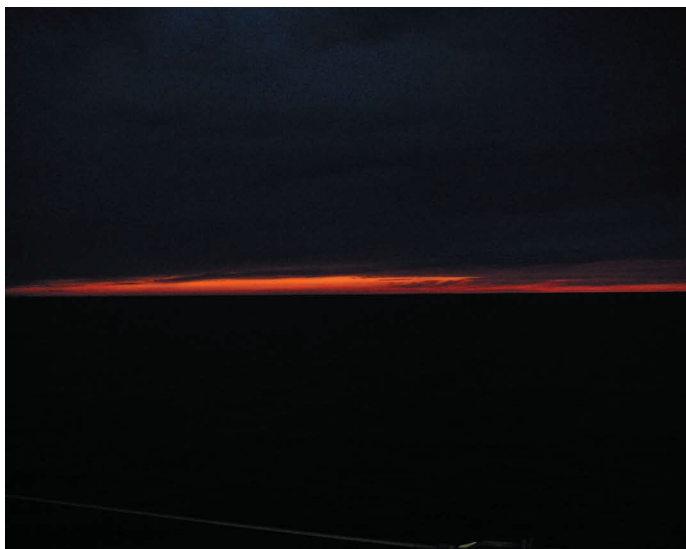


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**The Journal of
Horsham Amateur Radio Club**

October 2011

Sponsored by:



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Cover photo: Sunset in the North Sea (Dana Serina)

Editorial

The sad passing of Eric Darlington (G3YWD) of Storrington has been advised by Mick G4EFO who was called by his wife Ida. Many years ago Eric was a regular on the BADNET and I remember him well. Eric was in his 90th year. He had a long time career with the Water board until his retirement. A big thank you to Adrian G4LRP with help in getting the September edition of this magazine out whilst I was away on holiday.

Distributed along with this to paid up club members was this year's membership list. Please could you check that your details are correct and in due course any amendments will be advised. Following the announcement of a proposed official club outing to Gadget Show Live 2012, unfortunately, there has been insufficient interest and the idea is shelved for now.

David G4JHI

Reporting Interference

RSGB have very recently put up a web page called "Are YOU getting interference?"

www.rsgb.org/emc/are-you-getting-interference.php

This page gives step by step instructions and has a direct link to the OFCOM web form. It also has a link to an RSGB reporting form, so we can have our own independent source of statistics.

This new page is a big step forward so all it needs now is PUBLICITY.

73 de Roger/G3SXW

HARC August Meeting: Repairing Vintage Radios by David Smith M0SXD on 4th August 2011



David Smith M0SXD

For this talk David said 'vintage' would broadly mean pre-1960 and using valve technology. He had brought two examples of such domestic receivers – a Bush DAC90 (uncased) and a Civilian Receiver (wooden cased). The latter was made during WW2 by one of 44 manufacturers. David had a good start in life - his father had a TV and radio repair shop and bedtime stories featured electronics!

However David did not enjoy working on domestic sets and started his working life with AT&E, a major supplier of equipment to the GPO. Many career changes later he is now concentrating, with his son, on repairing and restoring old radios of many kinds. See his website: www.olderadios.biz for the full flavour.



