



GATEWAY

The official journal of the Gippsland
Gate Radio & Electronics Club Inc.

Incorporation Number A0016893M

June 2012 - From the President ...

Winter is here. The weather is getting cold and wet, but that doesn't mean we can't enjoy ourselves. The Mid year dinner is coming up on the 23rd of June. If you haven't booked yet, it is not too late, just make sure to see Ian at the June meeting. The theme this year is the Olympic games. Come dressed in your favorite most comfy track suit, and let the fun and games begin. Gold medals will be awarded to the winning teams.

VK3JDI



Dianne Jackson

At the June general meeting, Bruno will be giving a talk about an FM Decoder.

Our annual Hamfest Sale is only a month away. I always look forward to the Hamfest Sale because, not only do you get rid of a whole lot of unwanted equipment from your shack, but you also get to catch up with and chat to, all the people that you haven't seen since last year. We are now looking for willing participants to help out on the day. If you are able to give us some time on Saturday the 21st of July, please see Bruno at the June meeting, we would be very grateful.

At the last General Meeting there was a reminder made to the committee for the outstanding purchase of a de-soldering station for the Clubrooms. This has now been acted on and the equipment is due to arrive from the USA this week, perhaps in time for the meeting night. The correct use of this tool will be the subject of conversation at the next Prac Night.

Looking forward to seeing you all at the June meeting.

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GGREC Event Queue from June 2012

June 15th – Friday Night. General Meeting at the Cranbourne Guide Hall
ACS FM Radio Decoders Bruno VK3BFT

June 23rd – Saturday Night. Club Midyear Dinner
Arrive From 630pm for 7pm dinner Theme will be the Olympics

June 23rd & 24th – Saturday & Sunday. UHF/VHF Winter Field Day
See the WIA contest site <http://www.wia.org.au/members/contests/vhfuhf/> for more information

July 6th – Friday Night. Prac Night at the Peter Pavey Clubrooms
From 7:30pm come along to socialise and have a chin wag or use the clubs transceivers for a QSO.

July 7th & 8th – Saturday & Sunday. VK3BEZ Gippstech
See the Gippstech link at VK3BEZ's website <http://www.vk3bez.org/>

July 13th – Friday Night. Committee Meeting

July 20th – Friday Night. General Meeting at the Cranbourne Guide Hall
Talk to be announced.

July 21st – Saturday. The GGREC Hamfest at Cranbourne Community Hall
Cnr Clarendon & High Sts, Cranbourne Entry 10am \$6 entry <http://ggrec.org.au/hamfest> for more details.

August 3rd – Friday Night. Prac Night at the Peter Pavey Clubrooms
From 7:30pm come along to socialise and have a chin wag or use the clubs transceivers for a QSO.

August 17th – Friday Night. General Meeting at the Cranbourne Guide Hall
Talk to be announced.

September 7th – Friday Night. Prac Night at the Peter Pavey Clubrooms
From 7:30pm come along to socialise and have a chin wag or use the clubs transceivers for a QSO.

September 9th – Sunday. SADARC Hamfest
More Details to be announced

September 14th – Friday Night. Committee Meeting

September 21st – Friday Night. General Meeting at the Cranbourne Guide Hall
Talk to be announced.

October 5th – Friday Night. Prac Night at the Peter Pavey Clubrooms
From 7:30pm come along to socialise and have a chin wag or use the clubs transceivers for a QSO.

October 19th – Friday Night. General Meeting at the Cranbourne Guide Hall
Talk to be announced.

November 11th – Sunday. Yarra Valley Hamfest
This Year the event will be held in Yarra Glen at the Gary Cooper Pavilion 16 Anzac Avenue Yarra Glen.

November 24th & 25th – Sat & Sun. Spring VHF/UHF Field Day
See the WIA contest page at the website for more information
<http://www.wia.org.au/members/contests/vhfuhf/>

November 25th – Sunday. Rosebud Hamfest
Eastbourne Primary School Auditorium, Allambi Avenue, Rosebud, Victoria
Contact markybradio@gmail.com or phone 0407844063

Mid Year Dinner

The Club Mid Year Dinner is on June 23 at the guide hall in Cranbourne and it is approaching fast, It starts at 630pm with sit down for the meal at 7pm. Please don't be late. Dress is sporty casual (Tracksuits) and there will be games to play as well during the evening.

