

North Shore ARC

Vol. 3 No. 5
May, 1997

Serving the

VE3CRK
Ralph Day
454 Holcan Ave.
Oshawa ON
L1G 5X6

No More Snow...Please!

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Newsletter Deadline

Deadline for info to be submitted for the next issue is the 15th of this month. See the Info Page for various methods of submitting articles via internet, mail, etc.

Contributors

Thanks to Georg VE3INB, Winston VE3WFS, Ivor VE3JMP, Howard VE3TYQ, and Walter VE3FJC for submitting items for this months newsletter.

Field Day

Well club members Field Day as been booked for June 28,29 1997 at Enniskillen Conservation area. The cost to the club will be \$50. Martha as been busy trying to book a location and this is the only place that she could get so lets all get together and bring what ever we can out to have a great two days of fun. I would like to see some code senders at this years event,why because this is where we get more points. So if you want to help out plesae phone Martha at 571-4716 and get on the list of helpers and let her know what you can bring out to field day.

Howard, VE3TYQ

MIR Space Station

Here's one for everyone..MIR SPACE STATION OUR AMATEUR SPACE STATION IN SPACE. Packet Frequency 145.800 MHz. Voice 145.200 downlink. Voice 145.800 uplink. I finally found these frequencys from some reliable sources. Give it a try sometime when you have time..I did. Only on packet, not voice yet. The best time to catch R0mir is late afternoon and early evening up to I

would say 8:pm..I use a satelitte tracking program called pc-track it works..! The passes average 65-75 minutes apart, you get 8 passes then misses for 6-10 or a little more before you can track them again. The callsign is ROMIR for bbs ROMIR-1. Happy tracking!

Howard, VE3TYQ

A Little Trip in the Snow

In the middle of last February, I happened to notice a Packet Bulletin from Frank-VE3FOG announcing that the Algoma A.R.C. was going to run a Rail DXpedition on Algoma Central Railway's Snowtrain out of Sault Ste Marie to the Agawa Canyon, on the 16th of March. As many of you already know, I was recovering from a mild heart attack, and it didn't seem like a sound idea to go up to Sault Ste. Marie by highway, in the winter. Well, I was determined to go anyway. I could get to visit my Mother and take the train as well. I started to get the Little Gray Cells going and checked into flying up to the "Soo" by cashing in some of my Airmiles. To my surprise, I accumulated enough Airmiles to make four round trips to Sault Ste. Marie. Viola, my transportation was taken care of. I made the travel arrangements and the trip was on.

It's strange how you forget about the differences in weather between here and the Sault Ste. Marie area. My son Darren-VA3INB and I flew up to the "Soo" on the 15th of March in a semi-blizzard. When the airplane door was opened, snow was blowing in. It was -11C with a 60kph wind. We picked up

North Shore ARC

Box 171, Oshawa, ON,
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The North Shore ARC
Newsletter is published
monthly except for July and
August when it is a combined
summer edition.

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editor

Glen Goslin, VE3LIZ
publisher

the rental car and headed to the Hotel. After a short visit with my mother, we visited Mike-VE3MER and his wife Linda-VA3LLR. We had a most enjoyable time with them.

On Sunday, March 16th, we got up, went for breakfast and then proceeded to the train station. It was about -15C, but the wind had subsided and the sun was shining. It looked like a perfect day for the trip. We were assigned our seats and Darren and I settled in. I made my introductions and was welcomed by Frank-VE3FOG. The Snowtrain was scheduled to leave at 9AM, so I had plenty of time to take a few pictures and run off a bit of video. I noticed that there was a lot activity around the coaches, so I asked Frank what was up. He told me that the Trainmaster had switched around the coaches on them after they had mounted all the antennas, the night before. Needless to say, I had to help. The antennas were mainly Hustler verticals. The fellows were restricted by how high they could set them, because there are several tubular style bridges along the line that had a maximum clearance of 20 feet. I helped to tighten the clamps that fasten the poles for the verticals. It was cold bare hands work. Because of the mix up with the coaches, the Railway offered to delay the departure until everything was set up. As well as the verticals, they mounted a multi-band dipole above the coaches. The fellows needed a ladder quick, so they ran across the street to a Fire Station and borrowed one. That allowed them to get on the roof of the coach to mount the dipole.. It was stretched between the far ends of two of the rail coaches and the ends were tensioned on Bungee cords to take up the slack as the coaches traversed the curves. This was a good idea that unfortunately, went awry. After the train started moving, the Bungee cords on the antenna stretched too much from the windage and the dipole eventually formed a "J" shape between the poles and worked its way down and snagged on the side of the coach. Even with all the changes the fellows had to make, they were finished before 9AM. The train left on time.

