. McOstritch, in a very faint voice, replied "Yes, very bad". "OK, Solly" - and off he went. The little house proved too "warm" a place and another, altogether separate, was selected, a dug-out being made under a bamboo clump, ventilated by a hollow bamboo thrusting out of the middle. So well camouflaged was the spot that later on a new cookhouse was built on top and no-one knew there was a cellar below. Unfortunately, the Tarsao set was an unlucky one - rain ruined the batteries. By this time Jap M.T. had reached Tarsao and an American officer, Lt. Charles Mott, was in charge of the British drivers for lorry maintenance. This M.T. Section was in an area by itself, fenced off. Contact with the M.T. was established by night and the radio, in a tin covered with rice, was carried to the fence. Mott then brought leads from a lorry battery and the connections were made. The set worked spasmodically for about a year.

2 p.m. on Friday and P-1954 staggered into the office under the weight of several large suitcases, announcing that his car had broken down and that he was off by train on a weeks well-earned leave. Les Hivers was to deputise in his absence. Protesting vehemently Les said he too intended being away to enter the next section of the "5-59" Contest. P-1954 reflected for a moment and conceded, providing, he said, that Les acted upon the cipher telegram before proceeding home. Les got home in time to enter the Contest.

(Editors note - The OWL looked at this for a full 10 seconds - and smiled. (You seldom see a smiling Owl!). "Well that's the name of the game" he commented, and was immediately back to sleep).

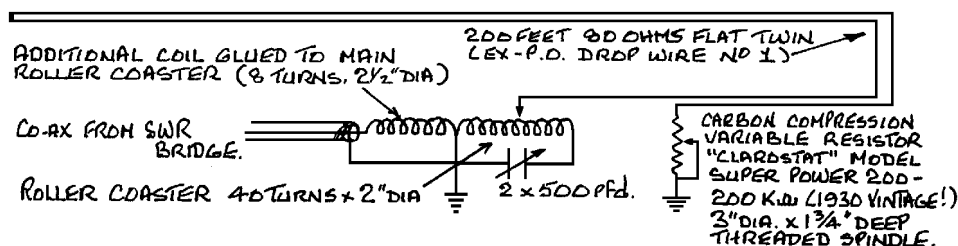
### CAN YOU HELP...?

The Editor was recently contacted by Tom Thomas of 20 Dollis Hill Lane, London, NW2. (Telephone 01-452-2902) who has requested the help of members with a project he has in hand. He has a Humber Light Recce Car and a WS 19. He wishes to install the set in the vehicle as accurately as possible and is looking for the installation instructions, which he believes were entitled "Installation Instructions for WS 19 in Humber Light Recce Car Mk. II or III". Apparently the Humber is now relatively rare, Mr. Thomas only knowing of one other, which he visited in Belgium. If you have such a document or knew the type of vehicle in question or have any memories or suggestions, please contact Mr. Thomas at the above address or telephone number. He is also looking for a war-time aerial base, sometime known as "the crocodile teeth aerial base". This was, apparently, used up to at least 1942 and had a ceramic base, took a 7/8inch diameter aerial rod, and could be tilted over to the horizontal position against a spring. Also, If you have a copy of "Vocabulary of Army Ordnance Stores (War time edition) Wireless and Radar Group - Wireless and Associated Equipment Section", which listed all the various "ZA" numbers, again Mr. Thomas would like to hear from you. He is prepared to travel (almost) anywhere to view, knowing that such items/documents are now very rare and owners may not wish to send them through the post. He wishes only to view and/or copy documents. This may well be the last chance to restore this type of vehicle and if you can offer any help at all it will certainly be appreciated.

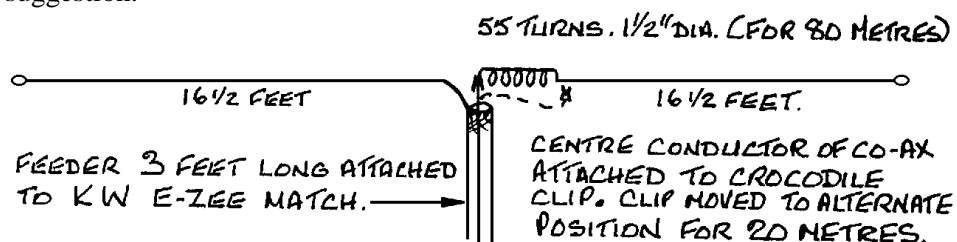


### TWO MORE ANTENNAS.

Mention was made some time ago of the G3BEC Special - an antenna that requires a "Clarostat". If you happen to have one in the junk-box then Nobby suggests the following configuration. He adds, "As I see it this idea is between a Beverage and a Rhombic. I call it a Bevescal".



From North of the Border and John, GM3RPM, comes a "rig and antenna both in the loft" suggestion.

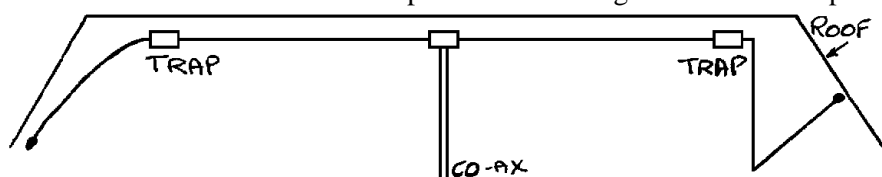


John adds "Got hooked an radio when doing National Service, Group intake 49-22 (November) at Catterick (3 TR). Stationed at Sek Kang in the New Territories with Hong Kong Signals and attached 14th Field Regt. R.A. From there, volunteered for service in Korea (1950) and served with 28 Brigade. 1st Commonwealth Division. Finished up after doing 16 years in Royal Signals TA as a Radio Instructor in Glasgow. Am a Stock Controller with a local printing firm. Amateur Radio? - best hobby in the world".

## NEWS FROM THE CONTINENT.

(Generally speaking, we hear little from our members on the Continent, so a letter from Kit, DA2WN/G4EMX/0404 was particularly welcome. How about other members dropping a similar line or two from the other side of the Channel? - Ed.).

