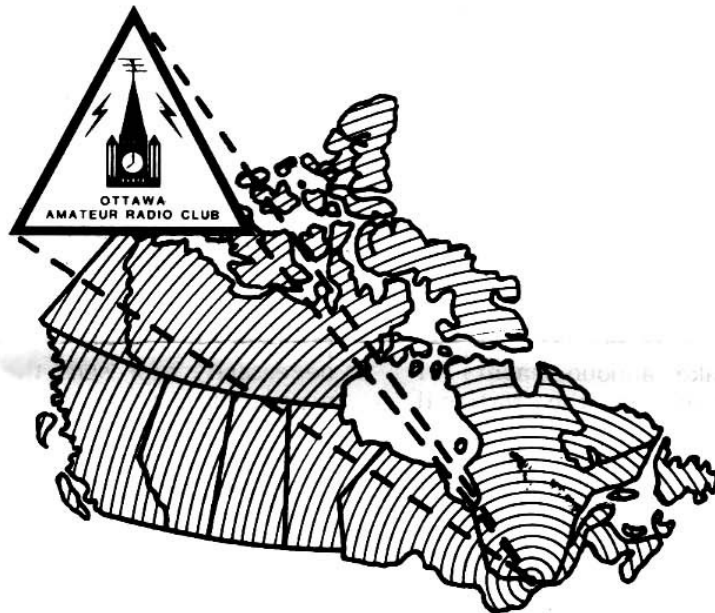


NOV 84

THE GROUNDWAVE

RSO CONVENTION '84

October 5,6,7, 1984 - THE WESTIN HOTEL



Club Call VE3RC

Repeater VE2CRA



THE GROUNDWAVE

Official Bulletin of the Ottawa Amateur Radio Club Inc.

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THE OTTAWA AMATEUR RADIO CLUB, INC., is an association of Radio Amateurs devoted to the promotion of interest in Amateur Radio communications in the National Capital Region; and to the advancement of the technical competence and achievement of club members.

THE CAPITAL CITY NET meets every Monday at 2000 hours on the club repeater VE2CRA (146.34/.94) to pass traffic and to make announcements of interest to Amateurs in the National Capital Region.

THE SWAP NET, a service of the Ottawa Valley Mobile Radio Club, Inc., is repeated on the Capital City Net; and is conducted by Ed Morgan, VE3GX. To list items and make enquiries, call Ed at 733-1721.

THE OARC EXECUTIVE normally meets on the second Wednesday of each month in the Board Room of CFRA, 150 Isabella St., Ottawa, at 1930 hours. Contact the President to confirm the date of the next meeting.

DEADLINE FOR COPY is the first Wednesday of each month. **SEE YOUR NAME IN PRINT!!**- in national and international publications. Write an article for the **Groundwave** and watch it travel! Many local articles have been reprinted in club bulletins across North America.

REGULAR MEETINGS of the OARC, Inc., are held on the first Wednesday of each month (except July and August) at the National Research Council Auditorium, 100 Sussex Drive, Ottawa, at 2000 hours. A bulletin board is available for posting notices of interest to other members about 1915 hours. For further details about the meeting, see page 5.

MATERIAL PUBLISHED herein does not necessarily represent the official OARC viewpoint. Items may be reprinted by Amateur Radio or other similar publications, provided that the proper credit is given to the author and to the OARC, Inc.

SAFETY BELTS, TWO METER RIG AND AN ENGRAVING PENCIL are available for loan to club members. The two meter rig may be borrowed by members who are hospitalized. The engraving pencil (to mark valuables for identification in case of loss or theft) and the safety belts with pole straps are available to any member.

A \$100 refundable deposit is required for the belts. Contact the President for the two meter rig or the engraving pencil; and Paul, VE3ICV at 820-6643 (west end) or Brian, VE3JKZ (east end) for the belts.

RADIO AMATEUR CALL BOOKS are available at many local libraries. Ask at the information desk.

Minutes of OARC meeting, October 3, 1984:

Meeting called to order at 2007 hours. Minutes adopted without corrections.

The President reminded everybody that the Convention was a showcase for the hams of this area; and that they should try to make it an event to remember. The tickets for the banquet were not selling well. The President made a final appeal to those who had not bought yet. She underlined the fact that the price was right for what one was to receive: namely good company, good food and good music. George, VE3BNO, gave a quick overview of the wide variety of programs. Once again members were exhorted to make the best of the events.