The radios that were set up in the coach,

was equipment that belonged to various club members. There was a 2M set which was being used to work the repeaters and a dual bander for 2M SSB and 450 FM Two HF rigs at one end of the coach were set up for 40 and 80M phone. They were powered from the inverter supply on the coach. At the other end of the coach, were two HF rigs which were set up for 40 and 20M CW and were powered from the Dining Car.

Operations on 2M commenced before the train departed. HF operations were still not quite ready inside the coach because the antenna cables had to be relocated. As soon as the HF rigs were powered up, it became apparent that HF operations were going to be difficult at best. There was a considerable amount of machinery noise from the coach. The Railway provided an Electrician to assist the group but he was unsuccessful in resolving the problem. The power for the coach was supplied from a large bank of 32V batteries that were charged by a DC generator through a PTO on the truck of the coach. The 32V batteries fed an 110VAC inverter which had virtually no filtering on it. The buzz from it, was 30 over 9. This put the 80 and 40M phone rigs out of commission. The 40 and 20M CW rigs were a little better off, because they were supplied from the Dining Car that had a small diesel generator, so noise from it was not a factor. Still, the DC generator on the coach raised havoc with CW operations. We were able to operate in openings when the generator was not charging the batteries but as soon as the generator started to charge the batteries, it was game over. I lost several CW contacts on 20M because of this. It was a shame too, because we were getting reports via 2M that we were being heard, but because of the noise, we couldn't hear them. Everyone took a shift operating CW on both 40 and 20M.

In the meantime, new friendships were made. I made the mistake of not recording the names and callsigns of everyone that I met and had an eyeball qso with. I did remember to bring a fistful of QSL cards. I was the only one to bring along QSL cards to exchange and everyone remarked that they never even thought of bringing theirs along to

do the same. I took up a bundle of Durham Region Hamfest flyers and handed them out as well as. Besides Darren and I, there was only one other couple that were true out-of-towners, and they drove up from Wisconsin. He operated 20M CW barefisted and I was impressed.

Besides visiting my mother, in the "Soo", I had hoped to meet some of the Hams, I've chatted with over the years on 80M. I finally met Joyce-VE3JCE, Fraser-VE3KOF, and Frank-VE3FOG. We all had a great eyeball ragchew. About half way through the trip the Algoma A.R.C. presented Walter-VE3CWE with a large cake to celebrate and congratulate him for having been a ham for 65 years. He had received his ticket in 1932.

The trip proceeded and the contacts were not very plentiful, mainly because of the noise. On the return leg of the trip, I took a shift on 20 CW. I made one VE6 contact and then I heard JA9JI calling me. At first, I couldn't believe my ears. I replied QRZ? and sure enough it was JA9JI. Fate was with me, because as soon as we said our 73's and SK's, the coach generator kicked in and the noise came back. As matter of interest, we were receiving 5,5-9, 9 reports, where as, we were replying with 4,3-5,9 reports.