If you want to come along and be a part of this wonderful club event and have not already paid the \$15 per-head fee, then you should do this at the very latest by the June General meeting to Ian VK3BUF or you make make a direct deposit by EFT to the clubs bank account. The BSB Number is 633000 ACN# 134761279 which is the preferred payment method. If making an EFT payment please use your call-sign as the reference on the payment.

The theme for the dinner will be the Olympics and we expect it to be a fun evening for all that attend.



Guglielmo Marconi



Mr. Marconi is on or near the top of Every One's list for telecommunications giants of the past. Another of the giants who put in place the building blocks for telecommunications, as a student Marconi was very interested in magnetism and applying Hertzian Waves. In 1896 he went for his first patent in radio. Mr. Marconi, unlike Tesla was a very practical man who understood business. He was very fast in commercialising his discoveries. In the summer of 1897 he started in London the first company dedicated to wireless telegraphs.

In 1899 he was the first to transmit a message across the English Channel and in 1901 he sent them across the Atlantic Ocean to North America from Cornwall England. The age of the telecommunications industry had surely began in earnest.

By 1907 a transatlantic wire service was established and he even won a Noble prize for Physics.

By 1924 he discovered sky wave transmissions which gave him the technology to offer world wide communications, connecting every part of the planet.

He was born in Bologna Italy on April 25, 1874 and lived to the summer of 1937, where he died on July 20th in Rome. Guglielmo Marconi forever has a place in history as one of the founders of the telecommunications industry.

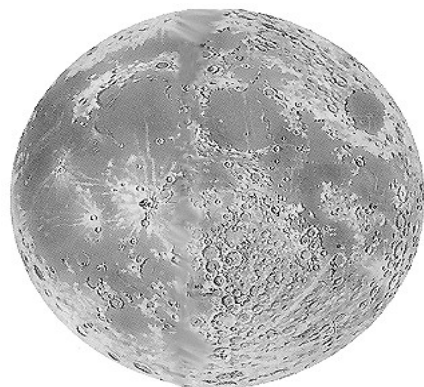
Of course without his work, we wouldn't have the fun of HAM radio to keep us entertained, and we would not have Indian call centres phoning us at dinner time.



New D-Star Hotspot in Gippsland

Brian VK3BBB from the Eastern Zone club (VK3BEZ) has set up a new D-Star hotspot at his QTH in Traralgon in Gippsland. It is running ten watts in to a vertical antenna and is located in a high spot of the town. The access frequency is 145.1375Mhz and it is also connected to REF003C thereby linking it to several local D-Star repeaters in the area . He is making the hotspot available to other ham operators to use.

EME Microwave Beacon



A microwave EME beacon operating on 1296.000 MHz has been set up, the project started during the EME meeting held in Sweden in 2011. The project started when a few Hams where sitting around discussing the possibility of setting up a beacon to encourage EME reception by HAMS. It was concluded that the HAMS involved had most of the required hardware so they set out to get it up and running.

The first step in the process was to obtain a permit for a High power transmitter and a permit was obtained to run the 1296 MHz beacon at ½ a megawatt. The hardware consists of a 3.7 meter dish with automatic control systems that activate the beacon when the moon is above 10 degrees of the beacons location. Control software monitors power output, temperature and voltage of the system and the positioning and lock of the frequency is controlled by GPS. This allows a lock on frequency of $\pm 3 \times 10^{-11}$. Also the amplitude of the signal is controlled to within $\pm 0.2\text{dB}$.

Antenna position is updated at a rate of .4 degrees and will cease transmission when at sunset +10 degrees. The beacon is located in Belgium and has clear moon visibility most of the time. There is a website that shows when the beacon is active located at the website <http://www.on0eme.org/> and to date some small stations have managed to pick up the transmissions.

Things You Can do as a new HAM operator

So you have just passed your Proficiency exam for your Foundation Call and now have a call-sign from the ACMA what to do next ? Here is a short list of some of the things you can do as a new HAM operator

- Join the WIA
- Find an Elmer
- Buy a Rig
- Get on the air
- Set up a shack
- Buy some tools
- Buy a multimeter
- Build an antenna
- Build a kit
- Go to a hamfest
- Learn the lingo
- Subscribe to mailing lists, blogs, and pod-casts
- Upgrade to a Standard Call
- Go to a Field Day
- Learn Morse Code
- Get to know your ham neighbours
- Buy QSL cards
- Participate in contesting
- And most of all HAVE FUN!



