

The QSO



March/April 2013

President's Message

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Spring 2013. Well, sort of. My birthday is near mid-month (April) and I can assure the doubters among us that this delayed thaw has happened many times in the past and at least as many times, the "dust has been flying and the grass growing" as we say on the farm. Much of our Amateur Radio activity takes place indoors so we are not so much affected by a late spring, as are gardeners, fishers or golfers for example. I do have antenna work pending and it would be okay to have a sunny calm day for that job.

Hamfest 2013, has been announced by the "Battlefords group". There will be more details within this publication. My thanks to Ken **VE5KC**, who will be overseeing the arrangements and the Battlefords Radio Assoc., for agreeing to sponsor the event. I hope other groups and individuals will do what ever is necessary to assist to make the event a success.

I plan to see some of you at the Moose Jaw flea market and "visit fest" on April 20th.

The higher radio frequencies activities seem to be picking up with openings on 10 metres on a few occasions this spring. This is not the level of activity we were hoping for during this solar cycle but some of us were maybe spoiled by the upper bands "hyperactivity" in past cycles..

Tonight, we see the farm's winter resident White Tail population, most of the 100 plus out in the pea field where the wind two weeks ago removed most of the winter snow. They seem to be doing well. Think I have been feeding over 90 consecutive days, at about 150 pounds of oats per day that is a lot of tugging on my loaded toboggan. The last year that I was feeding was likely over 10 years ago and was fewer than

60 days. Although it is late, the local herds are gathering along the Western slope of Last Mountain, all but the local group who still can't make the trip because of the deep snow between here and the hills. Estimates are more than 500 along the hills. I have seen the # closer to 2000 during their usual February and March gathering. The obvious advantage of the lower numbers will be fewer crashes with highway traffic on this part of #20. My thanks to Val once again for putting this publication together as well as keeping the directors and me up to date on the business of the organization.

73 Gordon, VE5UJ

Saskatoon & Area

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Hello from Saskatoon

Well even though there is still a lot of snow around the signs of Spring are slowly coming forward. The most noticeable is the new crop of pot holes that this city is sprouting. This happens every spring and it is no less frustrating. The huge puddles that are forming are a child's dream. I can remember the ice melting in our yard on the farm as we had a creek running past the yard. Those puddles were there to be tested and tried and many a rubber boot was filled with water.

The Saskatoon Amateur Radio club is again teaching the Ham classes. There are seven people taking the course and they hope to write on the 3rd weekend of April. Good luck to all and we look forward to some new amateurs in Saskatoon.

Ned Carroll **VE5NED** sends in this report:

On February 16th a Valentine Day social was held at Haywood's Restaurant. Doris **VE5DJQ** was in charge of arrangements and 23 were in attendance. We enjoyed a great

evening of dessert and coffee. It was very hard making a choice from choices we were offered (lemon meringue pie, peanut butter brownie stacker or cheese cake). During the evening of visiting and eating Doris had a ladies only draw for a bouquet of flowers. Donna wife of **VE5MO** won the first bouquet and Terry **VE5TLC** won the second bouquet. Doris also had a heart shaped box of chocolates for the couple married the longest and the shortest time. Clarence **VE5MO** and his wife Donna won for the most years and Bruce **VE5BNC** and Lee **VE5LEE** won for the least number of years. All had a wonderful evening and we are looking forward to the next social. Thank you Doris for taking the time to arrange it and for getting the prizes.

Thank you Ned. I would also like to thank all the people that attended on the 16th. Our hobby is not limited to talking on the radio and having an evening such as the 16th helps us to get to know our spouses and partners better. They are also part of our hobby. I would also like to thank Bob **VE5BRT** for suggesting Haywood's .

The club meetings at the Western Development Museum are going well. The club's future involvement in the museum is still in the planning stage. The March club meeting saw a presentation of the City of Saskatoon's new Antenna Systems Policy. Brent McAdam, from the City Department of Planning and Development Review, attended the March 9th meeting to discuss and address concerns with regard to this policy. Many concerns were voiced. A committee of Sean **VA5LF** and Sylvan **VE5ZX** was formed to work with the City to address these concerns. To date many of the concerns have been addressed. More information will be available at the next club meeting April 13th.

On March 11/13 the Meewasin Amateur Radio Society took on a major project when they were able to set up a link to the International Space Station to enable the students at the Martensville Valley Manor School to talk to Chris Hadfield. Many hours were dedicated to making this possible. The technical team consisted of Devon **VE5DWR**, Derek **VE5SD**, Tim **VE5SAT(AC2GK)**, Garry **VE5PNQ**, Vince **VE5VS** and Dave **VE5UO**. Congratulations to all for a great job.