From: 289 Sgt. Hall C.J. Radio Troop, 3 Squadron, 14 Signal Regiment (EW), BFPO 23. (Tel. 0 51 41 36569). Firstly, a very Happy New Year to you all. The station here is in the dining room, which is a part of the living room. The rig is the TS-120-S with the VFO-120, ATU AT-130 PSU PS-30 and the DL 1000. For VHF FM I have the IC-210. Antenna for VHF is an indoor vertical under the roof and for HF I have been using an outside 5-Band Fritzell vertical made by a German firm and known as GPA50. However, on 80 Metres the incoming reports were not so good (shades of a certain O i/c Army Air Corps Chopper Squad in Sharjah in 1968/69 - who now masquerades under the call-sign of G3RKN - who used to give me a hard time by keep telling me to get the RF out of my busby. A fat lot HE knew as its a Bearskin and NOT a Busby, or, at least, it was when I had one on issue!!!). So, with the help of Member 1620 DJ0SS, Eddi, I've managed to erect a G8KW Trapped Dipole up under the roof. It seems to work out OK despite the ends being bent after the traps - although from trap to trap is

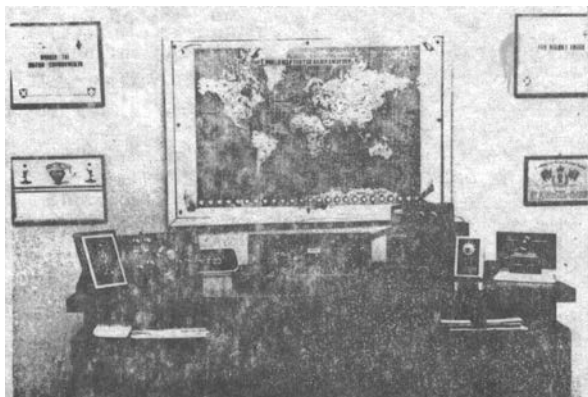


does have a flat top - and most reports on 80 are 5 and 8. It runs North and South.

The above diagram shows the rough shape of the antenna which gives an SWR of around 1 : 1.2 with the T-130 ATU.

The 80 Metre Nets have been great with Tony, G3WRY, in the chair on Tuesdays and Thursdays and the Optic King (G3RKN) filling in with Chat Nets the rest of the week. I find it much harder to hear the G's at this QTH than when I was at Gutersloh. The QRM from YO, SP, U, HA, I, 5V, etc., is very heavy. When the Net is with the UK stations for long periods it is hard to keep the frequency clear as some G's cannot be heard by the East European stations and they start QSO's on or very near the frequency. I think the SP's are possibly the worst offenders. So, please give the D's a chance - spread us about in that list.

I am thinking of getting a Shure 444D mic and a Datong FL-2 Filter Uni. (Shure 444 has made a man out of the signal - Ed).



How many of you have joined the 20 Metre Euronet. Ever heard of it? Well take a look on alternate Sundays at 1230Z around 14200± You'll find DA2WN, DJ0SS, DA1ER, G4ATU, G4KWY, G4EYP, G3VIS, G4HVA and others - may get a new number!! Try March 29/April 12/26 etc.

I am hoping to get a local radio Club running here but it is proving rather difficult - wish me luck please!

73

Kit

DA2WN/404

P.S. Come to that listen most evenings on 3740± and you'll hear the DLs/DJs+ G3RKN slurping noisily in one corner.

DA2WN/404 - KIT's SHACK.

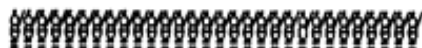
# DO YOU REMEMBER.....?

Several times members have asked for "the old phonetic alphabet". With the help of Major Les Taylor, the Royal Signals Museum Curator, we offer the following:

| Letter | In use in:- |       |         |         |         |          |
|--------|-------------|-------|---------|---------|---------|----------|
|        | 1904        | 1914  | 1927    | 1938    | 1941    | 1956     |
| A      | ACK         | ACK   | ACK     | ACK     | ABLE    | ALFA     |
| B      | BEER        | BEER  | BEER    | BEER    | BAKER   | BRAVO    |
| C      | C           | C     | CHARLIE | CHARLIE | CHARLIE | CHARLIE  |
| D      | D           | DON   | DON     | DON     | DOG     | DELTA    |
| E      | E           | E     | EDWARD  | EDWARD  | EASY    | ECHO     |
| F      | F           | F     | F       | FREDDIE | FOX     | FOXTROT  |
| G      | G           | G     | G       | GEORGE  | GEORGE  | GOLF     |
| H      | H           | H     | HARRY   | HARRY   | HOW     | HOTEL    |
| I      | I           | I     | INK     | INK     | ITEM    | INDIA    |
| J      | J           | J     | JOHNNY  | JOHNNIE | JIG     | JULIET   |
| K      | K           | K     | K       | KING    | KING    | KILO     |
| L      | L           | L     | L       | LONDON  | LOVE    | LIMA     |
| M      | EMMA        | EMMA  | MONKEY  | MONKEY  | MIKE    | MIKE     |
| N      | N           | N     | N       | NUTS    | NAN     | NOVEMBER |
| O      | O           | O     | O       | ORANGE  | OBOE    | OSCAR    |
| P      | PIP         | PIP   | PIP     | PIP     | PETER   | PAPA     |
| Q      | Q           | Q     | QUEEN   | QUEEN   | QUEEN   | QUEBEC   |
| R      | R           | R     | R       | ROBERT  | ROGER   | ROMEO    |
| S      | ESSES       | ESSES | SUGAR   | SUGAR   | SUGAR   | SIERRA   |
| T      | TOC         | TOC   | TOC     | TOC     | TARE    | TANGO    |
| U      | U           | U     | U       | UNCLE   | UNCLE   | UNIFORM  |
| V      | VIC         | VIC   | VIC     | VIC     | VICTOR  | VICTOR   |
| W      | W           | W     | W       | WILLIAM | WILLIAM | WHISKEY  |
| X      |             | X     | X       | X-RAY   | X-RAY   | X-RAY    |
| Y      | Y           | Y     | Y       | YORKER  | YOKE    | YANKEE   |
| Z      | Z           | Z     | Z       | ZEBRA   | ZEBRA   | ZULU     |

References: Signalling Regulations 1904 Chapter XIII Page 187.  
 Training Manual Signalling Part II 1914 Page 96.  
 Training Manual Signalling Part II 1915 Page 194.  
 Signal Training Volume V Part I 1927.  
 Signal Training All Arms 1938.  
 Signal Training All Arms 1952.

Where a single letter is shown above there was, apparently, no phonetic equivalent.



## DONATIONS RECEIVED - with our sincere thanks.

Donations have been received, up to 1st February from the following:

G5GH, G5XB, G8LT, GW3ASW, G3EAX, G3MYX, GM3PIP, G4ATD, G4ASW, GM4EHO, G4IVB, G8OWF, G8YKC, WA8TGA, RSARS 0299, RSARS 1384 and that mysterious character(s) ANON. Thank You, all.



