

Ottawa Amateur Radio Club

Groundwave

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Check out our Web Page: www.oarc.net

June 2005

The June general meeting will be held on June 8. The annual OARC election of directors takes place at this meeting. Doug Leach, VE3XK (ve3xk@rac.ca), is the nominating committee. If you are interested in joining the executive, please contact him.

Also at the June meeting is the presentation and approval of the 2005/2006 operating budget. This is where we decide how to spend your membership money. In addition, there will also be a discussion of the content of future OARC general meetings.

Field Day is on June 25,26. Please contact Harold Hamilton, VE3UNK (ve3unk@rac.ca), to volunteer to have fun. The site is the same as last year on the bank of the Rideau River behind St. Paul University on Main Street.

Ian Jeffrey



JUNE MEETING 7:30 pm, June 8th in the Honeywell room at Ottawa City Hall

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June 2005

Articles may be submitted for use in this publication provided that they portray events or activities that promote Amateur Radio. Letters and comments are also welcome. Submissions may be made by mail addressed to the Editor care of the OARC, or by e-mail to "ve3igj@rac.ca". Deadline for submissions occurs three days after the regular monthly meeting of the OARC.

Please support your local radio organisations. They support you!

The CAPITAL CITY FM Net meets every Monday at 20:00 hours on the club repeater **VE2CRA** to pass traffic and to make announcements of interest to Amateurs in the National Capital Region.

The SWAP Net is a service provided and conducted by Ed Seib, VA3ES. This feature appears on the Capital City FM Net. To list items and make inquiries, call Ed at 613 738 8924 or e-mail him at va3es@rac.ca. Also available on the web: <http://www.igs.net/~swap>

The POT-HOLE Net is a SSB/HF net sponsored by the Ottawa Valley Mobile Radio Club and is conducted every Sunday at 10:00 hours on **3.760 MHz**. All amateurs are welcome to check in.

The POT-LID CW Net is an informal slow-speed CW net sponsored and conducted by Ed Morgan, VE3GX, and meets every Sunday, except during July and August, at 11:00 hours on **3.620 MHz**, to promote interest in CW and CW procedures.

The QCWA CHAPTER 70 Net meets every Thursday evening at 20:00 hours on repeater VE3TEL, **147.03** You do not have to be a QCWA member to participate.

The Ottawa Valley VHF/UHF SSB Net is sponsored by the West Carleton ARC. Look for it every Tuesday night (except the first Tuesday of the month) around 21:00 on **144.250**, (roll calls after net on 50.150, 432.150, 222.150, and 1296.100). Horizontal polarization is preferred.

The Ottawa Amateur Radio Club bulletin "Groundwave" is published and distributed to club members by email and mail. Publication dates may vary but it is hoped that the bulletin arrives at its destination before the events listed in it have expired. The bulletin is not published in July and August. Every effort is made to provide accurate information in the bulletin, however we are all human and mistakes can be made. The OARC accepts no responsibility for any damages that may result from this. The opinions expressed in this bulletin are only those of the author.

Voice (VHF) 146.94/146.34 100Hz output tone
(UHF) 443.300/448.300

VE3TVA Amateur Fast Scan Television Repeater
Video/audio beacon & input 439.25 MHz (audio sub. 443.75)
Video/Audio output 914 MHz (FM)

IRLP Node 2040 146.94/146.34 (VE2CRA/VE3RC)
(Code 411 for info) (Code 204 for activity)
(Code 88 for time)

For further information please contact the Repeater Chair.

Note: The IRLP link not connected to ECHOLINK. Please do not try to connect using the alpha keys on your keypad. It just confuses the operator.

Note: The IRLP link is disabled during the Capital City Net each Monday. It is disabled from 2000 to 2145 Mondays except for May to August when the link is disabled from 2000 to 2020.

VE3TEN

Tuning in the beacon so that it makes sense requires you tune to **28.175** on cw and read the tone that is there . The spaces between the elements are the higher tone. If that doesn't work, tune to **28.175.28** on lower sideband for better results.



