

WANSARC NEWS



Volume 40 Issue 3— April 2009

Western and Northern Suburbs Amateur Radio Club VK3AWS
Incorporated in Victoria A7611S

John Moyle Field Day extraordinary WX conditions



This was the scene late afternoon as VK3AWS participated in the John Moyle Field Day. Intermittent rain and sunshine failed to dampen the enthusiasm of our intrepid club members and even 90 –100 kilometre an hour wind squalls sent from the heavens above did not dislodge our very impressive array of antennae. Mind you it was a very near thing at one stage but all survived. Can't help thinking that I have seen this very type of cloud formation in the United States just prior to a tornado forming and touching the ground!! Read more about the club 2009 John Moyle Field Day effort on Pages 3 and 4. *Photograph by Mark VK3PI*

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Calendar for March 2009

- **Friday April 3** —Club meeting
- **Tuesday April 7,14,21,28** —Club VHF Net 1930 hours 146.450MHz FM
- **Sunday April 19**— CLUB DAY— TAMING THE SYNTRX



Wansarc is an affiliated club of the Wireless Institute of Australia

NEXT MEETING—So you want to know more about “Radio Mobile??”

Radio Mobile is a free software tool for the evaluation of radio system performance and its performance is comparable to commercially available software. The program uses terrain elevation data to determine the predicted path profiles for a transmitter and receiver.

On **FRIDAY APRIL 3, 2009**, the guest speaker at WANSARC will be **Albert VK3TU**.

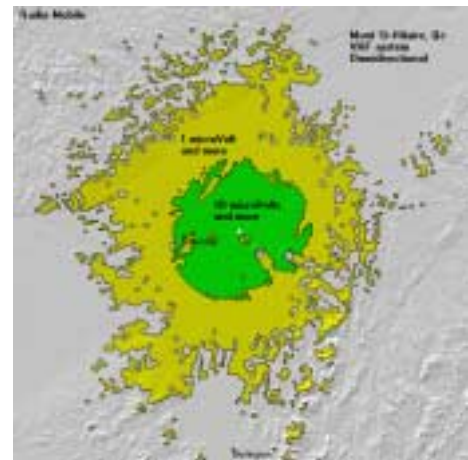
Albert has used Radio Mobile extensively and is very familiar with the program and its capabilities.

This is a real opportunity to hear first hand Albert’s experiences with radio mobile and how to gain the most out of this program. This will be a very timely presentation as many members of the club are experimenting with Radio Mobile.

If you wish to familiarize yourself with the program prior to the meeting, why not go to the following web address:

<http://www.cplus.org/rmw/english1.html>

See you all on FRIDAY APRIL 3, 2009. Don’t miss this presentation!!



IN BRIEF.....IN BRIEF.....IN BRIEF.....IN BRIEF.....IN BRIEF.....IN BRIEF.....

MDRC HAMFEST

This years Hamfest will be held on May 9th 2009 at the same venue as usual—Brentwood Secondary College, Watsons Road, Glen Waverley Melway 71 D7 (enter via Heath Street).

Table bookings and trade display requests are now coming in thick and fast and with limited space now available, booking your selling space is essential.

Bookings can be made as follows: -

· Email to :

vk3gl@aanet.com.au (Graeme VK3GL) or
vk3gk@aanet.com.au (Lee VK3GK)

- Phone : Graeme Lewis VK3GL 03 9702 1199 or mobile 0418 17160
- Phone : Lee Moyle VK3GK 03 9705 1051

MDRC will have some great Door prizes this year which are sure to bring in the crowd.

Doors open 10am - sellers access at 7.30am.
Table fees payable upon entry.

Contributed by **Graeme Lewis VK3GL**, MDRC Hamfest Committee

“WWW” VOICE DIES

One of the original Voices of WWV has passed away.

Don Elliot Heald, of Atlanta, Georgia, who gave WWV its human touch passed away on Thursday, February 19th, 2009. Known in the broadcast world as Don Elliot, Heald had a distinguished career that ranged from work at Atlanta Georgia's WSB to his automated and internationally heard WWV broadcasts on shortwave.

He was also the voice of the Audichron telephone dial-in Time-Weather-Temperature service in the USA.

