



FIVE AND NINE PLUS

THE OFFICIAL NEWSLETTER
OF THE
APPLEDORE AND DISTRICT
AMATEUR RADIO CLUB

Club Callsigns: G2FKO and GX2FKO
Web Site : <http://www.radioclubs.net/adarc>
Forum : <http://adarc.niceboard.net>

CLUB'S OFFICERS

President	John Jeffers	G0UNB	
Chairman	Terry Adams	G4CHD	
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Committee	Dave Brierley	G3YGJ	
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	John Lovell	M0JKL	
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Editor	Terry Adams	G4CHD	

August, 2012

EDITORIAL

Welcome to another 5&9 Newsletter -
This month's Meeting is a chance to air the Club Station - GX2FKO - and have an enjoyable natter over a cuppa and a biscuit.

It is hoped to start erecting the Club aerial and set up the Club Station from about 7pm so see you there. Obviously this month the station operating will continue throughout the evening.

There is a brief report later in the Newsletter describing our visit together with the local Amateur Astronomy Club, to the **Hartland Magnetic Observatory** which was organised by Dave (2E0CNB) for which the Club is most grateful. It proved to be a most fascinating visit.

You will also see from the list of Club events opposite that on September 8th, the Club will be helping to celebrate the **Arlington Court Open Day**. Mike (G3PGA) will be directing proceedings and will be most grateful for any help you can give erecting aerials/setting up the station/operating or helping to explain what we are doing to any interested members of the public.

I am delighted to report that Steve (G6SQX) has kindly offered to give another of his most interesting **talks next April on 'Integrated Data Logging for RAYNET'**. Included this month are the results of the Club's first involvement in a FISTS Contest thanks to Mike (G4NCU).

Enjoy the read

Terry (G4CHD)



CLUB MEETINGS

Unless otherwise stated, Meetings are held at the Appledore Football Social Club starting at 7.30pm for 8.00pm.

Meetings until October start at 7.00pm to allow set up and operation of the Club Station GX2FKO. All operating will cease before 8pm and the station dismantled in order that the Meeting's programmed activity commences by 8.15pm.

Visitors are always welcome.

For further information, contact Brian Jewell (M0BRB)

Aug 20th	Operating /Natter Night
Sept 8th	Arlington Court Special Event Station
Sept 17th	Back to Basics - HF Propagation by Terry (G4CHD)
Sept 29th	Appledore Book Festival Special Event Station
Oct 15th	Radio Astronomy by Dave (2E0CNB)
Nov 19th	Bring & Buy
Dec 10th	Club Christmas Party
Jan 21st	Erecting & Installing a Hex Beam by John (M0JKL)
Feb 18th	TBA
Mch 18th	AGM
Apr 15th	Integrated Data Logging for RAYNET by Steve (G6SQX)

REPORT ON THE JULY MEETING

SOLAR PANELS v HAM RADIO PROBLEMS

by Mike (G3PGA)

Mike's talk was a first class lesson in how by perseverance, a problem can be overcome.



Like many people, the idea of having free energy was very appealing and consequently work commenced in installing solar panels on the roof of Mike's bungalow as shown in the photo below.



However, the installer's choice of inverter resulted in wideband QRN preventing any ham operating whatsoever. After many visits and phone calls, an alternative inverter was fitted which thankfully cured the problem and Mike was back on the air.



However, a further problem occurred after heavy rain when a tile broken during the fitting of the solar panels resulted in a flood in the bathroom. Further irate phone calls and visits later, the tile had been fixed and Mike and xyl were enjoying trouble free energy and ham radio.

Mike's talk was illustrated by a slide show presentation and an example of the qrn caused by the first inverter. As always, Mike's talk was very interesting, well researched and an example to us all in how to proceed when problems occur.

Many thanks Mike for all your efforts in preparing the talk and giving us such an enjoyable evening.

