

# North Shore ARC

Vol. 2 No. 7 & 8  
July & August, 1996

Serving the Amateurs of Durham Region

## July & August Combined Issue!

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### President's Message

This will be the last newsletter until September. In July we will be holding the Sermon on the Mount meeting at the repeater site. Check in, or at least listen, to the clubs Thursday night net on VE3OSH for details.

The November meeting will be the annual general meeting at which elections for the Board of Directors takes place. Three positions become available this year. The directors have not yet indicated if they intend to stand for re-election or not. By reminding you now, you can review our performance over the last two years and your commitment to the club. Mark November 11 in your calendar as a must attend meeting.

Moving on to cheerier items, several club members will be involved in a DXpedition to Moosonee in early August. They will be railroad mobile on the morning of August 3 and afternoon of August 7. Between those dates they will operate from the Moosonee railroad station and various islands. If you missed them last year then this is another chance for you. Look for more details elsewhere in the newsletter or in the internet at <http://www.durhamradio.ca>.

Have a good summer and good hamming!  
Steve, VE3SBD

### July Meeting - Sermon on the Mount

TUESDAY July 9 is the date for the Sermon on the Mount. Pop up to the repeater site, check out the shack, chat with your friends, and have a great time. If you are unsure where the repeater site is just check in to OSH and ask for directions.

### August Meeting - Cancelled

Due to a recent resignation the Corn Roast this year has been cancelled. Unfortunately we were not made aware of this resignation until several days after the June meeting and so we were not able to recruit a replacement to run the event.

### September Deadline

Deadline for info to be submitted for the July/August issue is **August 15**. See the Info Page for various the methods of submitting articles via internet, mail, etc.

### Contributors

Thanks to Gary VA2CK, John VE3VGI, Winston VE3WFS, Walter VE3FJC, Ivor VE3JMP, and Steve VE3SBD for submitting items for this months newsletter.

### VE3CNE - a day at the Ex!

The North Shore Amateur Radio Club is scheduled for Saturday, August 31st, at the Canadian National Exhibition. This is an exciting highlight for many of our club members. You are welcome to join our team of operators, operating VE3CNE, from the Canadian National Exhibition. You will have the opportunity to demonstrate ham radio and to meet the public on this day as well as take in the Ex and the airshow. Please call Winston, VE3WFS at 905-725-0829, if you wish to join the team.

### Letter to the Editor

It was interesting to note in the latest issue of TCA, that in a straw vote of the annual executive of RCA, that only 4 of the 11 voting members felt that CW should be a requirement for receiving all band privileges. I can accept

#### North Shore ARC

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editor

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publisher

that. And if the requirements for all band privileges change, to include no code operators - I will accept that too. Perhaps what I am saying - is, I have no problem, accepting the benchmarks and requirements established by the governing body of amateur radio. When I became a ham - I knew that to receive all band privileges, I had to eventually be able to send and receive at 12 wpm. I accepted that. I accepted it in the same spirit, that I accept a 100 km per hour speed limit on a highway which is designed for traffic which can easily travel at 150 km per hour. I accept it in the same spirit as an entrance exam - which was required for me to pass - with a grade of 60%, before becoming a ham. The point I am making is - in becoming a ham, I made choices. One of my choices was to accept the conditions required to receive the advantages. And I did so, without complaint. I saw a 75 year old member of our club, gain his basic license, and his 12 wpm endorsement - without complaint, during the past three years. What I have problems understanding is a pervading attitude, that says, "because I disagree with the need for it - changes should be made so that I can gain an easier entrance than those who went before me." This argument can be batted around in a variety of forms. And most of them make good sense. CW is irrelevant in light of modern styles of communication. CW is horse and buggy communication - forced upon today's amateurs. CW doesn't fit in with other styles of communication practised in this age. I am not sure if at the heart of the matter - there isn't a difference in the way the culture of a different generation sees things. I belong to a generation which demanded discipline, conformity, and an unquestioning attitude. And it was in this spirit that I accepted the demands of learning my code. Many of today's younger hams see life through different glasses. They are much more individualistic, and much less willing to accept nonsensical demands, simply because they are "the way things are." Is code really necessary to be a good ham? No. Can a ham who lacks cw abilities, have the verbal skills to operate on all