He was a graduate of the University of Florida at Gainesville and began his broadcast career after graduation when he accepted a position at WRUF where remained for three years.

In Atlanta he spent much of his spare time devoted to public service work with charities and civic clubs.

He is survived by his wife Sara Farmer Heald of Atlanta, GA; sons and daughters-in-law David and Deborah of Ponte Vedra Beach, Florida, Tom and Evelyn Heald and Frank and Mary Heald of Atlanta.

Don Elliot Heald was 86.

John Moyle 2009 by John VK3FMPB

It hasn't rained in Melbourne for ages, months or years even. The only two days WANSARC goes into the field, our family day at Bundoora and now the John Moyle day and it rains. If we extrapolate that we could say that WANSARC has the answer to the drought. Try to hold a field day or family day. Now that is settled we will run field days every weekend until our dams are full again.

Ham radio, saving Melbourne one rainy weekend at a time.

We arrived at our clandestine QTH from about 0800 Hrs and people just kept on rolling up until about 1000 Hrs. Personnel present on the day were VK3s VCL, EL, NE, MRT, FTDX, EB, DWH, ZO, PI, FRES, DKM, NQ, FJPM, HDX, and yours truly, VK3FMPB. Chris VK3FY, Nik VK3FNIK and Norman joined the fray late in the afternoon. The skies looked foreboding as if telling us, warning us of the impending storm. Did we take any notice? No. Did anyone see the storm clouds to the west? Nah, We just build on regardless.



Grunt work from L to R Graeme VK3NE, Dallas VK3EB, Rod VK3MRT and with his back to the camera Jess VK3FJPM.

The club gave numbers to any one it could on all bands from 80 metres through 23cm. We employed a rotational system of operating masterminded by Wayne VCL. Keep the troops fresh and keep 'em keen. The weather was with us when we arrived then it turned against us and again with us later. Oh, it's Melbourne this happens all the time. That necessitated 2 changes of clothes for some of us. It got pretty cold at times.



Don VK3HDX racks up the points on 23 cm!!

The contest seemed to be going ok with most of our stations making contacts and scoring points for WANSARC. The troops working the radios seem to be happy little Vegemites and everybody seems to be making contacts. Mark PI's voice is heard booming out over portable radios on people's belt buckles all over the camp site.

Lunch time and Rod VK3MRT mans the BBQ and turns out some lovely snags and burgers, add coleslaw to that and you have a nice lunch. After that you have seconds and thirds and our next family day will be at a weight loss centre. VK3TOOFAT!!

One factor that is definitely noticeable is the spirit of co-operation among the members present. Different people take different tasks like cooking, cleaning, entering data into computers, manning the different radio positions. Helping each other where we can. Another important job on John Moyle day is to log all the contacts and the work we have done or it all comes to naught. Rod MRT is on charge of that job. Rod sits at his computer logging entries as they come in, and that is no mean feat. With 5 or more people operating it means the forms come in hard and fast. That's what we do -, "Teamwork"

As the day wears on new stations come on to the airwaves and we pounce on them. We try new antenna configurations, beams on 2m, beams on HF. Another meal at 1730 Hrs and we have finished the food quota for the day. Thanks Trevor.

John Moyle 2009 (continued)

Now for the last session of the day. 1800 Hrs onwards. We make plans to do a last session but the weather has different ideas. It's been cold for most of the day but now the weather is really starting to get nasty. The wind has blown up a mini gale. The black clouds are rolling in over the top of us and the wind seems to be getting stronger. It all seems a bit dangerous now. Masts high in the sky seem shaky especially as some have 4 or more antennae on them. Thankfully at WANSARC we know a thing or two about construction and safety and not a mishap or injury was had on the day. That's not to say it wasn't a little frightening in the middle of that gale.



Always one of the best dressed at our field days, Frank VK3ZO scooped the pool on 40 metres.....in fact it was very difficult to drag him out of the tent to pack up!!

An executive decision is made by VK3NE to abandon the competition in favour of safety. Pull 'em down he yells hardly being able to be heard over the wind and rain. Guy wires come down as do masts and antennae simultaneously all over the area.