Heard on 80: "I get severe QRM from a Teasmade every day - about 06:30".



Again, it is a pleasure to welcome the following members to the ranks of our Society

RSARS 1483 - GORDON HOWARD SANDERS, VK2DGS, 5 LYLE AVENUE, LINDFIELD, NEW SOUTH WALES, AUSTRALIA, 2070. Gordon, whom you might have met as VK2NTS, is also a member of RNARS, WIA and The Institute of Engineers (Australia) and joins us w.e.f. 1st January 1980. He served in RAEME during 1941 and 1942 and with 2 Div. Signals in 1950/51. From 1952 until 1956 it was a change of Service when he served with the Royal Australian Naval Reserve from 1952 until 1956 part of which time (1954/55) he served full-time as a Ground Radio Officer at HMAS Albatross R.A.N. Air Station. Civilianwise Gordon was a Senior Lab. Assistant at AWA Research from 1942 until 1946 and this was followed by employment as an Engineer with the Department of Civil Aviation from 1951 - 1971 with periods of leave of absence with the R.A.N., as a teacher in a Technical College, School of Electrical Engineering (1968/69) and for service in Papua New Guinea as an Engineer, Radio Maintenance in P. & T. Hobbies, apart from Amateur Radio, include photography, yachting, welding, panel beating and learning Spanish. Gordon was recently the navigator/radio operator on a yacht which lost the engine and use of the mast. They called -May Day and were eventually rescued by the U.S. Coastguard - "but that is another story" (one we hope to hear about - Ed.). Gordon became VK2NTS in May 78 and VK2DGS in July 79. Gordon would like to contact as many G, GW, GM, etc stations as possible. His father was born in Cardiff and educated in London and his Great-Grand father was Mayor of Cardiff around 1898. The XYL's father was born in Sittingbourne, Kent and her mother in Aberdare, Wales. Gordon's daughter is married to a Southampton boy - "so our Pommy blood is fairly thick".

RSARS 1484 - SGT. JOHN STEELE, SERGEANTS MESS, 8TH SIGNAL REGIMENT, CATTERICK GARRISON, NORTH YORKSHIRE. John also joins us w.e.f. 1st Jan.1980. 1969 saw John with 5 Airportable Brigade until 1973 when he took a trip to BAOR with 16 Signal Regiment. Then to the sunshine in Cyprus at 4 Mile Point. All good things must come to an end and the next move was to Catterick. John must have liked Catterick for, after a trip to 13th Signal Regiment, he returned to The Soldiers Paradise where he completed his RSARS application. The rig is a QR166 fed by a Codar PR-40 pre-selector which in turn is connected either to a 16 ft whip (with radials) or a 66 ft dipole. Not new to the listening game, John has been an SWL for over 9 years and joined the RSGB (RS 37461) 3 years ago. He is also an honorary member of the Hereford Amateur Radio Society (G4YDD). Other interests include Radio Control Model Yachting, Philately, and Folk Singing and Guitar.

RSARS 1485 - THOMAS WALTER STONE, 5 CIVIC AVENUE, KOGARAH, NEW SOUTH WALES, AUSTRALIA, 2217. Tom, or 2551702 SQMS Stone as he was known to many people; joined 2 Signals in Egypt as a Boy in 1942 (actually the 18th May - OWL). He was trained as an OWL (Operator Wireless and Line) and later re-mustered as a Telegraph Mechanic. Most of Tom's Service life was spent in the Middle East with Egypt Command Signal Regiment and 3 L. of C. Signal Regiment. When in the UK he served with the Army Apprentices School (now College) at Harrogate and 11 A.A. Mixed Signal Regiment at Brompton Road, London, also at Chester. Tom lists no other interests but does say that he now hopes to take up Amateur Radio as a main hobby. (Additional notes by the OWL). Tom's application came by way of (who else? than?) VK2NLE. They have been friends for around 12 years and encouragement in the hobby will certainly be forthcoming from this direction. Les, was also in Cairo at the same time as Tom although they never met. The meeting was to come much later in, of all places, Fiji. Tom is an executive with Qantas and has to be on call virtually 24 hours per day. However, retirement comes in a year or so and perhaps we shall be hearing a new VK2 call.



#### WELCOME - Contd.

RSARS 1486 - JOHN SAMUEL HARWOOD, G4HBX, 195 FITZWILLIAM ROAD, EASTWOOD, ROTHERHAM, SOUTH YORKSHIRE, S65 1NB. Introduced to RSARS by Wally, G4AOO, John served in Royal Signals from 1950 until 1952. Basic Training at Baghdad Lines was followed by further Signals training at Loughborough - the end result being Special Operator B III. The remainder of his National Service was spent in Munster, B.A.O.R., where, John remembers the Unit amateur call-sign was DL2LM. (He wonders if it is still operational). (I don't think so, John, but doubtless other members will remember it. - Ed.). Main operating interest is CW operation (what else for a Spec. Op? - Ed.) The OWL understands that some SSB operation is, however, in the pipeline. John runs a LG-300 "CW machine" at 150 Watts D.C. together with a homebrew G2DAF RX and a "Chinese copy" of a Codar AT-5. The home-brew SSB rig will run 150 Watts and all the RF is radiated by 20, 15 and 10 Metre dipoles with an end fed Helical for 160 Metres. John was a member of the I.S.W.L. but did not renew his membership due to the "poor QSL return".

RSARS 1487 - CAPTAIN BRIAN ANTHONY AUSTIN, ZS6BKW, 36 ROOISERING STREET, WELTEVREDEN PARK, ROODEPOORT, 1725, SOUTH AFRICA. Brian, who is also a member of The Radio Society of Great Britain, The South African Radio League and the South African Institute of Electrical Engineers, qualifies for membership by virtue of his service with the South African Corps of Signals (SACS) as a National Serviceman in 1963. From 1964 until 1966 he attended various additional Training Camps with the SACS Citizens Forces (the equivalent of the Territorial Army in the U.K.). In 1976 he again volunteered for the Citizens Forces and in 1978 was awarded "The Chief of the Army's commendation". 1487 was licensed as ZS6BKW in 1963 and was elected a Committee Member of the Johannesburg branch of the South African Radio League. He has been an RAE Lecturer since 1974 and in 1978, was awarded "The Jack Twine Merit Award" (we would certainly be interested to hear more details on this, OM. - Ed.). Brian is also a Regional Co-ordinator of HAMNET (the South African equivalent of RAYNET). Other interests include Military History, Signal Corps in general, and, on the more active side, Cricket, Tennis and Golf. Brian is interested in contacting as many members of RSARS as possible (he is active on 14 and 21 MHz most evenings) and would particularly like to get hold of copies of THE ROYAL CORPS OF SIGNALS HISTORY OF ITS ANTECEDENTS AND DEVELOPMENT by R.F.H. Nalder, and HISTORY OF BRITISH ARMY SIGNALS IN THE SECOND WORLD WAR, also by R.F.H. Nalder.

