

# COULSDON AMATEUR TRANSMITTING SOCIETY

# G4FUR



# M1FUR

## **CATS WHISPERS**

### October 2006



Affiliated to the RSGB

**SYCOM – Official CATS Sponsor**

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### **CATS Committee**

Chairman: Rob Cole 2E0AYT  
Secretary: Andy Jackson G8JAC  
Treasurer: Derek Hands G1PGS  
Members: Steve Conway G7SYO  
Stuart Barber G6CJR  
Dave Young G8VXB  
Ian Peck M3IGP

**CATS Whispers Editor:** Andy Jackson G8JAC  
email address for contributions:

### **Regular Society Meetings**

These are held on the second Monday in each month at:-  
St. Swithun's Church Hall, Grovelands Road, Purley at 2000hrs to 2200hrs.

### **Society Nets**

1<sup>st</sup> Saturday of Month - 1715hrs Crescenta Valley / CATS Net on Echolink  
Normally via MB7IPL node on 145.2875 MHz.  
Sunday mornings - 1100hrs. Call on S20 (V40) then to 145.2875MHz.  
Sunday evenings - 1700hrs. 3.700 MHz +/- QRM  
Wednesday evenings - 21.00hrs. Call on 70.425 MHz

### **CATS Website**

**Email :**

### **Forthcoming Meetings**

Mon 9<sup>th</sup> October – PCB design & production by Terry G4CDY  
Mon 13<sup>th</sup> November – CATS Quiz, hosted by Steve G7SYO  
Mon 11<sup>th</sup> December – Annual General Meeting



CATS is Twinned with the  
**Crescenta Valley Radio Club**  
Glendale California USA [www.qsl.net/cvrc](http://www.qsl.net/cvrc)

## September Meeting Report

Our September meeting had been planned as a Mini-Talks evening, sometimes known as a Show-and-Tell session. The idea was that we invite members to present a brief talk to their fellow members on a subject that the member might specialize in or that may be just of interest. It needn't even be about amateur radio. In the event, none of our nearly 40 members volunteered to present anything. The void was quickly filled by the two Andys, G0KZT and G8JAC, who presented a slide-show of pictures taken during the recent CATS visit to California. The pictures were a compendium of shots taken by them both, with some taken by Mark W6MW, and were a pictorial diary of the journey, local sights around the Glendale area, the ARRL Field Day event, and some of the activities that were organised by the Crescenta Valley Club. Also shown were pictures of the CVRC club meeting that was convened to co-incide with the visit and the formal presentation of the CATS Trophy to the CVRC club President.

Both Andys provided an impromptu commentary to accompany the visuals and to explain and fill in some of the details.

The members who attended the presentation were surprised to find that St Swithuns Hall has had a makeover during the summer which has included re-surfacing and polishing the floor, redecorating, rewiring with new electronically dimmable fluorescent lighting (lots of 13Amp power outlets now too!) and a complete refit of the kitchen area.

## CATS Activity News

For those CATS members who enjoy properly brewed and served beer, cider or perry, a date not to be missed is the annual **Croydon and Sutton Beer Festival** which takes place as usual at the Wallington Hall, Stafford Road, Wallington (opposite Sainsbury's). The festival runs from 12 – 14th October and will have over 50 real ales on tap. If you would like to go with other CATS, we suggest visiting on Friday 13<sup>th</sup>. More details at: <http://www.croydoncamra.org.uk/Festival.asp#Fest2006>

Following on from the success of the CATS visit to HMS Collingwood, we are organising a CATS trip to the **Brooklands Motorsport and Aviation museum**, located near Woking, Surrey. The date is **Sunday 26<sup>th</sup> November**.

The museum contains many items of technical interest illustrating the history of motor racing including the famous Brooklands racing circuit that was popular in the 1930s. Part of the original track has been preserved and can be seen.

For aviation enthusiasts, the name of Brooklands is synonymous with the British aircraft industry and there are many exhibits from this glorious era, many of which can be entered and inspected close-up. Of particular note are a preserved Concorde, the Wellington bomber recovered virtually intact from Loch Ness, which is being rebuilt to exhibition standard and several development aircraft. There is also a small exhibition of aviation-related radio.

Contact the secretary if you would like to go. Help with transport may be available. Please ask.

### **CATS Weekend?**

Older members will remember that a social weekend away, often in the winter season when there is less pressure on hotel accommodation (i.e. it's cheaper!) and the summer holiday is a distant memory, was a regular event undertaken by CATS members and XYLs. Visits to the Isle of Wight and Cornwall to name but two fairly recent successful trips, are fondly remembered.

**Stuart G6CJR** is enthusiastic about reviving this activity and would like anyone who is interested to contact him with suggestions and ideas.

We have decided to repeat last year's successful CATS New Year dinner. Details and venue to be confirmed but keep **Friday January 12<sup>th</sup> 2007** clear in your diaries!

## What's coming up

The **October** meeting will be of great interest both to experienced home constructors and anyone who has a need to knock up a circuit at any time. Terry G4CDY has great experience in the hobby and will be showing us just how easy it is to produce a professional looking printed circuit board. Terry will take us through the steps of capturing the circuit, designing the layout using computer-aided design, and then producing the board using a milling machine technique. This is a demo not to be missed!

We usually have a quiz in **November** and for the past few years, it has been hosted by Andy G8JAC and his XYL. This year for a change, Steve G7SYO is having a crack at presenting it and as usual, we will be inviting our local clubs to enter a team and join in a social occasion. We would like some CATS members to support it as well.