bands? Yes. Is there a place for code in amateur radio? Yes. Is there an answer for this problem? Yes..... Although I have my 12 wpm cw endorsement, I would never stand in the path of any ham who has passed his entrance exam, from operating on phone on all bands. However, when I listen to the bands - I hear many more cw qso's than phone qso's. And what does this say? It says that cw is a vibrant and exciting part of the hobby for many amateurs. And I think that any ham who chooses to learn it - expands his perimeters within the hobby - as does the ham who learns packet radio, slow scan tv, moon bounce, and all the other adjuncts within the hobby. If we really want to be arbitrary - why don't we say that, any ham who lacks the ability to understand and operate a packet station, should be eliminated from using all phone privileges. Its a silly argument, and everyone knows it. Its a complex issue. And as I said, there is more involved than just learning cw. There is the way different generations face issues. There is the relevance of cw. There is the personality of the hobby. As for me - I don't regret learning cw. I regard it as another valuable tool in my radio skills toolbox.

Winston, VE3WFS

## The Baked Bean Story

Once upon a time, there lived a man who had a terrible passion for baked beans. He loved them, but they always had an embarrassing and somewhat lively reaction on him. One day he met a girl and fell in love. When it was apparent that they would marry, he thought to himself, She'll never go through with the marriage with me carrying on like this, so he made the supreme sacrifice and gave up beans. Shortly after that they were married.

A few months later, on the way home from work, his car broke down and since they lived in the country, he called his wife and told her that he would be late because he had to walk. On his way home, he passed a small cafe and the wonderful aroma of baked beans overwhelmed him.

Since he still had several miles to walk he figured he could walk off any ill affects before he got home. So he went in and ordered, and before leaving had three extra large helpings of baked beans. All the way home he putt-putted. He putt-putted down one hill and putt-putted up the next. By the time he arrive home he felt reasonably safe.

His wife met him at the door and seemed somewhat excited. She exclaimed, Darling, I have the most wonderful surprise for you for dinner tonight!. She put a blindfold on him, and led him to his chair at the head of the table and made him promise not to peek. At this point he was beginning to feel another one coming on. Just as his wife was about to remove the blindfold, the telephone rang. She again made him promise not to peek until she returned, and she went to answer the phone.

While she was gone, he seized the opportunity. He shifted his weight to one leg and let go. It was not only loud, but ripe as a rotten egg. He had a hard time breathing, so he felt for his napkin and fanned the air about him. He had just started to feel better, when another urge came on. He raised his leg and rriiipppp!. It sounded like a diesel engine revving, and smelled worse. To keep from gagging, he tried fanning his arms a while, hoping the smell would dissipate. Things had just about returned to normal when he felt another urge coming. He shifted his weight to his other leg and let go. This was a real blue ribbon winner; the windows shook, the dishes on the table rattled and a minute later the flowers on the table were dead. While keeping an ear tuned in on the conversation in the hallway, and keeping his promise of staying blindfolded, he carried on like this for the next ten minutes, tooting and then fanning each time with his napkin.

When he heard the phone farewells (indicating the end of his loneliness and freedom) he neatly laid his napkin on his lap and folded his hands on top of it. Smiling contentedly, he was the picture of innocence when his wife walked in.



Apologizing for taking so long, she asked if he had peeked at the dinner table. After assuring her he had not peeked, she removed the blindfold and yelled, Surprise!

To his shock and horror, there were twelve dinner guests seated around the table for his surprise birthday party.

Unknown

## NA-196 Belcher Islands, N.W.T.

With throttles opened wide, our Twin Comanche fought for altitude. Nervously, I wondered if I should have eliminated some of the equipment that weighed down our plane. Looking over my shoulder, I could see the Oshawa, Ontario airport fading in the distance on a trip which would take Winston, VE3WFS; our pilot Allan Griffin; and myself, VE3VGI over a vast largely unpopulated area of northern Ontario to a small dot on the map. This was the town of Sanikiluaq, on Flaherty Island in the remote Belcher Islands group in Hudson Bay. (All islands in Hudson and James Bay are politically part of VE8, the Northwest Territories.) I thought back to the preparations for the trip...from choosing, building, and testing the equipment with the help of my friends Alt, VE3VKI; Bob, VE3LLE; Earl, VE3VGK; and Aldo, VE3AG. VE3XN, Garry had assisted us too, with a lot of information that would prove invaluable.

Below, I watched the small towns disappear into bush and the odd road until we reached Timmins. After that, all we saw was forest, rivers, and lakes. There was hardly any sign of humanity in this beautiful vastness.