Ken, VE3IHX, gave an account of the activities of the volunteers during the papal mass. Among others, he cited Dave Harrison and Ed Morgan who were peerless in their dedication. The hams in general gave a perfect performance; and were complimented by the police- provincial and local. On the basis of observations made on the site, especially with respect to the trailer used by the OPP, Ken will be making some recommendations to EMO. Ken is also looking for net controllers to assume responsibilities until Christmas. Please contact him if you want to volunteer.

Joe Lackner, a recognized authority on batteries, shed some light on the care and feeding of NiCad batteries. Considering the questions that were asked, one could say that he made good contact with the audience and sparked the interest of more than one person.

The motion appearing on page 3 of the October Groundwave was put forward by George, BNO, and seconded by Merv, VE3CV, and was passed. The motion is as follows: That the fee be set at \$8.00 for membership from January, 1985 to August 31, 1985.

Ray Perrin was concise and eloquent in his presentation on the 70cm band. According to Ray, this band may be used basically in the same manner as the 2m band: mobile, satellite, fast scan, etc. He underlined the challenge of working the band as compared to the practical point of view as there are some difficulties: short distance, losses, etc.

John Henry reminded the audience that a package will be offered on the space flight that would concern ham radio communications. Those who have the capability should watch for 435.033Mhz.

The President called for volunteers to organize the flea market on November 10 at Canterbury H.S.

So far, VE3GOG and GVI are the only volunteers on the nominating committee. More are needed.

Several visitors, as well as returning friends, were welcomed by Wally Clarke who, incidentally, is on his way to Saudi Arabia.

Motion to adjourn put forward by VE3AYE, seconded by BNO.

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Program for November 7th Meeting:

Speakers:

Gerry King, VE3GK - Movie and talk on his "Sky Needle".

George Roach, VE3BNO - A short talk on the use of the 950 Mhz band at CFRA/CFMO.

Extra: Commencing at 7 PM, Brett Delmage, VE3JLG, will run a video recording, made at the Convention, of the presentation on digital color slow-scan TV. This will run until meeting time at 8 PM. It is understood popcorn and Coke will not be available.

Convention Postscripts

From the RSO Convention Chairman:

Well, the big weekend has come and gone. Those of you who were there were pleased, I am sure, at what they heard and saw; and those who were not able to make it missed a good show.

There were over 20 papers and tutorials, excellent replays of some of the sessions, practically all of the major manufacturers represented, two excellent dance bands, a good turkey supper with all the fixin's, lots of prizes - all of this wrapped up in a super hotel making it just a great weekend.

The attendance was much better than expected; and, generally, everyone went home happy and satisfied.

This did not just happen. a lot of work by a lot of dedicated people went into making the Convention the success it was; and my personal thanks go to all the people who helped in all the many ways - The committee members, the people who helped the committee, the speakers, the prize donors, and all the fetchers and carriers commonly called the "gophers". Thanks again for all your help. Without any of you our job would have been impossible.

Ken Robinson, VE3GIR

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From the Talk-in Coordinator:

I wish to extend a commendation to the operators of the RSO Talk-in Team, who assisted me in making this activity a complete success.

The operation went smoothly; and the only mobile that we are aware of going astray did so by placing his own interpretation on the instructions being given. We can only assume that that party was riding backward in the vehicle and thus confused a "right lane" with "left".

All-in-all, 60 mobiles made use of this service; and we have heard that quite a few that monitored the instructions merely followed them to the Hotel without actually checking in. Therefore, a very sincere thanks is due to VE3HVA, Rick; VE3OFM, Tom; VE3JPC, Jim; VE3KMR, Arline; and VE3GIP, Carman.

Bob Campbell, VE3KLK

.....

Convention Prize Winners

Amateur

1st - - - TS-430S HF Transceiver with mike, FM module, power supply & speaker
Won by STAN WHITE, VE3FKD

2nd - - - IC-27H VHF Mobile Transceiver
Won by MAILES DIER, VE3AP

3rd - - - FT-203R VHF handheld Transceiver
Won by DOUG GRIFFITH, VE3KKB

4th - - - Desk top printer terminal
Won by DICK LANTING, Kanata, Ont.

Continued on page 5

Continued from Page 4...(Convention Prize Winners)

Non-Amateur

1st - - - G.E. Microwave Oven

Won by DAVE PARKS, VE3GSA

2nd - - - Weekend for two at Westin Hotel

Won by MARY COOPER, Metcalfe, Ont.

