



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

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	John Lovell	M0JKL	
Co opted	Graham bailey	G1ZTJ	
QSL Manager	Don Roomes	G0RQL	
Web Master	Ken Sharman	G7VJA	
Editor	Terry Adams	G4CHD	

June, 2012

EDITORIAL

Welcome to another 5&9 Newsletter - I only hope that I can get it to you before the Club night as things have been quite hectic what with family visits, a couple of funerals, and a trip up to East Yorkshire to see family.

As a result, I'm afraid that radio has taken a bit of a back seat of late and so forgive me if this Newsletter has any omissions.

This month's Meeting will be a part formal, part informal presentation of the Club station, the philosophy behind the choice of gear, and a talk through on how to set it up. There will also be an opportunity for a good natter over a coffee/tea and biscuit and so hope to see many of you on the night.

The Club's involvement with the 'Follow The Torch' special event station was very successful albeit with a minor hiccup but a useful learning experience for everyone. The Club has received a very nice thankyou from the WAB Organisation - see later in this Newsletter.

The Club has also received an invitation to take part in the Railways On The Air on behalf of the Lynton & Barnstaple Railway on the weekend of the 22-23 September, 2012. However, as this date is very close to our Arlington Court activity, your Committee has decided to decline the invitation, particularly as the Torbay Club are prepared to put on the Special Event Station on both days which would not have been able to.

I'm sure to have forgotten to include something or other - so apologies - and hope you enjoy the Newsletter.

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 at 8pm and the station dismantled in order that the Meeting's programmed activity commences at 8.15pm.

Visitors are always welcome.

For further information, contact Brian Jewell (M0BRB)

June 18th	Setting up an SSB/CW HF Station
July 16th	Solar panels v Ham Radio - Problems by Mike (G3PGA)
Aug 20th	Operating /Natter Night
Sept 8th	Arlington Court Special Event Station
Sept 17th	Back to Basics - HF Propagation by Terry (G4CHD)
Oct 15th	Radio Astronomy by Dave (SWL)
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
Apl 15th	TBA

REPORT ON THE MAY MEETING

THE DAVID RUNDLE TRUST HELPING THE PEOPLE OF RWANDA

by Deri Rundle

This Meeting followed on from the "Follow The Flame" special event station operated from the Clubhouse which was very rewarding whilst also being very demanding trying to keep up with the constant demand to work the special call GX4WAB.

It was therefore a wonderful end to the day to have Deri Rundle give this talk on her experiences in running the David Rundle Trust (set up in her late husband's name) to help the people of Rwanda cope with both the aftermath of genocide war and the day to day struggle of survival. The general nature of the talk enabled it to be an open meeting and it was very pleasing to see so many visitors on the night.



Registered Charity Number: 1099472



Deri spoke of her efforts to provide education, clean water, and family planning amongst many other pursuits to help the people of Rwanda get a better quality of life. She visits every year to live with the people - no five star hotels! - and her energy and enthusiasm for someone so slight in build is truly amazing.

Everyone present marvelled at what she has managed to achieve and were entertained to a most interesting and thought provoking evening.

Deri also brought along some examples of local craft which were for sale and I am pleased to report that such sales together with a contribution to her Trust from the Club plus generous donations given by those present, enabled the sum of £92 to be raised on the evening.

Our thanks to Deri for providing us with a fantastic talk which everyone present thoroughly enjoyed.



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/>

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 (G3YGI) on **Tuesdays (suitable Beginners) and Thursdays (suitable more Advanced), 1900 local time on 145.25 MHz (FM) - all are welcome.**

"FOLLOW THE FLAME" - GX4WAB - ACTIVATION FROM CLUBHOUSE

The Club received a very nice thank you from the Worked All Britain (WAB) Awards Group which in summary said :-

"Please find attached a small token of our appreciation for activating GX4WAB for our "Follow The Torch Award" today. It certainly seems to have generated a lot of interest, judging by the number of look ups on QRZ.com.

I hope the club enjoyed the day and if the chance arises, maybe we could work together on another activity.

73, Dave, G4IAR"



PHOTOS OF THE GX4WAB ACTIVATION

Many thanks to Jim (M3VJM), Dave (G3YGJ) and Phil (G0BVD) for providing the following photos which capture the activity on the day.