Well if you haven't marked July 27th on your calendar so far please leave it open for the Hamfest in the Battlefords. The Hamfest is now in the planning stages and I look forward to more information as it becomes available.

Well till next edition and by then the snow should be gone and the Robins back. Hope everyone's antennas have held up over the winter.

73 Doris **VE5DJQ**

Regina & Area

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Hi to all

Well here we are in April. Just waiting for the snow to go away and start on a few antenna projects this year.

Hopefully we can get out there soon to work on them.

Here in Regina there are a few things happening with the Regina Amateur Radio club, there are new members on the executive Bernie **VE5BFB** & Bob **VE5LTD**.

We have a list of Public Service Events to help out with they are **Regina Police Half Marathon**-April 28/13: the **Super City Walk** is April 29/13; **MS Bike Tour**: August 17-18/13: **Queen City Marathon** September 8/13: **Grey Cup Venues & Games**: Week of November 17/13. There is a **CANWARN Training** on May 4/13. **The Klondike Hike** was cancelled due to weather hopefully it is go next year. The **Gopher Attack Marathon** on March 29/13 had 9 Radio operators working. They are Terry **VE5TLW**, Harv **VE5AD**, Bernie **VE5BFB**, Hugh **VE5HWH**, Tim **VE5EDS**

Jerome **VE5KZ**, Allen **VE5LAT**, Daniel **VE5DLD**, there was one more, but not sure of name or call sign.

The **VE5YQR** repeater in Regina will soon have a CTCSS tone generator up and running in the near future.

Classes are still going great with 8 student attending. One student will be writing in about one week. Will let you know how the classes are doing in the future.

Field Day will soon be here and the R.A.R.A. will be setting up in Regina again this year further details to come on were it will be held, so if you are in Regina come join us for a weekend or just a day of fun and activity.

Well till next time have a good spring and hopefully we can get lots of DXing done and have good contacts to talk about over coffee. 73's for now

Bob Wilks **VE5LTD**

South-West Area:

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Hello to everyone,

Time for the Spring Report. A few signs of spring have shown up around here in the last few days. A few geese have been spotted flying around trying to find open water which is still a little ways off I'm afraid. Foraging for food will be difficult as well until the snow melts out of the fields.

Speaking of snow, I don't remember this much snow in the village since we moved here. We have (like everyone else) huge piles of snow pushed up into any available place that can be found, simply to make it possible to drive. I can only imagine how much water it will turn into when it melts. I don't believe that there are any immediate flooding concerns down in this area but some have chosen to remove snow from around the foundations and basement windows, including myself. All in all we are doing okay so far.

I know now that I picked the right winter to not have to drive to work everyday as I would not have been able to make it some days due to road closures, bad storms and visibility issues. I guess I can count myself lucky for that. I guess

we were no different than everyone else in that we had a bit of everything that winter could throw at us over the last six months. Hopefully, we have passed that now and that the signs of spring keep on coming as we close out this month and move into April.

April will be quite busy as we have a spring hobby and collectible show on the 6th and 7th in Swift Current. I usually work at the show to support the Prairie Pistol Club (I am a member). The next weekend is a trip to Saskatoon and after that we will be attending the Flea Market in Moose Jaw on the 20th. I sincerely hope the weather co-operates for all three events and the roads are fine.

I hope the Flea Market brings out the best sale items Hams have to offer, and we can break the cabin fever cycle to buy, sell and trade our used (but good) Ham radio gear. I'm sure we all have something to add to the mix that someone else is looking for. Of course, we need to have a really good turn out so we can have a few good eyeball QSO's

Just talked with Ray **VE5XRA**. He is waiting for a reply (decision) from Industry Canada on his becoming a radio examiner down in this area. At the time of writing, a young fellow Tejas Navickas (12 years old) has just written his exam and passed with a mark of 88%. Soon we will be hearing him on 2 meters when he gets his call.

That's it from here. I hope that everyone had a Happy Easter and that spring continues.

(the next little bit from Ken is cont'd from the Jan/Feb issue)

(due to an editorial glitch-the editor namely me - missed this part of Ken's article in the last issue: Sorry Ken, didn't mean to leave this out-Val)

The Southwest is a really good area to go birding and one would be surprised at how many different species of birds are here. Since my retirement I have made a concerted effort to attract different birds not normally found here on a regular basis. Keeping the feeders

filled during cold weather is quite a challenge, but the rewards are certainly worthwhile. So far I have seen Purple Finches, Red Polls, Nuthatches, Northern Flickers and Juncos in our back yard.