What took us most of the morning to erect took us 30 mins to dismantle. Trevor's mast and HF beam is proving to be a handful, get a few more troops over to him quick.

Graham NE starts pulling his mast down but it is also proving to be a handful. At least it is tied to his trailer. 4 blokes helping him makes it possible to do that safely however. As I mentioned previously teamwork is what we do. All down and safety is restored, the wind even died down for us.

Time for a de-brief and a final chat and we are all finished.



Top clockwise—Trevor VK3FTDX uses a beam as an anemometer, Trevor's impressive 10 metre beam in the background with 2 metre installation in foreground, Dallas VK3EB wows them on 20m, Rod VK3MRT active on 2m and Commander Wayne, maestro for JMFD 2009.

ON A ROTOR AND A PRAYER—Radio controlled helicopter world record!!

THE stage was set for a world record attempt.

The JR Vigor had to conquer 294 kilometres of ocean to satisfy **Mike Farnan's** latest challenge. Photojournalist Mark Smith went along as support team to capture the ups and downs of a dangerous Bass Strait crossing.

It had all the trappings of a great adventure.....a brave hero, a bumbling

sidekick and a super cool pilot.... Together they formed a team that beat Bass Strait and flew into the record book! The tale started 18 months ago when Mike Farnan set the world record for a flight over water by a radio controlled model helicopter by flying across Melbourne's Port Phillip Bay from Geelong to Elwood. That 64 km journey cemented Mike's hold on the world record and sowed the seeds for an even greater journey.

"To cover Port Phillip Bay only used half of the 3 litres of fuel available," Mike said.

"The model carried the weight easily giving me confidence that it would lift a greater load. I knew we could do something longer."

The planning began in earnest. Mike felt that three and a half litres was about the limit the model could carry. Based on the Port Phillip trip that should give about 100 minutes flying, or about 70 nautical miles at 40 knots groundspeed. A quick check of the map confirmed the distances were within limits. The goal was set: Tasmania to Victoria via Flinders and Deal Island.



Leg 1. Cape Portland, Tasmania to Flinders Island. 79 km.

After spending a sleepless night on Flinders Island, a 6.45am cab ride took the team on the 10 minute drive to the airport. The windsock indicated a slight northerly, the skies showing a small amount of cloud building to the west. The Jetranger was quickly loaded and heading was set for our start point of Cape Portland on the north-east tip of Tasmania.

Local television was on hand to record our departure so after a quick interview Mike fuelled the model and gave the signal for Professional Helicopter Services pilot Luke O'More to start the mothership. Mike strapped in and gave the signal to fire up the model. The ever reliable OS engine started straight away and after getting myself strapped into the back we were away. The time was 8.15am.

A climb speed of 35 knots saw the model maintaining 400 feet per minute, about 20 yards ahead of the fullsize. The model was levelled at 500 feet, and allowed to accelerate to cruise speed of around 50 knots. Visibility was excellent with Flinders Island visible right on the nose from the moment we left Cape Portland.

Everything was moving along beautifully, the Vigor gamely leading its full-size cousin on its trip over the unusually-still Bass Strait waters. Without realising it we had climbed to 1500 feet, causing some discussion about how rich the mixture could have become. Not wanting to find out we descended back to 800 feet.

Soon Flinders Island airfield appeared on the horizon. The plan was to come in high from the water, land the full size near the fuel bowser then hover the model to a landing nearby.

Constant talking between Mike and Luke saw a successful landing in front of a dozen interested locals, one hour after leaving Tasmania. This broke Mike's original world record by 15 km. Luke warned Mike that our approach speed had been a little slow. The next leg to Deal Island would be with a full fuel load in both model and full-size, so approach speeds would be more critical.

Servicing of the model saw the 1700Mah battery pack changed to a 2000Mah, despite the smaller battery still showing 70% capacity. Fuel burn had been as predicted with about 40 minutes left in the main tanks.

Leg 2. Flinders Island to Deal Island. 100km.

After the locals had been shown the model, and the full-size had been refuelled it was time to start on the longest leg of the trip. Mike strapped in and the Jetranger fired up. Then disaster struck. After starting the model the harness I was wearing to allow me to open the door in the back of the aircraft caught the model and pulled it over. In a second the fly bar bent, dangerously unbalancing the model. (Hence the reference at the start to the bumbling side-kick.) The full-size was shut down and Mike furiously worked to straighten the fly bar and retrack the blades.