Terry (G4CHD)

LOCAL REPEATERS

70cm Handy Cross Repeater/Echolink (#221334) Gateway (GB3ND)

User: Listen 433.35MHz- Transmit 434.95MHz
Access 1750Hz Tone (Timeout 4.25 mins)/ 77Hz CTCSS
Repeater keeper is Jeff (G4SOF)

2m Stibb Cross Repeater (GB3DN)

<http://www.g0rql.co.uk/gb3dn.htm>

User: Listen 145.6375MHz - Transmit 145.0375 MHz.
Access 1750 Hz Tone or 77 Hz CTCSS Repeater keeper is Tony (G1BHM).

Yahoo users group for general chat and banter at :-
<http://groups.yahoo.com/group/GB3DN/>

SUDOKU PUZZLE

The aim is to enter a number into each cell so that **any column, or any row, or any block of cells contains all numbers from 1 to 9**. This month's puzzle is categorised as **Advanced** difficulty.

				3		1	2	
	2					4	7	
			7		4		6	
8	6						5	
				8	5			
		1				7		6
		7	4	9				
	1	2				3		
	4	5			3			

Terry (G4CHD)

CROSSWORD

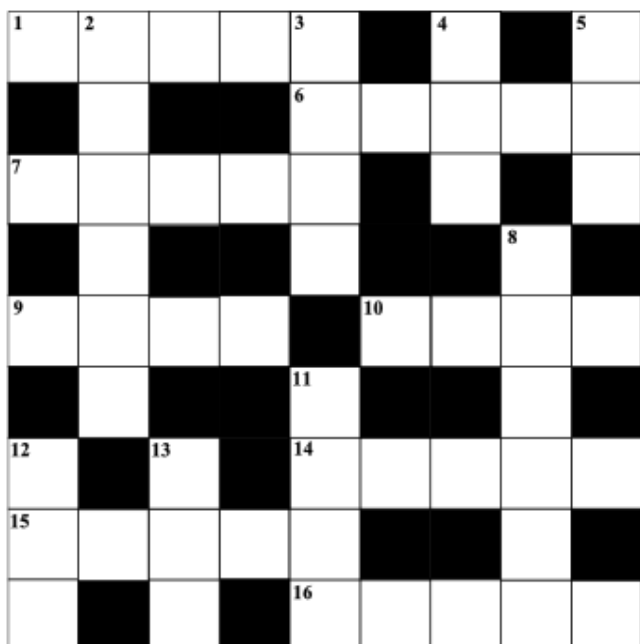
This month's Crossword by Stuart (M1FWD).
The answers will be published in the next month's Newsletter. Good luck !

Clues Across

- 1) Describes a valve base with eight pins (5)
- 6) A binary compound of oxygen, often associated with rust (5)
- 7) The southernmost inhabited island of the Outer Hebrides (5)
- 9) Aircraft's storage area (4)
- 10) A spring's shape (4)
- 14) The systems in a computer which enable it to perform specific tasks (5)
- 15) Distress signal (5)
- 16) Inert gaseous element used in fluorescent lamps (5)

Clues Down

- 2) VQ9 archipelago (6)
- 3) An impedance or circuit that receives or develops the output of a transistor or other device (4)
- 4) A short, high-pitched sound, as in a radio time signal (3)
- 5) The fifth sign of the zodiac (3)
- 8) Psychic drive or energy (6)
- 11) The actor John Mills had his beer well-chilled here (4)
- 12) A newt (3)
- 13) The organ of hearing and balance (3)



Last month's answers :-

Across 1) skip 3) odes 7) Appledore 8) cam 10) owl
12) Barumites 13) Etna 14) fuse

Down 2) kappa 4) Drogo 5) steel 6) centime 8) cable
9) Marin 11) Wrens

LOCAL SKEDS

Zepp Net: Mon, Tues, Thurs : 145.450 MHz
Wed : via GB3DN 1600 local time

6m Net: Wednesday, 8pm, 51.5MHz FM

HF Net: Friday at 1600 local time
on 7.185 MHz ± qrm

Slow Morse: Run by Dave (G3YGJ) on **Tuesdays (suitable Beginners) and Thursdays (suitable more Advanced) , 1900 local time on 145.25 MHz (FM) - all are welcome.**