Quite a number of people around here share similar interests and are always willing to compare notes. Whenever I am out driving around I'm always on the lookout for new and sometimes rare bird species.

I hope every one had a good holiday season and are keeping well. That's it from here till next time, when our thoughts will turn to spring activities like gardening and, of course, more bird watching.

Keep warm and stay healthy.

73 Ken VE5BI

North-East Saskatchewan

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The weather person has promised that spring will come and that the snow will eventually go away. Some of it will inevitably end up in basements in the process. When the weather moderates, some of us will have to scurry up towers to do some of the antenna related things that didn't get done when it was really cold and miserable. In my case, I must climb my tower and lower my new rotator because it decided to stop rotating last fall, leaving my antenna pointing north-west all winter. A sorry state of affairs. Unless, of course, there is someone out there that would like to do this for me? Also, the local hams have a date on top of Tisdale's highest building to try to determine why our repeater's antenna suddenly developed an infinite VSWR. In the process of doing this, it took out the final amplifier module of the transmitter which, after servicing by Norm, VE5NK, is currently working with a quarter wave vertical antenna. This does limit the range of operation but we are back on the Nipawin, Melfort, Tisdale linking system with the IRLP system working from the Nipawin repeater system. Melfort's receiver has been replaced but doesn't seem to have improved their

situation. Their repeater puts out a powerful signal but is currently workable from only within the bounds of the city. A group of local hams continue to meet each Saturday at the local A & W to solve the world's problems as does a contingent from Melfort at their Crossroads Cafe. This is very much an anchor for the week - without these get together, the upcoming week just wouldn't be right.

I look forward to seeing all of you at the Flea Market in Moose Jaw this spring, to give me an opportunity to find a new home for a carload of treasures that need to move from my shack to some one else's care.

73, Bj. Madsen - VE5FX

The "Hereafter"

Ever head purposefully across the house or across the yard with a destination in mind only to get there and have forgotten entirely the reason for the effort? My elders confirmed that this is one symptom of aging but it seems to me I have been doing this all my life. Maybe being pre-occupied would be a more apt reason for these mindless adventures.

Looking for QSOs, endless (mindless?) "hello/73" contacts. One has to ask. Just giving your normal "spiel" ending in 73 OM is not likely to end up in any kind of meaningful exchange. For some people, that's the way they like it. That is fine with me as there are many interesting people out there waiting for a call.

Memorable conversations?

Ben, VE5YJ who lived about 20 miles from where I was living during my high school years. Ben got weary of listening to my rusty sending and suggested that we meet on 10 metres where I could operate phone and we could talk at length. Ben also straightened me out on a lot of screwy technical theories I had gathered while listening to various "experts" on the air.

George Hamilton, VE6CX from Fort Saskatchewan AB who I met on 80 metre CW and we decided that Friday night QSOs would be a worthwhile

endeavor. We were both in high school at that time with similar CW skill and transmitter power levels. I did meet up with George in later years while he was working for a TV station in Edmonton. Ned Carnie, who lived in Inuvik, and flew an Otter (aircraft) for a living. Ned was one of the few active hams on 20 metres from the Northwest Territories in the 1960s.

The 86 year old California ham who loved to talk about his time in Saskatchewan, doing railroad construction near Rosetown. He was able to recall the names of the small towns on that line after so many years. Keith, 9G1MK, my father in law who operated out of the city of Kumasi in Central Ghana, West Africa. During our many QSOs we also met with some of his acquaintances such as Andrew Pomfret C5ABK, a British citizen and ex- Kumasi resident, who operated from the city of Banjul, "The Gambia", a very small country on the Western edge of Africa; Chuck, EL1L, a Canadian teacher operating out of Buchanan, a town in Liberia, West Africa; The North African operation of Ken Stone, VE3HRS/ Air Mobile, in various countries in West and North Africa. Ken was a crew member on a mineral exploration flying project.

I had a delightful time speaking with the lady living on the New York City watershed, who had been there all her life and loved the isolation. The Watershed Authority doesn't allow any new development there. Folks who have always lived there are allowed to stay on if they obey all the environmental rules. She had harsh words for privately owned electrical utilities. She had her own power plant which she said ran long hours every year because of the poor maintenance on the electrical utility equipment serving her community. She hadn't forgiven the politicians who had sold the State public utility years ago.

Toney, a school teacher in the South Pacific kingdom of Tonga who was intensely interested in the farming practices we use here on the prairies.

