

NORTH SHORE ARC



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www.osha.igs.net/~Isolomon/nsarc.htm



VOLUME 6, NUMBER 4

OCTOBER/NOVEMBER 2000

November 11...Lest we forget

Future Meetings

November: 20th - We know what the Polar Bear Express DXpedition was like, and we have seen several Hudson's Bay DXpeditions go out of Oshawa. This evening, Ivan will speak to us from his Grassy Island Dxpediton this summer.

December 18th - Club Christmas evening. Special events to be announced for this evening.

January 15th - Dr. John Carlisle talks about the Metro Toronto Communications trunking system.

In Flanders Fields

John McCrae

In Flanders fields the poppies blow
Between the crosses, row on row,
That mark our place; and in the sky
The larks, still bravely singing, fly
Scarce heard amid the guns below.



We are the Dead. Short days ago
We lived, felt dawn, saw sunset glow,
Loved, and were loved, and now we lie
In Flanders fields.

Take up our quarrel with the foe:
To you from failing hands we throw
The torch; be yours to hold it high.
If ye break faith with us who die
We shall not sleep, though poppies grow
In Flanders fields.

The Making of the Poem

John McCrae's (picture) "In Flanders Fields" remains to this day one of the most memorable war poems ever written. It is a lasting legacy of the terrible battle in the Ypres salient in the spring of 1915.

One of the most asked questions is: why poppies? The answer is simple: poppies only flower in rooted up soil. Their seeds can lie on the ground for years and years, and only

when someone roots up the ground, they will sprout. There was enough rooted up soil on the battlefield of the Western Front; in fact the whole front consisted of churned up soil. So in May 1915, when McCrae wrote his poem, around him poppies blossomed like no one had ever seen before.

John McCrae's poem may be the most famous one of the Great War - often only the first two verses are cited or printed. This is not just because of the lack of quality in the third verse, but also because this last verse speaks of an unending quarrel with the foe. And if one thing became clear during the Great War it was this: there was no quarrel between the soldiers (except maybe in the heat of a fight). The quarrel existed only in the minds of some politicians and highranking officers (who mostly never experienced the horror of the battlefield).



Nevertheless I want to be complete and give you the full and exact version of McCrae's great poem, taken from his own, handwritten copy. But first, here is the story of how he wrote it - and how the recent death of a dear friend moved him:

Although he had been a doctor for years and had served in the South African War, it was impossible to get used to the suffering, the screams, and the blood here, and Major John McCrae had seen and heard enough in his dressing station to last him a lifetime.

As a surgeon attached to the 1st Field Artillery Brigade, Major McCrae, who had joined the McGill faculty in 1900 after graduating from the University of Toronto, had spent seventeen days treating injured men - Canadians, British, Indians, French, and Germans -- in the Ypres salient.

It had been an ordeal that he had hardly thought possible. McCrae later wrote of it:

"I wish I could embody on paper some of the varied sensations of that seventeen days... Seventeen days of Hades! At the end of the first day if anyone had told us we

had to spend seventeen days there, we would have folded our hands and said it could not have been done."

One death particularly affected McCrae. A young friend and former student, Lieut. Alexis Helmer of Ottawa, had been killed by a shell burst on 2 May 1915. Lieutenant Helmer was buried later that day in the little cemetery outside McCrae's dressing station, and McCrae had performed the funeral ceremony in the absence of the chaplain.

The next day, sitting on the back of an ambulance parked near the dressing station beside the Yser Canal, just a few hundred yards north of Ypres, McCrae vented his anguish by composing a poem. The major was no stranger to writing, having authored several medical texts besides dabbling in poetry.

In the nearby cemetery, McCrae could see the wild poppies that sprang up in the ditches in that part of Europe, and he spent twenty minutes of precious rest time scribbling fifteen lines of verse in a notebook.

A young soldier watched him write it. Cyril Allinson, a twenty-two year old sergeant-major, was delivering mail that day when he spotted McCrae. The major looked up as Allinson approached, then went on writing while the sergeant-major stood there quietly. "His face was very tired but calm as we wrote," Allinson recalled. "He looked around from time to time, his eyes straying to Helmer's grave."

