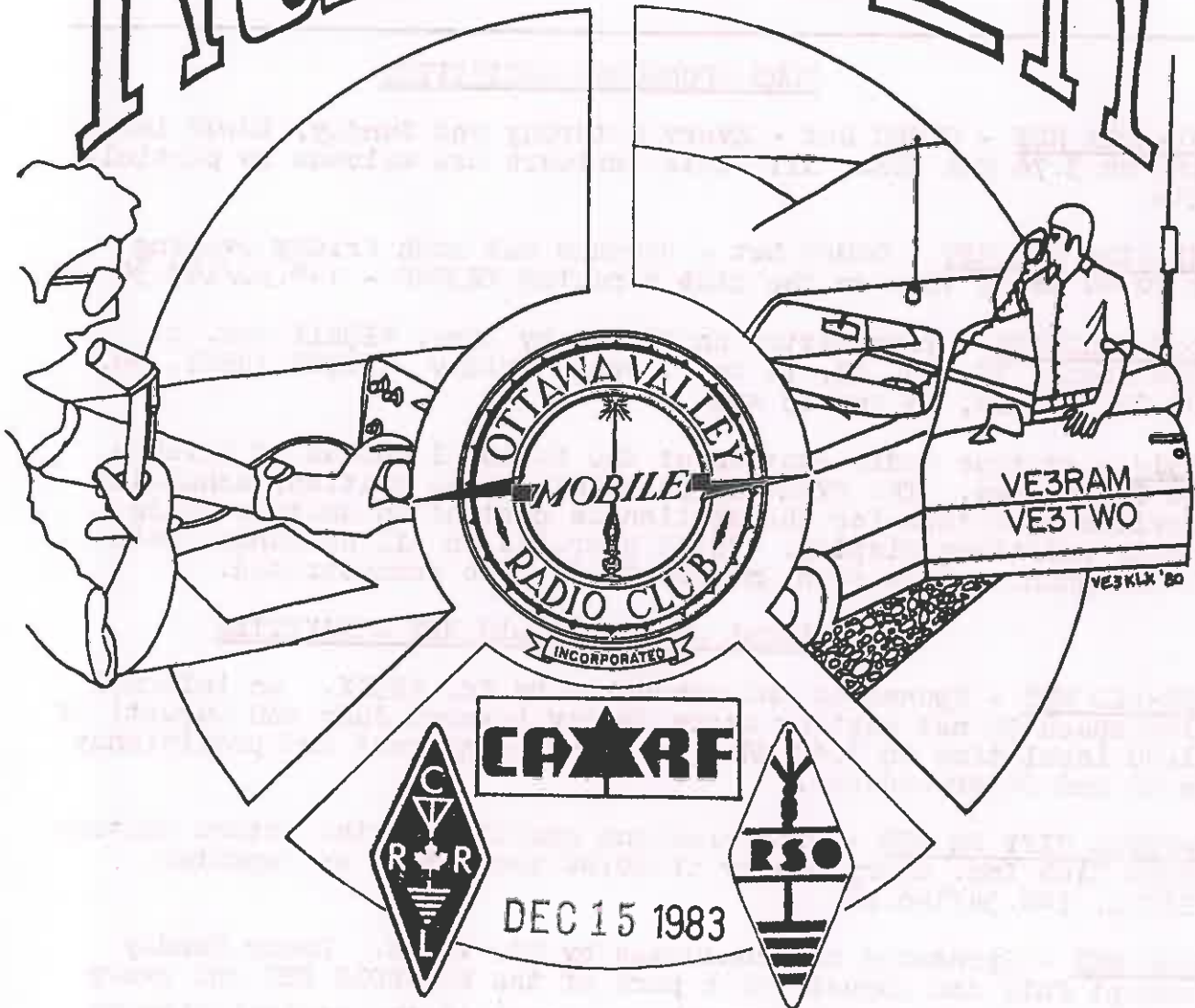


RAMBLER



THE OTTAWA VALLEY MOBILE RADIO CLUB INCORPORATED

1982-1983 EXECUTIVE

PRESIDENT	Dave Coutts	VE3KLX	829-2537
VICE PRESIDENT	Pat Brewer	VE3KJQ	725-1528
SECRETARY	Bill Seyler	VE3OAI	836-5818
TREASURER	Vance Johnson	VE3OAO	824-9555
TECH ADVISOR	Bill Balke	VE3NPG	727-0743
PUBLIC REL.	Les Patterson	VE3KHP	828-9860
EDITOR	Jerry Wells	VE3CDS	225-7374
PAST PRESIDENT	Russ Pastuch	VE3FSN	828-9235