He had time for almost an hour of QSO and shared many experiences in his job and life on Tonga. I thought perhaps he hailed from some exotic Pacific source but it turned out he was from West Texas (couldn't tell by talking with him) and maintained his home there between teaching assignments. Many of these QSOs began with a seemingly dead band to which a CQ or two or twelve was applied. After years on the air, one can get a "feel" for when a band is truly "dead" or just that there is no one in QSO. When 15 or 10 metres is not full of North American QSOs, we normally think that the band is not open but quite often it is open to some part of the world. Often we are too easily discouraged when a 30 second CQ brings no response, we turn off the switch. This business is "like fishing" you know!

Gordon, VE5UJ

South-East Area

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First off we want to send our condolences out to Laura, the XYL of **VE5BAM** on the passing of her father. I guess the Old Man of Winter didn't like me saying that we didn't have much snow down here in the South-East corner of the province, because he sure gave us a good dump of the white stuff and we haven't seen this much snow in many years. We are up to our cabooses with the stuff. My van is stuck in the back alley, and I am sure there is 4.5 feet of snow in front of the garage. **VE5BAM** and myself are members of the Estevan Antique Auto Club and we had our flea market and had a great turnout.

VE5UM has who is also a member of the club has a special hat, which I am told looks like an un-kept brush-cut, or a person who got very scared about something.

VE5FDT has gotten himself a brand new HF Kenwood 590. It has voice command and audio readout. It is all singing all dancing rig, pretty fancy. On March 13th **VE5OO** and **VE5BAM** participated in the EMO Simulated

Tabletop exercise

VE5TAW is always visiting family either north at Ft. Qu'Appelle or going South to Williston, and it is really difficult to keep track of her.

We have a new ham around Estevan, **VA3TCW/5** as he moved to Saskatchewan to work at the Boudry Dam on the new clean coal technology. He and his wife bought a home in Yorkton, so he does a bit of commuting. His contract is for 6 months. We figure he will stay in Sask, as there are jobs here. So welcome Craig. I hear him on the 2 meters when he is driving, but think he is on a different offset, so will have to get hold of him and give him the correct one.

VE5BAM and his XYL are having problems. They were down in California to visit his brother, and now they are gone again on another trip. Think this is trip number 4 or 5 they have now been on.. Must be nice!

VE5XO has sold one of his snow-planes. A good year to have one of those. He attended the big Snow-Plane Rally in Moosomin despite a wicked winter storm.

VE5GC and his lovely XYL have been busy with the Theatre Players in the small town of Alida. Every local citizen is involved in this project, and from what I hear it was a huge success.. Gray also has undergone a very successful eye operation, which came at just the right time because they now have snowdrifts so high that one cannot see over them and the town was forced to use any truck, tractor etc., that had a plow or front end loader to open up the roads.

VE5 HW has a new job, as he took over from **VE5BAM** (ret'd) at the Shan Power Plant, and is now travelling all over the place taking up many courses on the Training Program to get so efficient that he can do the job very well, and then he plans to retire. His idea of retirement is—find a nice lake up North, with lots of bush, a canoe and a fishing pole. Sounds good.

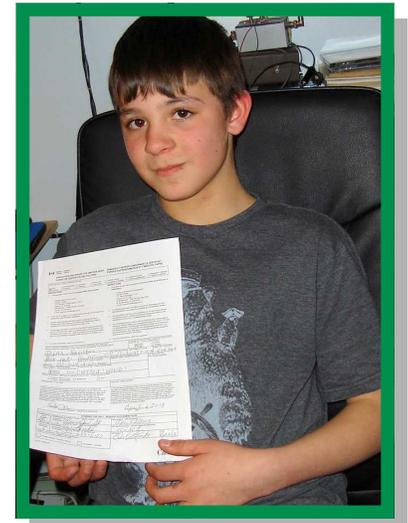
73 Marv VE5OO

Please welcome to the Ham

Community Tejas Navickas who is a 12 year old grade 6 student who wrote his exam on April 2/13.

This young man is very keen on being an amateur radio operator. He is hoping to receive **VE5TEJ** from IC. At this time we are not sure, so fingers crossed he gets the call sign.

As soon as IC puts his call sign on the database this young man will be active. He received honours, so I am expecting him on HF fairly soon. If you hear him either on HF or 2 Meters, please make him feel welcome. He is a very bright young man. Congratulations Tejas. Val **VE5ACJ** was the Designated Examiner.