After 800 miles of flying we landed at Moosonee. As we stretched our legs we talked to the locals about some of the airport's artistic displays. Only 700 miles to go. Not an Interact machine in sight, I thought as we became airborne. Flying over James Bay barren islands appeared between large areas of open

water and pack ice. I felt in awe of the brave explorers who had ventured into these bays.

We were now over Hudson Bay, flying at 8,000 feet. Ahead appeared cumulonimbus clouds were building and giving us our first weather concern. Flying between them, the tops seemed immense. Finally, they became a wall but we had to fly through them. We experienced turbulence, heavy rain and the occasional lightning flash. We lost our or LORAN signal. That was expected. We lost our GPS but that was definitely unexpected. Allan, our competent pilot coolly stated, "No problem, we'll do it the old way." Shortly after that we flew out of the storm into bright sunlight and as an added bonus the GPS started working. It confirmed we were on course. As we neared the Belchers the pack ice became more prevalent.

Allan gave a call to Sanikiluaq airport. The voice of Bob McLean, the airport manager, came back giving us a warm welcome along with landing instructions. As we dropped in altitude we had the chance to enjoy a panoramic view of Flaherty Island with its many bays, lakes, varying patterns of geologic formations and no trees.

Upon landing we were greeted by Bob McLean and some of the local townsfolk, who helped us unload and take our equipment to its home in the airport's main building. Who could ask for anything more? The price was certainly right. We had a roof over our heads, power, cooking facilities, and washroom all free of charge. The friendship, honesty and trust displayed by the people of Sanikiluaq was amazing as we left our equipment unattended at times at the airport, and they in turn left us with the full use of the unattended airport building. It is hard to think of any other place where this might be done.

The first thing Winston and I did was to climb up onto a twenty foot high garage and set up our main antenna, a two element cubical quad on a thirty-five foot

pole. We also installed an R-7 vertical.

When finished we took the time to appreciate the view from the garage. It didn't hurt that it was on a 400 foot hill. From our perch we could see the Inuit children and adults swimming (Say what?) In a shallow lake surrounded by moss covered rock where small arctic flowers bloomed. Below lay Eskimo Harbour and the town of Sanikiluaq which we would soon visit. The 80 degree Fahrenheit temperature made me wonder why I had brought my heavy clothes. I wasn't long finding out why.

With our equipment (courtesy of Durham Radio Sales and Service) set up in a small room in the airport building VE8RAC was on the air. Rees, VE7IU from Victoria, BC, was the first to contact us. Winston and I went on to pull out the other calls from the pileups which developed. 20 metres was good while we make contacts worldwide from IOTA NA-196. With only four hours of darkness at this time of year at 56 32 N we soon lost all track of local time, but not UTC, hi.

On July 1st, 1995 we worked the Radio Amateurs of Canada CANADA DAY contest with our bonus points station. We had a great time talking to many stations.

The only drawback to our airport locations was having to shut down an hour before an airplane landed and one half hour after it departed. The airport filled quickly with people during this period. However, there was much interest in our amateur radio operations. During the five days we were there only two flights came in. During this time we would go fishing, swimming, exploring or walking about the town talking to friendly residents. The Inuit showed us how they made their famous soap stone carvings. Some gave us good fishing tips. I should have listened harder because I got skunked in the fishing.

Sanikiluaq has a Hudson Bay store and a Northwest store with many convenience items, a hockey arena, a radio station,

medical centre, and moderns school and a beautiful igloo-shaped church situated among bungalow styled homes.

One of our social highlights in town was to accept an invitation to dine at the local hotel. Ray, the hotel chef prepared a superior steak dinner and we chatted and enjoyed the company of a group of construction workers who had done us some favours earlier.

In support of the Canadian Islands program, we had hoped to set up some portable operations from additional islands, but high winds, pack ice and fog prevented us from doing this. Flaherty Island counts as NW-040 for CISA.

Winds picked up to about 70km/h on the third day. The temperature dropped to...to zero Celsius. It was quite a change with this combination of rain, snow and fog.

Glen, VE3AEQ and Alt, VE3VEK kept us in contact with our families back home. VE3AEQ's solid 59 signal provided us with good phone patch. Their help was greatly appreciated.

On July 3, we were met with the challenge of taking down the antennas in gale force winds with heavy snow and rain but we did it. We got the equipment packed and we then waited. After three hours the temperature rose enough to prevent icing conditions on the plane and our trip down south began.

During our brief stay in the Belchers we had logged 1,500 QSOs, and made many new friends. Amateur radio had taken us to a part of Canada we probably would never have known.