CLUB SPONSORED ACTIVITIES

POT-HOLE NET - OVMRC Net - Every Saturday and Sunday, 10:00 local time on 3.76 MHz SSB. All radio amateurs are welcome to participate.

THE WISE OWL NET - OVMRC Net - Ragchew net each Friday evening at 20:00 local time on the club repeater VE3TWO - 147.90/147.30 MHz.

CODE PRACTICE - Transmitted on VE3TWO by Dave, VE3KLX Wed. at 1900 local, 18, 15, 13, 10 and 7 wpm. Friday at 1900 local, 40, 30, 25, 20, 18, 15 and 13 wpm.

VE3JW - Amateur Radio Station of the National Museum of Science and Technology. The OVMRC helps maintain the station, schedules and provides operators for the station as part of an Amateur Radio public relations display. VE3JW operates on all HF bands, both CW and phone. Slow scan Amateur TV is also demonstrated.

LOCAL AMATEUR RADIO NET ACTIVITIES

POT-LID NET - Sponsored and conducted by Ed, VE3GX. An informal slow speed CW net meeting every Sunday (except July and August) at 11:00 local time on 3.62 MHz, to promote interest and proficiency in CW and CW procedures.

CAPITAL CITY FM NET - Sponsored and operated by the Ottawa Amateur Radio Club Inc. every Monday at 20:00 local time on repeater VE2CRA, 146.34/146.94.

SWAP NET - Sponsored and conducted by Ed, VE3GX. Every Sunday (except July and August) as a part of the POT-HOLE NET and every Monday (except July and August) as a part of the Capital City FM Net. Ed may be contacted at 733-1721 for listings and queries.

ALL CONTRIBUTIONS TO THIS BULLETIN GLADLY ACCEPTED

Membership in the OVMRC is open to all those interested in Amateur Radio. Regular Club Meetings are held on the third Thursday of each month (except July and August) at 20:00 local time unless otherwise posted. Meetings normally take place in the auditorium of the National Museum of Science and Technology on St. Laurent Blvd. (south of the Queensway).

CHIEF BRIEF

It's time once again for another article. I guess it's only fitting that I type this article for two basic reasons. One reason being that it saves Joyce Wells of our type-setting department from having to use a magic decoder ring to decipher my script and the other is because I am eager to try out the brand new ribbon on my typewriter. Boy this text sure looks nice all bold and clear. I guess, really, this is almost like holding up a fine painting to the microphone and asking all those listening to look at the bright colours. If you think this is extremely philisophical wait till you read paragraph number two!

While I was doing some wire-wrapping in the Nepean Communications Centre I had the HF rig on for the first time in a good number of months. I tuned in to what I thought would be ONTARS-40 and was surprised to hear that that net has changed in just a matter of months. It's essentially the same net with a new, more descriptive name; The Trans Provincial Net.

Despite the fact that I don't always have time to check in, it is nice to have the rig on anyway and pick up on the latest news. The shocker of the day, in fact the very day of the writing of this article, was the announcement of the passing of Vic Clark, W4KFC who was the President of the ARRL.

I will have to make sure I blow the dust off of the HF rig more often even if I am doing something else in the Comm's Centre. This will ensure that I keep in touch with the news and will also ensure that I know about the alterations to the various nets so that I will maintain a level of knowledge which may be critical in an emergency.

How's that for a totally different article. And here I thought that I wouldn't have anything to write about. It just takes a bit of inspiration.