The station was operated by Fred and Helen initially from Torrington and then later from the Clubhouse.



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.

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

Terry (G4CHD)

CROSSWORD

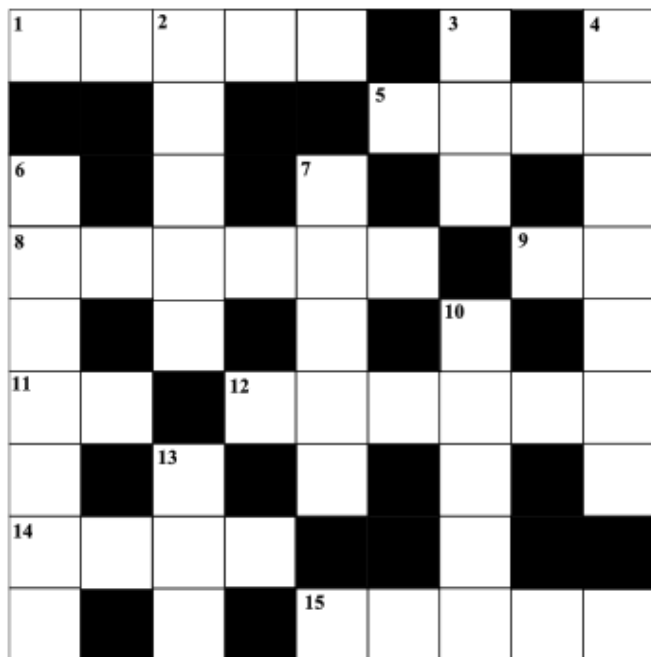
This month's Crossword by Stuart (M1FWD).
The answers will be published in the next month's Newsletter. Good luck !

Clues Across

- 1) A semiconductor allowing the flow of current in one direction only (5)
- 5) USA state, capital Columbus (4)
- 8) Describes a wire aerial not cut to be resonant on any specific predetermined frequency (6)
- 9) For example (abbreviation) (1.1)
- 11) Chemical symbol for the element silicon (2)
- 12) City in VE land (6)
- 14) KH6 island (4)
- 15) VU land (5)

Clues Down

- 2) A native of A4 land (5)
- 3) The SI unit of resistance (3)
- 4) Capital of GD land (7)
- 6) Lancashire town (7)
- 7) The 7MHz band (in metres) (5)
- 10) The SI unit of capacitance (5)
- 13) Twenty-first letter of the Greek alphabet (3)



Last month's answers :-

Across 1) altitude 6) exciters 8) inch 9) scan
12) meteoric 14) Scotland

Down 2) toxic 3) trim 4) die 5) using 7) Miami
10) China 11) foot 13) tic

MY FIRST SHIP (Part 7) - by Brian (M0BRB)

Sailing up the channel again with Grain for Antwerp. The Ch/Engineer had called me to his office on the way across the Atlantic and told me that the 3rd Engineer and 4th Engineer were leaving the ship at the next port and that he wanted to promote me to the 4th Engineers rank and I told him that I wanted to sign off too. When he ask me why I was turning down the promotion, I replied that "son had arrived and wanted to go home and see him".

A day later the Ch/Engineer called me around to his office again, and ask me if I would take the promotion if he could get me home for about five days, so the ball back in my court. The plan for the ship was to discharge in Antwerp, then move to Rotterdam to load Welsh Coal from Coasting Ships back to the States - guess where? - yes to Norfolk again, and that I would fly home from Rotterdam with some of the crew that were leaving and return back to the ship from Harwich to the Hook of Holland. I was still undecided what to do until the 2nd Engineer told me that he had heard from the Captain that from America the ship would be going to Japan.

So I told the Chief that yes, I would take the job.

Alongside in Antwerp, the Captain's wife and the 2nd Engineer's wife arrived for the duration of the ship's stay at both ports, (all right for some), and old Willie the Chief decided that he would also dash home to Cornwall, he was going by train and I said to him "by the time you get home it will be time to come back again". He said not going to fly because planes fall out of the sky ".

Finished discharging and before we could move ship to Rotterdam, all the ship's holds had to be cleaned of old bits of grain, which of course the crew had to do - also the same before loading the grain in America. Port Officials could be very strict about cleaning between different cargos, - of course, this would be why some of the crew could get a few days at home.