MY FIRST SHIP (Part 9) - by Brian (M0BRB)

Underway from the shipside , I told the Cadet to take the Tiller and the Seaman to check out the Mast and Sail stowed in the bottom under the seats also get the Ores ready just in case the engine stopped. The boat made to carry 40 crew was heavy and awkward plus the strong currents in Hampton Roads, the engine just a two cylinder Petters Engine not really man enough. It was a nice warm day, we ate the food and drank the three cans of beer, then got bored just motoring around.

At first, had to run the engine at full power , as soon as we worked out the set of the current , I was able to cut the power back to about 80%, about a mile away from us , the American Atlantic Fleet was at anchor, so we thought that we might motor along to have a look. The Flagship the Battleship "Missouri" or the "Mighty Mo" as the navy called her. Guns all over her. The crew working on deck,gave us a wave and next thing the Belfast Paddy was steering towards her Companion Ladder. I ask Paddy "where the hell he was going?" and he said "to go on board and have a look around". By this time we were quite near the ladder, stood on the platform, was (wait for it) an ARMED SAILOR WITH A PISTOL STRAPPED ON) I knew it my gut was right again. The sailor said " where all you boys going?" and Paddy said "coming aboard to look around". The sailor said " have you boys got a visitors pass?" No! and the sailor pulled his gun and said "Ok back off", and that boat went back faster then ever before . This is when I lost my temper , I nearly dumped him overboard , I told him he was a bloody mad Irishman , and "said why in hell didn't you join the IRA instead of the Merchant Navy". It took nearly two hours to get back to our ship, there wasn't enough wind to make it worth while to fit the mast and sail and run with the engine , so we just kept plugging away against the strong currant.

On board by about 1600 , and I told the 2nd Engineer and the Ch/Officer that never again would I work with the mad Irishman, both of them seemed to see the funny side of it , but I didn't. Never again did I look down the wrong end of a gun , sometime in the 32 years after , I did have a knife pulled by a Maltese Seaman , but when he saw that I had a bigger knife .he put his away,
Orders to sail next day, light ship for the Golf of Mexico .
Steam for 0600

Thick Fog, the Captain in his Wisdom, in spite of having no Radar and advice from the Ch/Officer lifted the anchor and proceeded from Hampton Roads with out a Pilot. I was standing on deck at 0730 outside the Engineers Saloon waiting for my 7 Bell breakfast which is at 0730 before going below to take over the watch from the 2nd Engineer, when I saw this low in the water shape pass by about 100 yards, Submarine, that was close it was reported afterwards that it was the Nautilus the first nuclear submarine, ever. So now we stopped and dropped our anchor again, to wait for the fog to lift. Down below, my watch, the 3rd Officer phoned me to pass on all the news, told me about the Sub and that the Captain was in his cabin sulking. At 1130 the fog lifted, and the Orient was right in the middle of the Navy Fleet. Some time afterwards a Navy Launch came alongside and a Naval Officer requested to come on board to speak to the Captain. After he had gone, the Pilot Boat came with a Pilot and we steamed out from the roads again. The ship steamed due East for about 200 miles, navigation department needed to get well clear of the land before turning South. Good job that we did, because Hurricane Flora came down from the North and gave the ship quite a bad time, because we were light ship, too much side above the water and not enough under, all over in about 5 hours, then the Hurricane went on south, now the Captain couldn't make his mind up which way to go, steam South and clear the Bahamas before turning East or head for the Hole in the Wall (Straits of Florida) not knowing what the Hurricane would do next.

Two days later, ship heading for the Straits of Florida, the Hurricane had moved into the Gulf, then turned in over Alabama, and we steamed on to Port Arthur to load Grain back to the UK.