As usual, our **December** meeting will be devoted to the Annual General Meeting. The necessary information and paperwork will be sent out with the November newsletter.

## The New Licencing Regs

Doesn't it always happen? On the day that CATS Whispers was sent out last month, Ofcom announced that the implementation date for the new licensing system was being put back to 1<sup>st</sup> December. It seems that there is more to the process of changing the regulations than was realized. However having promised free licences from 1<sup>st</sup> October, it was felt that this promise had to be honored.

It is still unclear whether the licensing conditions will change for all amateurs with a single announcement, or if there will be dual standards of licensing until the Lifetime Licence issuing process is completed.

Andy G0KZT has looked at the changes in some detail and has kindly contributed the article that follows.

### Amateur Radio Licensing – A review of the changes

Following the proposals by OFCOM to change the Amateur Radio Licences to “Lifetime Licences”, a number of major changes are being implemented within the rules and regulations governing the licensing.

The purpose of this information is to give an overview of the changes and to detail how the changes effect day to day operating within the UK and where it has any effect, with any CEPT arrangements already in place.

References:

<http://www.ofcom.org.uk/consult/condocs/aradio/lifetimelicence/licenceformat.pdf>

<http://www.ofcom.org.uk/consult/condocs/aradio/statement/>

[http://www.ofcom.org.uk/radiocomms/ifi/tech/interface\\_req/ir\\_2028.pdf](http://www.ofcom.org.uk/radiocomms/ifi/tech/interface_req/ir_2028.pdf)

Ofcom planned to introduce the new lifetime amateur radio licence on 1 October 2006 (the “Implementation Date”). However this date has already been postponed until 1<sup>st</sup> December 2006.

For each radio amateur licensee who holds an existing amateur radio licence, the new lifetime licence will only come into force when the term of his or her current amateur radio licence expires.

For each radio amateur licensee who holds an existing amateur radio licence, in order to ensure

that the new lifetime licence arrives in good time, Ofcom will post lifetime amateur radio licenses 6 weeks before the date when the licensee's current licence is due to expire. Ofcom will only send these licenses to licensees whose licence expires on or after 1 October 2006. Any licenses that expire before this date must be renewed with the RLC and will not be replaced with the new licence at that time.

Previously, there were three separate Terms and Conditions for the three different licenses available in the UK

a) The Amateur Radio Full Licence Terms, Provisions and Limitations Booklet – BR68;

b) The Amateur Radio (Intermediate) Licence Terms, Provisions and Limitations Booklet – BR68/I;

c) The Amateur Radio Foundation Terms, Provisions and Limitations Booklet – BR68/F.

OFCOM are simplifying the licence and the licensing process and these will now be combined into a single lifetime licence document with a single set of terms and conditions. This change will mean that any differences between the terms, provisions and limitations that apply to each class of amateur radio licence will be clearly visible.

The privileges enjoyed by full licensees differ to those granted to Foundation and Intermediate licence holders. These are as follows:-

Section 2 of the draft licence states that only **FULL** licence holders may operate from a maritime location and only **FULL** licence holders may operate outside the UK using CEPT recommendation T/R 61-01. Section 16(a) states that the Licensee shall comply with the requirements applicable to the use of wireless telegraphy apparatus at the location of operation in the host country.

OFCOM have reintroduced the /A suffix but define the “Alternative Address” as a fixed postal address, i.e. not mobile or maritime mobile and not temporary and by virtue that advance notice or not less than 7 days is given to the Ofcom Licensing Centre.

/P operation is defined as a temporary location where the location of the station is given once every 30 minutes to an accuracy of better than 5 miles using either

- I. The full postcode,
- II. latitude and longitude in degrees and minutes,
- III. National Grid Reference correct to six figures,
- IV. International Amateur Radio Union (IARU) locator to six characters, or
- V. The address or other geographical description correct to 5 km.

/M is as before and includes any mobile (including Pedestrian and on Inland waterways).

/MM is when operating in coastal and International waters. It should be noted that /MM operation is only available to Full Licence holders.

*Editors note: Although the draft lifetime licence as published on the Ofcom website states that licensees shall use /P, /M and /MM where appropriate, the RSGB news has reported that the use of these suffixes will no longer be mandatory.*

With regard to supervising other persons, FULL licence holders again are the only persons who can do this. Foundation and Intermediate licence holders are not permitted to allow others, other than FULL licence holders to operate their stations. So, a full licence holder may supervise:-

a person who holds a current United Kingdom Amateur Radio Licence or any person who the Licensee has reasonable grounds to believe is not a Disqualified Person and who:-

- who holds a Radio Amateur's Examination Pass Certificate recognized by Ofcom
- by a person on a recognized Foundation Training Course
- by a non-UK radio amateur licensed by any other country
- by a representative of a User Service in accordance with Clause 1(2)
- who does not fall within Clause 3(2)(a), (c), (d) or (e)

Only where this Licence is a Full Licence the Licensee may permit a non-licensed person to send a Message using the Radio Equipment provided that the Radio Equipment is operated by the Licensee.

With regard to club licenses, only where this licence is a Full Club Licence issued to the licensee for use on behalf of a Club, then the licensee may:

(a) authorise any Club member **who holds their own separate Full Licence** to use **and supervise** the operation of the Radio Equipment on the Licensee's behalf under this Licence;

(b) permit a non-licensed person to send a message using the radio equipment provided the radio equipment is operated by the licensee or by a club member who holds their own separate full licence, provided that, in each case, such persons are made aware of, and of the requirement to comply with, the terms, conditions and limitations of this licence.