RSARS 1488 - L/SGT RONALD MCWILLIAM, G3XUG, 5 STONECLIFFE WALK, OLD FARNLEY, LEEDS, LS12 5BG. A member w.e.f. 1st February 1980, Ron enlisted on 25th October 1937 at Leeds and underwent Initial Training at Catterick. After training it was south to Aldershot to join 1st Div. at Mons Barracks. September 1939 saw a move to France with The British Expeditionary Force and it was back to England in June 1940. Ron stayed with Home Forces until February 1943 and then it was 2 years in North Africa and Italy followed by another year with Middle East Forces until February 1946. 3 months leave followed and then it was discharge to Class 'Z' Reserve until 25th October 1949 - exactly 12 years from the day of enlistment. During service Ron was an OWL - Operator Wireless and Line - B I. Ron was first licensed in September 1968 ("I regret not taking out my license when I was demobbed!"). Aerials for HF bands are restricted and is only a 136 ft End Fed. The rig is a home-brew CW/SSB rig at 26 Watts PEP for 160 and 80 Metres. For 4 Metres he uses a Pye Base-station F27AM, now converted to VFO and FM. On 2 Metres the base station is an Icom IC211E with a APB82A linear at 60 Watts, and on Mobile it is a Icom IC280E with a 5/8 magnetic mount. The QTH is about 325 feet asl and the antennas - an 8-element J-Beam for 2 Metres and a 4-element J-Beam for 4 Metres, both vertically polarized - are on a 35 ft mast. Under "Other Hobbies, Interests, etc." Ron lists as follows Maintaining "Old Faithful" - a Ford Cortina 1600 and a tiny (Fortunately!) garden 22ft X 8ft. Household chores (I have been a widower for 4 years) and repairs, decorating, etc. Also assisting friends with repairs and conversions to property. I am virtually TT but smoke like a

### WELCOME - Contd.

chimney. I work for the North Eastern Gas Board at their Education and Training College at Leeds as a Service Fitter repairing and rebuilding all types of gas appliances after the students have vandalised them!. I am 59 years old and am hoping that the retiring age is lowered to 62 or 60 before too long!. I mainly operate on 2 Metres FM (I tired of CW some time ago). No other special interests other than home-brew, but have not much time with 9 or 10 hours a day, 5 days a week plus household chores, etc.

RSARS 1489 - C/Sgt. DAVID JAMES GARRITY, WO's & SGTS MESS, SCHOOL OF INFANTRY, WARMINSTER, WILTSHIRE. A serving member, David enlisted in J.T.R, Rhyl for Junior Signaller training as a Radio Operator B III in 1964 and moved to Catterick, 11th Signal Regiment, in 1965. Three years were then spent in the Far East with 249 Signal Squadron. Then 2 years in B.A.O.R. with 1 Div. Sigs. at Verden and 39 MSL Regt RA at Sennelager. Later in 1969 David was with 1 King's Own Borderers and here service took him to Cyprus, Jamaica, Malaya, Minden, Colchester, Preston and Northern Ireland. David continues: "I joined the Regular Army with the intention of becoming a Radio Operator and continuing my civilian hobby, but after four years in Royal Signals I decided to become an Infanteer. Having done Infantry work now for ten years I have regained my old interest in radio and I am trying for the RAE", Other interests include Canoeing and Parascending. David is interested in contacting any old pals who may still be serving in Royal Signals.

RSARS 1490 - JOHN KESTERSON CARTER, VK5LA, 10 GURUWA STREET, WOOMERA, SOUTH AUSTRALIA, 5720. John, who is a Past President of The Woomera Amateur Radio Club, trained as an OWL B III at O.T.B. Catterick in 1943, moving for the next two years to the Continent for most of that time and ending up with 155 A.A.O.R. in Belgium and, in 1946, it was back to Catterick to 50 O.C.T.U. From 1946 until 1948 time was spent with 13 Corps Signals in Italy and GHQ Signals, C.M.F., also in Italy. John was licensed "by dispensation" whilst serving with Army as XAEK in 1947/48. At home the call was changed to G3EBM and this was operational until 1950. Then followed 27 years of inactivity until VK5LA in November 1977. Other hobbies, interests, etc., are listed as Computer Programming (Microcomputers and Standard).

RSARS 1491 - HARRY MCCULLOCH, GM4CBV, 3RD FLAT, 6 SIR MICHAEL STREET, GREENOCK, INVERCLYDE, STRATHCLYDE, PA15 1PE. November 1940 saw Harry join Royal Signals at Osset, Yorkshire. The next year was spent with 11th Armoured Division Signals in England followed by a short period with 1st Royal Tank Regiment in the Middle East. A much longer spell (June 1942 to June 1946) was spent with 1st K.R.R.C. in M.E.F., Italy and Austria. If you remember Regimental Numbers, try 2355835 - that was Harry as a Signaller Operator B II. The "ticket" was first obtained on 18th April 1973 and the present equipment is a KW Viceroy TX and a Trio JR310 RX together with a Codar AT-5 TX with a Marconi RX, also a Panda Cub TX with an R1155 RX. Antenna-wise, it's a W3DZZ and a 20 Metre dipole. Other interests include Walking and Trout Fishing.

RSARS 1492 - REGINALD WASSELL, 82 MELTON ROAD, WEST BRIDGFORD, NOTTINGHAM, NOTTS. Very little information on Reg, who apparently learned of the RSARS through the good offices of G4BZP. Reg sent along his discharge book but this was, of course, returned to him by HQ. We do know, however, that he served in Royal Signals for at least 2 years.

RSARS 1493 - SIGNALMAN RICHARD LARGE, B TROOP, 2 SQUADRON, VIMY BARRACKS, SIGNAL REGIMENT, CATTERICK GARRISON, NORTH YORKSHIRE, DL9 3PS. Richard, a serving member of Royal Signals who joined 11th Signal Regiment in September 1979 and stayed until January 1980, at this time moving on to 8th Signal Regiment. Richard is interested in anything to do with communications and, at home, has a next door neighbour who is licensed. It was this that first provided the "spark". Other interests include: Athletics, (he is a member of the Solent Athletic Club), Cross Country, Table Tennis, Skating, Skiing, Orienteering, Chess, Othello, Coin Collecting and Reading (both SF and Fact).