I mentioned to Frank -VE3FOG that I came back from Cochrane with the Polar Bear DXpedition group and he told me that they were the inspiration for the Snowtrain DXpedition. I asked Frank about sponsorship and the like and he commented that the Railway was very helpful as were a few local businesses, but they were operating on their own. He said that he had help from Durham Radio in Oshawa by them putting the announcement on their website. Our discussion was overheard by Oliver Lehto of the Sault Daily Star, and he was very interested in hearing about the Polar Bear DXpedition. Unfortunately, I was only able give him a partial response. It looks like the North Shore A.R.C. may have started something big here. Oliver tried to get a comparison of the two events, but I couldn't honestly give him one at the time. Since then, I've had a chance to think about it. The Polar Bear was more

business like, where the Snowtrain was a party. After all, it was the day before St. Patrick's Day and the Dining Car was serving Green Beer. I'm sure the Snowtrain group would have liked to have made more contacts, but it didn't interfere with the good time. The train finally returned to the "Soo" at 7PM, which was about an hour late. We all said our good-byes and 73's. Darren and I went for supper with my Mother.

On Monday, Darren and I had intentions of going over to "Soo" Michigan, but time was against us. We boarded our plane, left the "Soo" and pulled into the driveway at home, two hours later.

The trip was short and quick but both Darren and I had an excellent time and met a fine group of Hams and SWL's. If there is another such event anywhere, that mixes amateur radio with railways, I will be working hard to take part in it.

George Burns, VE3INB

RAC News

The Canadian Amateur Radio Hall of Fame awards for 1996 were announced this week by Maurice Gladden, VO1FG, Chairman of the Board of Trustees.

Frederick Oliver Hammond, VE3HC, was made a "Member of the RAC Hall of Fame" and Ernest Harold Savage, VE7FB, received the "RAC Award of Honour."

Both recipients are well known to the Amateur Radio community. The "Hammond Museum of Radio" in Guelph, ON, with its collection of equipment and tubes depicting over eighty years of wireless and radio progress has been a labour of love for Fred Hammond.

Ernie Savage, a patriarch of the amateur radio community in Western Canada served faithfully as Section Communications Manager and Section Manager for over 30 years.

The time and place of official presentation ceremonies will be announced shortly. A feature article, including pictures and a detailed account

of the achievements of each of these distinguished radio amateurs, is in preparation for an upcoming edition of "The Canadian Amateur."

Congratulations and best wishes to Fred Hammond, VE3HC and Ernie Savage, VE7FB.

Jacques d'Avignon, VE3VIA

VE3CNE

Want a different experience as an Amateur Radio Volunteer? You might consider joining the Canadian National Exhibition Amateur Radio Team. This is a great opportunity for new hams, who would like experience in operating on the lower bands. Volunteers are needed on the station set up team, in assisting the Veteran's Day parade, and in representing our club, on August 30th. Our club day at the CNE, gives you the opportunity of watching the air show, while enjoying a free pass into the exhibition. Keep it in mind. Its fun.

Winston Seeney, VE3WFS

Bulletin by E-Mail

If you would like to receive your bulleting by e-mail instead of by snail mail, please send your request to Laird at lsolomon@osha.igs.net

Swap Shop

Jean Paul, VE3JPT, (905) 723 1811
Heath Apache & Mohawk with SB-10 SSB adapter, manuals \$300. Looking for best offer or trade for old AM. gear, tube rcvrs., military equip. WW-II. Old Mics. etc.

Ries, VE3UEA, (905) 434-5550
Shack Desk 5 ft. wide, two shelves, gray colour, like new \$40. Steel Shack Desk, 5 ft. wide with pedestal cabinet \$75. Handy Finder for fox hunting. Plugs into 2m HT. \$45.

Len, VE3LBN (905) 985-7120
Kenwood Transceiver TS 450 SAT,SSB filter, PS 53 Power Supply, Mic & Manual \$1350.00. AP8 Vertical, 8 band antenna, \$175. MFJ 1270C Packet Controler \$150. Yaesu FT 470 Dual Band HT. 2 battery packs, wall charger,

manual \$400. ICOM IC 28H 2 meter 45 watt transceiver, T.T. mic, very clean \$265. Kenwood TH 78A Dualband Handi, Quick charger, 5/8 whip. \$450. HF mobile Ant. colis for 10 15 20 20 meters \$25.