The licence is issued for life unless revoked by Ofcom or is surrendered by the licensee. However, the licensee must confirm their details once every 5 years either by using the on-line website or by informing Ofcom in writing (thus invoking a £20

charge). In addition, the licensee must give immediate notice to Ofcom either in writing or by means of Ofcom's on-line licensing system of any change to the Licensee's name, Main Station Address (or mailing address if different) from that recorded in this Licence.

Section 7 of the licence refers to equipment and IR 2028. It specifically restricts Foundation Licence holders from using equipment that does not conform to IR 2028. Foundation Licence holders may construct kits as long as the kit conforms with IR 2028.

Section 7(3) has added the availability to control the radio equipment by means of wireless remote control devices within a range of **NO MORE THAN 100 Metres** from the location where the radio equipment is situated.

Section 9 covers where we can operate in respect to bands (schedule 1). And further, licensees may receive a message from an overseas amateur of from a UK amateur (who would have an NoV for his/her operation) but may only transmit on a band authorized in his/her licence.

Log keeping has apparently been changed and it is now not necessary to keep a log except for the purposes of an interference investigation, to determine compliance with the terms, conditions and limitations of this Licence, or for any other matter concerning the enforcement of any relevant legislation. An instruction to do so would be at the request of an authorised person of Ofcom, and would necessitate the need to keep a permanent record. Ofcom would define the period that this log should be kept and in a form that Ofcom may require.

The "User Service" is defined in Section 17(rr) and is the British Red Cross Society, the St John Ambulance Brigade, the St Andrew's Ambulance Association, the Women's Royal Voluntary Service, the Salvation Army, any Government Department and 'Category 1' responder as defined in the Civil Contingencies Act (2004) and, where authorised by a Category 1 responder, any 'Category 2' responder defined in the Civil Contingencies Act (2004);

Lastly, the licence can only be used for the purposes of self-training and as a leisure activity but not for commercial purposes of any kind.

**Andy GOKZT**

# August Low Power contest Weekend – Report

We were once again treated to some excellent weather at what has now become our regular contesting site on the Woldingham Ridge between Warlingham and Tatsfield. Shortly after midday on Saturday 5<sup>th</sup> August, members including Andy G8JAC, Paul M3JXN, Len G0GNQ, Ian M3IGP, Rob 2E0AYT, Dave G8VXB Steve G7SYO and Andy G0KZT arrived and began setting up for the 3pm start. The party split into three groups, one putting the tent together, another the mast and the third assembling the two 17 element beams. The mast was erected without a load so that the guy rope lengths could be set and once complete, the two beams were attached with the phasing harness. After the mast was hoisted skywards, the SWR was found to be very high. The culprit was found (once again) to be the phasing harness being incorrectly configured (note, we must remember to feed both aerials in the same end and the coax feed to the transmitter at the opposite end). This is an easy mistake to make as when it is in the correct position it doesn't look right!

After the final preparations were made, including a few contacts to test the equipment, we were ready for the 1400 GMT start. Surprisingly, although band conditions appeared favourable (contacts immediately into France and The Netherlands), the number of stations heard was low. I was only able to remain on site until 5pm as I had to work over the weekend (sadly not being able to return until close down on Sunday afternoon). Len and Ian had made a commitment to stay on site overnight and had set up a Windom for HF operation once the contest had finished on the Saturday evening.

I arrived back on site at 1pm to see that James G0SDB had joined the team. As the UHF contest had finished, the station was soon dismantled and by about 2.15pm everything was packed up again.

The contest entry for both the two individual contests have been checked and sent and I'm pleased to announce that I could not see any glaringly obvious errors. I noticed one station had signed portable with one locator on the first day of operation but signed with /P with a totally different locator square. I figured that to incorrectly record one piece of information was one thing, but to make two would be unlikely, so I left it as it was entered.

I have produced a separate classified result for the scores entered. However, compared to the results of 2005 (See September 2005 edition of CATS Whispers), our number of contacts on 2 metres is as much as 50% down (from 64 to 37). It appears that there is a consistent period between 16.00 to 19.00 where the number of contacts almost runs out (9 contacts in 2005 and only 5 in 2006 for the 3 hour period). We do take a time out for the TransPONDer net, but that only accounts for about 45 minutes. Either we or everybody else may be distracted by food, who knows? 70cms on the other hand is comparable with 34 contacts in 2005 compared with 33 in 2006. This band will always be hard going and the use of my CD player auto-caller probably comes in useful. The only club member seen in the logs was Martin G4FKK who in fact gave us a multiplier for his postcode. But where was everybody else? Some valuable points were lost that could have contributed to our overall score from the remaining members.

Overall, our entry is far from competitive but nevertheless we enjoyed ourselves and made the club's presence felt as a competitor and that's the important t

Special thanks once again go to Len G0GNQ for providing the cooking facilities and his expertise and to Ian M3IGP for obtaining a reliable generator for us to use. Of course, thanks also go to everybody else for turning out without which, we couldn't have fielded an entry.

**Andy Briers G0KZT**  
**Contest Secretary**

## Thinking Day on the air

The committee have received a request for assistance from the Croydon Girl Guides, asking us if CATS would be prepared to help the Guides Thinking Day on the Air by providing and operating an amateur radio station.