When McCrae finished five minutes later, he took his mail from Allinson and, without saying a word, handed his pad to the young NCO. Allinson was moved by what he read:

"The poem was exactly an exact description of the scene in front of us both. He used the word blow in that line because the poppies actually were being blown that morning by a gentle east wind. It never occurred to me at that time that it would ever be published. It seemed to me just an exact description of the scene."

In fact, it was very nearly not published. Dissatisfied with it, McCrae tossed the poem away, but a fellow officer retrieved it and sent it to newspapers in England. The Spectator, in London, rejected it, but Punch published it on 8 December 1915.

(Taken from "Welcome to Flanders Fields", by Daniel G. Dancocks, McClelland and Stewart (Toronto, Canada), 1988)

DX Corner

by Microphone Bill

I had the pleasure on October 29th, to ragchew for a few minutes with Professor Arne Corro. I found Arne hanging out on 14200. He's a pretty consistent guy - since he only uses 21240, 21400, 28500, and 14200 khz. I hear that he can often be caught Sunday evenings.

Arne is the host of Radio Havana's 'DXers Unlimited'. It is broadcast on Tuesdays and Saturdays on 05:40 utc.and is beamed to North America on 31m 9550 kHz

Check out Arne's great site on internet at :
<http://www.radiohc.org/Distributions/arnie.html>

Arne and I shared some reminiscences and mutual friendships, and lots of laughter. But - there was quite a backup of people waiting to say hello to him. He's one of the best communicators and most brilliant propagation and radio men you will meet.

The information below, was taken from his website.

A three-meter-long ASD will probably provide as much gain as a three-element Yagi, with the advantage that it can be transported, erected and dismantled much easier and faster than either a Yagi or a Cubical Quad. The basic configuration of the Asymmetric sloping dipole, just to refresh your memory, is a standard quarter-wave on one leg of the dipole, and an odd number of quarter-waves on the long leg. So, for the two meter band, you can make a very nice portable, low-cost antenna which is about just 3 meters or nearly 10 feet long. Feed it with 50 ohm cable via a coaxial choke balun, and install it so that it will slope at a 45-degree angle in the direction of the stations you want to contact.

And now that we are talking about the ASD, this is an ideal antenna for FM broadcast band Dxing while mountain climbing, as you can carry it in your pocket. Imagine -- just wire and a lightweight coaxial cable -- you don't even need standard insulators, as you can use nylon fishing line directly tied to the wire ends as both long insulators and antenna supports. The dimensions for the FM band ASD are easy to calculate: for the center of the band, 100 megaHertz, the short leg will be 75 centimeters long, and the long leg -- for a five three quarters wavelength option -- the long leg will be 75 times 5 or 3.75 meters, which is an antenna of very reasonable dimensions. Try making one and aim it to a DX FM station for a test. As most FM broadcasters are using circular or elliptic polarization, there is always a presence of horizontally polarized radiation that the ASD dipole will pick up nicely for you. Don't forget to make the antenna slope at a 45-degree angle in the direction of the station or stations you want to pick up!!!

Please send interesting DX items to the editor for inclusion in the newsletter alongside Microphone Bill's items.

ARES Nets on the Air

Niagara ARES

Tuesday evenings at 1900 on 145.190

They are currently gearing up for their annual simulation.

This club has a transceiver set up in hospitals in the Niagara

Region. So far I've heard they cover hospitals in Niagara Falls, Niagara-On-The-Lake and Fort Erie. I believe they are in 9 hospitals. At the start of each net they have the roll call, and it is not uncommon for a check-in to come in from the hospital operating station. What a marvellous idea to ensure the rigs are working and the operators are familiar with the operation of the radio. Their Tuesday night net is where they distribute information between ARES members. Before the exercise this is where they give out the information. Tonight they reviewed the use of the ICOM radio in all hospitals and how to adjust the output. Tune in the morning of Saturday, November 4 at 10:00 AM for their simulation exercise on VHF 145.190. Having monitored last year the messages are mostly of a medical nature and requesting medical transport. Just like our net they will check into the net and then be sent to a simplex frequency. They will use Packet in their simulation. They will be attempting to communicate from McMaster University Medical Centre, but they face the escarpment as a major obstacle. They intend to set up a mobile command on the escarpment behind the hospital and use it to retransmit to the Niagara Region. I believe this is the same method used by NSARC for the Ganaraska Forest Race in September.