Prince Albert & North

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Hello everyone. Not too much going on here in P.A. & area, Like everyone else, we are all tired of winter and just wish it would go away and let the grass grow, and trees bud out. I think the last I heard on the radio was that we had something like 33 inches of the white stuff. Not as much as some of you, but it's enough.

We held our club meeting on April 3rd, and we had 12 members show up. It was nice to see them all.

The club will be helping out at the Hobby & Craft show coming up May 6th & 7th. The club will be having a display of Ham equipment. Also the Thunder Creek Model Train Club from Moose

Jaw will be putting on a display as well. The club will increase in numbers in a short while. There are a couple of folks who go down to Saskatoon to the radio classes. We will be looking forward to having them as members. And hearing them on the air..

That's all for now, take care and CUL

73 Harry VE5HAE

Moose Jaw and Area

(ve5aq@sasktel.net)

Well to date Moose Jaw has received more than 6.75 feet of snow. Now we hear that we might have flooding. Oh well the joys of living on the prairies, It is either too dry or too wet. Now we wait for the big thaw.

On March 23rd and 24th, 9 members of the Moose Jaw Pioneers Amateur Radio Club did security for the Moose Jaw Thunder Creek Model Train Show. We were quite surprised to see so many out of town clubs that showed up. They came from Saskatoon, Regina, Swift Current and Calgary. All said the roads were better than they expected considering how much snow we had received just a couple of days previous. I wish to thank the following members of the MJPARC for coming out to help me keep "sticky little fingers" off the displays. Gordon **VE5GML**, Maxine **VE5MAX**, Mike **VE5AU**, Brian **VE5BJO**, Rob **VE5ROB**, Wil **VE5WIL**, Val **VE5ACJ** and Walter **VE5WR**. Also present to help were the XYLs of Walter and Wil. Think that's it for the seniors for now, as I am not sure when the Learning Days are at the WDM—sometime in June I think.

That's all for now folks, take care and we will see you at the Moose Jaw Amateur Radio Club's Flea Market April 20th

73 Harv VE5AC

Secretary/Treasurer's/Editor's Report

(ve5aq@sasktel.net)

First off, the Executive wish to thank the Battleford Amateur Radio Association for stepping forward to take up the challenge of the 2014 Hamfest. Thanks folks, we really appreciate it. More

information is someplace in the QSO and also on the website.

Looking forward to going to the MJARC Flea market on April 20th, at the WDM here in Moose Jaw. This is always a nice way to start of the spring. If you need a table, please get hold of Barry VE5TRF at ve5trf@sasktel.net Hopefully the weather will cooperate and the roads are clear, free of ice and snow and not keep anyone at home.

SARL is doing well for members, but there are several that have for some reason dropped their membership. The directors and the exec would like to know if there is something different we can do to make them reconsider re-joining the membership as we are your voice for Saskatchewan, and also considering we have been going strong for the past 61 years, we would like to stay strong. As you know, there are only 2 radio leagues left in this country, and the other one is in Quebec. We need your support. So if you know of any who have dropped their membership, or who wish to join, please send them to the SARL webpage where we have the membership forms that can be downloaded and printed out.

<http://www.sarl.ca>

The QSO will accept articles from any ham. I know our directors would welcome information from others in their area. So you can send either to your directors or you can send articles to the editor at: ve5aq@sasktel.net. As you can see this issue has got some very interesting articles. So, if you feel so inclined, please send on and we will publish them.. If we don't have room, please don't be discouraged, your article will go in the next issue.

Next deadline: JUNE 30th

A Near Lightning Strike

A heavily overcast, muggy Saturday morning in early June was perfect for finding any excuse to avoid studying for Grade 11 final exams, which were looming on the near horizon. It was 1966, and I had received my Amateur Certificate of Proficiency only a few months earlier. The temptation of a few

minutes on the air overcame any hesitation I possessed for temporarily abandoning the books.

My shack was part of my bedroom, located on the second story of the family farmhouse. The primary component of the station was a Wireless Set No. 19, Mk III, an AM/CW transceiver originally produced during WWII for Canadian and British tank patrols. I assumed that there had been some arrangement with the Russians as well, since all controls were labeled with both English and what appeared to be Russian script.

This particular morning, I donned the headphones and began working the dial up and down the 80/75M band, but it was 11 am, and the pickings were pretty slim. Heavy bursts of atmospheric static weren't overly helpful with reception. Obviously, there was a storm brewing somewhere. Compounding this situation was the distracting whine of the dynamotor, the No. 19 Set's battery-powered high-voltage supply, which I noticed was steadily decreasing in pitch. It was apparent that a recharge was needed, and soon.