WANTED - That Special Amateur -

The Ottawa Amateur Radio Club's "Certificate of Merit" is issued on a yearly basis to a deserving radio amateur. If you know an amateur in the National Capital Region who has made exceptional contributions to our hobby; and would like to nominate him or her, please submit your nomination to a member of the club executive by the end of the November meeting. The nomination should mention the reasons why the nomination should be considered.

-cont'd from page 11-

This feeling was further advanced as a result of refreshments purchased at Victoria and brought aboard for consumption on the return trip. My, oh my, what sermon material could have been picked up by a travelling evangelist at that time.

All that came to an end after Labor Day, aided and abetted, no doubt, by the onset of the Great Depression. So my operating activities temporarily came to a halt when the ship was mothballed for the winter. But my sea life had just begun; and within a few weeks I was called back to Victoria to take another BCCSS ship - a small freighter- up the West Coast of Vancouver Island to pick up a load of fish meal and fish oil. I wrote a story in the Canadian Amateur about this ship and my initial experience with an unserviceable rotary spark transmitter, so I won't repeat the details here. It does fit in, however, with my early comments on the spacing of the electrodes at the gap.

Early in January of the following year (1931), I was assigned as Junior Operator on a very large freighter that was carrying just under a half-million bushels of grain to Shanghai, following which we were to take the ship to Vladivostok for sale to Russia. Again, this story appeared in the Canadian Amateur, and it's a long one, so it won't be repeated here. That voyage was one of the highlights of my sea-going career.

So, on and on it goes - 26 ships in all - plus 10 months in a logging camp as Radio Operator, Accountant, Timekeeper, Storekeeper and fac totum. That was up in the Queen Charlotte Islands, NW of the BC Coast. That was another intensely interesting interlude in my life. Boy, oh boy, I hear young people today saying they're looking for an interesting job that pays well. In those old days many jobs were interesting but none paid well or even reasonably; but oh man, you gained the most valuable thing you can offer to potential employers - **EXPERIENCE** - and that's what makes one valuable to any employer, even if you've only learned to exercise initiative, or to assume some degree of responsibility.

Well, I find myself on the soap box again, so I'll climb down forthwith and leave you to meditate upon upon the foregoing profundity. Perhaps it will move you to ask for my resignation from this very taxing task, for which I shall be eternally grateful.

VISIT OF THE TALL SHIPS

. . . It was agreed that some sort of communications would be needed to keep track of the Bicentennial Flotilla of 7 ships as they progressed from Hamilton to Niagara-on-the-Lake, and then back to St. Catharines. Members of the Dalhousie Yacht Club were needed also to provide navigational experience. I was fortunate to be available to board the JOANA 1 and sailed to Niagara-on-the-Lake and then to St. Catharines. Using the club's 1c-2AT, I was able to give Peter VE3DSW excellent communications from just outside Burlington Skyway Bridge via VE3NRS on low power. As we got nearer to St. Catharines, we used 147.540 simplex and still maintained excellent coverage. I relayed messages from the Bicentennial Office and Chairman Bill Stevenson to the other ships using the VHF marine radio. Also, the Canadian Coast Guard, RCMP, US Coast Guard, and the Niagara Regional Police Marine Division, all monitoring Channels 11 and 23 of the marine band. Messages to or from them were quickly dispatched. The auto-patch was a great attention getter, even from the professional police departments. I also contacted many other clubs and non club members as we progressed. (Anyone wanting a special QSL card from VY3FO1/mm, please get your card to me as soon as possible. It was quite a different public service communication operation and a first time on Lake Ontario in a sail boat for me. I realize now why Judy VE3NDH and Ivan VE3FTZ enjoy their sail boats so much.

de Dave VE3FOI in FEEDLINE

Niagara Peninsula Amateur Radio Club

73 TO THE BRIGHT BRASS KEY

When I was a lad of tender years
My Daddy gave to me
Some sage advice and a brand-new, nice
Leather case with a bright brass key.

I studied the course of Ol' Sam Morse
As my Daddy did before;
Then sailed on the trail of the great gray whale
Where the gales of the Forties roar.

Then I sailed in a long and speedy ship
With its coat of Navy gray
And in time we found Ol' Savo Sound
Known as Ironbottom Bay.
There I sat in the dark with my pale blue spark;
There was nobody left but me
Sending out the call until, last of all
I jumped with my ol' brass key.

Then a liner tall was the end of all
In its beautiful stately white
To the Paradise Isles in a world of smiles
And a man could sleep at night.

Now I sit on a porch looking our to sea
Toward the places I'll nevermore roam
And the grandchildren laugh as they play with me
In a place that, at last, is home.
Now the case id work and the key is old
And the flag of adventure furled;
Still I sit in the dark with the pale blue spark
And my friends all around the world.