Dates to Remember

Minutes of the May 11 Meeting

The meeting was called to order by the president, Diane Bruce (VA3DB). There was one guest: Bruce Potter.

It was moved by Al Oldfield (VE3ANO) and seconded by Croft Taylor (VE3CT) that the minutes of the April general meeting be approved. The motion was carried.

The evening's speaker was Martin Potter (VE3OAT). His talk on the IARU/RAC intruder monitoring organization was very informative. He described the monitoring organization's function and responsibilities. He included some interesting spectrograms of intruder signals and stories of how they were finally identified. More information can be found on these web sites: www.rac.ca/monitor.htm, www.storm.ca/~iarumsr2, www.iaru-region2.org, and www.iarums-r1.org.

Harold Hamilton (VE3UNK) reminded members of Field Day on June 25,26 and requested volunteers.

Greg Danylchenko reminded members of the Hamfest and RAC Forum September 3 and requested volunteers. He also noted that Bytown Marine would be unable to supply the major door prize this year and that he was talking to Elkel.

Clare Fowler (VE3NPC) announced the addition of a new amateur satellite, VO-52, designed, built, and launched by Indian hams.

The president presented a plaque to Mike Kelly (VE3FFK), winner of the April Homebrew Night.

Doug Leach (VE3XK), the nominations committee, described the duties of the club secretary and asked for nominations for the position for the June elections. Ian Jeffrey (VE3IGJ) is stepping down as secretary but keeping the Groundwave editor position. Alternately, the Groundwave position could be filled by election.

Ben Price (VE3CDA) stated that members with a

2005

February 12,13	Canadian Ski Marathon
April 13	Homebrew Night
June 8	OARC Annual General Meeting & Elections
June 25,26	Field Day
July 1	RAC Canada Day Contest
September 3	OARC Hamfest
September 30	Membership Renewal Deadline
November 9	Joe Norton Award Submission Deadline
December 17	RAC Winter Contest

RAC email alias who are receiving spam, should understand that it is not RAC that is at fault. The RAC mail server just re-directs mail. It is not the source of spam.

Bryan Campbell (VE3ZRK) is looking for net controllers to fill two upcoming Monday night vacancies.

The 50-50 draw of \$22.00 was won by Rick Furniss (VE3IHI).

The meeting was adjourned at 21:40.

The next general meeting will be held on June 8. Elections for next year's executive and the presentation and approval of the budget for next years are scheduled.



mk's Words

Field Day is coming. So what are you doing about it? I don't know what my plans are yet, but I know I will be on the air, from Main Street, my home, or wherever I am that weekend. Even if I'm not at VE3RC, some of my toys will be there. Some of you reading this have been around ham radio since before the first Field Day in 1933. Field Day is a lot of things to a lot of people: emergency preparedness test, public relations exercise, contest, reunion, party. You know all that, so what am I going on about.

The percentage of hams in our club who participate in Field Day isn't that great. Some have come out and decided they didn't like the rain and bugs. Some don't feel their ears are up to the challenge of a packed band, or their CW ability is a little suspect these days. Some want a relaxed pace while others want to go all out. Fair enough. But, if you come out, you just might find some of that magic that got you started down the path toward radio in the first place. For some that means the challenge of working around a piece of equipment that starts sending smoke signals just before the event starts. Some times it means sitting around a picnic table and BBQ telling (or listening to) stories about how much better (or worse) it was in the old days. You might see a mode or a gadget that you didn't know existed, or skipped over when you saw a magazine article about it. I once used Field Day operating conditions to compare different rigs that I was thinking of getting. They both happened to be in use at the same time one Field Day. Many times we use Field Day as a test bed for a new antenna, since there are always signals everywhere to try it out on. If it works, it goes into the plans for next year. If not, it goes back to the drawing board, and last year's version goes up. The point is that there is fun to be had. Come on out. Bring the kids, (or given our demographic, the grand kids) and remember the fun of the old days. You might surprise yourself with the fun you have. I hope I don't sound like I'm nagging, it's just that I

really do think it is a fun thing to do, for so many reasons, on so many levels.