Toronto ARES

Every night at 18:15 (7 days a week) on 146.460 Simplex Joe Cusimano is the Net Control for this net. I cannot get his signals from Whitby, but I can get him on my mobile rig as far east as Port Union.

Sky Wide ARES (Etobicoke)

1st and 3rd Mondays at 19:30 on 146.985 (Club Repeater)

Start with a roll call and then onto any news.

Perhaps by adopting the best of each of these nets we could get a DRARES net up and running in 2001.

If you know of any other ARES nets on VHF or UHF in our area I would appreciate the information.

Larry, VA3FHG

HAMming it Up On Vacation

Also known as the best laid plans of mice and men.

It was a spectacularly clear sunny day as I headed east on the 401 with VE3VCY leading the two-vehicle caravan to his cottage. The checklist, prepared weeks in advance, had been checked and double checked. Radio gear, clothing, food, bedding, kids, wife ..loaded in that exact order.

We started out on OSH and quickly switched over to 146.520 simplex and were glad to have Ray, VE3OUB, come along for the chat. For the next ten or fifteen minutes the three of us had a great discussion and tried to hear Jean Paul who was supposed to be just a few miles behind us.

We never did hear Jean Paul but we kept in contact with Ray until we lost him in the hills past Newcastle.

I was getting a bit irritated by two things during this time frame. Irritant one was the off-centred position of Mike's mag mount antenna that I was going to have to stare at the next five hours. We joked about this for a while and moved on to more serious conversation such as train sidings, tower installations alongside the highway, and that the Big Apple really had great apple pies. Irritant two was even more disturbing - my cruise control kept cutting off. I was conscripted to have to use my foot on the gas pedal the whole way while I stewed about how much it might cost me to get repaired.

Upon arriving at the cottage we quickly settled in and got our young ones fed and to bed. Connie retired to the main room to read and Mike and I dug out the radio equipment.

Our first task was to construct the G5RV that Mike had purchased at Rochester a few years ago. With soldering iron and continuity tester in hand we quickly finished that project. We then set up his Heathkit rig and my 10m rig and retired for the night. The next morning we strung the G5RV up in some trees and made a mad dash for the cottage to fire up the rig. As Murphy would have it the bands were dead. We searched hi and low on 80, 40, 20 and 10 and hardly heard a peep. At first we thought that we had an antenna problem but after carefully checking the installation we concluded that it definitely was the bands. Since it was starting to get warm we decided to head down the hill to our private beach and spend the day in the hot sun and would worry about HF later.

As the sun slowly slipped behind the western horizon we once again tucked the worn-out tykes into their bunks and made a mad dash to the radio. At last! 80m was alive! The sounds of distant stations came trickling into our receiver and the thoughts of working some DX were starting to get the adrenalin running. Mike carefully tuned the classic HW and then we began to put out calls. Hey! Why weren't any of these stations coming back to us? Didn't they realize that the cottagers at Lac La Blanche were desperately seeking to put them into the log? Those ungrateful Hams, who were sitting in the comforts of their cozy air-conditioned shacks, were totally ignoring a station that had been temporarily set up with a lot of hard work and sweat. After about thirty minutes of not being able to raise anyone in conversation we then began to think that maybe they were not ignoring us but rather that they could not hear us. They were not snubbing their noses at our little station after all. Luckily, Peter Henry - VA3PWH was at his cottage as well and it was a local call. We got hold of Peter via the old land line and quickly switched to a local repeater that we both could access. We picked a frequency and started to transmit. All Peter could hear was garbled muck. To be sure that he was listening to the right station, we sent out CW as well and he could read that no problem. Just our

luck - Mike and I both despise CW and we were now stuck with a station that only transmitted properly with that mode. At least we still had my 10m rig that could be used. However, due to the lack propagation on 10m the remainder of the week was spent on the local 2m repeaters. Oh well, at least we had lots of time for reading in the evening and the log book was carefully packed away for some future expedition.