#### WELCOME - Contd.

RSARS 1494 - SIGNALMAN BRUCE SUNLEY, C TROOP, 3 SQUADRON, 8TH SIGNAL REGIMENT, VIMY BARRACKS, CATTERICK GARRISON, NORTH YORKSHIRE, DL9 3PS. Bruce served at 11th Signal Regiment from 23rd August 1979 until 18<sup>th</sup> January 1980 and then he, like 1493 moved on to 8th Signal Regiment for training as a Combat Radioman. Other interests are all active ones - Darts, Table Tennis, Snooker, Squash and Skiing.

RSARS 1495 - WO II CHRISTOPHER JOHN HART, VS5AM, P.L.O., ROYAL BRUNEI MALAY REGIMENT, BERAKAS CAMP, BRUNEI, BFPO 605. Chris was at the Army Apprentices School at Chepstow in 1963 and was there until 1966. From 1966 until 1972 he was an Electrician AI Royal Engineers and, for the next 6 years, a Clerk of Works (E) Royal Engineers and, from 1978 until 1980 a Clerk of Works (E) Royal Brunei Malay Regiment. He is now O i/c RBMR Amateur Radio Club a task he took over from WO 1 (Y of S) Colin Eastland (now commissioned in B.A.O.R.), his predecessor being none other than Maurice Caplan, G3NWQ/282. Other interests include Sailing, Motorcycling, Clay Pigeon Shooting and Hang Gliding. Chris would like to contact "any English or Malay speaking station".

RSARS 1496 - SIGNALMAN STUART JESSUP, B TROOP, 2 SQUADRON, VIMY BARRACKS, 8th SIGNAL REGIMENT, CATTERICK GARRISON, NORTH YORKSHIRE, DL9 3PS, Another serving member from G4RS-land. Not a lot on the back of the application form just "Ouston, 8th Signal Regiment" and "Other interests: Rugby, Scrambling, Motorcycling and Riding". Welcome, just the same.

RSARS 1497 - RAYMOND WOLLASTON, G4IVB, 35 MAIN ROAD, BILTON, HULL, EAST YORKSHIRE, HU11 4AP. Here we welcome another ex-OWL, this time 2598496, Sigmn. Wollaston, R. Ray was a T.A. Enlistment on 30th June 1941 and served until transferred to Z(T) Reserve on 9th December 1946. Ray went to the Royal Signals Training Centre at Prestatyn followed by about two months with 2 Command Signals (York). It was then (to quote Ray's application form) "Then to 11th Armoured Division Signals, 29 Armoured Brigade Signals, (attached 24th Lancers and 8th Battalion, The Rifle Brigade). Thenceforth 6th Airborne Division Signals, 'L' Section. 6th Airlanding Brigade at Bulford Village and back again via Normandy. The Ardennes, The Maas, The Rhine and Germany (drank vodka with the Russians at just beyond Wiemar). All this was at "the sharp end", but the last actual Signals work was "key bashing" on a Fullerphone, of all things, at Petahtiqua Airport, Palestine". Amateur radio-wise Ray hasn't "got cracking" yet but has managed some CW on HF on the FT901DM and has had some fun on VHF with a FT-202-R. Other interests include Bee-keeping (he is a member of The Yorkshire Beekeepers Association), Gardening, Cutting Gemstones and, most important, working for a living. Under the heading "I am interested in contacting". Ray writes "Too numerous to mention - the one's I left out might be offended Hi!. On second thoughts - (then) Colonel E. Cole Royal Signals (was that the original F.M. Black Box we used on that hilltop near Troarn???)". (Could that be our Vice-president, Ray?. - Ed.).

RSARS 1498 - L/Cpl. JOHN ERNEST WILSON, "QUEENSGATE", INGOLDSBY AVENUE, INGOLDISTHORPE, NEAR KINGS LYNN, NORFOLK, PE31 6NH. John, who is also a member of the RSGB (RS 35372) and The Institute of Gas Engineers, joins us w.e.f. 1st March 1980. He has already passed the RAE but is hard at work with the CW in order to qualify for a G4 ticket. John served as a Wireless Operator and, later, a Keyboard Operator and served as follows: 1941 - 1st A.A. Division Signals, Brompton Road, London, and A.A. Command at Stanmore, Middlesex. Late 1942 - War Office Signals at the War Box in London and with Southern Command at Merstham, Surrey. From 1943 until 1945 he was with 94 Submarine Cable Operating Section during which time such places as Algiers, Bizerta, Brindisi and Bari were visited.

RSARS 1499 - L/Cpl. JAMES ALEXANDER BROWN, G8UJZ, 4 ALMOND WALK, WHAITWITH ESTATE, CATTERICK, NORTH YORKSHIRE. Jim joined the 1st Green Howards in June 1973 and is serving with the Signals Platoon, HQ Company. He runs an ICOM 245E, an

#### WELCOME - Contd.

ARAC 102 (10W, 2 Metres) feeding an 8-element crossed Yagi on top of a 40ft mast, turned by an AR30 rotator and feeders switched with a Letex co-axial switch. All HF frequencies are monitored as well as 2 Metres and 70 cms. Other interests include SSTV, FSTV and Micro-computers.

RSARS 1500 - LIEUT. RON TAYLOR R. SIGNALS - G4GXO - OFFICERS MESS, 22 SIGNAL REGIMENT, LIPPSTADT, B.F.P.O. 107, WEST GERMANY. Ron writes: "After working for The Post Office as a telephone engineer. I gained a place at The Royal Military Academy in February 1979. On completion of the RMA course in July 1979 I went to the School of Signals at Blandford for the 6 months long CQ Course. I was posted to 22 Signal Regiment in February 1980, was first licensed in 1972 as G8GJJ and was very active in the Blackburn area on 2 Metres SSB and AM. In 1978, whilst at University in Manchester, I became licensed as G4GXO. I am very keen on design and construction and hoping to be active from Germany soon (am awaiting a German call) using a home-brew HF SSB transceiver with a CMOS PA. Other interests include Potholing and Mountaineering and whilst living in Britain I spent as many week-ends as possible in the Yorkshire Dales and The Lake District. I would like to contact any members and/or past members of the U.M.I.S.T. Amateur Radio Club, particularly Rob, G3UGX and Martin, G4CQZ.