Steaming through the Hole in the Wall in my watch, my Chief was a little restless, came down below more than normal, because of traffic always a chance that ship needs to slow down or stop, unless put on standby the engine room manned as normal, as the watch keeping engineer I would only be pleased to get my hands on the controls, being a steam ship, many other things are happening at the same time as the ship is manoeuvring Boiler Fires cut back – Fan Air to Fires Adjusted – Check Valves to Adjust and someone on the Eng/Room Telegraph and all movements logged so could be kept quite busy, this watch just had a slow down to half speed, that wasn't too bad, so I was allowed on the engine controls, my fireman just having to cut one fire per Boiler.

The Gulf of Mexico stank of Oil and Gas, to many Oil and Gas Rigs all over the place. Port Arthur Texas, full of large men in large hats and funny Tank Suits and so very gullible. Another problem, because the ship had been to Russia a few trips ago, Senator Macarthy running his own private war against communism and all that it entailed would not allow the ship to load her Grain Cargo, we were allowed alongside the loading jetty with a large Coast Guard Cutter with deck guns moored close by keeping eye on the very naughty British Ship that traded with the Russian, even more, no crew were allowed ashore. It took two days of talking to the White House before permission was granted to load.

All the watch keeping Officers were delighted because it meant that we all could turn in all night. A little word hear

about ship routine when moored alongside, all engineers went on day work, one Boiler – Feed Pump – Ballast and Bilge Pump on line, looked after in two twelve hour shifts ran by the Donkey Man and the Donkey Greaser with the duty engineer overseeing them. The three watch keeping engineers, each had an area of responsibility, the 4th engineer (me) all shafting and Bearings – Feed = Ballast and Bilge Pumps and taking on Fuel Oil. The 3rd engineer Main Engine and Electrical Plant and with the Navigating Officer the Giro. The 2nd engineer looked after the Ships Boilers and parts belonging such as Steam Valves and Pipe Lines and Furnace Injectors, the other three engineers worked with whoever needed the most help, while my old Chief Engineer remained in his office waiting for the 2nd to report what work in progress. It was at this time at the end of the working day, that I found out that the Chief could play the Mandolin quite well. So all the engineers would cram into the Chiefs cabin with a few bottles and have a sing song, the more we drank, the better the Mandolin sounded or the more Chief drank the better he played. We were now into a week end. Our Agent on shore managed to talk the Powers that Be to allow the crew to have Special Shore Passes to get off of the ship. So on the Saturday Afternoon the 3rd engineer and myself went shopping in Port Arthur. Driving into town by taxi, the driver only had one arm, driving along the freeway at about 60 miles an hour, was letting go the wheel to use the radio mike and when at the end of the day we hailed a taxi, the same one stopped to take us back, however, back to our shopping, it always surprised me to see a "Woolworth" shop in the US, same as in the UK. Anyway we found the shop that we wanted a Lady's Underwear Shop, we were looking to buy Nylon Stockings to send home. I ask the Girl Shop Assistant for five pair at 10\$ she ask me "What size Sir?" "Pardon" the 3rd Engineer said "She wants to know your wifes leg size" "How the Hell do I know", looking around the store, I saw a shop girl about the same size as Mary and pointed her out to the assistant dealing with me, then she said "What Denier?" "Pardon". Me looking at my shipmate and he shaking his head, by this time other females had gathered around, some telling me what the word meant, in the end, in sheer desperation I ask one of the ladies if she would let me feel her leg to check out this Denier thing. The police wasn't called, but it was a damn near thing. Anyway, I got my packet of Nylons and when I got home with them, earned lots of Brownie Points. Same taxi back to the ship, the one armed driver. Time to go to sea again. The Chief said that we should take on a few extra Ton of Fuel Oil to allow for bad weather in the Atlantic, for now we had received our orders to take our grain cargo to Glasgow, now another two days wait because we bad boys had been to Russia. In the end we topped off our Fuel Tanks and sailed East again.