VE8RAC...before, during, and after was a great experience.

John, VE3VGI

## CK's Ode to Dah Code

We've all heard the cry "abandon the code!, it's useless outdated, NOT a mod-er-n mode!" So I said to myself, "could codes' day really be over?"

Best left for SKs' fer-til-iz-n' the clover?"

So off went my paddle 'n keyer to a museum, so those curious of our "past" could drop in an' see um.

I then bought a computer and a box I was told...

would update my station, using all hi-tech modes.

It then was set up, all by my own hand... the screen it lit up et voila Heard Is-land! I switched to transmit to "talk with this gent" but my screen read "sorry, can't copy 100%!"

"There's static, interference if you could hear it you'd agree..."

if it ain't armchair copy we machines cry c'est la vie!"

It then said "there is as YOU know a way to get through, it's called the code, and what luck for you!"

"You've learned this art, you "stuck it out" 'tis a valuable tool, there isn't a doubt."

"You've invested your time, and besides the code you did learn,

possession of valuable skills must be... EARNED!"

So I say to you now don't get fooled when some say...

"Codes an' old dinosaur fadin' away!"

It's part of our past, present and future existence...

anti-coders prepare for "beaucoup de resistance"

Gary, VA2CK

## Swap Shop

Betty Wyard-Scott, (905) 723-5758

Morse code key \$10. Archer SWR Meter

\$15. Power supply 2.3 amp 13 Volt \$20.

Small Dummy load, (Quart CAN type

\$15. Panasonic Electronic typewriter

\$25. Knight RF. Signal Generator

KG-650 \$10. 2 meter 1/4 wave mag.

mount ant. \$15. Misc. Commodore

Programs, Best offer. Older B/W

Portable TV. Best offer

Desk Light \$20.

Frank Reader, (905) 430-6115

Kenwood mobile 2 meter transceiver model# TM 2570A for \$350. A 40 foot tower and Ringo "2" for \$100. A 40 foot mast for \$25.

Tony, VE3VGF (905) 986-4956

WANTED - Schematic Dia. for a Knight R 100-A receiver (sold by Allied Radio).

Mike VE3DKW (905) 723-7674

"XT" Clone with Yellow Screen, Keyboard, Software for PK 232.

Working \$60.

Len, VE3LBN (905) 985-7120

Kenwood Transceiver Model TR 8400

440 meg. 10 Watt, New in box. \$400.

Model TR 9000 2 meter all mode

transceiver cw/ssb/fm . 1 -10 watts

output, mic and manuals. \$375. Firm

Howard, VE3TYQ (905) 579-7466

IC 701 HF Transceiver 10 -160 meters,

plus the IC 701 Power Supply & speaker,

IC SM 2 Desk mic for \$500. Smith

Corona Typewriter, Model XL-1800 &

acc., auto memory correction, word

eraser, auto center, bold letters, excellent

condition \$100 obo.

Walter, VE3FJC, (905) 263-2338

Yaesu 708 R 70 CM. Handheld

comes with the rubber Duck and Wall

charger. \$135. Commodore 64,

keyboard, 1541 disc drive, 1702 colour

monitor, 1526 Printer. \$150 OBO.

Keith VE3MZB at 905 728-8676

Reg Power Supply 12 Volts \$18.

Send all listings to VE3FJC, Walter at (905) 263-2338, by packet at VA3BBS, or by phone at VE3OSH 2 meter repeater.

## Early Days of Wireless - Part 16

Here is an Editorial worth repeating, from the JUNE, 1947 issue of "XTAL" Magazine published by the Canadian Amateur Radio Operators' Association. (author not specified)

... These QSOs of OURS ...

"Once there was a ham who saved up all his money to build a big rig with a pair of

T40's in the final. He also acquired a 200-watt modulator and a power supply that could kick him across the room if it got a chance, which, unfortunately, it didn't. Every night he rushed home from work and went on the air. He started each QSO with a description of the weather, followed by a description of the rig. The only other thing he could think of was to ask for a QSL card, after which he always explained that he had to QRT. This was so he could work someone else and describe the weather and his rig all over again.

This ham had a neighbor who dropped in one night for an educational evening. He falsely assumed that anyone who could build a transmitter must be intelligent. He'd never seen a ham station in operation and was looking forward to it very much.