So having moved the ship to Rotterdam, left with other crew by Coach to Amsterdam Airport and boarded a DC3 (Dakota) and took off at Midnight for London Heathrow. Most of the crew drink on the flight across.

I remember going through Customs at 0300, just a collection of Nissen Huts in 1955, and I arrived home to Bideford at around 1600 to see Chris at three months old. Five nights at home, not long to get to know him, still , that's how it had to be then , and next time he was over a year old. A quick visit to the Ship Yard, was nice to hear my old Engineering Manager moaning about his Apprentice intakes and how much worse they were than my year and of course all of the lads I left behind,eager to know the sort of job life at sea was. My Father's only interest was where was his bottle of whiskey? and when would I be going away again?.

My orders from head office in Cardiff, to proceed to London Liverpool Street Station and try and meet up with crew members joining and some rejoining my ship by way of Harwich crossing to Hook of Holland by ferry.

Met up with 3rd and 2nd Deck Officer and a new Radio Officer and some Deck crew . We were told by our office, that cabins had been booked for all Officers, but when we boarded at 1000 found out that the ship's Purser had sold them to other passengers, so we all had to sleep in the main

Saloon. Sailed at Midnight, and I had this young German girl's head resting on my lap and dreaming in German all the way across the North Sea. Had my breakfast (ham and eggs) at 0700 on the Hook of Holland railway station. We all got on board the Orient at 10.00, and my old Ch/Engineer had already joined, - seemed pleased to see me. I of course, had worked out why he and the 2nd engineer had been looking at me sideways coming back across Atlantic.

So now new crew members to meet, and to be in charge of the 8-12 watch am/pm, so that's all right then!

Arriving onboard and reporting into the Bridge Structure just in time to hear the new 3rd Engineer having a spat with the Ch/Officer, and Dave was about 6'3" and about 20 stone and smoked Havana Cigars, - "not a man to meddle with". Dave turned out to be my best shipmate once we got to know each other, also he was much respected by our engine room Arabs because of his size and good temper, "tho' not with the deck department".

The last trip cabin boy had been promoted to Engineer's Steward so we thought that we might get plenty of fun, for he came from Liverpool and when you get a good Liverpudlian they are very good, but if you get a bad one, they can be very bad. A new 4th Engineer (ME) and a new 5th Engineer and a new 6th Engineer. The 5th was a Welshman from Appledore Ship Yard and moaned about every thing under the sun. The 6th Danny Trigg was a nice lad from Lydney in Somerset, - his Father was a Farmer. But Danny was a very smart and brainy young man, and it was Danny who taught me how to use a slide rule, - of course his nick name onboard was "The Trigg".

In 1975 I met the "Trigg" in Cardiff, he was Ch/Engineer of the Cardiff City, then in dry dock, and I was Ch/Engineer of a new Dredger built in Goole, so comparing the two engine rooms, Danny decided that mine was more complicated than his. We got drunk together in Tiger Bay that night, woke up in his office sleeping on the Settee. He later become a Lloyds Marine Surveyor, (he was smarter than me) but he died at 50 years of age.

Back to the ship again, - now all loaded to her marks with good Welsh Coal, and the Captain and 2nd Engineer had sent the wives home, we sailed for Norfolk USA again.

This time, it would be different for me, running my own watch, also we were going to Japan and in the 50/60s every seaman worth his salt, wanted to go to Japan.

Brian (M0BRB)

CONGRATULATIONS ON EXAM SUCCESSES

Well done to Kevin Cook, Adrian Higgins and David James on passing their license exams with flying colours.

Kevin's new callsign is M6KBD.

Adrian is waiting for his new M6 call and David is awaiting a 2E0 call.

ORP IN COUNTRY - 2012

Members are reminded that this very interesting event run by Tim Walford (G3PCJ) takes place at his farm on July 15th at Upton Bridge Farm, Long Sutton, Langport , Somerset TA10 9NJ.

The gate will open at 10 am nominally with free entry.

Many attractions so far - Wessex Contest group, 10 part Construction Challenge, several junk stalls, the Plank replica 1935 TX for operation, homebuilt equipment displays, morse test assessments, component suppliers (I hope!), RSGB, Rob Mannion and the PW Team, Steve Hartley G0FUW, Somerset range kits and advice, etc etc.. Many thanks, Tim Walford G3PCJ

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)