In an instant these issues were banished from my mind, as my headphones gave forth with a deafening blast. Immediately afterward, everything was eerily and completely silent, and I was sure that the long-suffering dynamotor, having been deprived of sufficient battery voltage, had self-destructed. After a moment or two to collect my wits, I removed the phones and looked around for smoke. Superficially at least, there appeared nothing amiss.

Soon thereafter, the mystery of the dead silence was resolved, as my hearing gradually returned. Then I could hear my mother calling upstairs to ascertain if I was still alive. How could she have known about my rig malfunction? As it turned out, my problems were the least of everyone's concern.

It soon was determined that lightning had struck the party line telephone wire alongside the grid road, and about three poles south of the house. The ceramic fuse block and lightning arrester, located just above the wall-mounted crank

telephone at the bottom of the stairs, had exploded into dozens of sharp projectiles, peppering the adjacent kitchen walls with shrapnel. Amazingly, my mother, who had been standing at the kitchen counter preparing lunch, escaped injury. Outside, my father, who had been walking across the farmyard, found himself on his knees immediately after the strike, but the only external damage we could find was a blown yard light on the transformer pole. The telephone line fared less well, with several poles being splintered to various degrees.

And what of my trusty old No. 19 Set? It seemed to have coped with whatever surge had come down the coax from my dipole, and continued to serve well. Robust old tube technology has its advantages. The whole experience, however, was a sobering dose of reality, the benefits of good fortune, and the merits of ensuring that antennas, supporting structures and wiring are adequately protected in the event of lightning strikes. And yes, three weeks later I passed all my exams.

73, David Klatt VE5GN

Building Bridges by K.B. Clarkson, VE5CA

It was just a phone call to Val Lemko VE5ACJ (Secretary of SARL), that led to this article. I wanted to express appreciation for the excellent Christmas issue of QSO and that she did. However, Val asked me how I came to be involved in Radio work with the Royal Air Force Ferry Command from 1942 to the end of WWII so I began with an incident that led directly to the formation of Ferry Command, and Val asked if I could put the story on paper for possible inclusion in a future issue of QSO. I agreed and this is the result. I'll have to let the editor decide if it merits publication. *(too good to leave out. Ed)* There is a bit of history that I think will be helpful and since the passing of some seventy years has rendered my mind a bit vague of some details. I am going to resort to a Reader's Digest

book with the title "Canadians at War, 1939-1945", and here I must express appreciation for the help I found there. The first "historic" item had to do with the appointment by Winston Churchill of a man, better known as Lord Beaverbrook, to his cabinet on May 14, 1940. A Canadian by birth, he had gone to England many years before and he was named as Minister of Aircraft Production. That he did an admirable job in that position was made evident in Churchill's statement that he "worked magic" in getting British factories to produce many of the planes that helped to win what came to be called the "Battle of Britain", that same summer. The enemy was beaten off and that victory in his complements to the RAF, the Prime Minister spoke of those memorable lines: "Never in the field of human conflict have so many owed so much to so few."

But both Churchill and Beaverbrook knew that there were no reserves; no reserves of aircraft and no reserves of personal, to keep the foe at bay unless additional resources could be obtained from other sources.

An answer to the need for personnel was already in the works. Just after the war began in 1939 Canada's Prime Minister, Mackenzie King had cabinet approval for what came to be known as "The British Commonwealth Air Training Plan". When that plan reached its peak in 1943 it was turning out 3000 graduates each month, both air crew and ground personnel. Of its success the President of the United States would say that Canada had become "the airdrome of democracy."

Meanwhile, as this great scheme was evolving, another response to Britain's desperate situation took shape in the mind of Beaverbrook: could the aircraft that were needed, be FLOWN across the Atlantic instead of by ships which were at the mercy of Germany's U-boats. Back in 1937 Britain's Imperial Airways using Flying Boats had begun a Trans-Atlantic service. Beaverbrook approached one of their leading pilots. an Australian named Bennet and came

right to the point: "We're going to fly the Atlantic with American Bombers and you are doing to do it".

Then a man named Morris Wilson was named to organize the air ferry service. He in turn, persuaded the President of the CPR to set up an air service department. Its first responsibility was to purchase fifty Lockheed Hudson bombers.