73 de VE3KLX, President OVMRC

NOTICE OF MEETING

The next regular meeting of the Ottawa Valley Mobile Radio Club will be held at the museum of Science and Technology on St Laurent Blvd.

TIME 2000 hrs

DATE DEC. 15

Our speaker for the evening will be one of our members.....

A very interesting subject.....

Be sure to attend.....

MERRY CHRISTMAS TO ALL.....

V.P. VIEWS

Since this is the last Rambler before Christmas, I would like to take this opportunity to wish you and yours a very Merry Christmas and a Happy New Year.

Club membership now stands at 86. There are still members who have not yet renewed. November was the cutoff month for the Rambler, so that those who have not renewed have been dropped from the mail list. If you wish to renew or join the club please see me at a club meeting or write to me care of the club mail box.

The amateur radio course is now more than half over and most of the students have registered to write the February exam. About 15 students are still at it. We are increasing the code speed every week and are finding it easy to tell, both in the code and in the theory, when the students haven't been doing their homework. However, on the whole, they are doing very well and we anticipate a high pass rate. Recently we were pleased to have Ed VE3GA come and speak to the students on the finer points of sending Morse Code. As you may be aware, the code sending test will be brought back starting in February. If you are planning to write the advanced in 1984 or know someone who wants to write the amateur exam, here is the schedule:

SCHEDULE FOR AMATEUR EXAMS

February	8	1984
April	13	1984
June	20	1984
October	17	1984

SCHEDULE FOR MORSE CODE ONLY

January	11	1984	August	8	1984
March	14	1984	September	12	1984
May	9	1984	November	14	1984
July	11	1984	December	12	1984

(Please note that this is the actual exam schedule. I got it in writing from DOC. Recently some erroneous dates have been floating around.)

F.S. The new editions of TNC 24 and 25 are available. The new TNC 25 is effective October 1, 1983 and the new TNC 24 comes into effect February 1, 1984. If you can't get to the DOC District Office, they will mail them to you along with an exam schedule.

Pat VE3KJQ

MATERIAL PUBLISHED IN THE RAMBLER DOES NOT NECESSARILY REFLECT CLUB POLICY OR VIEWPOINT. ANY ITEMS MAY BE REPRINTED BY AMATEUR RADIO OR SIMILAR PUBLICATIONS WITH THE PROVISIO THAT CREDIT BE GIVEN TO AUTHOR AND SOURCE.

PUBLISHED AND DISTRIBUTED BY
THE OTTAWA VALLEY MOBILE RADIO CLUB INC.
P.O. BOX 5530 STN F
OTTAWA ONTARIO
K2G 3M1

MINUTES OVMRC MEETING NOV. 1983

The meeting was called to order at 2012 by the president, Dave VE3KLX.

The minutes of the September meeting were approved with the correction of the call of our treasurer Vance, VE3OAO. Moved by VE3FNG, seconded by VE3KIK.

The minutes of the October meeting were approved on a motion by VE3NJJN seconded by VE3JKR.

REPORTS:

Vice president: Pat VE3KJQ reported that the club has 82 paid up members. He also reported that he has acquired a display which could be used for amateur radio publicity.

Pat also reported that Bucky, VE3JRR was in hospital - he is doing well and should be out soon.

TREASURER:

Vance VE3OAO reported that the current club balance is 13 cents short of \$3500.00.

CRRL - Ray VE3FN reported on the Oct. 25 meeting with DOC and CARF to review the new question bank.

CARF - Art VE3ZS reported on the DOC meeting and felt that the joint CRRL, CARF, DOC meeting went well.

RSO - Merv, VE3CV reported on the RSO activities, mentioned the upcoming RSO Convention in Ottawa in October 84. He also gave us a report on the linking of 2 metre repeaters across Ontario.

Mike, VE3LAR indicated that the Dayton bus trip is open to any amateurs in the Ottawa area.

The meeting adjourned at approximately 2100 for eyeball QSO's and coffee.

ESOTERICA

I recently got the 1983 year book from the College I attended many moons ago. In it there was an article listing the honours heaped on a star graduate, now a mathematician of world renown.