The date is 17/18 February 2007 and the location will be in Radcliffe Road, Croydon. Operation can be at HF or VHF but of course it will need VOLUNTEERS.

We need to reply to this request so if you are prepared to assist in running this station, we need to know now. The worst (and unacceptable) scenario would be for us to agree to help, then for it not to happen for lack of support.

If you can commit to helping out on this weekend, please telephone or email to the secretary.

## Three MusCA Teens go to Crescenta part 3

**Tuesday 27<sup>th</sup> June**

Breakfast was at a local place in Glendale called Jeremy's. This was a small but friendly place that had vehicle licence plates displayed around the wall from various states in North America. I guess Mark uses this on a regular basis as the staff instantly recognised him. Breakfast choice was light but filling and once we had finished we made our way towards Hollywood. We had planned to visit the Petersen Motor Museum whilst we learned that Prue was being taken to see the Queen Mary with Christine KF6OPU.



Caravanning in style in 1940s America.

There were vehicles of all shapes and sizes, from the earliest examples of vehicular transport to vehicles once owned by famous celebrities and those seen in films. (Below:) The Batmobile.



Mark gave us a drive around the Hollywood scene where we drove along Hollywood Boulevard including the famed Sunset Strip where we vainly searched for No.77 before being reminded that it was only a TV show! This was followed by a tour of the exclusive Beverly Hills area where glimpses of the houses of the rich and famous were to be had.

We stopped for our first and only MacDonal'd's basically because it was the most convenient place available. I think our Macdonal'd's still fall far short of the US version and theirs definitely tastes better.

We returned to Glendale and back to Mark's. I had a chance to see Dawn and Melissa via the SKYPE Internet computer and learned that she had gained another tooth. She did actually still recognise me and it was great to see her again, bringing a small lump to the throat! We also chatted via the local repeater and plans were made for the evening.



It was decided to go to the Black Angus Steak House. This was what we thought was to be our last meal of the trip and we were joined by Larry & Flo, Leah and David and of course my host Tim. The steak I had was probably the best I had ever tasted and we enjoyed our last evening with the guys from the club.

**Wednesday 28<sup>th</sup> June.... Our last day  
(Or so we thought)**



Late on the Tuesday, our hosts announced yet another treat for us. Being aware of my profession, Jim KE6URZ had arranged a visit to the Glendale Police Department for the morning of our departure. Located in a new building in the center of downtown, we were welcomed by a Glendale police officer and a police cadet, and given a comprehensive tour of the facilities during which we were able to see the suites where incoming 911 calls were dealt with and chat to the "dispatcher" whose job is to manage the mobile police resources in response to calls. The tour also gave us an insight into the facilities and workings of the forensics department where evidence from crime scenes is examined and tested.

After our tour, Jim took us up into the upper floor of the building where we were able to see the modern digital radio installations that support the police and other emergency services in the city of Glendale.



Just like home! G0KZT standing easy outside Glendale PD Headquarters.

Our flight was not to be until the evening. Having packed all my gear the night before, I awoke to enjoy my last K6POI Mocha Coffee. Tim had to leave for work and I had my last chance to thank him for his hospitality. I had found out that he was a James Bond fan and as a small thank you I presented him with vouchers for Blockbuster so that he could choose the titles of his choice. Mark later called by and collected me and my luggage and after depositing the bags at Mark's, we then went off for breakfast. This was to be at The IHOP (International House Of Pancakes) in Glendale where we piled in another typical American breakfast.

We had planned to meet Prue at Ruth's at about 2pm where Dale would also meet us to assist in getting us to the airport. There was a small mix up with the times as when Dale hadn't arrived, a quick phone call was made to find where he was. He was unable to use his radio as we had now learned that while his car had been parked at Lightning Point, some light fingered so-and-so had stolen his aerial whip. Anyway, we still had plenty of time to get to the airport.

We initially stopped at the Cell Phone waiting area that had been discovered by Dale. This is a simple but excellent facility where people making pickups from the airport can wait in their cars without causing congestion until summoned by a phone call from the person they are meeting. Simple, effective and free. British airports please copy.



A simple, effective idea.

This gave us a chance to say our final farewells without having to be moved on in a hurry. We were also near to the end of one of the runways and were treated to some very low flying aircraft zooming over our heads. We piled back into the cars and we were driven to the terminal after which with much regret, we waved our wonderful hosts off.



Landing jets made conversation in the Cell Phone waiting lot difficult!

We checked in for the flight and began to kill time in the terminal. Andy and Prue did some last minute shopping with us taking turns to look after each other's hand luggage.

It was while Andy was off shopping that Prue and I heard the first announcement from the gate. The flight was over-booked and the airline, United Airlines, were looking for volunteers to give up their seats. The incentive to do so was clearly announced.... Hotel accommodation for the night with meal voucher, onward travel to Washington the following morning with First Class onward travel to Heathrow along with \$400 in airline vouchers.