RSARS 1501 - STUART HORTON - VK2NYI - 16 BEGONIA AVENUE, CABRAMATTA, 2166, NEW SOUTH WALES, AUSTRALIA. As well as being a member of the Wireless Institute of Australia. Stuart is also Treasurer of The Western Suburbs Radio Club (VK2BWS). Stuart served, as 22791704, with 1st Battalion, The Buffs, in 1952 and saw Active Service in Kenya and East Africa until 1954. He is interested in contacting RSARS members in all parts of the world.

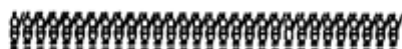
RSARS 1502 - SAVIOUR GALEA - VK2NOG - "HADIDU", 57 FAIRVIEW ROAD, CANLEY VALE, NEW SOUTH WALES, 2166, AUSTRALIA. Here we introduce a Gunner with an impressive 37 years service first as 11222 with 1st Coast Regiment, Royal Malta Artillery from 6/8/43 until 11/7/49, then as 22536924 with HQ 2 AGRA from 12/7/49 until 14/9/54, then as 212563 with 1st Field Regiment, Royal Australian Artillery from 15/9/54 until 31/10/78. He served with the Signal Section in all Units as artillery units carry their own Signals for Fire Control. Saviour lists the Units with which he has served as: Maltese Army - 1 Coast Regiment, 2 H.A.A. Regiment. British Army - 188 AAFC Battery, Egypt, 36 CA/HA Regiment, Malta, 73 H.A.A. Regt., Libya. Australian Army - 1 Field Regiment (Vietnam, 1966), 102 Field Battery, Malaysia, Borneo and Singapore. He has been associated with a number of Army Amateur Radio Clubs, including 5 years with 9M2RH in Malacca. He was also Secretary of the Maltese Amateur Radio International Society (MARIS) from which he still has the membership number MARIS 10. When not on the air, Saviour's main interest is cacti, which he collects. He is interested in contacting as many members as possible.

RSARS 1503 - JOHN EDWARD HICKS-ARNOLD - VK4NPM - 8 JIMNA STREET, THE GAP, BRISBANE, QUEENSLAND, 4061, AUSTRALIA. Think you have seen the name Somewhere before?? - you should do, because John is the son of member 0601, Frank Hicks-Arnold, G6MB!. John served with Movement Light Troop, R.A. Attached to 38th Field Regiment, 40th Infantry Division in Hong Kong from 1954 until 1956. Licensed on 5th January 1979 as VK4NPM. John is also a member of RNARS (1351) due to his connections with the Merchant Navy from 1957 until 1958. Other interests include Motor Racing and all Motor Sport as well as Photography.

RSARS 1504 - IAN DAVID BROWN - G3TVU - 63 PEAK VIEW DRIVE, ASHBOURNE, DERBYSHIRE, DE6 1BR. Ian is a serving Lieutenant with the CCF. He spent 3 years as Signals Officer with Queen Elizabeth's Grammar School CCF. Ian became a Second Lieutenant (504542) on the TAVR "B" List in June 1977, and Lieutenant in June 1979. Licensed as G3TVU in December 1964 and the present rig is an FT - 7 10 Watts pep output, 160 - 10 Metres. The antenna is a 132 feet End Fed at 60 feet a.g.l. The QTH is a nice 600 feet a.s.l. Main Amateur interest is in CW, but moving towards RTTY and SSTV with video display, also Mobile SSB. Non-Amateur

# WELCOME - Contd.

interests include Tower Bell ringing and Dowsing. Ian is starting a Signals Section with the CCF but finds progress very slow due to lack of equipment. He is also a member of the I.E.E. and The G-QRP-Club.



GW3HGA  
G3NCZ



Notification has been received of the passing of the following Society members. The President, Officers and all members extend their deepest sympathies to relatives and friends of the now "Silent Keys"

GEOFF JACKSON, GW3HGA/RSARS 1262, Llwyn Gwyn House, Old Hereford Road, Abergavenny, Gwent, NP7 7LE. In a letter from Steve Jackson, GW3ZBB, the son of GW3HGA, we learn of the passing of Geoff. Steve writes "It is with much sadness that I am writing to inform you of the death of my father, Geoff Jackson, GW3HGA, on the 23rd of November 1980. I am not sure how involved he became in RSARS, but I know he was able to renew Royal Signals acquaintances he made during the 1939/45 War. He spent some time in Greece and through Amateur Radio he was able to practice his Greek talking to SV stations which pleased him a lot. I know that he is going to be greatly missed both by local amateurs in Abergavenny and farther afield, by the many friends he made internationally".

K. HEAP, G3NCZ/RSARS 0429, "The Gables", 18 East Park Road, Blackburn, BB1 8SS. Apart from the obituary published in the October 1980 edition of "Radio Communication" we have no further details. The obituary reads "Ken Heap died on 24th May. He was a founder member of the East Lancs. Amateur Radio Club and held the offices of chairman or vice-chairman for many years. He was a member of the RSGB Slow Morse Practice Transmissions organisation and also gave instruction to the Sea Cadet force. His operations were mainly on CW and AM. Ken was the net controller of the Club's Sunday morning net."

## IN MEMORIAM

It is with deep regret that I have to report the following additional members who have gone "Silent Key" during the last few months.

|      |       |                            |
|------|-------|----------------------------|
| 0122 | G3RUS | Major (Retd) L.S. Beaumont |
| 0306 | G4BOS | E Bland                    |
| 0393 | G6LL  | J Matthews                 |
| 1015 | ZL4MI | L Redshaw                  |
| 1260 | G3ZPO | J Johnson                  |

Whilst the Society can carry on without these members it is saddening to think of the expertise lost with the passing of these old friends -RIP.

OPEN MARKET - OPEN MARKET - OPEN MARKET - OPEN MARKET - OPEN MARKET

From: Paul Scottom, G3RFI/RSARS 0133, 34 Sutton Mill Road, Potton, SANDY, Bedfordshire.  
(Telephone: Potton 260800) Paul offers:-

1. HF-5 Vertical, 80-10 Metres. Very good condition. Used for brief tests only. £35.
2. Ten-Tec AC3. 15 Metre Adaptor for PM2, etc. £2.
3. Xtals for 80 Metres. All unused. HC6/U by S.T. & C. Frequencies:  
3595, 3615, 3635, 3645 kHz. £1 each.
4. 100 kHz I.S.B. Demodulator and Audio Unit. Professional item but ex-equipment and modified.  
Has LSB, USB, and carrier filters, etc. 19-inch panel. Might interest DIY SSB type not committed  
to miniaturisation. Details from above address/telephone number.