I feel I should share the last paragraph of that article with my fellow members of the OVMRC.

"As a supervisor of mathematics undergraduates some twenty-five years ago, he managed to instil the feeling that the subject was all rather straightforward if only it were viewed in the correct manner. Now, as a guest lecturer in universities throughout the world he communicates enthusiasm to crowded audiences, despatching them with the momentary illusion that they understand the subject as well as he does."

The italics are mine. The subject matter might be digital electronics or cybernetics just as well as pure maths. But how true this comment is about some super speakers before whom we all have sat at one time or another, wide eyed and barely comprehending.

Serge, VE3JRG

As this is the last issue of the Rambler for 1983 and the festive season will soon be upon us we would like to wish you all the very best for the holidays. May 1984 be a good year for all our readers

Jerry VE3CDS

THE NOVEMBER SWEEPSTAKES

Have you ever entered one of the many contests which are held during the fall and winter on the HF bands? There are several, one of the most interesting being the "sweepstakes". The object being to try and work as many stations as possible in the USA and Canada. There are 74 sections possible and a station may be worked only once during the contest. Each contact counts 2 points. Total score is the number of QSO points multiplied by the total number of sections worked.

This year yours truly decided to give it a go in the phone portion of the contest. Stations were allowed to operate a maximum of 24 hours during the 30 hour contest period.

Here is a recap of what transpired during the 20 hours that we operated.

The contest started at 4 pm local time on Saturday Nov. 19. I decided to operate during the first part of the contest on the highest frequency band open. Ten metres is where we started - not too good but did manage to get the U.S. southwest quite well. Switched to 15 after about an hour and found conditions there to be very good - worked all through the midwest and the south without much difficulty picking up the various sections as we went along. I found that I could quite easily tell if I would be able to work a station by the strength of his signal. There is little use in calling if you can hardly hear him. After the first few hours I very seldom missed a station I called. One thing that I found to be very important is a good dupe sheet kept up to date. The six duplicate calls that I had, 4 were ones that I had not recorded on my dupe sheet at the time of contact. When the contacts are coming quickly it's worthwhile to stop and bring the dupe sheet up to date.

As the evening wore on and 15 started to fade I switched very briefly to 20 picked up a few in the deep south and then switched to 40. Forty proved to be excellent and I had good coverage down the east coast and into the mid-west. Stayed on 40 and 80 throughout the evening up to about 2 AM, local time. During the first 10 hours I managed to work in excess of 50 sections out of a total of 74. We shut down at 2 AM, up again at 6 AM on 80 and 40. Shortly after sun up switched to 20 and picked up a few more. I found that during the morning I changed bands quite frequently. I found that many other stations were doing the same thing. As the day wore on I took a couple of breaks as it gets quite tiring. I found that using headphones is far better than the speaker. I also used VOX throughout the contest - never touched the mike. We arranged a boom for the mike which gave an unrestricted writing area on the operating table. We finally went QRT with about 3 hours to go - I'd run out of steam. In the end we did quite well, managed to get 68 out of 74 sections. Final score just over 35,000. Certainly learned a few things about contest operating and had fun doing it. During the next several weeks there are several good contests coming up. Why not give one of them a try.

Jerry VE3JDS

Perhaps we're lucky TO BE AIRBORNE

There's nothing very funny about the ever-growing mountain of government red tape and bureaucratic meddling that either blocks or delays industrial progress today.

But industrial progress is not the only segment of our society that is affected by the busy bureaucrats. Scientists and researchers claim their efforts are, in many cases, for naught.

One such researcher, now retired from the Research Council of Alberta, did see some humor in the situation and mailed to The Piper this fictional exchange of communication. Dreamed up by one Stan Dryer, the piece appeared in the Saturday Evening Post in either October or November of 1967 under the title "The Human Comedy - A feasible Flying Machine."

It makes one wonder what other wonderful things we might be doing or enjoying if inventors could just go ahead and invent things, like they used to!

After four years of experimenting in their spare time, two bicycle repairmen named Orville and Wilbur Wright flew the first powered airplane in 1903. Their cash outlay was about \$1,000.