ON A ROTOR AND A PRAYER (continued)

Thankfully he was able to do this and the attempt was continued.

The Jetranger was using 105% torque as we slowly climbed away heading north-west. As we reached our cruise altitude of 700 feet, Deal Island loomed on the horizon, a grey blur hidden by rain showers. The water below was still glassy indicating very little wind.

The model had also acquired a glitch in the form of severe tail twitch if it flew too far or too near the mothership. The sight of the model twitching every so often caused the crew a few butterflies as we got further out over the water away from the safety of terra firma.

A rain shower was encountered, the wind increasing as we flew into it. Luke complained we were flying so slow the windscreen wasn't clearing, making it hard to see the model.

The GPS was indicating 32 to 35 knots until we cleared the shower, then increased back to 45 knots.

Mike brought the model close to the left side so the fuel state could be checked. Three quarters of the way across and the right tank was still half full. A plan was hatched to fly past the Deal Island light house for pictures before a straight-in approach to the very tight helipad.

Treacherous cliffs falling into the ocean provided a great back drop as the formation tracked for landing. Luke put the big Bell helicopter expertly on the pad and Mike followed suit with the model. One hour and twelve minutes of difficult flying saw the record broken for the second time. The relief was immense. Time for a break.

Deal Island is home to two caretakers who obviously appreciated the break in their routine on the lonely windswept island. Local wallabies hopped near the model as the team enjoyed coffee and cake in the caretakers residence.

The wind was still light so after fuelling up it was time to hit the blue for the short hop to Hogan Island.

Deal Island to Hogan Island. 40 km.

The original plan had been to fly from Deal Island direct to the Victorian mainland. However the prospect of headwinds associated with an approaching front meant a landing at Hogan Island would be necessary. Departing Deal we flew low down an ocean fjord with rugged rocks thrusting skywards from the deep blue water. The sun was shining, illuminating the yellow canopy making for some great photos. The leg was covered in 38 minutes, the only obstacle being a large rain shower moving across from the mainland. We flew through several small showers but thankfully avoided the worst of the weather.

Landing on Hogan to an audience of cattle, the model was quickly refuelled, a few pictures taken then a hasty departure to try and get ahead of the worsening weather.

Hogan Island to Port Welshpool. 75 km.

The battery had been changed to a larger 2300Mah pack for the final leg. The wind had now shifted giving us a northerly of about 10 knots. The cloud base was also lowering forcing us down to 500 feet to remain clear of cloud. The GPS indicated a groundspeed of 35 knots after departure, then dropped to 32knots 10 minutes out. It was going to be a slow trip. Up ahead the cloud was rolling in off Wilsons Promontory, with showers becoming harder to dodge. The windscreen kept misting up making the model blur against the grey skies. After a long days flying Mike's concentration was beginning to wane.

Snake Island slipped by underneath us, gaining its fearsome name from the hundreds of venomous snakes said to live among the wiry undergrowth. Thankfully we didn't have to make a forced landing!

As we approached the mainland, 20 minutes out the formation was joined by the ABCs Squirrel filming us as we crossed the coast. Now the groundspeed was down to 30 knots due to the increasing headwind but the runway was in sight and an hour and fifteen minutes after leaving Hogan Island we touched down in front of the waiting media.

A total of 294km had been covered in 245 minutes flying time. An epic trip deserving of a world record. Will there be another record attempt?

"I'm not going to do anything like this again, I might end up divorced!"



Thank you to the Melbourne Radio Controlled Helicopter Club for permission to reprint this article and to Don VK3HDX for kindly supplying the article and gaining permission for reprint. NOTE DON will be a guest presenter at a WANSARC meeting later this year and will be DEMONSTRATING the art of flying these radio controlled models. This will be a night NOT TO BE MISSED !!

For more information on the Melbourne Radio Controlled Helicopter Club go to:

<http://mrchc.org.au/>

Warning! Local store scam from Matthew James

A 'heads up' for those men who may be regular Dick Smith customers.