(de Kitchener-
Waterloo KILOWATTER)
Credit: E. Bacon
via KK.

Profile:Bill Deacon, VE3UD - Editor

Bill was born in Edmonton, Alta in 1913; and moved to Vancouver about 1 year later. He went to school, got married and was presented with his son there. Also, he started both his commercial and amateur radio careers there.

He commenced his radio career by attending the Vancouver School Board's course in Wireless Telegraphy (also known as Room 19 to its graduates), securing his Second Class Certificate of Proficiency in Wireless Telegraphy in June, 1930. Two well-known local boys were graduates of that famous course: Art, VE3ZS and George, VE3DMC.

Bill's start in commercial work was an assignment to the receiving station of James Richardson & Sons (Grain and Stock Brokers) at Vancouver. The receivers were located in Point Grey, not far from the University of B.C. Very shortly thereafter, he received his first ship assignment - SS Princess Victoria, VGDS - sailing a short route Victoria-Seattle daily. This red letter day in Bill's life was August 4, 1930. From then on until early March, 1939, he served on a total of 26 vessels, ranging from deep sea tugs up through coasting passenger/cargo vessels through deep sea freighters to Trans-Pacific ocean liners.

On March 19, 1939, he started a 25-year career in commercial aviation with Trans-Canada Air Lines (now Air Canada). Commencing as a radio operator, Bill moved up to the taxing job of Flight Dispatcher for a few years. Then the old communications urge re-asserted itself; and he seized an opportunity to move into the Supervisory area of **Telecommunications**, starting with an overseas assignment to London to initiate communications services for the airline's first commercial Trans-Atlantic service in 1948. Two years later he was assigned to Telecommunications Headquarters; and three years later took charge of Overseas Telecommunications. This initially covered supervision of Flight Radio Operators, a communications centre at Dorval that interfaced Overseas and Domestic teleprinter and other record telecommunications systems, together with an air-ground service for Company communications with both Overseas and domestic TCA flights. In addition, he was responsible for providing communications services at TCA's Overseas offices in Europe, The West Indies and Mexico, all of which involved Bill in extensive travelling through those areas.

These activities involved him in Directorships in two telecommunications companies owned by a group of airlines including TCA - one with head offices in Paris, and the other located at Mexico City. Additionally, he served on technical committees in these companies, as well as in the International Air Transport Association.

After 25 years in the airline Bill joined the Federal Government, initially in Defense Production as a Defense Project Officer, then to the Government Telecommunications Agency. He retired at the end of 1971; and, like most retired public servants, moved straight into a consultant's position in an independant telephone company. Following that, he spent some time with his own consulting company until some health problems brought all those activities to an end.

He started in ham radio in 1933 as VE5KQ in Vancouver, as VE6FO in Alberta after the war, as G3FFO near London while on assignment over there in 1948-50, as VE2KZ for 14 years in Montreal where he earned DXCC; and as VE3BBR, VE3BDO and now VE3UD in Ottawa.

A Neophite "Sparks"

Bill Deacon, VE3UD

From time to time amateur friends ask me when I'm going to spring for another story of the "good old days"; and I've repeatedly said that I'm about dry. Anyway, as there is some room to spare in this issue, I will bore you with what likely is repetition of some of my early experiences. Perhaps then you will learn to ask someone like Art Stark or George Schuthe to spin you a far more exciting tale of their times at sea.

The big moment for me arrived on August 4, 1930 when, at the very mature and experienced age of 17, I strode aboard the SS Princess Victoria in the Inner harbor at Victoria, B.C. to take up my first assignment as a Wireless Operator, later referred to in the more dignified form of "Radio Officer". The old Vic was part of the BCCS (British Columbia Coast Service) fleet on the West Coast, operated by the CPR. It was not a large ship, although it did sport 3 funnels, one of which was a dummy. At that period in history it was running between Seattle and Victoria to provide the opportunity for Prohibition-bedevelled Americans to slake their thirsts at Victoria with products generously (?) supplied by the BC Liquor Control Board, or by Rainier Breweries out there.

The Americans would board the Princess Victoria at Seattle for a 5:30 PM departure to Victoria; and it was surprising to see how consistently young the men's wives were. They looked more to this 17 year-old youth like stenos or secretaries than wives. But that couldn't be - could it? Especially when they were both staying in the same cabin. At least, I had never heard of such things going on.