The Smiths Falls flea market has come and gone. From all reports there was a pretty big turnout from the Ottawa crowd. That means that chances are that you were there. Although I didn't get out to that one, I always like to know what I missed. So how about bringing in some of the jewels you found, or at least your stories of the ones that got away.

I'm saving my toonies for the Hamfest in Carp at the other end of the season. See you there.

mk

HAMSAT Becomes VO-52

The Indian Space Research Organization (ISRO) has announced that HamSat was launched aboard the PSLV-C6 launched at 4:45z on May 5 2005. After launch, the primary payload (CartoSat) was deployed, followed 40 seconds later by HamSat. Both the satellites have been placed in polar Sun Synchronous Orbit (SSO) at an altitude of 632 x 621 km with an inclination of 97.8 deg with respect to the equator.

AMSAT India has applied for and has been granted an OSCAR number for HAMSAT. In the future HAMSAT will be referred to as VUSat-OSCAR 52 or VO-52 for short.

For additional information about HamSat please see:

http://www.amsat.org/amsat-new/satellites/sat_summary/hamsat.php



W1AW 2005 Spring/Summer Operating Schedule

Repeater Changes in the Works

You all know where our club repeaters reside. On top of the hill at Camp Fortune. We have two separate systems. One on UHF at 443.3+ and the other on VHF at 146.94 -. It is about 13 miles (21 km) from the repeater site to the downtown core and this is a long way for those using a flexible dummy load, aka rubber duck antenna. We have started to make some changes to the VHF repeater that will allow those using handhelds to get into the repeater from downtown and the east end. We will be installing cross band systems consisting of a 146.34 MHz receiver and a UHF transmitter just south-east of Orleans and also in the middle of the downtown core. We have purchased the cavities to allow us to connect into the commercial two-way radio system antennas and are now looking for suitable receivers and transmitters. We need two each VHF receivers, UHF transmitters, and UHF receivers. The signals will be linked to Camp Fortune on the UHF band and fed into a voter along with the audio from the 2m receiver on the hill. This will give us three inputs to choose a signal from and with the transmitter located at a height of about 1000 feet (300 m) above average terrain, we should have great coverage for those using a handheld in the downtown and eastern parts of town. There should also be some improvement for people on their way to Montreal along highway 417. If this works out well and we need to expand the remote receive sites our next location would likely be somewhere in the Bells Corners area to cover Barrhaven and Kanata.

We also expect to get another link on the system that will allow the IRLP signal to be routed to the internet system without using a 2m rig. This will allow us to put the tail and identifier back on the repeater. There has been some discussion about what kind of controller we might install and what features we would want. Please feel free to forward you comments to hjones@chumottawa.com. Harrie, Repeater Director

Time	Mode	Days
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1300 UTC (9 AM ET)	CWs	Wed, Fri
1300 UTC (9 AM ET)	CWf	Tue, Thu
2000 UTC (4 PM ET)	CWf	Mon, Wed, Fri
2000 " "	CWs	Tue, Thu
2100 " (5 PM ET)	CWb	Daily
2200 " (6 PM ET)	RTTY	Daily
2300 " (7 PM ET)	CWs	Mon, Wed, Fri
2300 " "	CWf	Tue, Thu
0000 " (8 PM ET)	CWb	Daily
0100 " (9 PM ET)	RTTY	Daily
0145 " (9:45 PM ET)	VOICE	Daily
0200 " (10 PM ET)	CWf	Mon, Wed, Fri
0200 " "	CWs	Tue, Thu
300" (11 PM ET)	CWb	Daily

Frequencies (MHz)

CW: 1.8175 3.5815 7.0475 14.0475 18.0975
21.0675 28.0675 147.555

RTTY: - 3.625 7.095 14.095 18.1025
21.095 28.095 147.555

VOICE: 1.855 3.990 7.290 14.290 18.160
21.390 28.590 147.555

Notes:

CWs = Morse Code practice (slow) = 5, 7.5, 10, 13 and 15 WPM

CWf = Morse Code practice (fast) = 35, 30, 25, 20, 15, 13 and 10 WPM

CWb = Morse Code Bulletins = 18 WPM

The complete W1AW Operating Schedule may be found on the web at <http://www.arrl.org/w1aw.html> .