Howard, VE3TYQ (905) 579-7466

Pyramid Gold Series power supply, 10A, 12A surg, 13.8v, \$60. Smith Corona Typewriter, Model XL-1800 & acc., auto memory correction, word eraser, auto center, bold letters, excellent condition \$100 obo.

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

April Minutes

Minutes April 8th 1997;

Howard VE3TYQ opened the meeting at 19:30hrs, welcoming all members. He also welcomed Lorne Novak, VE8MC, our guest speaker.

Membership Chair; Les VA3LTB confirmed that we have 86 paid up members.

Treasurers Report; Earl VE3VGK informed the members, the club had a net balance of \$7,529.21, after all outstanding bills were paid.

Packet Committee: Howard VE3TYQ, Earl VE3VGK, and Ian VE3ITG had a meeting with Ike VE3IKE, to consider his offer of E.Mail access through his facility and to consider who might benefit from such a venture. The equipment needed is two computers, two 440 radios, two TNC,s and two antennas. Howard is sure that it would be donated by the members, but some cost for installation would be incurred. After careful consideration, bearing in mind that the present VE3USH tower and site location is not ours, the executive committee recommended we wait until a permanent site of our own is secured. It was decided by a vote, to accept the committees recommendation. Carried.

Repeater Report; Ralph VE3CRK informed the members that a pre amp had

been installed, this is to improve the repeater operation. He added that tests had been performed, with pleasing results, and hoped to have it in permanent operation very soon. Earl VE3VGK informed the members that our insurance company is demanding that a fence be erected around our present tower. Something else for the club to worry about.

Hamfest Report; Doug VA3BGE said that everything was looking good, and Ian the hamfest coordinator said floor space may be increased this year. He added that most of the regular commercial companies were planning to be there, such as Radio Shack, Kenwood, Icom, Atlantic Ham Radio, Norham and our own Durham Radio. to name a few. Winston VE3WFS asked for volunteers to help set up tables, security, parking supervision etc, some members did respond to his request.

Field Day Report; Howard VE3TYQ informed the members that our proposed location at Harmony Valley could not be used this year after dark. Apparently a new regulation from Central Lake Ontario Conservation. This issue to go back to the committee for further study. Farney VE3BHQ said that he would approach Eric VE3HMG for a possible alternative location, and get back to Howard

Ann VE3KWI reminded the members

present about the KANWARN seminar at Sir Stamford Flemming College in Lindsay, April 19th room #205. This was mentioned in a previous bulletin.

Earl VE3VGK displayed a club name and call tag he had made up. Howard thought it was a good idea for the club to make them up for all members. Winston VE3WFS thought it a good idea, but thought a hard plastic one would be more durable. Winston made a motion to make them available to those who wanted them at their own cost. Seconded by Farney VE3BHQ. Carried.

Mike VE3VCY informed the members that Harry Westwood's call VE3QG was now registered to NSARC for our future repeater link.

Lorne Novak VEBMC our guest speaker gave the group a very interesting and informative insight, of what life is like up in the high Arctic. He first of all however, made it known that he came from Oshawa, and in fact studied for his amateur radio licence through the club at Eastdale. He is presently working at a weather station in a place called Mould Bay. Nr Resolute Bay. Population 4. Four. He quickly added that isolation was a major factor, and that there was

about three months of total darkness, from November 5th to February 5th.

He showed us some nice video footage of the station buildings and equipment featuring the vast emptiness and desolation in that part of Canada. Not the place that one would want to call home forever. The video also showed some of the animal life that seems to survive such extremes with temps down to minus 75 degrees.

Lorne said that there was four weather stations in the high Arctic, although his station was to be disposed of by July of this year, after being rebuilt in 1992 at considerable cost.