What would have happened if the Wright Brothers had built their airplane under a modern, government-financed, research-and-development contract? The record might read as follows.

To: J.L. Flailer, Vice President in Charge of Research, Mammoth Bicycle Corp. From: Orville Wright, Manager, Kitty Hawk Test Station.

Little progress was made on the flying machine this week. Wilbur was at the Symposium on Flying Machine Progress, and I was tied up in paper work. Monday I completed employee-evaluation reports. Tuesday I checked procurement vouchers. Wednesday I signed security-clearance forms. Thursday and Friday were used up in meetings.

I am worried about your plan to double the size of the test station. Although I realize that under our Army contract this could double our profits, I cannot see that it will speed things up. I favor leveling off the work force to a technical staff of about 100 with a support staff of not over 700.

The men you have been sending for interviews seem to be overly concerned with what you call the "systems approach." I think you should stop running that ad in the bicycle trade journals which shows a hand holding the earth like a baseball and says, "The Flying machine is an integrated system." The machine we are working on will have four wings, a motor, two propellers and some control surfaces. All we want to do is make it fly. I do not need any more bright young men who talk about ops, analysis and systems configurations. However, if you can spare Joe, the mechanic in the motor pool, send him down.

The union problems seem to be settled. We're agreed that members of the electricians', mechanics', chainbenders', carpenters' and seamstresses' unions will all be on the launch team.

To: Orville Wright
From: J.L. Flailer

Regarding your report of November 3, I am worried at your insistence on directing work toward production of equipment. Frankly, I would be happier to see more concept-oriented work.

(the above article is from "QSO" bulletin of the Saskatchewan Amateur Radio League)

Remember that our contract calls for a feasibility study and does not specify hardware development. From the standpoint of obtaining future study contracts, a good report in the hands of the right people in Washington is worth far more than the production of hardware.

In regard to our expansion plans, I have retained the Coordinated Research Institute to assist this effort. Their teams of research-methodology consultants will visit the facility this week.

To: J.L. Flailer
From: Orville Wright

Wilbur returned Monday and was angry when he found one wing had been put on the flying machine upside down. Our staff psychologist was upset when Wilbur chewed out the engineer in charge. He feels that Wilbur has "disrupted the stability of the command structure" by taking direct action at two levels below his own in the hierarchy. Nonetheless, the engineer got the wing on right side up in one day.

Your research-methodology people say they have "delineated a satisfactory dynamic organizational phaseover philosophy." My general feeling is that expansion is a mistake and I strongly object to their recommendation that Wilbur and myself be separated in the management structure.

To: Orville Wright
From: J.L. Flailer

I have read the C.R.I. report. As it points out, a management partnership of brothers may fail due to latent sibling rivalry, I am therefore moving ahead with its recommendations to break the facility into East Coast and West Coast divisions, with each of you heading one division.

Our biannual report on flying-machine feasibility is due in two weeks. Your last biannual report was very terse, and this should make up for that deficiency. I suggest a minimum of four pounds of single-spaced typed material.

To: J.L. Flailer
From: Orville Wright

As you have probably read in the newspapers, about 50 people picketed the front gate yesterday. Gus Hanks, our public relations specialist informed me that these were two sets of protest marchers who had gathered in response to a rumor that we were about to test a flying machine. A scuffle broke out between the group carrying the FLYING MACHINES ARE A THREAT TO WORLD PEACE signs and the group carrying the WORLD PEACE THROUGH U.S. AIR POWER signs. We had to call the police to restore order.

The irony is that there was no possibility of any test flight. Although the body and wings of the flying machine have been completed, no engine has yet been provided. The propulsion-systems analyst you hired just completed a massive report titled, Power Plant Selection for Heavier-than-Air Flying Machines. I

hoped it might contain at least the specifications for an engine, but it seems to be only a proposal for a two-year feasibility study.

To: Orville Wright
From: J.L. Flailer

Newspaper accounts of the episode at the test facility have produced some extremely bad publicity for the company. I have had calls from stockholders who are disturbed about potential effects on our bicycle sales, and have assured them that an announcement will be made that no testing of flying machines is currently planned. I trust you will issue the necessary press release.