OPEN MARKET - OPEN MARKET - OPEN MARKET - OPEN MARKET - OPEN MARKET



#### ODDS & BOBS

being the tail enders from HQ to fill up the last page or so.

- (a) Some more call sign changes notified in the past few months - congratulations to all "first timers":-

|      |        |      |       |      |        |      |        |
|------|--------|------|-------|------|--------|------|--------|
| 0067 | VE3CQH | 0159 | G8YKC | 0315 | G4KLE  | 0404 | DA2WN  |
| 0709 | GD4EKI | 0927 | G4KQG | 1065 | DA1PR  | 1318 | G4KPH  |
| 1341 | GM4JII | 1386 | G3WPV | 1402 | DA4AN  | 1436 | G4KWY  |
| 1473 | GI4JLF | 1500 | DA2TM | 1502 | VK2AKP | 1524 | GM4KTJ |
| 1534 | G4KIH  | 1550 | G4CQX |      |        |      |        |

- (b) New members since October are:-

|      |        |      |        |      |        |      |        |
|------|--------|------|--------|------|--------|------|--------|
| 1594 | G4KIC  | 1610 | G8WPC  | 1625 | NL     | 1640 | NL     |
| 1595 | G3CUH  | 1611 | NL     | 1626 | NL     | 1641 | G4KEC  |
| 1596 | G4KKI  | 1612 | G4CQC  | 1627 | NL     | 1642 | G4CQS  |
| 1597 | G4KDZ  | 1613 | NL     | 1628 | G3DVL  | 1643 | NL     |
| 1598 | G4IER  | 1614 | VK3NQ  | 1629 | A4XIH  | 1644 | NL     |
| 1599 | G8WRR  | 1615 | VK3APB | 1630 | G3GZQ  | 1645 | NL     |
| 1600 | G4KNB  | 1616 | G3BPB  | 1631 | G4FHU  | 1646 | GM3PPJ |
| 1601 | VK2DPI | 1617 | NL     | 1632 | G4KPJ  | 1647 | NL     |
| 1602 | G4JZR  | 1618 | G3IKX  | 1633 | G4IQK  | 1648 | NL     |
| 1603 | G4KFB  | 1619 | NL     | 1634 | G3MYA  | 1649 | G4IUT  |
| 1604 | NL     | 1620 | DJ0SS  | 1635 | G4KWL  | 1650 | G4KMQ  |
| 1605 | DA1CY  | 1621 | NL     | 1636 | W2AG   | 1651 | GW4KZC |
| 1606 | G4JZU  | 1622 | VK4VFO | 1637 | VE3HUB | 1652 | G8XQC  |
| 1607 | NL     | 1623 | VK7NHA | 1638 | G8YQI  | 1653 | GW0XAN |
| 1608 | NL     | 1624 | G3LJD  | 1639 | G4IYQ  | 1654 | LA2QAA |
| 1609 | NL     |      |        |      |        |      |        |

- (c) QSL BUREAU - Our QSL Bureau manager plods steadily along. Card turnover is slow but steady. One plea is to ensure that any envelopes you have with John, G3YSK, are adequately stamped - postal rates went up last January!

- (d) RTTY ORIENTATED MEMBERS - For possible RTTY contacts, suggest calling on the hour on the nominated frequency. "CQ RSARS" then QSY if successful.

(e) SOCIETY STORES - The same rising postal rates has meant a further adjustment in the Society stores price list. Please look for the revised price list (page 45) effective now. We have absorbed some of the postage increases by changing packaging techniques but some we have to pass on.

(f) Ken Alford, G2DX, member 893 has been appointed a Vice President of the RSGB - Congratulations Ken, may you live long to enjoy the honour.

(g) Should you be wanting to purchase some new gear from the TRIO range the Society can benefit if you deal through John G(M)3OPW, that's "JAYCEE" of Glenrothes. John is most reasonable with "trade-ins" too - he operates over most of the County. Have a look at the "JAYCEE" advert in "RADCOM". Should you deal don't forget your RSARS number and info me pse - tks. There are no postal or packaging charges for RSARS members.

(h) Apologies to those of you who didn't get sheet 44 of the last copy of "MERCURY". There was a slight error in the reproduction dept and a gross error in my draft reading - sri!!.

(j) My moans re traders (see last Mercury Page 43). Everything sorted itself in the end. Microwave Modules sent a re-vamped 70 MHz transverter which works extremely well - it arrived at the end of October; case closed. Packer Communications were a little slower - I got my refund on Dec 9th but in the December "Radcom" Packer's were apologising to any customers who may have been inconvenienced due to their inability to cope with Amateur radio orders. I see that they are advertising again let's hope they can cope better this time.

(k) News has just come in of another 2 metre Society net. It meets on "Activity Sunday", see inside back cover, at 1500 hrs Clock time on 145.425 MHz. G8WHR is the leader and the area of interest is the Thames Estuary - give it a whirl in April and see who you find!

(l) HQ Staff thank the many members who proffered good wishes over the Festive Season - may you all enjoy good health as 1981 progresses.

(m) WB6GWS, Member 1658, ex L/C Grahame Emerson is due in UK during September 81 and is particularly keen on hooking up with any old mates from 2 Div Sig. Regt. (Bunde) 'H' Troop 2 Sqn between 1955/8.

(n) HQ Station has QSY'd, not a lot but I hope you'll like it.

My thanks to Paul, GI4DBY, who has taken a verbal thrashing from me more than once and particularly to the local Catterick Club members who have knuckled down and given of time and experience - thank you all very much indeed.

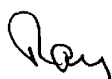
(o) 559 results - Winner G3UAA; CW & Le Touquet G3UAA, Fone G3NOB.

(p) Could the member paying his sub on a standing order from "BOAT ELECTRICS" kindly identify himself!!

(q) Mr. ATKINSON of British Telecom (Post Office) is keen to borrow/buy a copy of "Royal Corps of Signals - its History and Antecedents" by G. NALDER. If any member can help would they please ring Mr Atkinson on 01-248-7444 or write to the Editor.

(r) Getting near the end and the OWL has just called - an unusual experience for the Secretary. After a few abortive starts seems the OWL wants me to tell you all that he has been flying around the DL/PA border and heard, from the past, stories of one of our members who was impounded for quite a few hours for trying to secrete amateur radio gear across the border. Perhaps Jack can get some more detail out of OWL than I - keep listening folks!