The week went by quickly with lots of time spent on the beach just vegging and the odd trip back to civilization to get groceries, play mini-golf in the nearby town and to explore the Mint, War Museum, and Aeronautical Museum in Ottawa. Saturday morning we said our good byes to Mike and made our way to Picton to attend a friends wedding. Hmm, the cruise control on the old Ford Aerostar was working fine again. The problems of a week ago must have been just a fluke.

The wedding in Picton was beautiful. The bride was stunning and the groom was handsome and hopefully these two will have a great life together. Finally, at about 10pm I loaded the kids and wife back into the van for the final ninety minute drive back to Oshawa.

As is to be expected, all the passengers were soon sound asleep and I was left the task of guiding the vehicle safely home. For some traveling companionship I tried desperately to find a repeater that could hear me. Finally, I was able to raise the Picton repeater and started a friendly chat with another vacationing Ham whose call I have forgotten. It was at this time that my mind started to play tricks on me and I thought that maybe I was getting tired and just did not realize it. You see, it seemed that every time I keyed the mic and talked my van would speed up. When I released the key it would return to the preset cruise control speed. No, being an abstainer I had been careful to take the plain fruit punch at the wedding so that was quickly stoked off the list of possible causes. I then tested my theory and the next time it was my turn to talk I made sure I stretched it out. Glancing down at my speedometer I observed the needle slowly edging up to 85, 90, 95, 100, and finally 105 km/h before I unkeyed. Sure enough, the old van then returned to the set cruising speed. Ah, the wonderful tricks that RF can do to other electronics. As I neared Oshawa I again tuned in to OSH. I made several transmissions to see how this would affect the operation of the van but luckily the OSH input frequency does not affect the electronics. Hmmm, now I have to find out which frequency slows the cruise down.

Overall, the vacation was wonderful, the radio play was fun though unyielding and I am left to wonder if I can QSL Ford for a reception report.?

Laird, VE3LKS

Missing

I think someone accidently picked up a wrench of mine. It is a Snap on, self ratcheting, 1/2 and 5/8. It never came home from the Camp-X weekend. It should have my Name burned into it on the flat. I really need it and being Snap-on its kinda expensive to replace. Please take a look to see if you have it in with your tools. Thanks.

Bob Elston, VE3LLE

Time Management

One day, an expert in time management was speaking to a group of Business students and, to drive home a point, used an illustration those students will never forget.

As he stood in front of the group of high-powered overachievers he said, "Okay, time for a quiz" and he pulled out a one-gallon, Mason jar and set it on the table in front of him. He also produced about a dozen fist-sized rocks and carefully placed them, one at a time, into the jar. When the jar was filled to the top and no more rocks would fit inside, he asked, "Is this jar full?" Everyone in the class yelled, "Yes." The time management expert replied, "Really?"

He reached under the table and pulled out a bucket of gravel.

He dumped some gravel in and shook the jar causing pieces of gravel to work themselves down into the spaces between the big rocks. He then asked the group once more, "Is the jar full?" By this time the class was on to him. "Probably "not," one of them answered. "Good!" he replied.

He reached under the table and brought out a bucket of sand. He started dumping the sand in the jar and it went into all of the spaces left between the rocks and the gravel. Once more he asked the question, "Is this jar full?" "No!" the class shouted. Once again he said, "Good."

Then he grabbed a pitcher of water and began to pour it in until the jar was filled to the brim. Then he looked at the class and asked, "What is the point of this illustration?"

"One eager beaver raised his hand and said, "The point is, no matter how full your schedule is, if you try really hard you can always fit some more things in it!"

"No," the speaker replied, "that's not the point. The truth this illustration teaches us is:

If you don't put the big rocks in first, you'll never get them in at all. What are the 'big rocks' in your life -- time with your loved ones, your faith, your education, your dreams, a worthy cause, teaching or mentoring others? Remember to put these BIG ROCKS in first or you'll never get them in at all." So, tonight, or in the morning, when you are reflecting on this short story, ask yourself this question: What are the 'big rocks' in my life? Then, put those in your jar first.