Merchant Navy Sparks

Recollections of Ernie Brown [va3oeb@rac.ca]

Thinking back to the air raids on Liverpool, certain images remain clear in my mind. First is the massive fires burning in the harbour area. I can still see the cold storage plant blazing red, and the flames from the burning ship on the other side of a warehouse. After one raid I was riding a bus into Liverpool when we passed an area where houses had been standing the day before. That morning the area was flattened. Nothing was standing, and a few people were searching among the rubble. On the curb by the road a couple sat together – her head on his shoulder, his head was bowed, and he held on his knees a mantel radio – the very picture of despair.

I returned to the ship in New York on June 8th, with my brand new uniform. Loading was still in progress, so I had a couple of days as a tourist in the city. I watched the final loading as hatch covers were secured in place, and twin-engined bombers were secured on three of the hatches. Their outer wings had already been loaded into the holds. We sailed June 11th in fine weather. We had a new Chief Operator this trip – I enjoyed working with him. The passengers included a group of American Red Cross nurses, going to serve in England, and a group of US marines, bound for guard duty at the US Embassy in London.

We arrived in Halifax harbour the evening of June 13th. We sailed in convoy HX133 on June 16th. We had four days of heavy fog, and one very narrow miss as our bows passed the stern of the tanker ahead of us with only about two feet of space between our rails. We could see only the stern of that ship, its bridge was lost in the fog. Station-keeping in fog depends on each ship trailing a length of line astern with a keg attached. The length of the line being the required spacing in the column. A lookout on the bows of the following ship would watch that keg, but sometimes in the

waves he would lose sight of it. There were a number of collisions in those four days, and some ships returned to Halifax for repairs. [No Merchant Ship had radar in those days.]

The fog lifted on the 20th, and we could see 22 ships. The weather became rough in the next couple of days, and one had to wedge pillows front and back to try to sleep. We sleep in our clothes and life jackets when in dangerous waters. U Boat attacks began on the 23rd with one ship lost and another ship on the 24th.

Those ships were in outer columns of the convoy, and not visible to us. On the 26th the tanker TIBIA was torpedoed in the bow tanks. There was no fire in her cargo of diesel fuel, and she rejoined the convoy after assessing the damage. Then the SS MAASDAM was hit. There was no mistaking that shuddering, crashing, explosion. My job then was to dispose of the code books, using a sack already weighted with a chunk of scrap iron. The chief took over the watch and as I tied the sack and was heading out to toss it overboard, another explosion rocked the ship. We thought it was another torpedo, but when I got out on deck there was a patch of smooth water, with no waves, where a ship had been in the next column. There were splashes everywhere as pieces of the ship fell back into the water. My next task was to get the emergency radio kit from its storage on the boat deck above, and take it to my assigned lifeboat. Batteries for the radio were already in the boat. Two of our six lifeboats had been damaged and made useless, so all passengers and crew came to the remaining four boats, and three of them were soon launched and away. The captain came to our boat when he was satisfied that no one else remained on the ship, and our boat was launched. Very soon we noticed our feet getting wet – our boat had been damaged too!

As the water rose to our ankles, I was told to get rid of the radio and batteries, so tossed them overboard. Very soon the boat filled with water and I thought it would sink, but it re-

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mained floating due to flotation tanks under the seats. Chief Sparks just stood on the seat and steadied himself with the metal arches that would have supported a sheltering tarpaulin, if we had remained afloat and on our own. All swimmers took off toward a tanker stopped near by. It turned out that the motor tanker HAVPRINS was on station just behind the ship that blew up. The blast broke all glass in her enclosed bridge, and she had stopped to assess damage and clear the decks. Seeing our survivors in the water she stayed to pick us up, despite the standing order that ships in convoy should not stop to pick up survivors. That task would be handled by designated ships at the end of the columns, or by escort vessels after they had carried out attacks on any U Boat detected. One of our boats reached the HAVPRINS and were taken aboard.