The announcements continued a further two times before Andy returned to the gate area. I told him what we had heard and begun a minor discussion about it. Another announcement was made, still looking for volunteers. Prue also joined in the discussion and we pondered the offer. No one had any obligations to meet so we had a bit of flexibility. It was agreed that if another, and by this time, fifth announcement was made, Andy and I would approach the desk and confirm what the airline was offering. And there it was, the fifth announcement. We went to the desk and found that the offer was still available. We were asked to take a seat while the gate staff reallocated our seats after which we were given the necessary vouchers and boarding cards for the following days flights. We enquired about our luggage and were told that it was best to leave it with the airline as the airport at 6am was very busy and we would save time by not rechecking our luggage in. I telephoned the minicab company in Coulsdon (by this time it was 1am back in the UK) and reorganised our transport home from Heathrow. We made our way down to the courtesy coach bays and took the free ride to the hotel.

We checked in the hotel and took our room allocations. Time for a nice shower...only, Andy found that his room had not been made up from it's previous occupier. I called Mark W6MW via the repeater and informed him of the change in our arrangements. Both mine and Andy's signals were

poor into the repeater so we ended up speaking to Mark on the telephone. We then met downstairs for dinner and Prue and I enjoyed a pizza (although neither of us could finish it) while Andy chose a different meal from the menu. After the meal Prue retired for the evening while Andy and I headed for the bar for a few drinks.

### Thursday 29<sup>th</sup> June

We had an early start that morning. Our flight to Washington was at 6am so we mustered in the lobby at 4.30am. We caught the courtesy bus back to the airport and found that the airport was chaotic to say the least. A wise move not to have our luggage to worry about. The security checks since 9/11 are such that you have to have all your hand luggage x-rayed along with whatever footwear you are wearing. Having past through the metal detector you somehow have to get your shoes back on before collecting your x-rayed belongings. Andy had his Smart Tuner examined for the first time so the security had something different to deal with for a change. We made our way to the gate and not before too long we were boarded onto the plane. We were pleased to discover that our seats were much better than we expected. We were in the equivalent of premium economy and the leg room was plenty and we took our seats and made ourselves comfortable. United Airlines appear to be very prompt in getting everybody loaded and "push back" is always at or before the departure time. However, the tug that was to push us back from the terminal broke just after the initial movement of the plane and we had to wait about 30 minutes for a replacement to arrive. The flight to Washington was about four hours.

We arrived in Washington and made our way to the main terminal in what I can only describe as large people carriers elevated to the terminal level that chug around the airport. When we got to the main terminal we found we had to go back to the terminal we had just left. Another chance to have a ride on the strange transport system.

By this time it was about 3pm. We were a little concerned about our luggage and we wanted to check on its progress. Andy suggested that as we had first class tickets, we should go to the First Class Lounge and make our enquiry there. We entered and approached the desk. The guy behind the desk asked to see Andy's ticket (bearing in mind we had been given boarding cards for the flight back in Los Angeles). The guy checked his computer screen and said, "Operations have down-graded you back to economy as it was what we had paid for originally". You could sense our hackles going up!

It was clearly pointed out by Andy that we had given up our seats for the benefit of the airline and that it was the airline that had offered the deal. I pointed

out the that \$400 voucher was not compensation as it was not valid for 72 hours after issue and that it could only be used on United Airlines. A few comments about the worth of the airline's promises and threats to escalate the matter were tossed in for good measure. The guy wanted to confirm with the agent in Los Angeles that the offer was genuine but was told the agent was off duty. He invited us to go into the lounge and wait.

Inside the lounge was a buffet with (free) drinks, soft seats, television and everything from tea, coffee to wine, spirits and champagne. We helped ourselves to a few nibbles and a coffee and began to debate our next line of defence. We also saw that there was an additional flight to Heathrow leaving 30 minutes later than our flight so began to think we could negotiate going on that flight. An hour went past, still without news and we left it another 30 minutes before we went back to the desk to get an update. Still the agent in Los Angeles was not available (probably was hiding himself away somewhere or else picking up his P45!) and we were told to return back to the lounge. It was not until another 24 minutes until we were called to the desk. Apparently the supervisor that the clerk was accountable to was in a meeting and had been for sometime. He took the decision to reissue the tickets for First Class but informed us that we might get stopped at the gate and down-graded to Business class. I politely pointed out that I would rather deal with that issue in the privacy of their lounge than at the gate. A big hint that we would make a fuss. We felt that we had been conned by the airline and the thought of having to spend the next seven hours in those cramped seats in the back of the aircraft somehow gave me the spirit to fight our cause!

We returned back to the lounge and waited for the flight to be called. Andy had the excellent idea of getting to the gate a bit early and getting near to the front of the queue. Our plan was to try and beat the supervisor and get to the seats. In that case we would have had the advantage of possession and being able to make a fuss amongst the valued First Class passengers.

At 5.28pm we were safely in the seats and we did not see any officialdom. The doors were closed and we breathed a collective sigh of relief. We'd done it!, and United Airlines were forgiven.

What a different world First Class is.... Your appointed steward/stewardess greets you with "Mr Briers, what would you like to drink?" I asked for a glass of wine but was told that the option was either champagne or orange juice. Strangely I opted for orange juice, as did Prue. Andy incidentally had a seat forward of us and out of range of audible contact.



This is the life! Metal cutlery and real glasses for the wine.

Next, we were asked what we would like for dinner. From the individual menu I chose Crab & Mango Timbale with spicy mango cream followed by Chicken with red currant sauce. This was later followed by an apple and ice cream. It was all served on real plates with a nice glass of wine (or two). I then was offered my film selection. Unlike the rest of the passengers behind us, we could choose the film of our choice, which came in a tape format. You view the film with your own individual VHS tape player mount in the seat in front. This gives you the opportunity to pause, stop and start the film whenever you want. I chose a film called "Derailed" and enjoyed the film (which is unusual for a plane journey).