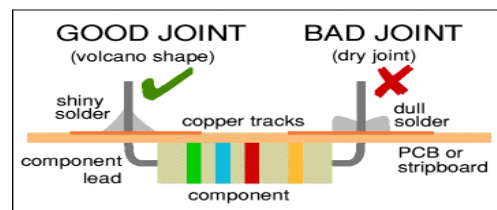
How to Solder

First a few safety precautions:

- ◆ Never touch the tip of the iron They are very hot (about 400°C) and will give you a nasty burn.
- ◆ Take great care to avoid touching the mains cable with the tip of the iron.
- ◆ The iron should have a heatproof flex for extra protection. As ordinary cable will melt and there is a serious risk of burns and electric shock.
- ◆ Always return the soldering iron to its stand when not in use.
- ◆ Never put it down on your workbench, even for a moment!
- ◆ Work in a well-ventilated area.
- ◆ The smoke formed as you melt solder is mostly from the flux and also contains lead unless it is the new modern ROHS solder. It is also quite irritating.
- ◆ Avoid breathing it by keeping you head to the side of, not above, your work. I personally use a small fan sucking away from the work not blowing on it as this cools the work and iron.
- ◆ Wash your hands after using solder again because it contains lead and heavy metal poisoning is not a good thing.

Preparing the soldering iron:

- ◆ Place the soldering iron in its stand and plug it in.
- ◆ The iron will take a few minutes to reach its operating temperature of about 400°C.
- ◆ You can check if it is ready by trying to melt a little solder on the tip.
- ◆ Dampen the sponge in the stand.
- ◆ The best way to do this is to lift it out the stand and hold it under a cold tap for a moment, then squeeze to remove excess water. It should be damp, not dripping wet.
- ◆ Wipe the tip of the iron on the damp sponge.
- ◆ This will clean the tip.
- ◆ Melt some solder on to the tip of the iron. This is called 'tinning' and it will help the heat to flow from the iron's tip to the joint. It only needs to be done when you plug in the iron, and occasionally while soldering if you need to wipe the tip clean on the sponge.
- ◆ You are now ready to start soldering:



Soldering

- ◆ Hold the soldering iron like a pen, near the base of the handle.
- ◆ Imagine you are going to write your name! Remember to never touch the hot element or tip.
- ◆ Touch the soldering iron onto the joint to be made.
- ◆ Make sure it touches both the component lead and the track. Hold the tip there for a few seconds and and feed a little solder onto the joint.
- ◆ It should flow smoothly onto the lead and track to form a volcano shape as shown in the diagram above . Apply the solder to the joint, not the iron.
- ◆ Remove the solder, then the iron, while keeping the joint still.
- ◆ Allow the joint a few seconds to cool before you move the circuit board.
- ◆ Inspect the joint closely.
- ◆ It should look shiny and have a 'volcano' shape. If not, you will need to reheat it and feed in a little more solder. This time ensure that both the lead and track are heated fully before applying solder.
- ◆ Some components, such as transistors, can be damaged by heat when soldering so if you are not an expert it is wise to use a heat sink clipped to the lead between the joint and the component body. You can buy a special tool, but a standard crocodile clip works just as well and is cheaper.
- ◆ If you are unlucky (or careless!) enough to burn yourself please treat with first aid as burns can get infected easily.



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New field test achieves 4.7Gbit Connection

Kabel Deutschland (KD) a German Internet service provider has successfully demonstrated a field test to a school of a network connection that could sustain 4700Mbps (4.7 Gbits a second). To put this in perspective it is more data over the link than most computers can handle at the processor level.

Lorenz Glatz, the CTO of KD, was quoted as saying, “The field test shows that an 862 MHz upgraded cable network is able to broadcast download speeds of up to 4.7 Gbits. Using this speed, a DVD could be downloaded within eight seconds. Current standard laptops or modems cannot even process these high speeds. It will take many more years until users find online services and web content that need a download speed of up to 4.7 Gbits.”

The field test, which was conducted in a local School and crucially did not require any new civil engineering work. KD states that they needed to use “channel bonding” to achieve the speed, although they don’t state how many channels were bonded.

Back in the UK Virgin Media are known to be testing broadband download speeds of up to 200Mbps (20Mbps uploads), which have always been expected to arrive before the end of this year but that is by no means confirmed. Demand for faster services is crucial, yet sometimes bragging rights by a company can be equally important for marketing departments.

The question of whether or not an ISP could actually deliver such speeds on a commercial scale is often forgotten. Likewise nobody could make use of 4700Mbps at home but from a commercial point of view for back-haul infrastructure with out the need to add additional infrastructure is nice It is also welcome to see that there is a future that goes well beyond “superfast“.



The Heaven and Hell of Rail travel , or a Tale of Two Cities.

Zurich Grand Central railway station (Bahnhof) is a site to behold – up to 54 platforms when we were there but I never did get to find those between 30 and 40. It seems to be in three layers with those at the bottom well below ground level and thousands of people like ants going in all directions on every level.

On the upper levels there are shops and supermarkets – the whole place resembles a shopping mall. But the nicest object in the main entrance is a huge electronic display – like an airport giving the time of departure, the destination and the platform number for all trains departing for the following hour. There is another board for arrivals and even smaller boards at the entrance to each platform.

The Swiss rail system runs like clockwork and even the Zurich airport has a four platform railway station three stories below ground level under it. Each level above is a shopping mall and at ground level you walk out to the regional bus services and above that again is the airport check-in counters. Zurich would have to be the hub of Europe.

XYL Marisa and I departed Zurich bound for Paris. We took the earlier train for the day on what was to be a four hour trip to Paris so as to make the connection to Saint Quentin, France, earlier that afternoon. “Why Saint Quentin”? I was asked, “No tourists ever go there”. But that’s a story for another day.

Our train was 28 carriages, being 4 electric locomotives, 22 passenger cars and 2 buffet cars, however about two minutes before departure we realised we were in the wrong end of the train but rather than risk the train taking off without us we decided to sit it out and change ends at Basil, the first stop an hour away. The ticket inspector also informed us we were in the wrong end and that this end was not going beyond Basil, but not a problem we would have 12 minutes to get out and change.

So it was we changed and before long we had crossed the border and into France and all was going well. We stopped at Dijon a bit over an hour later and proceeded at high speed until on a steep grade west of Montbard when the train slowly ground to a halt.

This happens all the time on the Gippsland line so I paid no attention at first until we were told – in French, then German and finally very awkward English that was an electric fault with the train and they were working to fix the problem.

Yes I have heard that one before and then I began to cynically wonder if the Swiss end of the train had pushed the French portion out of Switzerland and we had rolled all the way until the first steep incline – but then this train did stop at Dijon so it must have got going under its own power.

About an hour and a half later of sitting there with the lights and heating going on and off and the occasional lurch backwards, we were informed that we were going back to Montbard, five kilometers back down the track. Nevertheless I am sure the train rolled all the way, it had that sensation that it was not under its own power.

So there we sat and waited in Montbard. Eventually we were told we could leave the train for a stretch but not to go too far as another train was being bought in to couple up and take the disabled train and us to Paris. It duly arrived and coupled and all aboard again. Off we went but in the wrong direction and again we sat and waited but the problem now was the train was too long for the shunt line and it could not be shunted back onto the Paris bound track; so it was back to Montbard, and everyone off again.

Eventually, and another hour later, another train did arrive – on the Paris bound line and finally after five hours delay we were under way.

On the disabled train, everyone had reserved seats but now it was wherever you could find a seat. We found ourselves sitting opposite a French lady who after some conversation was quite upset at the fact that this was our first trip to France and this should happen to us on a French train. We reassured her that we had not given it a thought and this could happen anywhere (especially in Melbourne).

Although I must say by now I was becoming quite concerned as to whether there was another train to Saint Quentin that day, and even our new French friend was not sure. The other problem troubling me now was that we had to find our way from Gare (railway station) de Lyon where we arrived in Paris, to Gare du Nord at North Paris the departure point for Saint Quentin. I asked the French lady if a taxi was possible but was told it could be a problem now this late in the afternoon – the Metro (underground) was the best option.

Now the problem with Paris is that all the country and international lines terminate on the outer outskirts of the city, (A bit like the Gippsland line ending at Richmond and the Wodonga line ending at North Melbourne) and the only connection is the Metro, the first Metro system in the world in fact, or a bus or taxi.

We arrived in Gare de Lyon without any further incidents; no time to stop to eat, we had to get to Gare du Nord and quickly at least to see if there any last trains to Saint Quentin that day otherwise we would be looking for alternative accommodation for the night in North Paris.

I started to make inquiries as to finding the Metro for Gare du Nord. “Go down” – “go down” was all I got in French then indicating the escalators disappearing into the semi darkness. But where do we buy the tickets? When all else fails, ask a policeman. I apologised for my bad French and his reply was “my English not good, but I show you”, and he accompanied us down two levels and indicated to a ticket machine. I thanked him and then proceeded to try to buy tickets; but another considerate local showed me how to use the machine, all in French of course; all I could do was watch!

Continued.....

Three rail stops and we were in Paris North. We came up two levels to what I felt was ground level and so we walked around and around in what was a large complex of small shops whilst looking for "information", or a ticket window, or a board or platform which might indicate Saint Quentin. I made inquiries as best I could to a couple of people – even a group in army uniform. "Go out, go out" was all we got – in French. But they could not understand the destination we wanted.

Finally we asked a shop attendant who knew a little English. "Do you have a map" she inquired? So I opened up the very large double sided map of France I had and indicated Saint Quentin.. "Augh! Sont kwen-ton" she exclaimed. I had been pronouncing it all wrong. "Go out, go out" she said "up the stairs to the right". I thanked her very much and we left. But go out, out where? Eventually we did find it and to the right there were the steps leading up to what was indicated the "long Lines" but unlike Gare de Lyon it is quite separated from the Metro and that is what seems to have confused us.

But now where do we buy our tickets? We found a row of ticketing machines (not surprised) for the "long lines" and I typed in Saint Quentin. It came up immediately and indicated a train departing at 18:06 – in about 25 minutes for Saint Quentin. It was a great relief. We now relaxed for the first time in several hours and even had time to buy a couple of salad rolls and drinks at a kiosk on the platform waiting area.

We waited in the waiting area looking at a very large electronic board now to see which platform. It showed a train leaving for Saint Quentin at 18:06 sure enough, but no indication of which platform. But then at about 17:55 it indicated platform 12 causing a mass migration of people across the station to platform 12.

I had been apprehensive about visiting France as I had been informed the French could be very rude and no time for visitors. I had also been told that they will not speak to you unless you speak French but I felt that this was a reasonable request as it is their country. So I dug into the archives of my memory of the schoolboy French I had learnt just on 50 years ago. I figured that if I could apologise for my bad French in French, remember to say please and thank you and good-day in French it should all help – and it certainly did.

The response was immediate and on hearing my outrageous accent they would break into English if they knew English or they would speak ever so slowly in French and I found I could understand. But best of all was if they retorted "Anglais?" (Are you English?) I would answer "non, non, Austalien!" The reaction was like they had just found a long lost friend and they could not do enough to help.

We did our expedition to Saint Quentin and returned to Paris a few days later to do the sites of Paris. It took only another day in Paris to learn the Metro system and soon found it seems to work very well with a train to the intended destination on time every ten to twenty minutes or so; but there is no one to teach you – you just have to learn it all yourself and follow the Metro map like reading a circuit diagram. We soon became quite comfortable travelling around Paris deep underground and surfacing through a worm-hole.

But all good times come to an end. The trip home went smoothly and I had it worked out if there were no hold-ups in immigration and customs we should be able to catch one of the two last trains back to Gippsland from Southern Cross (formerly Spencer St.) and I even went so far as to have pre-purchased tickets both for the Skybus and train home in order to save time.

All went very well and with 20 minutes to spare, in time to catch the 20:45 train to Traralgon we headed for platform 13 at Southern Cross from where I know it usually departs. The relatively obscure board indicated the next train to Traralgon at 21:45 – the last train and in 80 minutes. We asked the ticket inspector at the barrier about the supposed 20:45 for Traralgon? He had no idea and suggested we go back to the ticket box at the entrance to the station to ask and so with over 40 kgs of luggage we headed back. By chance I happened to glance sideways whilst passing platform 8 that I noticed "Traralgon" on the puny electronic board and yes there was our "20:45".

Why couldn't there be a large electronic board with accurate updates for rail travelers in the Skybus terminal?

Yes we had been spoilt in Europe. The trains in both Switzerland and even France are smooth and very fast with dedicated lines but Melbourne for its relative size would have to take the "wooden spoon" for the time it takes to get from Southern Cross to Pakenham and then when it does pick up speed the carriages rock and roll on what is supposed to be a high speed line. I guess we will have to live with it!

Graeme VK3BXG

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Visit: Website at: alianelectronics.com.au/led-lighting
Contact: Ian VK3BUF: ian@alianelectronics.com.au
or Call: 5625 2545

General Meeting of 18th May 2012

Location: Guide Hall Cranbourne.
Start Time: Meeting commenced at 8:00 pm
Chairperson: President Dianne VK3JDI.
Minutes taken by: Graeme VK3BXG.
Present: As per attendance sheet.
Visitors and Guests: As per attendance sheet
Apologies: As per attendance sheet.

Correspondence received:

AR magazine, EMDRC news letter, FAMPARC news letter, ACMA licence renewal for VK3BJA, Auditors report, MDRC reminding of the Moorabbin hamfest on 26th, e-mail from SPARC of their hamfest on 25th November.

Correspondence sent:

To Cranbourne post office regarding the renewal of the redirection of GGREC mail for the next twelve months, to Cranbourne Guides letter and e-mail regarding our hall hire and costs for the ensuing year.

Treasurers Report:

Total Income: \$6,114.38, Total expenses: \$254.06, Net income: \$5,860.32
Bendigo bank balance \$11,483.92.
Moved Ian VK3BUF, seconded Bruno VK3BFT, all in favour, carried.

Previous minutes

as per May 2012 Gateways. Moved Dianne VK3JDI, seconded Albert VK3BQO, all in favour, carried.

Business from the Previous Minutes.

Hamfest update – Bruno VK3BFT reports that 50 leaflets have now been printed and will be handed out at Moorabbin on 26th May. Advertisements are now in the clubs magazine and expressions of interest for help are now being sought, and put to the members to be aware our hamfest date is 21st July. Pat VK3OZ volunteered to be in charge of the kitchen staff again but type of food sold my have to be reviewed, Pat VK3OZ reported, as not much hot food was sold last year. A sponsor is still being sought.

Repeater Albert VK3BQO reported that interference problems on VK3RDD continue, and although the ACAMA met on site there is still no evidence that anything has been done. We would like an official ACAMA response as to exactly what they are going to do. The repeater is working in reverse mode at the moment to see if it still affected by interference.

Mid year dinner on 23rd June 2012, Dianne VK3JDI, reports is being worked through with an Olympics theme. We need anyone who wants to come, to pay tonight or before the next meeting so the caterers can be informed of numbers. The cost will be \$15 per head.

Auction and Assets Sale: Ian VK3BUF reports that almost everything sold very successfully. There were 67 items, 58 of which were sold with a total sale of \$4599. Unsold items will be presented for sale at the hamfest and these amount to \$137 in reserve price.

Coffee Mugs: Michael VK3GHM, reports that orders are still pending and that more orders needed tonight. It will be a 35th anniversary mug and cost will be \$11 each.

Lighthouse weekend: VK3BXG reported that the Lighthouse at Wilsons Promontory is now open for guests and 17th, 18th, 19th August is still available, but the walk there is now 24km and not 18 km as we have to detour via Oberon Bay. By consensus there was no further interest.

New Business.

An SWR meter had been donated by Judy Robertson and been registered as a club asset and will not be sold.

Chairs for the shack: Dianne VK3JDI proposed that four (4) more comfortable chairs be purchased for the club shack, seconded Brian VK3BSN, all in favour, carried. Brian VK3BSN, to check "Grey's on line" for suitable chairs.

Term Deposits, as reported by Ian VK3BUF, that some liquid assets (money) be put into term deposit in order to earn better interest. He suggested to move \$9K into 6 month term deposit Bendigo Bank and the day to day account go into a Bendigo Bank "not for profit" account. Albert VK3BQO pointed out that under the Club's constitution the committee of the day had the authority to invest money as it sees fit. Discussion arose over the meaning of "not for profit" account and fees involved? Nevertheless, Ian VK3BUF moved that a large amount go into a six month Bendigo Bank term deposit and the balance go into a Bendigo Bank not for profit account. Seconded, Albert VK3BQO, all in favour, carried.

Dianne VK3JDI moved, that Judy Robertson be nominated for an honorary membership. Seconded, Steve VK3EGD, all in favour, carried. It was further moved by Dianne VK3JDI that the mid-year dinner cost be waived for her and that she be presented with flowers as a show of appreciation. Seconded Russ, VK3MWR, all in favour, carried.

A Triband antenna purchase for the shack was to be discussed but it was noted by Ian VK3BUF that the club already owns one.

Magazine advertising was suggested as a probability by the committee for the magazine each month. Agreed by consensus that commercial advertising be \$5 for a half page and \$10 for a full page. A one-off private advertisement by club members would still be free. Editor, Mark VK3FWSP requested that commercial advertisements be sent to him by the first day of the month to allow confirmation of copy with the advertiser.

A Soldering station, Yarn VK3NOV asked as to what happened to its purchase following a vote of approval to buy? Consensus was that it was still on the books and purchase should proceed.

ACMA inspections Albert VK3BQO reports that they are looking for modified transceivers which will transmit out of band.

A suitable storage case Michael VK3GHM proposed be purchased to store and transport the IC706 and ATU. Seconded Bruno VK3BFT, all in favour, carried.

Meeting closed 9.00 pm
Next general meeting 15th June 2012.



Gippsland Gate Radio & Electronics Club Inc.

Hamfest 2012

AN INVITATION TO

STALLHOLDERS



On Saturday the 21st of July 2012, the Club will be conducting its annual HAMFEST for the sale of new and used electronics and radio equipment. As it was last year, the venue will be at the Cranbourne Community Hall on the corner of Clarendon and High streets, Cranbourne. High Street is part of the Sth Gippsland Highway. Melway 133 K4.

The club takes pleasure in offering you the opportunity to become a Seller at our 2012 event. Forty tables will be available for stall holders, but demand will be high as usual. Please book early to avoid disappointment. All the details can be found on our web page at <http://ggrec.org.au/hamfest>.

- Table hire will be unchanged at \$20 per table. A limit of four (4) tables per Stall Holder applies. Table Hire provides access for TWO people to operate the stall. It will also include two tickets to the door prize and free tea/coffee throughout the day.

- The \$20 fee must be paid in full to the Club within 7 days of booking your table. Cancellations made more than 14 days prior to the event will be given a full refund by cheque.

- To make a booking contact Steve Harding VK3EGD on 0408 878934. Or email details to hamfest@ggrec.org.au Payment may be made by sending a cheque or money order (payable to 'GGREC') to Post Office Box 1098 Cranbourne 3977 or by direct payment to: **BSB 633000 ACC 134761279** with remittance advice to Steve upon transfer. If you do a direct transfer please include your "callsign/name" and "table fee" on the transfer.

- When making a table booking, Stall Holders will be asked to provide a Name, Postal address and Contact phone number.

- Upon receipt of the \$20 fee and contact details, a Booking Number will be posted with a receipt of payment. **IMPORTANT!** No booking is confirmed until this number has been received by the Stall Holder.

- Access to the Hall shall be from 8:30am for Stall Holders (not later than 9:30 am unless by arrangement).

- Transfer of your booking to another person is not permitted. Please contact Steve if you cannot attend or wish to discuss your booking.

- The doors will open for buyers at 10am with a \$6.00 entry fee. Each year, this event is a great success with many hundreds of people through the door in our large Cranbourne venue making it a premier event for radio markets in this state. We look forward to working with you again.



Gippstech 2012

Gippstech is coming up in a few weeks so far the subjects to be discussed are as follows..

- New software from VK3UM
- A local cost GPS frequency reference for any radio
- VSSB - A PC based digital speech mode that rivals SSB above 30 MHz
- Converting ex Analogue TV equipment for use on the amateur bands
- 24 GHz propagation
- 78 GHz and Up!! An alternative, simple approach to millimetre wave homebrewing
- Stepping in it
- The Marconi Poldhu Station
- 10 GHz rainscatter
- Cheap preamp for 10 GHz
- Microwave power amplifier construction
- DVB-T dongles for amateur SDR
- 5.7 GHz preamp
- Digital Interface for the IC-706
- Es Backscatter Doppler Shift Measurements Using CW and Chirp Radar Techniques
- Publish your radio projects on the web, in three easy steps
- Long-range ionospheric DX on 6 m and 2 m - new angles on success
- SOTA - a new challenge

If you require directions, some help on the day or feel like a general rag chew whilst driving in with other amateurs, feel free use **VK3RLV** 146.800 - or as a back up if you can not activate **VK3RLV**, call on **VK3RWG** 147.225 +. The club call sign **VK3BEZ** will be activated both days of the conference.

Friday July 6:

Social Dinner at the Morwell Hotel/Motel (the Top Pub) from 1830. Buy your own meal and drinks. Locals may have discount vouchers available - \$8 for a second meal, if full price paid for the first meal. It is up to you to find a "partner" and to work out the financial details!

Saturday July 7:

Conference sessions at Monash University Gippsland Campus, Churchill. Conference Registration is \$30 per person, for either the main program or the Partners' Tour. No meals included in registration. Includes tea/coffee for main conference. Partners' tour will be a bus trip to local venues of interest, with participants able to discuss the venues to be visited. All food costs to be met by participants during the tour.

Conference Lunch Saturday: Spit roast meal at \$20 per person: 2 meats, potato, salads, 1 x soft drink. Vegetarian and Other requirements - we will attempt to meet your requirements - please advise ASAP with your registration form, so that we can make arrangements.

Conference Dinner: At the Morwell Club. 3 course meal (alternate service) with you buying your own drinks at the bar. Bar open at 1830, for dinner at 1900 (nominal).

Sunday July 8:

Conference continues at Churchill, Partners' tour to nearby attractions.

Lunch Sunday: All you can eat Pizza plus a drink at \$15 per person, vegetarian available. If we have early notice, we should be able to cater for other dietary requirements.

See <http://www.vk3bez.org> and follow the Gippstech link





Information for Club Members



General Club meetings are held at 8:00pm on the third Friday of each month at the
Cranbourne Girl Guide Hall in Grant Street, Cranbourne.

Prac nights are held on the first Friday night in the **Peter Pavey clubrooms**,
(at the rear of the Guide Hall) they commence around 7:30 PM.

Visitors are always welcome to attend.

Office bearers

President:	Dianne Jackson	VK3JDI
Secretary:	Graeme Brown	VK3BXG
Treasurer:	Ian Jackson	VK3BUF
Gen. Comm Members:	Paul Stubbs	VK3TGX
	Mark 'Pockets' Clohesy	VK3FWSP
Public Officer:	Ian Jackson	VK3BUF
Distribution Email :	Graeme Brown	VK3BXG
Property Officer:	Bruno Tonizzo	VK3BFT
Repeater Officer:	Albert Hubbard	VK3BQO
Web Master:	Stephen Harding	VK3EGD
Magazine Editor:	Mark 'Pockets' Clohesy	VK3FWSP

Call in Frequencies Beacons and Repeaters

- The Club Station is **VK3BJA** which operates from the Cranbourne Clubrooms.
- 6m Repeater at Cockatoo is **VK3RDD** : Freq. In **52.575** MHz, Out **53.575** MHz
The 6m Repeater requires CTCSS tone access of **91.5 Hz**
- 70cm Repeater Cranbourne is **VK3RLP** Freq. In **434.475** MHz, Out **439.475** MHz
The 70cm Repeater requires CTCSS tone access of **123 Hz**
The 70cm Repeater supports Remote Internet access (**IRLP**) **Node 6794**.
- Simplex VHF - **145.450** MHz FM
- Simplex UHF - **438.850** MHz FM
- VK3RLP** Beacons **1296.542** MHz & **2043.532** MHz (2.4Ghz Beacon temporarily inactive for repairs)

Membership Fee Schedule

Standard Member rate	\$37.00	Junior Member rate	\$22.00
Pension Member rate	\$22.00	Extra Family Member	\$17.00

- Fees can be paid by EFT to **BSB 633000 - Account 134761279**.
- Always identify your EFT payments.
- Due after each April Annual General Meeting.

Please direct all magazine articles to: editor@ggrec.org.au
All other Club correspondence to: secretary@ggrec.org.au
or via Snail Mail : **Box 1098, Cranbourne 3977**

GGREC Web Site & Archive may be viewed at: www.ggrec.org.au

Disclaimer. The opinions expressed in this publication do not necessarily reflect the official view of GGREC Inc
The Club cannot be held responsible for incorrect information published.

The deadline for magazine items is the Tenth day of each month.

Commercial Advertising in Gateways is \$10 full A4 Page or \$5 ½ A4 Page per edition
Ad Copy to be sent by email to editor@ggrec.org.au by the First of the month in PDF or DOC