I read the report of Ed McGurty, the propulsion-systems analyst whom you criticized, and I find it a well-written exposition of the problems inherent in the selection of a power plant for a flying machine. A two-year study of this area does not seem to me to be at all out of order. I must emphasize again that our contractual task is the study of the feasibility of heavier-than-air flying machines. Let me remind you that the biannual progress report is due in my hands next week.

twx REPORT TO J.L. FLAILER
FROM: ORVILLE WRIGHT
HEAVIER-THAN-AIR FLYING MACHINE A REALITY.
WILBUR AND I MADE FOUR FLIGHTS TODAY. AVERAGE
SPEED 31 MILES AN HOUR. LONGEST FLIGHT 59
SECONDS.

To: J.L. Flailer
From: Orville Wright

As you may find my telegram somewhat unbelievable. I want to fill you in on the details. Last Friday, when Wilbur returned from committee meetings, we discussed the engine problem, and he suggested we might use the engine from one of the guards' motor scooters:

Saturday morning we went to the deserted facility, removed the engine from a scooter, bent some mounting brackets and installed it in the flying machine. We had two of the security guards help us move the machine out to the south parking lot. I climbed aboard and Wilbur started the engine. After a run of about 100 feet, the machine became airborne. The first flight lasted 12 seconds. As we became more adept, the flights became longer, with the longest lasting 59 seconds. On the final flight a rough landing damaged one wing and forced abandonment of the tests. I think you will agree that these flights prove the feasibility of a heavier-than-air flying machine.

In place of a biannual report, I am enclosing:

1. A two-page description of our test flights.
2. Two photographs taken by one of the security guards of the flying machine in the air.
3. Complete plans of the flying machine.

To: Orville Wright and Wilbur Wright
From: J.L. Flailer

I regret to inform you that as of this date you have been terminated as employees of the corporation. The reason for this decision are as follows: 1. You conducted tests of the flying machine after specific orders from me not to do so. 2. Your substitute report is inadequate in size and concept. 3. The Zootscoop model 4G-78 motor-scooter engine you specify as the power plant is not manufactured by the Mammoth Bicycle Corp. which does manufacture a line of low-horsepower engines for its motor bicycles. Company policy requires that in-house equipment be used whenever possible in systems developed by the company. 4. Government property was removed from the test site without approval, and was damaged. 5. Guards took photos without authorization.

I regret that this decision is necessary, particularly in view of your long service with our firm. Please feel free to utilize our personnel office for assistance in obtaining new positions.

.....The Piper

Next date for writing DOC exams is February 3, not February 4 as reported in an earlier bulletin. Although the exam will be based on the revised new TRC-24, DOC has indicated that those who have studied using the old TRC-24 should have little difficulty. Other dates for writing DOC exams in 1984 are April 13, June 20 and October 17.

DAYTON CONVENTION 1984

TRAVELLER REGISTRATION FORM

NAME _____ CALL _____

ADDRESS _____

CITY _____ PROVINCE _____ POSTAL CODE _____

HOME PHONE _____ BUSINESS PHONE _____

I WOULD LIKE TO SHARE A ROOM WITH _____

I DECLARE THAT I WISH TO BE CONSIDERED A SMOKER / NON-SMOKER

MAKE YOUR \$50.00 DEPOSIT PAYABLE TO RHO-NAR TRAVEL TREND AND MAIL
TO RHO-NAR TRAVEL TREND, ELIVALE SHOPPING CENTRE, 1910 ST. LAURENT
BLVD., OTTAWA, ONT., K1G 1A4 ATTENTION SUE TEL: 521-7281
OVMRC CONTACT:-MIKE, VE3LAR TEL: 523-1571

NOTE: At the present time, this trip is only open to OVMRC members, however, as of 1 December, 1983, we will extend the invitation to members of the other Ottawa area clubs. So if you are interested, book accordingly to avoid disappointment!