Over the last month, I became a victim of a clever scam, while out shopping. Simply going out to get electronic bits and pieces has turned out to be quite traumatic.

Don't be naive enough to think it couldn't happen to you, or your friends.

Here's how the scam works:

Two seriously good looking 20 year old or so girls come over to your car as you are packing your materials into your vehicle. They both start wiping your windshield with a towel and Windex, and with their breasts almost falling out of their skimpy T-shirts, it's almost impossible not to look.

When you thank them and offer them a tip, they say "no" and instead ask you for a ride to McDonalds. You agree and they get in the back of the vehicle.

On the way they start undressing, then one of them climbs over into the front seat and starts crawling all over you, while the other one steals your wallet.

I had my wallet stolen February 4th, 10th, twice on the 15th, 17th, 21st and 24th, and the 29th, and again on March 1st, the 4th, and twice on the 8th, 10th, and again today.

So tell your friends to be careful.

BY THE WAY!!! K Mart has wallets on sale \$1.99 each or ten for \$15.00.

I hope you find this helpful.

Using a vertical when the other station has a horizontal antenna, OR let's argue the toss over loss - spawned from a VK3HDX, VK3XC, VK3PI ragchew

Now let us assure you all that the club frequency of 146.450MHz attracts many and varied conversations about all sorts of topics and one such topic related to the potential losses when one station is running vertical polarization and the other vertical. So here are some quotations from a reliable antenna source:

"On line-of-sight (LOS) paths, it is most important that the polarization of the antennas at both ends of the path use the same polarization. In a linearly polarized system, a misalignment of polarization of 45 degrees will degrade the signal up to 3 dB and if misaligned 90 degrees the attenuation can be 20 dB or more. In other words if your vertical and the other station is horizontal, you may have up to 20db losses. Likewise, in a circular polarized system, both antennas must have the same sense. If not, an additional loss of 20 dB or more will be incurred.

Also note that linearly polarized antennas will work with circularly polarized antennas and vice versa. However, there will be up to a 3 dB loss in signal strength. In weak signal situations, this loss of signal may impair communications."

HF is a different ballgame, in that over non-line of sight distances the polarization of the source signal may change from vertical to horizontal through ionospheric reflection".

So folks, time for some practical portable experiments to confirm the theory!

SQUID POLES, brand new, 6 metres long \$18 for club members, \$22 for non-club members, some still left, see the **Treasurer Gordon VK3YOD** or mail **vk3pi@optusnet.com.au** to order

WANSARC CLUB PROFILE

History

The Western and Northern Suburbs Amateur Radio Club (WANSARC) was first formed in 1969 and since then has served the needs and interests of amateur radio operators, short wave listeners and those interested in hobby radio and electronics. The club is not gender specific, having both female and male members. Members come from all walks of life with a mix of experience, young and mature, novice and technical. The most important aspect of the club is the willingness of all members to share their knowledge for the benefit of others. Members mainly reside in the west and north of Melbourne; however membership is encouraged from all interested.

Meetings

FIRST Friday of each month except January at the Ern Rose Memorial Pavilion, SEAVER GROVE, RESERVOIR. See map).

Talk in on 146.450MHz FM—call club station VK3AWS.

Benefits

Free technology and related presentations, sponsored construction activities, discounted (and sometimes free) equipment, network of like minded radio and electronics enthusiasts, excellent club facilities and



environment plus an informative monthly newsletter for members to post articles, news, classifieds for all radio, test equipment, etc, featuring Amateur Radio news from WANSARC, WIA, ACMA, Melbourne Clubs, VK and Worldwide.

Club Nets

146.450MHz FM each Tuesday evening commencing 7.30pm local time. Also monitor 28.470MHz on 10 metres USB.

More Information: Website: www.wansarc.org.au

Email: wansarc@wia.org.au

Postal: WANSARC PO Box 336 RESERVOIR 3073



Don't forget the "club" meets on air regularly on 146.450MHz FM. Give a call— someone is always listening!!!

Next meeting Friday April 3 , 2009 1930 start

If not delivered within 7 days, please return to WANSARC, PO Box 336, Reservoir, 3073

Australia Post stamp here