73



G3EKL



RSARS STORES PRICE LIST - Effective 1 APRIL 81

|      |                                                          | <u>Price</u> | <u>UK/BFPO<br/>Postage<br/>&amp; Packing</u> | <u>Price<br/>+<br/>P &amp; P</u> |
|------|----------------------------------------------------------|--------------|----------------------------------------------|----------------------------------|
|      |                                                          | £ p          | £ p                                          | £ p                              |
| 100  | Sheets of Headed Notepaper                               | 1 50         | 50                                           | 2 00                             |
| 500  | Sheets of Headed Notepaper                               | 5 00         | 1 75                                         | 6 75                             |
| 100  | Index cards                                              | 50           | 50                                           | 1 00                             |
| 500  | " "                                                      | 2 25         | 1 75                                         | 4 00                             |
| 1000 | " "                                                      | 4 50         | 2 00                                         | 6 50                             |
| 100  | Basic QSL cards                                          | 1 00         | 50                                           | 1 50                             |
| 250  | Basic QSL cards                                          | 2 00         | 1 00                                         | 3 00                             |
| 500  | Basic QSL cards                                          | 3 75         | 1 75                                         | 5 50                             |
| 1000 | Basic QSL cards                                          | 7 00         | 2 00                                         | 9 00                             |
| 500  | Overprinted QSL cards                                    | 8 00         | 1 75                                         | 9 75                             |
| 1000 | Overprinted QSL cards                                    | 13 00        | 2 00                                         | 15 00                            |
| 1    | Flat RSARS Badge (enamelled)                             | 60           | 25                                           | 85                               |
| 1    | Call-sign Lapel Badge<br>(enamelled with pin on reverse) | 1 50         | 25                                           | 1 75                             |
| 1    | Call-sign Lapel Badge - Blank                            | 1 00         | 25                                           | 1 25                             |
| 1    | RSARS Tie                                                | 2 75         | 25                                           | 3 00                             |
| 1    | RSARS Station Log Book                                   | 60           | 25                                           | 85                               |
| 3    | RSARS Station Log Books                                  | 1 65         | 65                                           | 2 30                             |
| 5    | RSARS Station Log Books                                  | 2 60         | 80                                           | 3 40                             |
| 1    | RSARS Mobile (Pocket size) Log Book                      | 40           | 25                                           | 65                               |
| 3    | RSARS Mobile (Pocket size) Log Books                     | 1 00         | 65                                           | 1 65                             |
| 5    | RSARS Mobile (Pocket size) Log Books                     | 1 60         | 80                                           | 2 40                             |
| 1    | RSARS Dymo Badge (1 Row)                                 | 25           | 25                                           | 50                               |
| 1    | RSARS Dymo Badge (2 Row)                                 | 40           | 30                                           | 70                               |
| 1    | RSARS Windscreen Sticker                                 | 35           | 25                                           | 60                               |
| 2    | RSARS Windscreen Stickers                                | 60           | 25                                           | 85                               |
|      | Great Circle Bearing/Distance Chart                      | 1 50         | 1 00                                         | 2 50                             |

Awards and Contest Rules - FREE - SAE ) 12" x 8"

Membership Call-sign List - FREE - SAE ) @ 100 gramme rate

NB. POSTAL RATES ARE NOT OVERSEAS RATES



"SIGNALS NETS" or Where you might find them!

ALL TIMES are UK CLOCK TIMES except the Overseas Nets which are in GMT.

ALL FREQUENCIES are PLUS or MINUS the QRG shown - search boldly and carefully!

L.F. NETS - SSB

|          |      |                  |                                              |
|----------|------|------------------|----------------------------------------------|
| SUNDAY   | 1100 | 3720 or 7075 kHz | Controlled Natter Net.                       |
| MONDAY   | 1300 | 7075 or 3740 kHz | Natter Group for approximately 15-30 minutes |
| TUESDAY  | 1900 | 3740 kHz         | CONTROLLED NET                               |
| THURSDAY | 1900 | 3740 kHz         | CONTROLLED NET                               |
| SATURDAY | 1100 | 7075 or 3720kHz  | CONTROLLED NET                               |

L.F. NETS - CW

|           |      |                               |                                                                                        |
|-----------|------|-------------------------------|----------------------------------------------------------------------------------------|
| SUNDAY    | 1000 | 3565 or 3526 kHz              | European natter net                                                                    |
| WEDNESDAY | 1930 | Prim 3565 kHz<br>Sec 3526 kHz | CONTROLLED NET: Net terminates at 2115<br>exactly and re-opens at<br>2200 on TOP-BAND. |
|           | 2200 | Prim 1823 kHz                 | This net is again CONTROLLED.                                                          |

HIGH FREQUENCY NETS

|       |             |                 |                                                                                                                                                                   |
|-------|-------------|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DAILY | 1230<br>GMT | 21175 kHz $\pm$ | Though primarily a CONTROLLED NET the UK<br>controller usually requires an overseas station to<br>assume co-control, if more than 2 overseas<br>stations join in. |
|-------|-------------|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|

When conditions permit, members are encouraged to use the following HIGH FREQUENCIES in addition to those above:

14065 21065 21375 28065 and 28450 kHz.

OTHER FREQUENCIES AND MODES

RTTY ..... 3590 & 14090 kHz. Use 170 Hz shift and 45.5 Bauds.

SLOW SCAN ..... Please notify activity to Headquarters for publication.

VHF FREQUENCIES

RSARS SPOT CHANNELS are ..... Please notify locally arranged nets for  
70.22 and 144.22 MHz ..... Mercury publication.

In E Midlands please listen S16 (145.4 MHz) each Wednesday 2000 Hrs

ACTIVITY SUNDAY

"Activity Sunday", is the Sunday of the second full weekend in every month. Please make an extra effort to contact our Overseas members - use listed frequencies and call on the hour when propagation is suitable.

SLOW MORSE TRANSMISSIONS - From G4RS each Tuesday and Thursday evening at 1900  
Clock time on 3565 and 144.525 MHz (S21) omnidirectional.

-----  
All modes: Call 'CQ RSARS' or 'CQ ROYAL SIGNALS AMATEUR RADIO SOCIETY'. During  
a QSO sign 'G1ABC de G1DEF BT BOTH RSARS K' or 'ONONO de G1GHL BT RSARS K'. DO  
NOT join 'RSARS' to your call-sign in any way (i.e. G1JKL/RSARS) as in Great Britain this is  
illegal under Home Office Regulations.

Do not wait for the above nets to form - find the nearest clear frequency and call 'CQ RSARS'.  
Please do not call CQ on the CW LF controlled nets as there is always a control station around to  
bring you in. Always book IN and OUT of controlled nets. Pass all details for awards and contests  
unassisted.