Wartime restrictions meant that they could not be flown into Canada so they were flown to the American side of the border and towed across. Canadian flight crew then flew them to Montreal where the new Dorval Airport had become headquarters for the ferry experiment. Bennet then began preparing for the Trans-Atlantic venture. Meanwhile, Beaverbrooke was hiring pilots from everywhere he could find them, bush pilot, stunt pilots etc. Because only a few of the flyers could navigate, Bennett decided they must fly in formation with himself as leader; a total of seven pilots. Gander Airport in Newfoundland would be the takeoff point.

On the evening of Nov. 10, 1940, they were in formation on the runway ready to go. A band of the Queen's Own Rifles of Canada played them off. Only 10 minutes elapsed between the lift off of the first aircraft and the last. They were underway; If only one or two planes arrived in Ireland (or none!) the plan to fly aircraft to Britain would be dropped, but Britain's need was such that if even only three of the seven arrived the plan would survive. Ten hours and seventeen minutes after take-off, Bennett's plane arrived at Aldergrove (near Belfast). Some were up to an hour behind him, but all seven made it and the plan was on.

Now, against the background of that "history", I finally come to answering Val's question about how I came to be involved in radio. As a child I had more than once travelled with my parents from our home in Willmar to my mother's home town in Manitoulin Island and had been impressed by the bridges that we passed over by rail-so

impressed that from an early age I had decided that I would one day be a Civil Engineer and have a hand in building those interesting structures. However, somewhere during the course of the war years, that ambition faded and by the time I graduated from grade twelve in 1941 I had found myself susceptible to an advertisement in McLean's magazine that described an exciting career in the field of aeronautics. The advertiser was Radio College of Canada in Toronto, and of course the emphasis was on communications. A toy telegraph that I had been given as a Christmas present a couple of years before may also have helped to push me in that direction, for it had introduced me to the Morse Code. At the age of a bit over seventeen I sent off my application to Toronto and it was accepted.

The course began sometime in early October and this country-raised (for our little village really was "country:") kid was off to the big city, enrolled in a course described as "Commercial Radio Operating, and accommodated in a house that was giving board and lodging to about fifteen other young aspiring radio operators. Bridge-building was pushed into the background, and wireless telegraphy and radio theory excited me. The course lasted until the spring of 1942. I passed the examinations and was soon the possessor of a "Second Class Certificate of Proficiency in Radio" (to use it's official designation). They called it a "Ticket"! A ticket to where, I would have to discover. My roommate at the Boarding House opted to join the Merchant Marines and was off to sea. I and most of our class chose to accept the invitation to be involved with the Royal Air Force in the "Ferry Command". Notice that I used the term "Royal Air Force"; they had taken over the "organization" formed by the CPR some months before and the headquarters was Dorval Airport in Montreal and I worked there for about six months and then was posted to Gander in Newfoundland.

Interestingly, while in the midst of writing this account, entertainer Stuart McLean's (on Sunday Feb. 10, 2013) program was about a visit he had made to Gander. Only the Gander of today is much different than the Gander I knew in 1942-46, but he did a good job of making his listeners aware of the fact that Gander had changed. Even the Gander that I came to know had changed immensely from the time those Hudson's had flown the Atlantic! Then it was still a lonely station on the Newfoundland Railway. The airmen and others were lodged in railway cars. Recently opened it had only a control tower and one hanger. Weather was unpredictable and radio reception often non-existent. A small living quarter building was erected in December of that year. It was called "Eastbound Inn" It was in that building that we radio operators were lodged and fed when we got there in the spring of 1942. But what a transformation must have occurred! The RCAF had taken on the operation of the field. The Canadian Army had a base there, and the Navy as well. So too had the American Air Force and of course, the RAF Ferry Command. Gander became, (as Stuart McLean told the story) from original little outpost of 1940 to the largest airport in the world in a very short time and at the same time to get fighter and short range bombers overseas a new staging route was developed using the base at Goose Bay (which had been constructed on a plateau in Labrador in 6 months) and airfields in Greenland and Iceland. What a change from the cold November night when in 1940 those 7 Hudson's took off! Now when we sat down to operate the ground-to-air circuit at Gander, we could expect to exchange messages with aircraft of all kinds and sizes, maybe as many as 100 in an evening. Bombers were crossing the ocean in a steady stream. Of history's greatest air transportation operations would eventually deliver 10,000 planes to Britain and elsewhere. Gander and other stations in the network provided contact to hundreds of flights but also

there were point-to-point circuits passing meteorological information and operational traffic. We also operated the Direction Finder assisting flyers with navigation. Another circuit provided service to commercial flight such as British Overseas Airways, Pan American and American Airways. I'll never forget copying a message sent to an aircraft with the call-sign KOF on the day the Japanese surrendered. The time was 0028 GMT on August 15, 1945. The war was over!