The seat was electrically powered. It reclined, went forwards and backwards and even converted into a bed! I was asked if I wanted to be woken for breakfast and tried to put my head down. Strangely, I found it difficult to sleep, possibly due to still wondering how I had found myself at the posh end of the plane, the excitement of seeing Dawn and Melissa again or the ever-present background noise you get on the plane.

The aircraft continued through the night and it didn't seem long before we were being woken for breakfast. We had been delayed leaving Washington, not because the aircraft was late leaving the terminal (pushed back early as per the airline's efficiency) but because of congestion on the ground. However, the pilot told us that we would still arrive on time because of landing restrictions at the Heathrow end of the journey. Aircraft cannot land until a certain time and we would have had to circle about for a bit if we had left on schedule. We eventually landed at about 6.30am and made our way through immigration to the luggage reclaim.

The belt started up and around it went. We had checked in total five bags and the first two to appear belonged to Andy. We waited and waited but

nothing else appeared. It was when the belt stopped that Prue and I realised that our luggage was not going to appear. We were not alone. By this time a queue had formed at the United Airlines handler desk and we had to wait to get seen by the clerk. We were told that our luggage was still in Los Angeles and that it would be forwarded to us. How they successfully re-directed Andy's luggage but not ours was to remain a mystery. By this time I had already made contact with our minicab. First contact was when we arrived in baggage reclaim so I had to give him the bad news of our delay. He was prepared to wait and we arranged a meeting point outside the terminal and after a little hunt, found him. It was in fact the same driver that took us there, so the hair-raising journey back was anticipated. No middle lane dawdler our guy, it was outside lane all the way!

It was so nice to get back to Andy's house where I had parked my car. We all had a cup of tea before I drove Prue back home.

So that was it. The end of the trip. Both Prue's and my luggage arrived several days later after a further mix up but "it all came out in the wash" as they say. We certainly had an adventure and I can honestly say that I enjoyed every minute of it. The welcome we received by the Crescenta Valley members was completely overwhelming and the hospitality they furnished us with was fantastic.

We are extremely grateful to all those members who gave up their time to arrange our busy schedule, and in the case of Ruth, Tim and Mark who also welcomed us into their homes. For those CATS members who may have been considering the trip, I can honestly say that you have missed a trip of a lifetime. Maybe we'll repeat the trip sometime in the future but what I do hope is that we can look forward to reciprocating the hospitality to the CVRC members if they ever wish to visit the UK. It has made me realise what a wonderful hobby we share and the friendships we can make both here in the UK or around the world. Long may our friendship with CVRC continue.  
**Andy GOKZT**

## **A new 23cm repeater?**

G0TOD (Todd) and M1DMN (Bob) have been looking to get a new 23cm voice repeater on air and have approached Dave G0WYG (known as Wiggy) to have it sited at his location in Bromley Kent, The proposed repeater will operate on 1297MHz with the callsign [GB3BK](#). This application can be rejected by the CAA (Civil Aviation Authority) who are the main bodies and have the last word, and to have a strong case to put forward if rejected, the applicants have to convince the CAA that a new 23 cm voice

repeater would benefit all radio amateurs. It has been suggested that the best way of supporting the case for the new repeater is to gather as many callsigns as possible that would be willing to use the repeater now or in the future. The application has now been put forward and is on the [RMC](#) Website.

It would be of assistance to the project owners if as many amateurs as possible would email G0WYG direct at [wiggy@wiggyweb.co.uk](mailto:wiggy@wiggyweb.co.uk) or even just to say they would support a new 23 cm repeater in Bromley Kent.

He will keep the progress updated on his website <http://www.wiggyweb.co.uk>

## **Equipment donated to CATS**

Many members will be aware that a local amateur, Ernest Pilfold G0JGO has made a most generous donation of equipment to CATS. Ernest has decided to go QRT and feels that he would like his equipment to be used and enjoyed by local amateurs. The Chairman has written to G0JGO expressing our gratitude for his kindness. The committee has decided that after making an inventory of the equipment, items will be made available to any club member who wishes to use or experiment with it. This will be on a first-come-first-served loan basis of up to one year and all the items will remain the property of the society. It is planned to have the items available for viewing at the Annual General Meeting in December when any items requested for loan by members can be collected. The items available are listed below. Requests for the loan of any item should be made via the secretary.

Icom IC 737 HF Transceiver  
ICOM IC 228H VHF 45 watt Mobile Transceiver  
ICOM IC 290D VHF 25 watt Multimode Transceiver  
ICOM IC 02E VHF Handheld 5 watt and microphone  
Yaesu FC-700 Antenna Tuning Unit  
MFJ 931 artificial Ground  
ICOM SM8 desk mic (compatible with IC-737 and IC-290D)  
Welz 1.8 – 200MHz SWR/Power Bridge  
ICOM WR2000 SWR/Power Bridge (with sensor for 1.8 – 54 Mhz)  
ICOM SP21 Speaker  
BNOS 25 amp power supply  
Drake 3 way antenna switch.  
Cushcraft R7 HF Vertical 40 –10m  
Diamond DP-CP5 HF Vertical 80 - 10m  
¼ wave 2-metre whip with magmount  
5/8ths 2-metre vertical whip with magmount  
UR-67 cable approx 20 metres