Civilian Receiver
front view

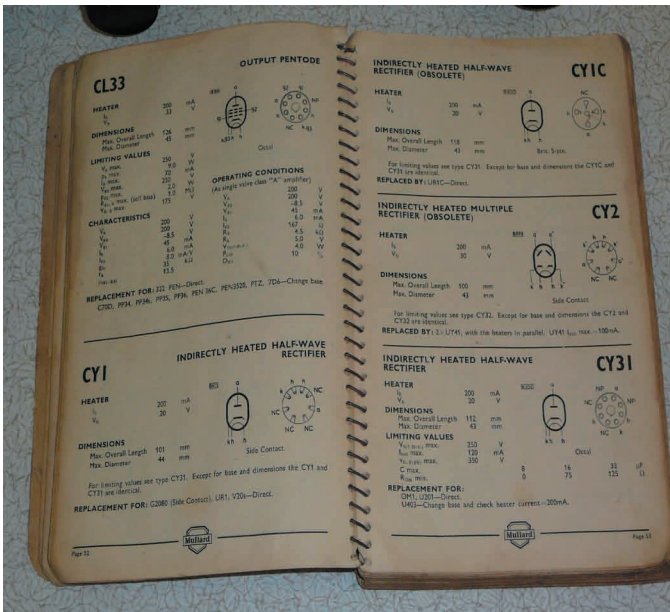


Civilian Receiver
rear view

Safety concerns must be priorities when working on these vintage sets, usually mains driven and not uncommonly the nasty AC/DC variety where there can be a direct connection between the mains and the radio's chassis and sometimes no earth connection since some sets used two-core mains leads. I thought his emphasis on this point was very relevant to many of us who seldom need have regard for voltages above twelve!

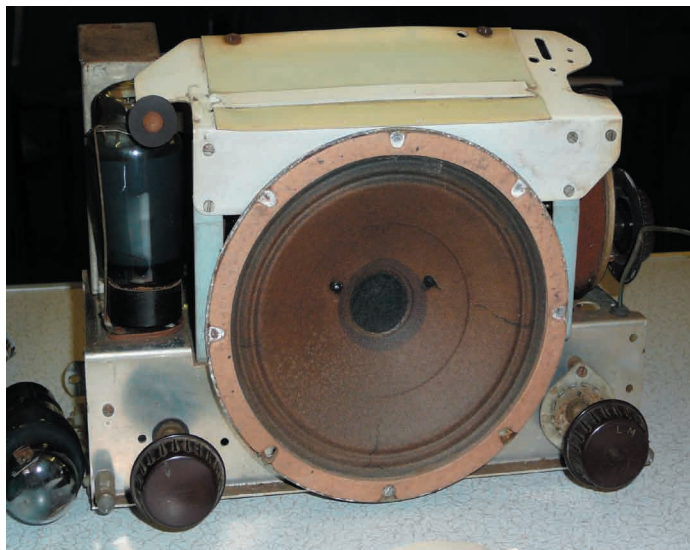
David highlighted components that he has found most troublesome including:

- dirty/oxidised contacts in switches, valve bases, tuning variable capacitors – sorry condensers; ultrasonic cleaning bath highly recommended
- leaky caps e.g. electrolytic HT reservoir and smoothing
- leaky interstage coupling caps
- resistors gone high
- valves' emission gone low – this is not very common compared with the other faults



Looking up valve data

David noted that circuit diagrams are usually drawn and read from left to right like our handwriting but he recommended we approached faultfinding a receiver in reverse i.e. start at the loud speaker and work back towards the aerial. He demonstrated this by clicking accessible points such as loudspeaker transformer terminals and valve top caps.



Bush
DAC90
front view



Bush
DAC90
rear view

For this he preferred an analogue multimeter over the digital variety. Another suggestion was to use a working spare set to listen for the oscillator in the set being worked on. These are just a few ideas from a very comprehensive and logical Testing Strategy scheme David presented to the very lively and appreciative audience present. G4FQR

TV Addict

There have been many programmes about airports but very few that actually go 'Inside Gatwick'. This is an 8 part series which looks at the working and updating of the airport. After a change of ownership a facelift operation was started and the cameras have been following the action. The baggage system needs to be in constant operation and just one bag can hold everything up.

If a bag does become stuck then a maintenance engineer will go and remove it or get it on its way. Many of the signs have been updated and instead of a yellow background with black writing have been reversed and since are similar to the railway. In the winter heavy snowfall shut the entire airport down and caused much disruption for passengers. Some had no choice but to stay and sleep in the terminal hoping to get to their destination.

Managers have regular meetings to make sure improvements are on target and feedback ways to their staff to work more efficiently. The programme airs at various times on Sky 1 with several repeats and also on Sky 2 and has already started again from episode 1. It is also available as video on demand via the Sky web site. But you will need to have a Sky iD account in order to watch.