FROM CARF NEWS SERVICE

Winding up their admirable work on the new requirements for amateur certificates, CARF officials Art Blick, VE3AHU and Ron Walsh, VE3IDH, met with DOC on October 29th, in company with CRRL officials, to finalize the bank of 400 questions from which the new exams will be made up. The original research and work, including meeting with DOC, was done by Art and Ron over a three year period and resulted in suggested revisions to the amateur requirements in TRS-24 and to the associated questions. These brought the technical requirements down to a realistic level for a hobby. Subsequently, at the request of DOC, they met with CRRL this past summer to discuss the proposed changes. These were agreed to and then submitted jointly to the Department. As a result the new TRS-24 was printed in October. The revised question bank will be used beginning with the February 8th set of exams.

Here's this week's goody for special call and award fans. From December 1st to 15th, Amateurs in the thriving Ontario metropolis of Wallace may use the prefix XK3 instead of VE3. This is to mark the 125th anniversary of their town. The Vernon, B.C. North Okanagan Radio Amateur Club is sponsoring a special award for contacting its club station, VE7NDK, during the big winter carnival there, from February 1st to 12th. The award is also available to any station contacting three Vernon stations. VE7NDK will be on 2100 to 0030 hours aulu during the carnival and will be active on various bands calling "CQ Winter Carnival Award".

Speaking of special calls, the ones assigned to Sable Island and St. Paul's Island, CYOSAB and CYOSFI are not assigned to any one individual but can be used by any visitors to the islands by applying to the Atlantic Region DOC office in Moncton, N.B.

Here's some news from the U.S. The FCC has adopted a policy of licensing amateur stations for ten years as an economy measure. It also will permit California stations to use the digits "23" or "34" next summer during the 23rd Olympiad in 1984. On a more practical plane, Amateur pressure on a cable company in Torrance, California through the town council and the franchise terms, has resulted in the cable company not using channels E, J, K, M, and X, which fall in the ham bands. Also left unused will be others on aeronautical and maritime frequencies. (Thanks W5YI Report).

Due to skyrocketing costs and postage rates CARF memberships will go up to \$20 in price after the first of the year.

FROM CRRL NEWS

The CRRL Board of Directors met by conference telephone call on November 20. During the three-hour meeting the Board approved 1) the Five-Year Plan that will see CRRL become an autonomous Canadian League organization, 2) a change in name for League-sponsored QSL bureaus in Canada, to reflect the fact that they are part of a Canadian system, 3) CRRL sponsorship of the annual Can-Am Contest, and 4) a request to DOC to reinstate RTTY on at least part of the 7.1-7.05 MHz portion of the 40-metre band. Among other items the

Board also discussed 1) ongoing efforts to obtain a second-class mailing permit to speed the delivery of QST, 2) a National ARES program, 3) ongoing initiatives with CCTA, the Canadian Cable Television Association, 4) Amateur Radio involvement in the Pope's visit, 5) a CRRL Affiliated-Club Program, and 5) Canadian phone band expansion as a response to impending U.S. phone band expansion on 10, 15 and 30 metres.

On November 25, ARRL President Vic Clark, W4KFC, died after a sudden massive heart attack. Vic had been President since 1982. He brought to the post personal qualities that made him one of the most respected and well known members of the worldwide Amateur Radio fraternity. He frequently wrote in QST. He involved himself in many League projects. Despite the demands of the presidency, he remained active on the air. His passing brings great personal loss to those who know him and leaves a void in the ARRL organization that he served for over fifty years. Canadian amateurs in particular have lost a good friend. Vic was deeply concerned that the League organization should serve Canadian and U.S. amateurs equally well. He was chairman of the Committee for Strengthening CRRL. Only a week before his death he participated in a CRRL Board meeting as an observer. ARRL First Vice-President Carl Smith, W0BNJ, now becomes ARRL President for the remainder of Vic's term.

OVIRG
P.O. Box 5530, Stn F
Ottawa, Ontario
K2C 3M1

FIRST CLASS

FIRST CLASS

JIM HAMILTON VE3GJY
2038 ARCH ST.
OTTAWA ONT.
K1G 2H1