## Other Club News & Contact Information

### **BROMLEY & DISTRICT ARS**

Website – [www.bdars.org.uk](http://www.bdars.org.uk)  
Email [bdars-news@talk21.com](mailto:bdars-news@talk21.com)  
3<sup>rd</sup> Tuesday at Victory Social Club,  
Kechill Gardens, Hayes, Kent  
7-30pm for 8pm

### **The Crystal Palace Radio and Electronics Club**

Meets on 1<sup>st</sup> Friday of every month at  
7.30pm at All Saints Church Parish  
Rooms, Beulah Hill.  
Club Net – Wednesdays 2000hrs  
145.525 MHz  
[www.qsl.net/g3oou/](http://www.qsl.net/g3oou/)  
3<sup>rd</sup> November – Railway maintenance  
Anton G1XVW

### **CRAWLEY ARC**

[www.carc.org.uk](http://www.carc.org.uk)  
Club Nets –  
Tuesdays 2000hrs 145.550 MHz  
Fridays 1900hrs 1.970 MHz  
Every Wednesday at Hut 18 Tilgate  
Forest Recreational Centre, Tilgate  
Forest, Crawley from 7-30pm, and  
Sundays, 10.30 until 13.00.

### **DORKING & District RS**

Club Nets –  
Sunday 0815hrs 3.770 Mhz  
2030hrs 144.750 Mhz  
Meetings are held at the Friends Meeting  
House, Butterhill, South Street Dorking at  
1930hrs.  
Email: [wb@g3jkv.co.uk](mailto:wb@g3jkv.co.uk)

### **HORSHAM ARC**

Club Nets –  
Saturdays 2130hrs 144.725MHz  
Sundays 1000hrs 3.722 MHz  
Meetings: 1<sup>st</sup> Thursday at The Guide  
Hall, Denne Road, Horsham.  
Latest news – [www.harc.org.uk](http://www.harc.org.uk)

2<sup>nd</sup> November – Electric motors & traction  
engines by John Narborough

### **MID SUSSEX ARS**

Club Nets –  
Sundays 0800hrs 3.740 MHz  
Sundays 1100hrs 145.350 MHz  
Wednesdays 2000hrs 145.350 MHz  
Daily 1330hrs 21.330 MHz  
Every Friday at Cyprus Hall, Cyprus  
Road, Burgess Hill West Sussex for  
7.45pm  
Info – <http://www.msars.co.uk/>

### **MITCHAM & DISTRICT ARS**

(G3HFY) – Last Wednesday of each  
month 1930hrs at ATC HQ, Commons  
West, Mitcham.  
Details Mike Knott G0WCR  
Tele: 020 8764 4716

### **REIGATE ATS**

Club Net –  
Thursdays 2000hrs 145.500 MHz  
Sundays 2000hrs 3.740 – 3.760 MHz  
Website [www.qsl.net/rats](http://www.qsl.net/rats)  
Email [rats@qsl.net](mailto:rats@qsl.net)  
3<sup>rd</sup> Tuesday at RNIB Redhill College,  
Philanthropic Road, Redhill for 7-30pm

### **SRCC**

Ray Howells G4FFY 020 8644 7599  
Club Nets –  
Sunday 0930hrs 29.111 MHz  
Friday 2030hrs 144.325 MHz  
Thursday 1900hrs 145.500 MHz  
Website – [www.g3src.org.uk](http://www.g3src.org.uk)  
Meetings: 1<sup>st</sup> & 3<sup>rd</sup> Mondays at T.S. Terra  
Nova, 34 The Waldrons, South Croydon  
7.45pm for 8pm

6<sup>th</sup> November - TBA

### **SUTTON & CHEAM RS**

John Puttock G0BWV 020 8644 9945  
Club Nets –  
Monday 2000hrs 145.500 MHz  
Tuesday 1030hrs 3.700 MHz

Tuesday 1500hrs 144.300 MHz  
Friday 1100hrs 433.500 Mhz  
Saturday 1100hrs 3.700 MHz  
Saturday 1200hrs 145.500 Mhz  
Website – [www.scrs.org.uk](http://www.scrs.org.uk)  
3<sup>rd</sup> Thursday at Sutton United Football Club,  
The Borough Sports Ground, Gander Green  
Lane, Sutton 7-30pm for 8pm

19<sup>th</sup> October – High definition television

### **THAMES VALLEY A.R.T.S.**

Trevor Farris M0CDB 013 7245 767

**Club Net Only – G3TVS**

Saturdays 1400hrs on 40m

7.070 – 7.085 MHz

### **WIMBLEDON & DARS**

Website – [www.gx3wim.org.uk](http://www.gx3wim.org.uk)

Club Net –

Mondays 2045hrs 145.500 MHz

2<sup>nd</sup> & last Friday of each month at

Martin Way Methodist Church, Buckleigh  
Avenue, Merton Park SW20.

7.30pm for 8pm.

19<sup>th</sup> October – Talks: Up-conversion, and War in  
the 4<sup>th</sup> dimension by Brian Cannon G8DIU

## **TransPONder net news**

The next TransPONder net will be on Saturday  
7<sup>th</sup> October at 17.15 BST. We have had access  
via the MB3IPL Echolink gateway confirmed for  
the net so listen in and join in on 145.2875MHz  
and talk with our friends in California.

Not able to get to a radio?

No problem, fire up Echolink on your PC and link  
to W6MW.