I left Gander in the spring of 1946. Later, that year just before Christmas, I was employed as a commercial radio operator by Trans Canada Airlines and I almost felt at home when, in Goose Bay, I was again in touch with flyers east or west over the Atlantic. The official history of the RAF Ferry Command was entitled "Atlantic Bridge", so in a way, I hadn't abandoned my ambition to be a "Builder of Bridges!": and by the way Amateur Radio which had been closed down during the years of hostilities was now again permitted to operate. In a little tower of sorts atop "Chateau Ter-rington", our place of residence, our Chief Operator set up his station **V06V**. He allowed me to use his station and call sign until I got my own rig and was licensed as **V06Y**. So with a Hallicrafter S-40 receiver and my homebrew transmitter I was "hooked" by this great hobby. It too is a builder of bridges.

Thanks for reading my story and 73

Moishe had been married four times. He was now approaching 85 but managed some how to marry again, this time to a voluptuous, sexy young woman full of life and love. Given the physical exertion inherent in such a consummation, a solicitous friend asks if they're certain that they can bear up to the challenge. Looking purposefully across the table to his new partner in romance, Moishe says, "what can we do? I know the risks, "If she dies, she dies" Unknown

Hamfest 2013

Just to make this official, here is the 1st (official) announcement regarding this year's Hamfest

Yes we will be having a Saskatchewan Hamfest! This has all happened very recently. It was only agreed last Wednesday that our club would look into hosting Hamfest. Yes, this did come after Val has announced the annual meeting would be held in Moose Jaw at the flea market.. However, Val and I exchanged email and she agree that if we could get a place to host a Hamfest that the plans could be changed to hold the meeting here instead. The only condition was that she needed to know very quickly.

With the long weekend, this didn't give a lot of time and the concern was finding a hall. I was trying to get one of the larger facilities. It ended up that all had been booked months ago. Our last hope was the Battleford Legion and to my surprise, July 27th was the only weekend free all summer. It was meant to be! .. hi.. So we booked it right away and I phoned Val to confirm. We had to settle for a smaller hall but it should all work out fine. This may not be as big as some Hamfests in the past but we sure hope to have a

good time.

It is too early to give many details.. This is all I can tell you now.

Hamfest 2013 will be held in Battleford on **Saturday July 27**

Location Battlefords Legion Hall on 22nd street, Battleford... (Not North Battleford)

Flea market in morning., followed by SARL meeting, some presentations, door prize and Raffle draws

This will be an all day event.. we hope that people will stick around for the day!

I may put a broadcast Radio Station on the air for the event.. CHAM or maybe 106.9 "The HAM" to help people find the location.. hi.. Maybe even get some walk-in people interested in finding out what it is all about.

I will be updating the BARA and VE5KC websites, providing plenty of information as it is available.

For those wanting to come early and camp, Battleford has an excellent full service camp ground only a few blocks away, sites can be reserved. We are also working on getting special discount rates

at a Motel in North Battleford. We have the hall for Friday night for setup, so if there are people in the Battlefords the night before we could have a meet & greet

We will be working on getting some business sponsors and lots of goodies to hand out. Door prizes and raffles will also be on the agenda. Lots of planning and work to be done in the next couple months.

B.A.R.A is a very small club so we will appreciate any help we can get. To that end we hope to work with others around the province, to make this Hamfest a success

Any money we make will go towards the repair and improvement of the 146.88 wide coverage repeater. The club has already made a big commitment to this project, ordering new duplexers.. We hope to have the 146.88 machine working before Hamfest, as well so we can do our part to provide 2m coverage along Hwy 16.

I will keep you posted on things as we have more information.

Ken - VE5KC Hamfest 2013 Chairman
<http://ve5brc.amateur-radio.ca>

PROVINCIAL NETS						
Name	Date	Sessions	Check-ins	Traffic	Bulletins	
IRLP 9300	Dec	15	335	66	7	
	Jan	22	559	127	26	
	Feb	11	177	41	2	
	Mar	20	553	97	12	
Avonlea ARG 147.0600-	Feb	28	195	1		
	Mar	28	221	1		
Sask Evening Phone/CW 3.735	Feb	28	1068	6		
	Mar	31	1569	4		
Sask Wx Net 3.753	Feb	28	758	2		
	Mar	31	765	0		
Ares	Feb	4	167	0		
	Mar	5	185	0		
Prince Albert Repeater	Feb	26	126	0		
	Mar	26	112	0		
TOTALS		285	6564	345	47	