It was a most interesting presentation and was well recieved by all who attended. Lorne operates on 20 meters most days, 14.1510-14.1400 and is always pleased to talk with someone Life is pretty lonely up there in musk ox country and no mistake! Lorne works as a diesel mechanic at the weather station but finds time to follow his radio hobby.

A motion to adjourn by Mike VE3VCY, was seconded by Jean Paul VE3JPT. At 22:00hrs, carried.

Ivor Picton, VE3JMP

First Aid & CPR

The importance of knowing **First Aid** and **CPR** can be critical to persons handling electrical products.

Contact the **RED CROSS** and do yourself a favour. Register for one of their monthly courses, or do someone else some good and give blood at one of two monthly clinics in Oshawa.

Telephone (905) 723-2933
Fax (905) 723-9023

Canadian Ladies' Amateur Radio Association CLARA 1997 GALA -- CONVENTION



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The Info Page

Executive

President	Howard Mugford, VE3TYQ	579-7466
Vice President	Martha Dinsmore, VA3SBD	571-4716
Treasurer	Earl Matthews, VE3VGK	725-5606
Secretary	Ivor Picton, VE3JMP	579-7194
Program Director	Mike Maclean, VE3VCY	438-8527

Co-ordinators

A.R.E.S.	Fred Bengel, VE3TIG	576-4839
Special Events Co-ordinator	Fred Bengel, VE3TIG	576-4839
Bulletin Editor	Laird Solomon, VE3LKS	434-7339
Bulletin Publisher	Glen Goslin, VE3LIZ	725-1545
Club Historian	Mike Sherba, VE3DKW	723-7674
Net Manager	Steve Zahorec, VA3SPZ	623-3868
Code Senders	Howard Mugford, VE3TYQ Peter Henry, VA3PWH	579-7466
Membership Chair	Les, VA3LTB	571-1458
Get Well Cards	Anne Jones, VE3KWI	324-0638
Nonquon Canoe Races	Glen Goslin, VE3LIZ	725-1545
Field Day	Martha Dinsmore, VA3SBD	571-4716
Instruction	Gary Manser, VE3GLM	623-1108
Auditor	Rick Gibson, VE3ASH	434-2886
Canadian National Exhibition	Winston Seeney, VE3WFS	725-0829
J.O.T.A.	Ries Wytenburg, VE3UEA	434-5550
Club Inventory	Howard Mugford, VE3TYQ	579-7466
Club Photographer	Don Foster, VE3GXH	985-2668

Club Repeaters

2m	147.120	VE3OSH	Voice
70cm	443.000	VE3NAA	Voice
2m	144.970	VE3USH	Packet

Net and Code Practice

Club Net every Thursday at 1930 with CW practice at 2100.

EMO Net every Wednesday at 2030 on VE3OSH.

Club Meetings

The Second Tuesday of every month at 1930 hours we meet at the Red Cross office in the Oshawa Centre. Take the mall elevator by Sears to the second floor. Give a call on 147.120 for directions.

NSARC 1996 Calendar

Apr 26	Hamfest
May 13	Club Meeting
June 10	Club Meeting



D.R.A.R.E.O.

Randy Elliot, VE3JPU (905) 427-6853 - Coordinator
Fred Bengel, VE3TIG (905) 576-4839 - Asst. Coord.

Contact the Editor

VE3LKS-1 on VE3USH
 Isolomon@osha.igs.net
 Snail Mail - 310 Wagar Crt., Oshawa, ON, L1K 2H6

Meaningless bits of information - this newsletter is laid out using WordPerfect 6.1 for Windows and the original copy is printed on a Brother HL-660 laser printer. Also, if you happen to have any complaints you are more than welcome to become the next bulletin Editor. Seriously, all constructive criticism will be accepted and treated accordingly. If you would like to see more technical articles then get the lead out and get writing. I can write till I'm blue in the face about computers and some of it you can apply to Amateur Radio but it would be nice to see some technical stuff as well.

NSARC Web Site

<http://www.osha.igs.net/~isolomon/nsarc.htm>