The Amazon Queen - 5K9AO

The Queen's first voyage on January 2000 was led by Phillip R. Gonzales, the only American born captain on the Columbian Amazon, River.

Over the past 8 months the Queen and her crew of explorers have navigated more than 4000 miles of the Columbian and Brazilian

Amazon Rivers. From the ship's radio room, these explorers spoke with thousands of amateur radio operators including the renown Raymond Zambonelli, VE3OUB, of Oshawa Ontario Canada and Microphone Bill of Oshawa.

The Amazon Queen was granted by the Columbian Ministry of Communications the special expeditionary radio call sign 5K9AO.

This 14 ton, 47 foot boat named in admiration after her sister ship, "the African Queen," from the movie of the same name, has been following the route of the first Amazon explorer Francisco de Orellana (1541-1542).

The Queen is continuing her journeys throughout the months to come - and the crew looks forward to your call.

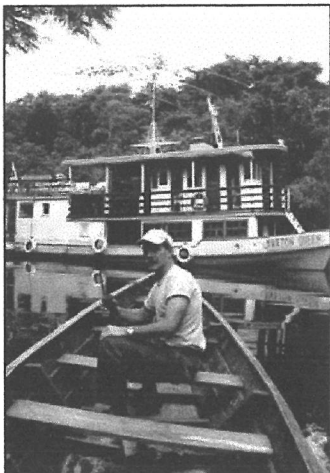
Scary Stuff?

The following item is posted on QRZ on internet - and it pinches our toes pretty tight since Michigan borders on our province.

"This is a call for action for all Hams that want to continue using their MOBILE radios, or even wish to transport their PORTABLE/HANDHELD radios in their vehicles without obtaining a special permit from the Michigan State Police.

On Sept. 27, 2000, Michigan Rep. Mike Kowall sponsored House Bill HB-6012 that amends sec. 508 of 1931 PA 328 (MCL 750.508). Co-sponsors to this amendment are Reps. Cassis, Julian, Shackleton, Birkholz, Howell, Scranton, and Tabor and has been referred to the Committee on Transportation.

Sec. 508 has been completely rewritten.



Subsection (1) states ...shall not either equip a vehicle with a radio receiver, or possess in a vehicle a portable radio receiver that receives...

Subsection (2) does not exempt Hams from the permit requirement as the non-amended sec. 508 did. Subsection (2) states ...does not apply to a vehicle owned or used by an individual who has obtained a valid permit. This permit requirement applies to Law Enforcement Officers and Amateur Radio Operators.

Because of all the yahoo's you see on 401 who can't chew bubble gum and talk on their telephone at the same time while driving - are we, one day, going to be swept up in the same net? Let's hope not.

Winston, VE3WFS

MURS: New CB Service That Could Challenge Ham Radio

There will soon be another hobby-like, license free radio service in the US and it could be in competition with ham radio for users. This as the FCC finally announces the creation of MURS; the Multi Use Radio Service.

But some say it could be a boom for revitalizing ham radio. With little fanfare, the FCC created the Multi Use Radio Service on July 12th. Its birth went just about un-noticed everyone except those in the telecommunications industry who fought long and hard to see it become a reality. Murs is really a new kind of license free Citizens Radio Service, but one not subject to the vagaries of high frequency propagation. This is because Murs operates in the 151 MHz spectrum -- not far above the two meter ham radio band. But unlike 2 meters, the Murs service is expected to be filled by everyone from hobbyists to commercial users all vying for local communications that is virtually regulation free. Unlike its predecessor the micro-power Family Radio Service in the 460 MHz band, MURS permits users to run up to 2 watts of effective radiated power. There is no restriction on connecting external antennas to a MURS radio as long as the 2 watt effective radiated power restriction is observed. Also permitted will be phone patching, paging, telemetry and remote control operation. In addition to voice, the FCC is permitting Murs users to transmit packet, data and imaging. Does MURS sound like a clone of the VHF and UHF Amateur Radio service? Well it takes a step beyond because there is no restriction on the content of communications in the Multi Use Radio Service. Also, repeaters will be permitted, extending the range of communications across an entire region.