It was a wonderful, hammy sort of evening. The ham had a lot of QSO's and explained that "the handle here is Willie." He shouted "Hi!" so many times that the man next door thought it was a report on the altitude and he called so many people "old man" that his neighbor got the notion that they were communicating with a home for the aged. No contact lasted more than ten minutes so that his neighbor mistakenly thought that there was a law against long QSO's. He also came to the conclusion that ham operators were obliged to start each transmission by repeating, word for word, what the other operator had just said to them.

It occurred to the neighbor rather suddenly that if the amateur hadn't built the rig, he wouldn't have to describe it, and if he didn't start his five-minute QSO's, he wouldn't have to spend most of his time yerminating them. It reminded him of the joke about the man who said he worked for money to buy food to keep strong so he could go to work. The neighbor nearly said this, but he figured it would sound rude, so instead he went home and read a good book.

Seriously, fellows, an alarming number of amateur QSO's serve no good purpose

whatever. They would give any impartial observer the notion that amateurs were more than slightly cracked. No intelligent subject is discussed, they contain more repetitions and stodgy expressions than the dullest every-day conversations, and many of them are started with apparently no other reason in mind than finishing them ... the "just thought I'd give you a call" sort of thing. To put it rather unkindly, such hams are playing at radio. They're in the same class as the amateur photographer who spends many hours and many dollars, yet never produces a decent picture. He just photographs the back side of a barn so he'll have something to drop into the developer and puddle around with.

Why not a campaign for intelligent QSO's? Talk about something beside radio once in a while and when you are chewing the rag on radio, avoid the hack, stereotyped stuff about "the rig here is, etc." Another man's occupation or profession could easily be the subject of a lengthy and interesting conversation. Find out if he has any other hobbies, ask him what travelling he's done, try to discover what he's especially interested in ... it ought to be easy to find a dozen things to talk about. Amateurs have at their very fingertips, an opportunity which no other group has ... and most of them do nothing about it.

Amateurs know that their existence is justified. Most of their QSO's would never convince anyone else of this fact."

**The Late Victor, VE3LNX**

## My Soapbox, Please

Summer time is here! Let's see, since there is no snow and howling wind I guess that leaves out fixing antennas. Sipping cold drinks on the back deck of Bob Elstons place talking DXpedition - yep, that qualifies for a summer Amateur Radio project. I have included more information on the Polar Bear Express DXpedition later on in this issue. So, what are you doing this summer with radio?

Have you heard about the recent proposal

for companies using LEO's? (Low Earth Orbit Satellites). Well, I guess we have done such a great job using 2m to talk to the space shuttles and other satellites that these mainly US companies are targeting our 2m band as a possible area to expand into. I guess that means it is time to start writing to Industry Canada and submitting petition lists, etc, to show that we do not approve of this move. 2m is used extensively during disasters and without this band you might as well kiss Amateur radio goodbye. I don't know about you but I could not afford to switch all my equipment to another band if one was supplied.

Anyway, enjoy your cottage, camping, boating, or whatever else you do during the warm months and will see you at the summer activities.

**Laird, VE3LKS**

## Early Days of Wireless - Part 17

WINNIPEG AMATEUR RADIO CLUB  
HAMFEST - from "XTAL" Magazine,  
publication of C.A.R.O.A., issue of  
October, 1947

From as far east as Ontario, as far south as San Antonio, Texas, with a smattering of representation from Minnesota and Wisconsin, came over two score out-of-town hams to add their numbers to 300 others from all parts of Western Canada. It was the Winnipeg Amateur Radio Club's annual Hamfest at St. Vital Fair Grounds, August 31 (1947).

Under the able direction of Mr. A. C. (Al) Jebb, VE4TJ, a full and interesting programme kept the visitors entertained from registration hour at 11.30 a.m. until the end.

Amongst the exhibits was the latest equipment including VHF, all of which afforded highly interesting demonstrations. Mr. D. R. P. (Darby) Coates displayed his collection of ancient ham gear, all in working order. A novel wrinkle in hamfest annals was the 500-watt R.C.A.F. transmitter which was used



as a means of conducting a dx contest. VE4TJ managed to QSO a VE1 in Halifax to take the laurels. Second prize went to Mr. W. Burton, VE4JE, president of the WARC, and third to Mr. Fred Baker. Code Speed Contest trophy was taken to Moorhead, North Dakota by a W. In the competition for special equipment, Mr. Harold Rasmussen's display and demonstration of a 10 centimeter rig was first, and for gear design of transmitters, VE4TJ was victor. Mike Kidlac took honours in the receiver section.

During the afternoon, races and other sports events taxed charley horses and long dormant muscles. An archery demonstration was a highlight of the outdoor events.

The president expressed keen appreciation of the fine staff work of the following committees: Publicity - F. Griffen, VE4KF, and Hugh Dollard, VE4MC Ticket Sales - Art Morley, VE4AM (Art is ARRL SCM for Manitoba) Equipment - Rudy Peters, VE4RP (Chairman) Installation - B. Tylko, VE4SH (Chairman) DX - George Behrends, VE4RO (Chairman) Transportation - Rudy Peters, VE4RP (Chairman) Catering - D. Taylor, VE4QV (Chairman) Reception - W. Sutton, VE4NI (Chairman) Archery - J. Davidson, VE4EK (Chairman)

In charge of VHF was VE4DG and group, and in the dx booth the inimitable VE4RO with VE4BQ, VE4NI, and Chuck Johnson, 4XO, district representative of the Canadian Amateur Radio Operators' Association. Claude Dulmage, who so kindly supplied this story, was boss of cathode ray operations.

As is the usual custom, this highly successful Hamfest came to a close in the wee early hours of the morning in various shacks throughout the city."

And we read in the section "Canadian ARRL PROFICIENCY AWARDS W1AW Code Runs" that Art Morley, VE4AM, obtained his award for copying 15 w.p.m. on August 19, 1947.

And how's this for a bargain? 11 Tubes in a useful case ... \$20 11 Brand New tubes, includes: 2-813's, 2 RK 60's, 2 CK 1006's and 2 CK 1007's, packed in a case that may be used for many purposes. Order from Edwards Supply House, 584 Mt. Pleasant Rd., Toronto.

And from Radio Trade Supply Co. Ltd., Yonge St., Toronto, this offer: Brand new Wilson Semi-Automatic Key. May be used as a bug or a straight key - or inverted for left-handed ops. Model SA-100, regular \$14.95, your price just \$7.95.

And 807's were 65c each, 811's \$1.90, VR105 & VR150's 35c each, 10 ufd. 1000 v. oil-filled condensers \$3.50, octal steatite sockets 15c each, Triplett 666HH multi-meter \$25.00, an AR-6 Aircraft Receiver, (tunes 140 kc. to 21 Mc. over 5 bands) \$39.95; and the Hallicrafters S-38 at \$69.75 and the S-40 at \$126.75 (Radio Sales Service Ltd.).

Don't you wish it was 1947, again?  
The Late Victor, VE3LNX

## June Minutes

North Shore Amateur Radio Club minutes from June 10, 1996.

Meeting was called to order at 1930 by Steve, VE3SBD. He welcomed visitors Mike VE3YMA and Liam SWL. He also introduced Keith and his wife, our guest speakers.

Steve reported that the club was in a good financial condition, on behalf of our Treasurer Earl who was sick and not able to attend.

Repeater Report - Glen, VE3LIZ, reported that the OSH repeater was experiencing some minor reception difficulties at times, due in his opinion to the dense foliage in the path of the repeater.

Field Day - Martha, VA3SBD, stated that only a small number of volunteers had bothered to return the forms offering

assistance. Such things as tents, mobiles, and other relevant equipment was required to make it a success.

Old Business - Fred, VE3TIG, will try to set up a date for a Tesla coil demonstration, perhaps for our November meeting.

Storage for Equipment Trailer - Joe, VE3VGJ, kindly offered to store it on his lot after the Field Day event. Thank you Joe. Martha to confirm with Tom, VE3PZS, for possible tow to Harmony Valley site on June 22nd.

New Business - Fred, VE3TIG, suggested a bring and brag night for our next formal meeting in September so bring along your home build radio equipment and the like.

Polar Bear Express DXpedition - Bob, VE3LLE, and Lyle, VA3DXE, talked briefly about their forthcoming trip on the Polar Bear Express up to Moosonee. There is going to be a party of ten so I feel sure there will be many contacts made. They are thrilled with the offer of assistance being given by Ontario Northland, Durham Radio, and Alinco. Bob asked if they might borrow some coaxial cable from the club - a small request guys - have a great trip.

Sermon on the Mount planned for July 9.

Keith, VE3SLB, owner of Durham Radio, gave us a very interesting talk on some of the new radio equipment being introduced into the Amateur radio market, giving us some good technical advice on not as costly alternatives. He brought some products along for our perusal and for some comparisons. Thank you Keith for giving us your time and perhaps more of us will come and see what you have to offer.

Meeting adjourned at 2115hrs. Next meeting September 9th.

Ivor, VE3JMP

## The Top 17 Rejected Titles for the Movie

### Twister

17. Totally Gone With the Wind
16. Lift and Separate
15. Boys on the Side -- of my Barn
14. Summer Film So Full of Special Effects We Couldn't Fit In the Plot
13. The Weather Channel: The Movie
12. Schindler's Twist
11. Field of Debris
10. Dead Man Flying
9. I, Cumulus
8. One House Flew Over the Cuckoo's Nest
7. The Splintered Bridges of Madison County
6. Wizard of Oz II: the Search for Toto
5. Killer Genuine Draft
4. Four Weddings & a Funnel
3. Indian Jones and the Trailer Park of Doom
2. A Funnel Thing Happened on the Way to the Farm
1. Roofless in Seattle

## Polar Bear Express

### DXpedition

#### Goals

- advancement of Amateur Radio
- promotion of each of our sponsors
- involvement of passengers on trip
- educating Amateurs about Canada, the north in particular
- for our enjoyment (yes, we will try to have fun!)

**The DXpedition** - At about 0800 hours on August, 3, 1996, the Ontario Northland "Polar Bear Express" will be departing from Cochrane, ON, on its 186 mile, 4.5 hour journey to Moosonee, ON, in the James Bay lands at the southern end of Hudson Bay. What sets this trip apart from the normal daily excursion is that it will have an additional passenger car attached that will have a team of nine Amateurs aboard. We will have several HF stations set up in this car and will be DXing our way up north. To our knowledge, this will be the first time that this rail line has been activated.



Upon arriving in Moosonee, we will split into two groups. One group will be setting up a station in the train station where we will DX continuously from August 3 to the early hours of August 7 when we will take down our station and make the return trip on the Polar Bear Express. The second group will be heading for the water and much sought after IOTA and Canadian Islands.

The island crew will be looking to activate Akemiski Island, a never before activated IOTA island, in James Bay. Since this island is in saltwater it is part of the Northwest Territories and will have a special VE8 callsign indicating such. Akemiski Island is about 90 miles off-shore and the island crew will need to take a pontoon plane to get there. Akemiski Island is total wilderness and nobody lives on the island so this crew will be camping and cooking just like the early explorers did. There is a small lake on the island where a pontoon plane can land and so now all they need is good weather to make the flight. The fresh water islands located between Moosonee and the shores of James Bay will have a VE3 callsign because they belong to the province of Ontario. The following is a list of the freshwater islands that are nearby but unfortunately we will not be able to activate all of them due to time constraints. They are as follows - Maidmans Island, Charles Island, South Charles Island, Butler Island, Big Duck Island, Little Duck Island, Moose Flats Island, Biscuit Island, Tomisidenik Island, Horseshoe Island, Pilgrim Island, Flats Island, and Sawpit Island. Most of these freshwater islands are accessible by freighter canoe.

Our team consists of ten Amateurs, each picked for their unique skills, to form a well rounded team. They are as follows:

- Winston Seeney VE3WFS** - Event director - he makes everything gel together
- John Harden VE3VGI** - antenna and islands co-ordinator
- Lyle Sibbald VA3DXE** - railway liason (retired CN engineer)
- Fred Bengel VE3TIG** - Packet, QSL

manager

- Bob Elston VE3LLE** - technical advisor, troubleshooter
- Ernest Pool VE3NSZ** - technical advisor
- Gary Hammond VE3XN** - IOTA representative, photographer, QSL design, banners and signs
- Doug Ibbotson VE3WTI** - writer for Toronto Star, one of Canada's largest newspapers
- Paul Lantz VE3KBL** - lives in Moosonee and is our liason into the area
- Laird Solomon VE3LKS** - public relations, inter team communication, computer technician, videographer

**Come Along! We would be glad to have you!** We have received several inquiries from other Amateurs as to whether they could come along as well. Anyone is invited to come along and have some fun DXing from the train or the station but you will have to cover all your costs for travel, lodging and food. More information on how to make arrangements is later in this article.

**The Area** - The train is the only land transportation to Moosonee in the summer as there are no roads that go up that far. In the winter you can get to Moosonee via snowmobile as well as by train. The only other option is to fly in and that gets costly. To find Cochrane and Moosonee on a map simply find where Lake Superior, Lake Michigan, and Lake Huron meet and go about 200 miles northeast.

