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Sixty  
Years*

# *The* RNARS

## NEWSLETTER



Royal Naval Amateur Radio Society



**Promoting amateur radio in the Royal Navy since 1960**



**Amateur  
Radio  
Society**



**SPRING 2022**



Mike G3ED, