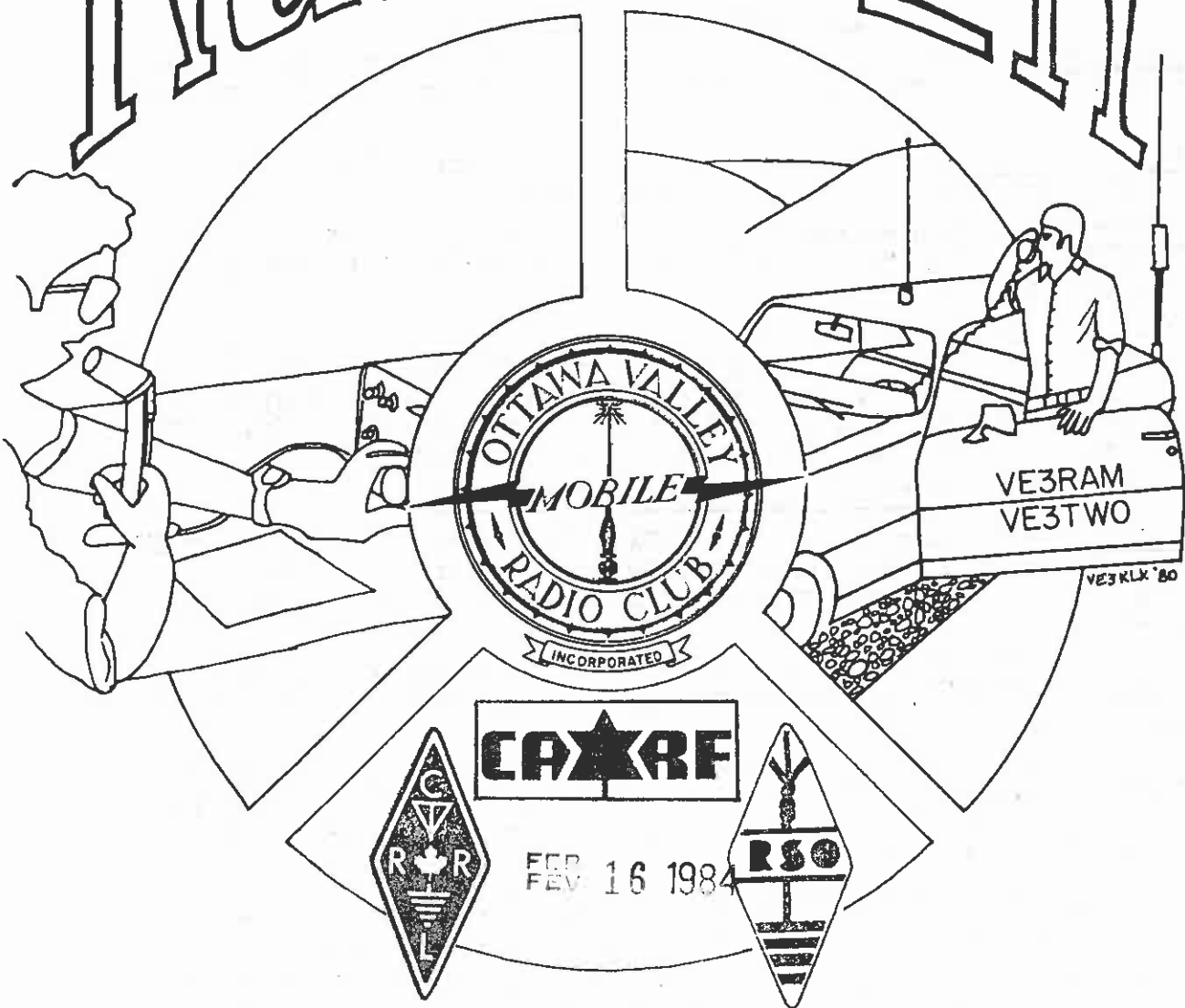


# RÄMBLÄR



THE OTTAWA VALLEY MOBILE RADIO CLUB INCORPORATED

1983-1984 EXECUTIVE

PRESIDENT	Dave Coutts	VE3KLX	829-2537
VICE PRESIDENT	Pat Brewer	VE3KJQ	725-1528
SECRETARY	Bob Campbell	VE3KLK	729-7536
TREASURER	Vance Johnson	VE3OAO	824-9555
TECHNICAL ADVISOR	Bill Balke	VE3NPG	727-0743
PUBLIC RELATIONS	Alan Boyce	VE3LNH	722-8130
EDITOR	Jerry Wells	VE3CDS	225-7374
PAST PRESIDENT	Russ Pastuch	VE3FSN	828-9235

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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 - 147.30/147.90 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 and schedules 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 TV is also demonstrated.

LOCAL AMATEUR RADIO ACTIVITIES

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

CAPITAL CITY FM NET - Sponsored by the Ottawa Amateur Radio Club Inc. every Monday night at 20:00 Hrs. Conducted on VE2CRA repeater 146.94/146.34.

SWAF NET - Sponsored and conducted by Ed, VE3GX, each Sunday as a part of the Pot Hole Net and each Monday as a part of the Capital City FM Net (except July and August). Ed may be reached 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 meetings are held on the third Thursday of each month (except July and August) at 20:00 Hrs unless otherwise posted. Meetings normally take place in the auditorium of the Museum of Science and Technology on St. Laurent Blvd. (south of the Queensway)

GREETINGS!

All is fine and well with the Mobile Club. I am pleased to confirm the promotion of Alan, VE3LNH from member to Public Relations man. Alan will be getting the wheels into motion for VE3JW. If you want to call him before he calls you, his phone number is 722-8130.

The Wise Owl Net is now officially recorded in the League's Annual Net Directory.

It appears that an attempt to re-transmit the teleconference radio net will be made on Monday Feb. 13 at 8:30 PM on the club's repeater. I have done some level tests already and have discovered that my recording is really pretty "grotty". You will be able to understand what is said but it won't be the usual fidelity that you are normally accustomed to with F.M.

It looks as though the February meeting will be a computer night. You will then be able to see how various things are accomplished such as the code practice. Further details will be given on the Wise Owl Net as they become available.

73 Dave VE3KLX  
President

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V.P. VIEWS

Time seems to be going by very fast this year. Here it is February already. I suppose that one thing that makes it seem fast is the fact that this is the third Rambler article I've written in a month and a half. They are usually spaced out a little more. On the business end of things the club membership is now at 93. This is not bad for a year which started out very slow.

The course will be over by the time you read this. The exam date is/was February 8th. With any luck, about eight students will be writing. This will be the first exam with the sending test and the new improved question bank. It will be interesting to see how things go. I hope that some of the students will show up at the February meeting to give us a detailed report. Meanwhile, I finished the last code tape yesterday (Feb. 1) and can't wait to yank the wires that tie my computer to the "black box" and my tape recorder, hook up the game paddles and play a game of "pac-man" or some other wasteful use of the computer. Having spent at least four hours a week on the computer since July generating Morse code tapes, I need a break. I will haul the beast out for the February meeting so that you can see how the code was generated and let you see the database system that we use to keep the club mail list.

Our president has probably pointed out that Alan VE3LNH is our new Public Relations man. This means that he is responsible for VE3JW. He has some good ideas for the station and I hope that you will give him your support and help.

Pat VE3KJQ

TELETYPE INTERFACE BOARDS

Are you interested in getting your Commodore 64 or Apple 2 computer on teletype? If you are contact Jim, VE3JPC, he has a source for terminal unit p.c. boards at \$10 a copy. You will find Jim on VE3TWO or at 744-2138.....

MINUTES OF THE OVMRC MEETING, JANUARY 19, 1984

With approximately 28 members present, the meeting was called to order by the President at 2004 hours. Guests present were Jim Harrison VE7BLU of Victoria, B.C. and Guy Lamoureux VE3MSR of Ottawa.

The minutes of the previous meeting (Dec 15/83) were approved after correction to the name of the Canadian Radio Advisory Board, on motion by VE3ATJ, seconded by VE3NJM.

COMMITTEE REPORTS

PRESIDENT: Reported on the great age of the "Wise Owl Net" (the old bird is now 4 years of age) and announced the beginning on Jan. 20, of the next qualifying period for "Wise Owlors". From that date until March 23, 1984, inclusive, there will be ten nets in which to qualify. CLASS A certificates will be issued to members with perfect attendance during that period and CLASS B certificates will be granted to those with at least five check-ins.

The President also reminded the membership of his search for a Public Relations member of the executive.

VICE PRESIDENT: Reported the club membership is now 90. He also commented concerning the need for a PR executive member and referred to the fact that VE3JW is now ready for operation; operators being the missing component. 16 are required.

TREASURER: Reported that the club's book balance was \$3078.37 with details outlined in the January RAMBLER.

PAST PRESIDENT: Delivered the club's new 2-metre rig to the president.

TECH. ADVISOR & RAMBLER EDITOR: Absent

BUSINESS: The President raised the question of whether the club should contribute to expenses incurred by VE2GV for the recent teleconference. After some discussion this matter was deferred to the next meeting to give time to determine more details of future conferences and to learn what is being done by other clubs in the area. For those interested who had not heard the conference VE3KLX agreed to play a tape of the last conference over the Wise Owl Net.

CARF: VE3NR reported CARF has asked the New Canadian Radio Advisory Board to look into TVI problems arising from CABLE TV installations. VE3JS confirmed that Amateur License fees are going up, but the increase will only be fifty cents.

CRRL: No representative present.

RSO: VE3LAR announced that convention committee will pay for the OCMRC hospitality room since the club is providing the "Talk-in"; the CW proficiency test & certificate. A new organizer for the talk-in is needed as VE3LAR has assumed the duties of Convention Registration Chairman. 1st March is the deadline for those wishing to go on the bus to the DAYTON Hamfest.

The President then introduced VE3HTL - Ken Wilson - the ARRL/CRRL Section Traffic Manager who gave a lively and interesting talk about traffic handling. The speaker was thanked by VE3KLX.

The Executive Meeting will be Thursday Jan. 26 at the home of VE3KLX.

The next Regular meeting will be Feb. 16 at 2000 hours at the Museum of Science and Technology.

THE MEETING ADJOURNED AT 2154 HOURS ON A MOTION BY VE3OFM,  
SECONDED BY VE3GOG.

Bob VE3KLK  
Secretary

CHECKING INTO SLOW-SPEED NETS  
(FROM FORD AMATEUR RADIO LEAGUE)

Most slow-speed traffic nets operate in the 80 meter Novice band, and they exist to train hams in proper network operation. Here is a general explanation of what you might hear on a slow-net frequency.

The net control station (NCS) will call the net at about 10 words per minute. In the callup, he or she will be using an accepted abbreviation of the net's name CWN (Colorado-Wyoming Net) DE KAØHXB QND (the net is now in session) PSE QNZ (please zero beat my signal) CWN DE KAØHXB QNI K (stations wishing to check in go ahead). (Ed. Note: When checking into a local slow net, be sure to use that net's abbreviation. CWN, Colorado-Wyoming Net, was used here only as a specific example).

Wait a few minutes before checking in since there will be an initial rush from the more experienced net members who have traffic to pass. After the busy period slackens, reply to the NCS's callup by simply sending a letter of the alphabet, such as M. When the NCS repeats that same letter, it means that he or she is standing by for you and you only.

That's your cue. You send: DE KAØWEM QRU (this is KAØWEM. I don't have any traffic). You don't need to send the NCS's call when checking in! Keep in mind that it's better to check in at a speed slightly slower than your maximum copying speed. The NCS should respond at your speed. For example, KAØHXB (the NCS) responds. KAØWEM GE R AS (good evening. I acknowledge that you have no traffic, please stand by). Later on, you may be asked for your name, QTH and perhaps your street address so you can be added to the net roster and receive a net bulletin. The NCS will officially welcome you to the net and ask you to check in as often as you can.

Listen to others checking in and to the way they conduct themselves on the net. Practice copying the messages being sent. Before long, you'll get to know the procedures, abbreviations and Q signals. One you're sure to hear often is QTC, which basically means traffic. For example: QTC 1 DENVER (I have one message for Denver).

The typical slow net will run about a half hour. Eventually you will be excused. The NCS will call you by sending the suffix of your call WEM. You then send something to indicate that you're listening, such as a dot or dash, or K, or HR (here) or C (yes). The NCS will send QRU QNX (we have no traffic for your area, you are free to leave). TNX QNI (thanks for checking in), etc. If necessary, you can ask the NCS to excuse you early - QNX? Never leave the net, however, without the NCS's permission.

You have a choice of methods of signing out: KAØHXB DE KAØWEM GE or CWN DE KAØWEM GE. To save time, the NCS may excuse everyone at once: QNC (everyone copy) CWN QRU QNX TU GE CWN DE KAØHXB QNF (the net is over).

Most, if not all, traffic handlers are aware that as a result of the recent simplification of identification procedures, U.S. amateurs are no longer required to identify the station with which they are in contact. In other words, when on the air, you need

only send your call sign at the end of a contact and at least every 10 minutes during a contact (passing traffic, engaging in a ragchew, and so on). Don't interrupt the net every 10 minutes to i-d!

As a practical matter, traffic handlers will undoubtedly continue to follow traditional i-d patterns (when checking in, when serving as net control and when going off frequency with another station to handle traffic). Keep in mind that when you conclude your net activity for that session, all that is legally required is to transmit your own call sign. Sending the network identifier or call sign of the NCS is not necessary. This will serve to streamline nets and emergency-preparedness activities.

One exception to the revised rule - U.S. amateurs engaged in any kind of third-party traffic handling with foreign stations must give both calls at the conclusion of the communications and of course, once every 10 minutes during the communication.

As you get more experienced and confident, you will start handling some messages. Most of the traffic will be handled off frequency. The NCS will send you and another station to a specific frequency KØWEM KØTER UP 3 DENVER (KØWEM and KØTER QSY up three KHz and pass one message for Denver). Do something with your key to signify that you heard and you are moving. The RECEIVING station always calls the station who has the traffic. Most likely you won't be asked to handle traffic until you've checked in a few times. Your first message may be a formal welcome from the net manager. Regardless, don't get nervous. Make contact with the station on the specific frequency. He or she will ask if you are QRV (ready to copy). Answer yes, if you have a clean sheet of paper and a pencil in front of you. You may want to have your ARRL operating aids handy as well (see chart to obtain these).

If you missed some things and need fills (repeats) don't hesitate to ask for them. When you have it all down, you will be able to QSL the message with a clear conscience.

Efficiency of receiving, not wild code speeds, is most important in traffic nets. When you are transmitting the message there is no need to repeat anything unless it is very unusual words or you are asked to repeat. Keep your calls short.

Regular participation will earn you a net certificate. Before long, you will be able to originate and deliver messages for your community and assist in emergencies. You will probably want to get your ARRL O.R.S (official relay station) appointment from your SCM (see page 8, QST). The SCM can also provide information about nets in your section.

It won't take long for you to find that traffic handling is an exciting way to bring up your code speed and that it's fun to hang out with experienced operators. Your specific questions can be answered by the NCS or net manager AFTER the net. See you on the net!

#### LICENCE RENEWAL

It's that time of year again when we have to dig in and renew our amateur licence for the coming year, the fee has increased by fifty cents to \$13.50. BE SURE TO RENEW.....

DAYTON, OHIO BUS TRIPDAYTON, OHIO AMATEUR RADIO CONVENTION, 1984

The deadline for registration for the Dayton Trip is 29th Feb. 1984. We must have 30 registrants by that date or the trip will have to be cancelled. If we have 30 or more registrants by 29th Feb. 84 it may still be possible to register after that date however no guarantees can be made. At the time of writing less than 10 people had registered. The trip will start at noon on Thurs. 26th April and that should allow us to get to Dayton shortly after midnight. We expect to be on site at noon on Friday when the place opens and we'll have all day Saturday to look around as well. There's a big flea market too this year and it will be on Friday, Saturday and Sunday. We'll leave at 08:00 Sunday however and be home at about 21:00. The total cost is \$150.00 but only the \$50 deposit must be in by 29th Feb. 1984; the remainder by 30th March. For your money you will get the bus trip and a double occupancy room. If you would like to get more information, call me, Mike VE3LAR at 523-1571. If you would like to book, send \$50 along with the completed application form found in this issue of the Rambler, to RHO-MAR TRAVEL TREND, 1910 ST. LAURENT BLVD., OTTAWA, ONT. K1G 1A4 and mark it to the attention of Sue. Sue may be reached at RHO-MAR TRAVEL TREND at 521-7281. Make sure it gets there by 29th Feb.

I was at Dayton last year and loved it.

I hope you can make it this year, you'll be impressed, I can guarantee that!

Mike VE3LAR

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THE VOYAGE OF GILTSPUR IIBY LES SHARMAN - VE3KTT

On June 9th, 1983, the smallest ship to attempt an Atlantic crossing set sail from St. John's, Nfld. The Giltspur II is 7 ft. 9½ in. in length, with 120 square feet of sail and under the command of Tom McLean. This was not a new adventure for the skipper of Giltspur II, having previously established a record for a small boat crossing the Atlantic in Giltspur I. However, it was not long before an American made a crossing in a smaller craft and thus claimed the record. This effort on June 9th was an attempt to reclaim the title. His original plan was to land at Falmouth on the southwest coast of England.

The Giltspur II, although only 7 ft. 9½ ins. in length, had a draft nearly equal to the length. This disproportionate draft gave the needed space for the necessary provisions and supplies. She was fitted with a 12 ft. mast, a small jib and mainsail totalling 120 sq. ft. of canvas. A 20 meter amateur band transceiver and a VHF marine band transceiver were the means of communication. The ham band equipment had an input of 10 watts and was fed to a 20 meter whip antenna fitted to the stern. The VHF unit was fed to a sloper whose centre point was attached to the top of the mast. Both of these units were dependent on a source of battery power. Two means of charging were available. One from a wind-driven generator capable of charging at a rate of 4 amps per hour with

winds above 10 knots. The other generator was attached to a small take-off shaft from an outboard motor.

Tom McLean is 40 years of age and married to his wife Gillian. They have two young sons, James 3 and Ryan 18 months. Tom operates an adventure and survival centre at Mallaig in the north of Scotland. He is an ex-paratrooper who eventually became a member of Britain's SAS unit. It is of interest to note that Tom was the first person to cross the Atlantic in a rowboat. This occurred in 1969.

A short time prior to Tom's departure from St. John's, I had been requested by VOLAB to maintain a watch for him. There were four other stations who also were on the lookout for him. This group became known as the Giltspur Net. These were VOLNP and COLCU in Newfoundland - and G4BMX and G3AHX in England. After leaving the harbour in St. John's, nothing was heard of the Giltspur until I managed to make contact with him on June 21st. At that time he gave his position as 250 nautical miles S.E. of St. John's and all was well with him. He was most anxious that I inform the Coast Guard in St. John's of his position and status. This was done immediately. I also passed on to them, and Hams on the Net, schedule arrangements of 12:30 and 20:30 GMT daily on 14.4 MHz. From that time onward, no problems were encountered in making contact with him. We were able to give him, either directly or by relay, weather information or details regarding daily distance travelled, distance from St. John's and from Falmouth.

These distance calculations, based on Giltspur's position given to us, proved to be most tedious and labourious. During the first part of July, Vic - VE3HPD - informed me that he had a computer program that would relieve us of these plotting and mathematical calculations. He was gladly welcomed to the Giltspur Net and rendered most valuable assistance. A short time later I also obtained a similar program. This proved helpful, as Vic was not able to keep all schedules due to his work. Further, we were able to check the two computer outputs for confirmation.

About the middle of July, adverse winds and seas running 6 meters high continued day after day. Tom found himself holed up in the Giltspur for two to three days at a time. Radio contact with him described the weather and the fact that he was OK. Bearings were difficult for him to obtain due to no sun sighting. From time to time, however, he was able to obtain his position from nearby freighters and fishing trawlers by means of his VHF marine radio. Towards the end of July the weather improved somewhat but strong winds continued from the NE. He was able to make some slight easterly progress but found himself much too far to the south. It soon became very evident that to arrive at Falmouth would require a miracle. Thoughts of this were soon totally abandoned.

On or about the 2nd of August another violent storm broke the mast of the Giltspur some 6 ft. from the top. By some super-human effort he managed to lash the broken mast to the side of his small craft. The following day, after the storm, he managed in some fashion to remount the broken section and restore his sails. It was at this point that he found himself some 150 miles off the northern coast of Portugal. We found ourselves very busy obtaining computer info based on various bearings of coastal ports.



We would be very remiss if we did not mention here the valuable assistance that we received from an American amateur living in West Germany. He was Steve, DJØIA and he devoted all of his vacation to the project. Unfortunately, G4BMX and G3AHX were informed by the British authorities that they could no longer communicate with the Giltspur. We still do not know the reason for this, but suspect that it was due to a breach of third party regulations. When Steve learned of this ruling, he kindly moved in as a European replacement. He did a most excellent job in relaying information to the Canadians when conditions were such that we had difficulty in copying the Giltspur.

And so, after many trials and tribulations and some 63 days at sea in the smallest boat to sail the Atlantic, he reached Oporto, Portugal on August 10th, 1983 at 19:20 GMT. He was met by his wife Gillian and son James, and one can weel imagine what a joyful reunion occurred at this meeting.

Courtesy Les Sharman, VE3KTT  
and The Hamilton Amateur

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#### NOTICE OF MEETING

The next regular meeting of the Ottawa Valley Mobile Radio Club will be held on Feb 16 at 8 p.m. in the auditorium of the museum of Science and Technology on St Laurent Blvd. Our program will be devoted to a display and demo of computer systems in the ham shack. This looks like a good one.....Be sure to attend.

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#### SHUTTLE COLUMBIA

Now that the historic flight of W5LFL is over, all those who attempted to work Owen have learned who the lucky hams were. There were several Canadian stations that were heard on the tape on the spacecraft. Here in the Ottawa area many amateurs heard W5LFL. George VE3BNO was heard by Owen. In talking to George he had the ideal set up, a cross polarized beam variable in both elevation and azimuth, along with a computer program to give him the orbital tracks to aim his antenna. George also credits his XYL, Fran VE3HKG who operated the station during the passes when he was at work. George has been licenced since 1948 and operates all bands along with the satellites. Congratulations George - from the members of the mobile club.

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#### TELECONFERENCE RADIO NET

ON monday Feb 13 at 2030 the OVMRC will rebroadcast the recent TRN that was heard on VE2KPG on Dec 1. This will give you the opportunity to hear what it is all about. The next TRN will be Mar 8 at 2030 hrs. The topic Amateur Radio and the Law with amateur radio lawyers as speakers. On June 14, Jack Belrose VE2CV will speak on broadband and frequency independant antenna systems.....

PILEUP BUSTING - BY THE EXPERTS

Written by: VE2ML from "73" Magazine, Article offered by WD8OTZ and KB8LH (From THE BEAM, Stark DX Association)

At the International DX Convention in Visalia, California, in April, program chairman Jay O'Brian, W6GO, moderated a panel of top DXpeditioners on the topic of busting pileups. Members of the panel have made hundreds of thousands of contacts over many years of DXPEDITIONING. Here are their suggestions of ways to get through the calling horde:

Eric Sjolund, SMØAGD: "How do I break pileups? I gave that up ten years ago; it's so much easier to be on the other end of the pileups! Seriously, first listen to the pileups--where is the DX station listening? Don't stay on the same frequency--keep moving around. If the pileup is especially heavy, move to the edge of the crowd. Send your complete callsign once, then listen. Don't send just the suffix, as that takes too much time. On SSB, use proper phonetics not crazy, cute, or geographic phonetics. When I work split I'll suddenly change my listening frequency and announce it once. If you are listening, you can catch me quickly."

Al Fisher, K8CW: "Listen first to determine the DX stations' listening frequency. I use wide splits to eliminate calls from transceiver equipped stations. I usually work the loudest stations first--a plus for DXers with large antenna farms. Finally, when the DX station asks for the station with the "N", stations without an "N" in their call had better stop sending. I maintain a black-list of poor operators in the logbook and they won't get QSL's!"

Jim Neiger, N6TJ: "Listen to the pattern of the operator--who does he come back to? Avoid sending just your suffix--having to go back to confirm the rest of the callsign is too slow. Don't get into a shouting match with a rival--neither of you will work the DX station. If you can do it on CW, you can do it on phone--CW is where it is at!"

Fred Laun, K3ZO: "On CW, tune down from the top of the pileup. Find the last station worked, and move a little lower for your call. On SSB, count to 3 before calling, allow the pileup a chance to thin out a little. If you are transmitting more than 10 seconds at a time, you're doing something wrong. Don't say "QRP", send your call. If the DX station can hear your "QRP", he can hear your callsign."

Jim Smith, VK9NS: "Don't send just your suffix. I write logs left to right, and you don't want to go into the log backwards. I listen for the weaker signals as well as the strong ones, but don't spread the pileup out too much. As I use push-to-talk, I hear the tailenders. Familiar calls are easier to recognize, so being active on the DX bands helps break pileups."

Iris Colvin, W6QL: "Listen to the DX station, especially instructions such as listening frequency, working by call areas, etc. If you're not getting through, try something different."

Courtesy YLRL

VE3JW - by Alan Boyce VE3LNH

For many years, the Science and Technology Museum has operated Amateur Radio Station VE3JW as part of its communications exhibit. The display includes two complete HF stations, a linear amplifier, and a third station for Slow Scan Television. The museum provides funds for the station's maintenance, and some equipment has been donated by manufacturers, distributors, and individuals. Manpower to operate the station comes from the Amateur community, with scheduling co-ordinated by the Ottawa Valley Mobile Radio Club.

This year VE3JW moved to a new location within the museum. Considerable planning and money went into the display, and the result is a first class ham shack in a prime, central location. There are windows on three sides, high quality woodwork all around, lots of space, ample shelves - really a clean professional station.

Unfortunately, we amateurs have neglected the station recently. It has not been used in the last six months. This has caused some concern within the management of the museum because space is at a premium. Like any exhibit, the station must be educational or informative to the museum visitors, and if it is not drawing crowds, then its value is questioned.

Therefore, to ensure that VE3JW will be around in a few years, we had better keep it on the air. It is valuable to the amateur community not only as a high quality facility for our use, but also as a medium to inform the public about Amateur Radio.

So, I'm asking for volunteers.

To begin with, we will try to have operators each Saturday and Sunday from one to four in the afternoon. As we get rolling, we will try to fill in Saturday and Sunday mornings, and then the weekdays and evenings. The museum is open every day except Monday from 9 AM to 9 PM - no volunteers will be refused!

The practice is to have two (or three) hams present at one time; one will operate and the other will answer questions, do QSLs, or nap. CW can be used, or, if an Advanced Ticket holder is present - SSB. The real crowd-pleaser is SSTV - and this will be available after operators have become familiar with its operation.

The operating schedule will be set up in three month segments. If you feel like contributing one day a month, you will be welcomed, but most of us can't afford that much time. If you can only make it once between now and the end of April, don't hesitate to volunteer.

Unscheduled operating within museum hours is encouraged, too, although scheduled operators will have priority. In any case it is wise to bring an OARC or OVMRC membership card or a copy of your Ham Certificate to show the guards, and they will give you the key.

Finally, since we are just starting to operate again, there will probably be snags in the system. Soon, we should be operating regularly enough that the problems will get ironed out. The logs are in the shack to record your comments and suggestions (in addition to your QSOs) so please use them.

If you would like to operate VE3JW, please give me a call at 722-8130 or on the Monday night net on VE2CRA. The schedule is still pretty open, so you can pick and choose your times.

Thanks very much to those who have already signed up.  
 Here is the sked as of February 3: (all times 1 PM - 4 PM)

Sat. Feb. 4 - Samson VE3JSP & Alan VE3LNH  
 Sun. Feb. 5 - Wayne VE3ICF  
 Sat. Feb. 11 - Jim VE3GJY & Fred VE3BAJ  
 Sun. Feb. 12 - Camille VE3DNO  
 Sat. Feb. 18 - Ernie VE3ICP and Fred VE3BAJ  
 Sun. Feb. 19 - Brett VE3JLG & Dwayne VE3FXI  
 Sat. Feb. 25 - George VE3BNO & Fran VE3HKG  
 Sun. Feb. 26 - Carl VE3BYX  
 Sat. Mar. 3 - OPEN  
 Sun. Mar. 4 - Joe VE3DZT  
 Sat. Mar. 10 - OPEN  
 Sun. Mar. 11 - Bruce VE3MJV

The remainder of the schedule is open.

Thanks and 73,  
 Alan VE3LNH

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FIRST CLASS

FIRST CLASS

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

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OVMRC CONTACT:- MIKE, VE3LAR TEL: 523-1571