But there are a couple of negatives. First there are only five MURS channels. They are at 151.82, 151.88, 151.94, 154.57 and 154.60 MHz. The first three are listed as having an 11.25 Kilohertz bandwidth while the last two permit a 12 point 5 kilohertz wide signal. Also, continuous

transmissions are permitted on four of the five Murs channels which is bound to cause havoc with those attempting to share with voice and other modes.

So what will the impact of MURS be on ham radio? First, it will interest kids who want to connect their computers to the internet so that they can constantly be on-line. It will probably also siphon off those adults who have been considering becoming radio amateurs but do not want to take the time to learn the theory, rules and regulations. This is almost a parallel to those who fought to create a codefree amateur license because they did not want to learn the Morse. And as we saw from ham radio's experience with no-code licensing, those numbers can be staggering.

The final Multi Use Radio Service rules are tentatively due out by the end of September or mid October at the latest. Radio gear should be available shortly thereafter. And from the ham radio perspective, the big question may become that of figuring out how to tap Murs as a potential source of new members for our hobby.

Info submitted by Howard, VE3TYQ

CARAB 15 Report

Radio Amateurs of Canada met with Industry Canada officials at the fall meeting of the Canadian Amateur Radio Advisory Board (CARAB) in Ottawa on October second.

The following were highlights of the meeting.

- Industry Canada confirmed their intention to introduce new Basic and Advanced examinations as of January 1, 2001. The new examinations will be based on the revised question banks available from the Industry Canada web site as RIC 7 and RIC 8.

- RAC has published a revised Basic instruction manual that is now available, and the revised Advanced manual should be available soon.

- Industry Canada informed RAC that they expect to publish a Gazette Notice in the near future proposing a course of action with respect to the 12 words per minute Morse test, and seeking comments from the Canadian amateur radio community.

- Other items discussed at the meeting included a RAC plea for stringent enforcement of the radio regulations, penalties for failure to report a change of address promptly, and the implications for Amateurs concerning Health Canada's Safety Code 6 guidelines for protection from RF radiation.

More details of the discussions will be published in the CARAB meeting minutes on the Industry Canada website at: <http://strategis.ic.gc.ca/SSG/sf01778e.html>

Guy Charron, VA3FZA

Canadian Amateur takes over as President of AMSAT-NA

Robin Haighton VE3FRH, has replaced Keith Baker KB1SF as the President of AMSAT North America.

Robin, who has been a licensed amateur since 1977, formerly held the call GD4INU. An electrical engineer by profession, he joined AMSAT in 1991, organized the AMSAT-NA annual meeting in 1997, and more recently occupied the position of Executive Vice- President at AMSAT before replacing KB1SF as President.

Robin has been an active member of the Canadian amateur radio community for many years, he has been a life member of CARF and now RAC since 1980. More recently, he has become one of two RAC representatives to ARISS, the volunteer organization managing amateur radio participation on the International Space Station

Guy Charron, VA3FZA

Virus Warning

Moron Virus

You have just received the "Moron Virus" As we don't have any programming experience, this virus works on the honor system. Please delete all the files from your hard drive and manually forward this virus to everyone on your mailing list.

Thanks for your cooperation.

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Monthly Meeting

See you at the RCAF building at the Oshawa Airport. Meetings are on the third Monday of the Month at 1930hrs. Camp X will be the topic for the June Meeting. See the invite from Winston elsewhere in the newsletter.

INVOICE

To	Pay To: North Shore ARC c/o VA3LTB Les Burgess 1456 Tampa Cres Oshawa, On L1G 6V2
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November 2000

To renew North Shore Amateur Radio Club membership for 2001.

FULL membership (newsletter, right to vote, attend meetings and functions)	\$30.00
ASSOCIATE membership (newsletter, attend meetings and functions)	\$25.00
FAMILY membership (full member at same address, no newsletter, right to vote, attend meetings, and functions)	\$15.00
DONATIONS:	\$ _____
TOTAL:	\$ _____

It is requested that Club Membership fees be paid
BEFORE 31 DECEMBER 2000

DURHAM REGION AMATEUR RADIO EMERGENCY SERVICE

QRV UPDATES & NEWS #4

UPDATES

Well, it has been a long time since I put out QRV #3 (quite a few years, in fact) but a few new things have happened since then.