## **Buying a new rig?**

Anyone thinking of buying a new rig might like to  
consider the offer being made by Kenwood UK.  
If you buy a Kenwood product before 31<sup>st</sup> May  
2007, Kenwood will make a payment of 5% of  
the price to an RSGB affiliated club nominated  
by the purchaser. Full details can be found on  
the last page of this issue.

## **Local Rally & Event Calendar**

### **Dates for your diary:**

**15<sup>th</sup> October** – Rusty Radios rally, Cottered  
village hall, Nr Stevenage, Herts.

**12<sup>th</sup> November** - West London Electronics  
Show, Kempton Park (Radiofairs).

**Note: CATS are involved in this event.**

**19<sup>th</sup> November** – CATS Bazaar.

**Our well-known and regarded autumn  
amateur radio event.**

**This year bigger and better than ever!**

## **Kempton Park**

The CATS Bring and Buy at the twice-yearly  
West London Radio and Electronics show has  
now become a well-known fixture of the event.  
The next show is on Sunday 12<sup>th</sup> November and  
we will again need volunteers to man our stall.  
Members who volunteer get free entry to the  
show and entry before the public is admitted  
which sometimes enables you to spot that one-  
off bargain. The numbers are limited however  
and those wishing to help must let the secretary  
know in good time. We make a useful amount for  
club funds from this activity which goes towards  
buying kit and equipment that can be used by all  
members and not least, ensures that we  
continue to have one of the lowest annual  
subscription rates.

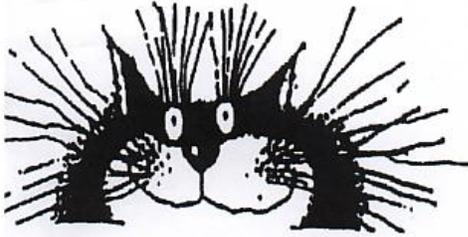
We shall also be aggressively advertising our  
own CATS Bazaar that is just one week later on  
the 19<sup>th</sup>. We will need help for this too, in laying  
out the hall, stewarding the bazaar and the  
inevitable clearing up afterwards. We are  
planning to have a bring and buy stall at this  
event as well. If any member would like to take a  
personal table and clear out their shack, there  
are just a couple of tables left. Call the secretary  
G8JAC before they're all gone.

CATS Whispers is published monthly by  
A Jackson G8JAC on behalf of the  
Coulson Amateur Transmitting Society.

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**ONLY ONE MONTH TO THE CATS BAZAAR!**

**C**OULDSON  
**M**ATEUR  
**A**T  
**T**RANSMITTING  
**S**OOCIETY



**RADIO** And  
**ELECTRONICS**  
**BAZAAR**

**At the 1st Coulsdon Scout Group HQ**  
**ACCESS VIA**  
**PUBLIC CAR PARK**  
**IN LION GREEN ROAD**  
**COULSDON**

**FLEA MARKET AND**  
**TRADERS STALLS**  
**SALE OF NEW AND**  
**SECOND-HAND**  
**EQUIPMENT**

**SUNDAY**  
**19th**  
**NOVEMBER**  
**2006**

**10.00 AM**  
**TO**  
**2.00 PM**  
**Admission £1**



**Bring and buy -**  
**Bring your gear and we will sell**

To book a table or for more information  
Please e-mail [cats@qsl.net](mailto:cats@qsl.net)

Enquiries for tables or information to [cats@qsl.net](mailto:cats@qsl.net) or Andy G8JAC [g8jac@btinternet.com](mailto:g8jac@btinternet.com)

# KENWOOD

Listen to the Future



## PRESS RELEASE

### Kenwood UK announces the "RSGB Affiliated Clubs Summer Bonus Scheme".

The scheme is being introduced to reward those Clubs whose members buy Kenwood Amateur Radio products during the summer months in 2006. This direct cash contribution to Clubs' funds will enable them to maintain and hopefully expand their operations, especially in their recruitment of new members and the encouragement of newcomers into our hobby.

Many Clubs already offer excellent training and exam provisions in their local areas - their continuing success is something that Kenwood UK celebrates and wishes to reward.

#### General Terms of the scheme

- The club member buys a Kenwood Amateur Radio transceiver from their UK Appointed Kenwood Dealer.
- The dealer supplies the equipment direct to the member.
- The member sends a photocopy of their receipt to Kenwood UK and nominates their Club.
- Kenwood UK will pay the Club a five percent rebate of the radio's receipted price net of VAT for all valid receipts submitted by their members.
- Applicants submitting more than one receipt may nominate more than one Club.

#### Rules of Engagement

- The equipment must be supplied to the dealer by Kenwood UK.
- Each receipt claiming the 5% rebate must show the radio's serial number.
- The scheme is open to members of all UK Amateur Radio Clubs and Societies affiliated to the RSGB, including UK-wide national Radio Societies (e.g. Amsat) as listed in the RSGB Yearbook 2006.
- The scheme will commence on 1<sup>st</sup> September 2006 and terminate on 31<sup>st</sup> March 2007.
- The last date for claiming a rebate will be 31<sup>st</sup> May 2007.

**Receipts, claims and any correspondence concerning this scheme should be addressed to: David Wilkins, G5HY at the address below**

### **Kenwood Electronics UK Ltd**

*Kenwood House, Dwight Road, Watford, Hertfordshire, WD18 9EB*  
*Tel: 011923 655284 Fax: 0 1923 655297*

*E-Mail: david.wilkins@Kenwood-electronics.co.uk*