A crew from the ship manned the boat to pick up the swimmers, though the stronger swimmers had already reached the ship and climbed aboard. They came on toward us, but were making very slow progress. A motor launch was sent out to their aid, and also took us in tow, back to the HAVPRINS. Those remaining in our swamped boat were the captain, first mate, chief engineer, three nurses, Chief Sparks, and myself. Aboard HAVPRINS we were given dry clothing loaned by the crew, and accommodation was arranged. Officers were accommodated among the ship's officers' cabins, the crew members with the ship crew, and the passengers in the captain's large dining salon, and the nurses in the captain's bedroom suite. Nine nurses were with us, two had drowned swimming to the ship. Our two other lifeboats had been picked up by a British ship. Chief Sparks and myself were offered the hospitality of the ship's radio officer's cabin, and the chief claimed the bunk, while I got a five foot bench! After one night there I joined the passengers sleeping on the thick rug of the captain's salon, with my life-jacket as a pillow. Our clothing had been dried over railings in the engine room, so we had our own clothing after the second day –except that my white

shirt and black tie were not to be found. I had also lost my cap when the lifeboat sank under us.

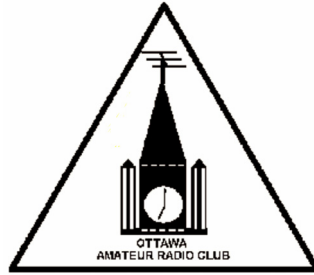
Some readers may wonder how we survived a prolonged dip in the North Atlantic – we were fortunate that this was in June in the Gulf Stream, so while the water was cold, it was not perishing cold. The swimmers would lose much more of their body heat than those of us remaining in the swamped boat with upper bodies out of the water.

Our survivors were landed at Bristol July 4th, and we were given advances on our pay to buy needed clothing and toiletries. We went by train to London to await further assignment.

Comment: In a Convoy the standing rule is DO NOT STOP TO PICK UP SURVIVORS. The last ship in a column may be a designated rescue ship, or one of the escort vessels may be so designated. However, as in this convoy, ship masters used their own discretion and carried out rescues when the occasion demanded. In reading the history of the convoys, there were many cases where even the designated rescue vessels did NOT stop for survivors, and escort vessels would look for survivors when they had lost contact with the U Boats. A ship sailing alone, or a straggler behind the convoy, would have no rescue vessel at all, and the lifeboats, with a deck officer in each, would set sail for the nearest land of their choice. One straggler from convoy HX133 was hit with two torpedoes. All onboard got away safely in four boats. Two headed for Iceland and two for the UK. More than two weeks later one boat was picked up by a passing ship near Iceland, and one near Ireland. There was no trace of the other two boats.

The Ottawa Amateur Radio Club

is pleased to announce its 9th Annual



Hamfest

Saturday, September 3, 2005 (Labour Day weekend)

Tailgaters Open and Building Vendor setup: 8 am

Building Opens: 10 am until 1 pm

Radio Amateurs of Canada Forum and Technology Update: 1 pm - 4 pm (approx)

**Carp Agricultural Fairgrounds
3970 Carp Rd (at Falldown Lane)
Ottawa (Carp), Ontario**

From Ottawa take Highway 417 west to Carp Road exit, north to the fairgrounds

We are in the Arena, so follow the signs on the site

\$5 general admission

\$10/table (plus admission)

\$5/tailgate (plus admission)

**This year's great door prize is a IC-208H - 2 meter/440 MHz Dual Band Mobile Transceiver
very generously donated by:**



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PRODUITS ELECTRONIQUES

The OARC is proud to sponsor the RAC Forum and Technology Update. This highly informative event follows immediately after the close of the Hamfest at 1 pm. We are very fortunate to have Ben Price (VE3CDA), RAC's Ontario North/East Director, as Moderator.

For further information or reservations contact:

Greg Danylchenko (VE3Y TZ) Tel: (613) 236-9291(H) E-mail: fleamarket@oarc.net
Talk-in on VE2CRA , 146.940 – Mhz

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