Fred VE3TIG is now the new Co-ordinator for DRARES.

We have now joined ARES and are part of that fraternity with certain obligations on our part.

A Room has been set up at Durham Emergency Measures Ontario (DEMO) - Regional HQ - that has VHF and UHF Stations and a call ID VA3ERT.

It is our intention to have each member become familiar with the HQ equipment and the general set-up so that any one of our members could handle dispatch should the occasion arise.

I don't suppose I really have to mention this but most of the personnel at Social Services who were involved in past EMO exercises have now moved on and new staff are in the process of being trained.

An up-dated DRARES Handbook is in the process of being prepared. Ooh, I can feel your excitement over this, but seriously, we hope you will take the time to read it and become familiar with what is required. With all the new people above us who are running the exercises we really do have to know what WE are doing.

MESSAGE HANDLING and CHECKING YOUR MESSAGE

Message handling:

Most radiogramme messages sent do not need handling instructions. The third block on the message form list HX and several people have asked what this actually means. The instructions you put in here are optional cues to handle a message in a specific way. For instance, if you put down HXG it means that if it requires a toll call or mail delivery you are to cancel the delivery and send it back instead. Full information on these HX can be found in the ARRL Operating Manual under Traffic Handling.

Checking your message:

Remembering the basic rules:

1. Punctuation - x-ray and ? count separately as one word.
2. Mixed number-letter groups count as one word - ie 1700Z.
3. Initial or number groups count as one word if sent together, two if sent separately.
4. The signature does not count as part of the text, but any closing lines, such as 'love' or 'Best wishes' do.

Here are some examples:

- Charles J Smith - 3 words
- W B Stewart - 3 words
- St. Louis - 2 words
- 3 pm - 2 words
- SASE - 1 word
- ARL FORTY SIX - 3 words
- 2N1601 - 1 word
- Seventy three - 2 words
- 73 - 1 word.

Telephone numbers count as 3 words (area code, prefix, number), and zip codes count as one. Zip+4 codes count as two words. Canadian postal codes count as two words.

Although it is improper to change the text of a message, you may change the check. Always do this by following the original check with a slash bar, and then the corrected check. On phone use the words "corrected to".

BITS & PIECES

An item I came across in the Emergency Preparedness Digest (Jan-Mar, 2000) was about a miniature flashlight that operated with no bulb. The "PAL Survival Light" is a palm-size, 7.5 cm long flashlight equipped with a light emitting diode in place of a conventional light bulb. It uses microcircuitry to regulate power consumption enabling its standard nine-volt battery to last more than 20 times as long as a standard flashlight. It operates in four different modes - low and high beams, emergency flashing strobe and standby mode. The standby mode provide a pilot light that remains illuminated at all times, permitting users to locate the flashlight even in the dark. Cost \$19.95(US) (www.lighttechnology.com)

Projections of extreme weather events for Canada:

Canada's northern location and its huge surface area covering arctic tundra, interior plains and extensive coastlines will expose the country to extremes of most types of weather systems, creating a high probability of related disastrous events. In general, for every 1 deg. C. increase in global temperature, about 5 percent more precipitation will occur due to a speeding up of the evaporation process. A greater frequency of heavy rainstorms and landslides is anticipated, especially in western Canada. In Canada, lightning fires could increase by 44 per cent, and area burned by 78 per cent. Winters will be warmer and wetter, summers warmer and drier. (From Emergency Preparedness Digest - Apr.1999)

Emergencies we could face? Storms, accidents, fires, floods, snow storms, earthquakes, air crashes, crowd control.

Something to ponder: With the new(ish) FRS - Family Radio on the market, how long will Amateur Radio be needed in Emergencies? These radios use frequencies, are inexpensive, no licence, no testing, limited range (2 mile), easy to use, but ...

From Marg. VE3BNN October,2000

www.geocities.com/durhamdrares