Copy deadline for November edition 19th October

For items sent by email please send to this address:

harc.news@g4jhi.co.uk

A Summer's Trip to Denmark

by G4JHI

Mid August I set off by train armed with a suitcase and holdall to Elmstead Woods. Where on earth is that you may say. By changing at London Bridge it is one stop in a southerly direction before Chislehurst. Here I was transported by a friend who will be known as David2, in his car through the Blackwall Tunnel and soon passing the new stadium for the London Olympics next year heading for the port of Harwich.

After a visit to the nearby Morrisons for last minute supplies we soon boarded the Dana Serina bound for Esbjerg. The ships leaves at 1745 arriving the next day at 1300 local time. It was noticed that several vehicles had stickers, this indicates that they have a pet inside. With the advent of the pet passport it appears to be common nowadays. During the voyage you are allowed on the car deck to exercise your pet presumably with relevant facilities.

On arrival we headed straight for diesel. One thing to note is that fuel in Denmark is much cheaper than in the UK, Germany, The Netherlands and France. The best time to buy is late at night or before 10am because at other times it costs more! Many pumps are fully automated but if you use a UK credit card the instructions usually display in English.

We were using a Danish card and David2 can understand some Danish so it's wasn't too much of an issue. After a late lunch at Kolding on the east side of Jutland and a walk around the town we headed on across the Lillebælt to our destination Morud on the island of Fyn where we would be staying in our accommodation for the duration of the trip.

This is a town situated about 16Km north east from the city of Odense. The purpose of this trip was not only just a

holiday but for a birthday celebration of David2. Outside on several occasions I tried out my trusted Icom IC-E92D hand held. After tuning around and armed with a list of 2m repeaters I found that OZ7REF in Svenborg (145.750) was giving a good strong signal.

Could I access it, no. I later found that it still uses a 1750Hz tone but my 5w just wasn't enough to bring it on air. Every morning at 0930 there is a net held. I then found OZ3REG in Vejrhøj (145.600) a much better option and uses ctcss access. This is located on the island of Zealand on the west side close to the sea. The coverage includes much of Denmark, parts of south Sweden and northern Germany. Here I had a contact with Tage OZ3TX/M.

Along with his xyl who also has a licence were on their way towards Copenhagen. Also OZ3ALF whose name was Alf and advised that my rig was ideal for use on the D-Star repeaters. However I am still working on that at present! It was soon the day of the birthday party which included a trip on the Syd Fyenske Veteranjernbane's railway. The line runs from Faaborg to Korinth and hosts diesel and steam engines.



Steam loco
at Faaborg
Station



Faaborg harbour

Mørkenborg Kro



On this particular day trains were only running to Pejrup and back but gave you a chance to look in the engine shed and watch the engine swop to the other end of the carriages for the return journey. Down at Faaborg harbour all the guests for the birthday gathered round a kiosk serving delicious ice creams. The celebrations ended at the Mørkenborg Kro (Danish inn) with an excellent three course dinner including a steak.

During the days following we visited the coastal town of Svenborg by train and there we had an Indian meal in Restaurant Bombay! This establishment is small compared with Haldi but most enjoyable. There are very few places in Denmark where you can find a curry! The chef emanates from India and if you don't see your favourite dish on the menu just ask and you can have it!



Indian restaurant in Svenborg

Also a trip to Bogense by the sea and many visits to Odense city (well they call it a city) and met up with Danish friends we know. Whilst in Føtex which is a supermarket chain perhaps equivalent to Sainsburys I noticed by the electrical section several radios receivers some with CD players and suchlike. Nearly all of them had DAB+ which is the system that has been adopted in Denmark and some other countries and I was very tempted but resisted it!

On the car radio whilst in Morud I tuned to Long Wave and found BBC Radio 4 on 198KHz coming in fairly well during the hours of darkness and readable in the daytime. There have been reports of the signal power being reduced but it still reaches the island of Fyn. Back in 1986 when I was over there BBC World Service was booming in on 648KHz right over until the east side of Fyn.

Over on Zealand it was only readable at nighttime. However was loud and clear on 9410KHz. At a later date the Ordfordness beam was changed and then could no longer be received in Denmark during the daylight hours. The highlight of the trip must have been the Friday night thunderstorm. It was basically overhead with plenty of sheet and some falk lightning lasting an hour over the village.