Well, back to the Wireless Room. This contained a $\frac{1}{4}$ kw synchronous rotary spark transmitter, and a regenerative receiver that was battery-operated. The spark rig was enclosed in a large oaken cabinet with a massive bakelite panel across the upper half of it, which was adorned with huge copper-bladed switches and very large rheostats that were moved with large brass knobs about 3 inches in diameter. The switches handled a whole 220 volts which is, I guess why they had to be so large and have such large insulated handles. Inside the cabinet on the bottom was a motor generator that was fed by 220 V. DC from the ship's mains; and that produced 220 V AC into a large oil-filled transformer. Also mounted behind the panel was a large condenser consisting of metal plates interleaved with sheets of glass. All of this was mounted in a large teak cabinet.

A starter was mounted beside the operating position. This actually was a tapped rheostat; and the starting handle was pulled over the taps or studs progressively as the motor-generator speed increased. At the end of its travel, the handle was held by a solenoid, the armature of which was powered by the current flowing through the motor armature and fields. To shut down, one simply knocked the handle backwards; and spring tension drove it back to its starting point.

At the end of the motor-generator shaft was mounted the rotating portion of the spark gap. It consisted of a number of brass electrodes mounted around the circumference of the shaft. The fixed portion of the gap consisted of two heavier electrodes mounted at 45 degree angles (like the top half of a V). These electrodes were spaced by the thickness of a sheet of paper from the rotating ones. That gap spacing was quite important. A smaller gap would result in badly damaged electrodes, since expansion take place through the intense heat of the spark gap. ---Cont'd page 11-

-A Neophyte "Sparks" cont'd-

On the other hand, a wider gap resulted in a need for higher power to break down the spark, resulting in a very ragged-sounding tone, together with even rougher sound from an angry Chief Engineer, who would object to excessive loading of his dynamo. page 11> The send-receive switch was mounted on the bulkhead in front of the operator and slightly to the right. If you were small, you had to rise from your chair each time you wanted to switch from receive to send and vice versa. The switch was an L-shaped gadget about 6" long by about 2 inches on the short part of the L. I recall once when I was working VAE up at Estevan Point on the West Coast of Vancouver Island from one of the coasting ships I was aboard. The operator at VAE was very skilled but he frequently forgot that old ships like I was on didn't have "break-in", so he was kind of fast on the draw when you finished sending to him. To try to keep up with him, I stood at the key for the last few words of my message so that I could have my hand on the switch ready to throw it as soon as I finished transmission. In my eagerness to be really fast, I let my hand sneak a little too near the blade of the switch as I sent the last character of my transmission - ZAP!! - I jumped a foot or so, smelled something like burnt pork rind; and looked at my right fingers to see and feel a miserable couple of burnt fingers. Boy, RF do smart, don't it?

Anyway, the receiver on the Princess Victoria, like many of her sister ships, was a regenerative job with a set of 3 honeycomb coils, two of which were swung thru shallow arcs to vary the coupling grid-plate and antenna-plate. In that way, one controlled the degree of regeneration. An excellent setting was in super-regeneration, where the coupling was just at the point of regeneration, but not quite. This built up spark or ICW or modulated CW signals to a very readable point. I've forgotten the frequency range of those jobs; but anyway, we were just interested in the 600-800m range (500-325 Khz). The tuning was broad as a barn door; and when close to Seattle while monitoring 500 khz, I could hear all the latest hits from the Seattle broadcast stations on the lower end of the broadcast band.

Traffic on that ship was almost non-existent, apart from a position report exchanged with four other BCCS vessels at 02:45 nightly. It was not at all unusual to find myself being poked by the bridge messenger at that hour, as I had a bad habit of falling asleep about 2 AM at the desk. My first transmission from that ship was a very exciting moment for me. After all, this was for real now - no more pretending. I had a bit of the "shakes", I guess; but confidence came very quickly and I soon acquired the "veteran" feeling.

Having come from a very humble background, it was quite an experience to eat in the Officers' Mess and be served by the mess boy who was about my age. It also was great to choose daily from steak, roast beef, roast turkey and baked salmon, plus all the extra goodies. If only I could eat like that now without paying the penalty of obesity for it.

On our return voyage to Seattle, we left Victoria at 1 AM, arriving in Seattle at 7 AM. I used to walk around the deck a bit after the departure just to enjoy the smell and feel of salt air when we were underway. At the same time, I discovered some of the men and their "wives" forgot to close the shutters on the windows at times. I received quite an education on how some other people lived as a result of these tours on deck. Of course, the passengers were in a very friendly, even amorous, mood after their visit ashore at Victoria.

cont'd page 5-

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