Brian (M0BRB)

A gentleman living in North Devon, has been in contact with me, and has an **Eddystone Communication Receiver** 880/2 to give away to any club member that might like it. **Anyone interested contact -** Brian (M0BRB) 01237 473251.

RESULTS OF THE CLUB'S FIRST ENTRY INTO THE FISTS COUNTIES WEEK CONTEST

Many thanks to Mike (G4NCU) for sending the following information.

Mike activated our Club call - Appledore ARS GX2FKO together with his own call for checking purposes.

It was a great new activity week which Mike hopes will stay in the annual calendar. He met quite a few members he had not worked before.

The results were as follows :-

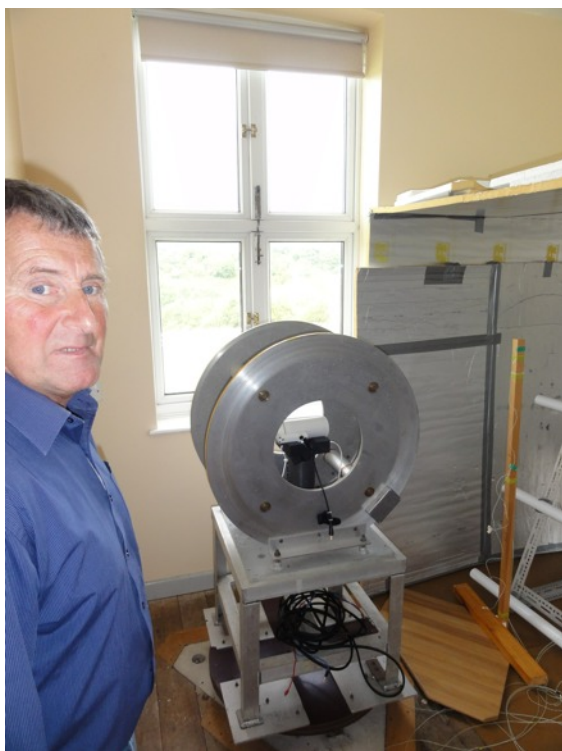
<u>Callsign</u>	<u>Score</u>
G4LHI	323
G0IHK	134
G0OTT	81
OH7QR	72
GX2FKO	70
2E0DEPH	62
GQ3ZOD	44
G0ILN	22
M0PNA	19
MI0GRG	17
G7DDN	14
MX5IPX ©	50
GX0IPX ©	33
GX3ZQS ©	22

We thus took 5th place which is a credit to Mike's operating.

HARTLAND MAGNETIC OBSERVATORY TRIP

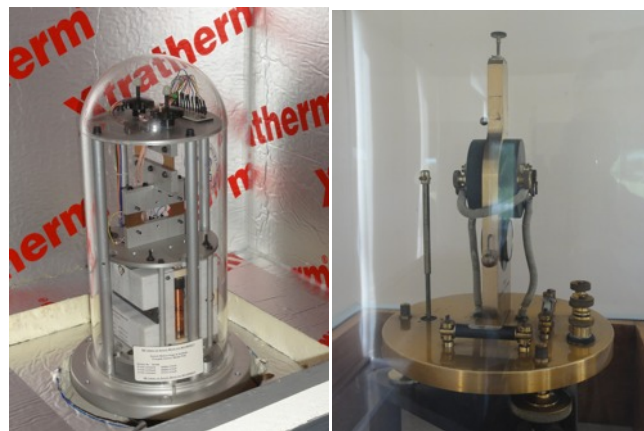
Many thanks to Dave (2E0CNB) for all his hard work in organising this very interesting and informative trip.

The Observatory takes regular readings of the Earth's Magnetic Field in all 3 axes together with seismic recordings of any geophysical activity.



The Observatory does not normally host such group visits and hence this was a rare opportunity to see what goes on at Hartland - only one of three such stations in the UK.

The following photos give some idea of the range of instruments on view :-



Well that's it for this month - enjoy the read and **PLEASE** let me have any articles etc for inclusion in the Newsletter.

Best 73s Terry (G4CHD)