**Our Sponsors - Ontario Northland Railway** has donated a train car for us to set up a station for the 4.5 hour trip to and from Moosonee as well as passage for the DXpedition crew. Morris Bernardi of



Ontario Northland has gone out of his way to help us make this venture a success. As well, Ontario Northland is promoting this as a special event for the railway and we hope to make it a success for him as well.



Durham Radio - Keith Carcasole, owner of Durham Radio, has been very active in the area of promoting this event to Amateurs. Durham Radio had a booth at the Dayton Hamvention and Keith



handed out over 10,000 pamphlets

regarding

our trip. Keith is also our liason with Alinco and has been able to get us several Alinco HF rigs to use. As well, Keith is also providing us with an R7 antenna which we hope to mount on top of a 160ft water tower that is next to the train station. Hello world!!! Keith has set up a special section on the Durham Radio web page to keep you up to date on our project plans. You can visit it at "http://www.durhamradio.ca" and look for the Polar Bear Express DXpedition link on the main page. You will also find links to Ontario Northland and tourist info on Cochrane, Moosonee, and the surrounding area.

Alinco - Alinco is supplying us with HF rigs to use on our DXpedition. Last year John Harden VE3VGI and Winston Seeney VE3WFS used an Alinco HF rig on their DXpedition to the Belcher Islands and the equipment worked excellently.

We thank Alinco for sponsoring us in this way and we hope to make thousands of contacts with their equipment.



Special Call Signs - YES! but unknown at this time. We hope to have special VE3 and VE8 call signs since we will be in both Ontario and the Northwest Territories.

Special QSL Cards - We will have several special QSL card made up once everything is finalized and we will QSL 100% as long as the needed info is received. We will have a card for contacts with the train, one for contacts with the train station, and one for the island contacts! Get your rigs warmed up!

Information on how you can join us!

Ontario Northland - to get a rail schedule and fees for making the round trip from Cochrane to Moosonee you can call Ontario Northland at 800-268-9281.

Tourist Info - to get tourist info on Cochrane, Moosonee, and the surrounding area, contact Stephanie Wright at 800-354-9948.

DXpedition Team - you can also send mail to myself via the following methods:

Packet - ve3lks@va3bbs

Internet - lsolomon@osha.igs.net

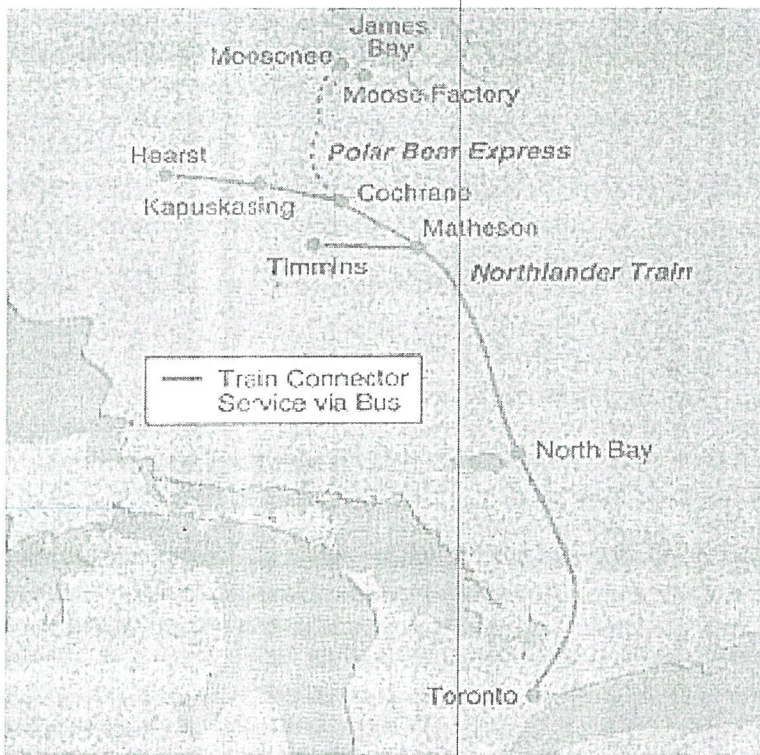
Official Homepage -

http://www.durhamradio.ca

Unofficial Homepage -

http://www.osha.igs.net/~lsolomon

Laird, VE3LKS



Late Breaking News - we have just learned that we will be boarding the train in Toronto and so we will be activating the Northlander Train as well from Toronto to Cochrane.