A bit later it came back during the middle of the night for a short while. It resembled something like you would see in the USA! Myself I made the journey back to England by air. David2 was staying in Denmark a bit longer but was able to drop me at Billund Airport in Jutland just over 90km from Morud. I flew on Cimber Airways to Gatwick with a journey time of 1.5 hours. They give a generous luggage allowance of 20kg for checked baggage and 8kg for hand.

www.dfdsseaways.co.uk

www.cimber.com

Mystery Object



David G4FQR continues to mystify us but

What is it?

Third clue: One room in the casemate houses the target detection instruments shown in the b/w photo (below). The colour photo is of a tower still in good condition in Scotland. The Allies set up comparable weapon systems all over the world they controlled and one would suppose the Axis powers did like wise.

My father was overseas from 1943 to 1947 working on systems in Mauritius, Ceylon, Maldives, Mombasa, Seychelles, Madagascar, and finally Singapore.

The Loop Hut

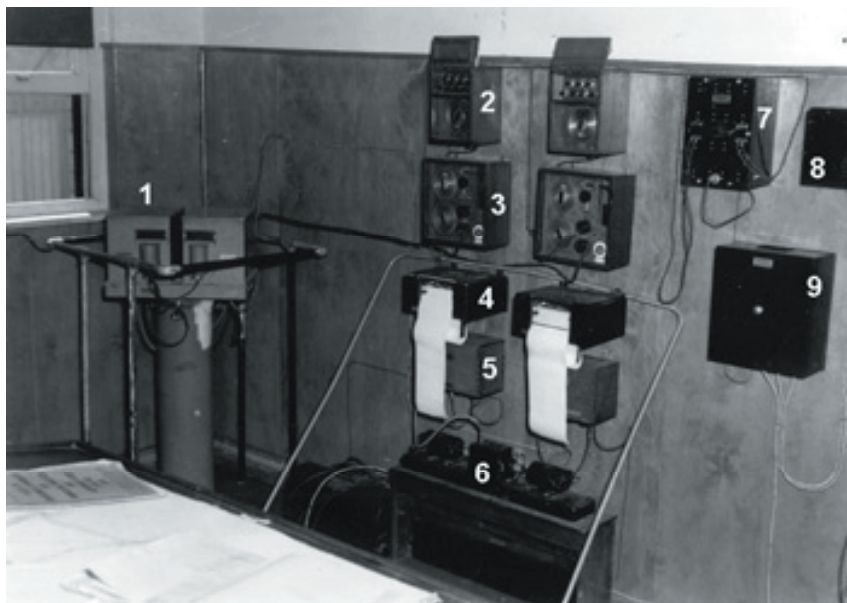
The tails from the loop cables entered the hut and were connected to the Box Balancing (No. 2 on the photo below).

This was connected to the Box Adjusting (No. 3) followed by the Integrator (inside No. 1).

Light from the Integrator shone on to Photo Electric Cells (inside No. 1) whose signal was fed into the Amplifier (no. 5) and on to the Recorder (No. 4). The Recorder was driven by a motor (No. 6).

Morse code signals picked up by the loop cables were amplified by the Loop Indicating Signal Apparatus (LISA) (No. 9) and were fed into the LISA Loudspeaker (No. 8) to be heard.

Power for the equipment came from the Input Transformer Box (7).



Diary

Sep 30th/Oct 1st, National Hamfest - Lincoln 10:00 - 16:00
www.nationalhamfest.org.uk

Oct 6th, Club Night: Junk Sale - Doors open 19.30 for
20:00 start

Oct 7th - 9th, RSGB Convention - Horwood House
www.rsgb.org/rsgbconvention

Oct 13th, Committee Meeting - QTH G3ZBU

Oct 20th, Social Evening - The White Horse - Maplehurst

Nov 3rd, Club Night: The John Narborough Lecture

Nov 6th, West London Radio & Electronics Show

All above times are BST

Committee/Club Meetings and Socials start at 20:00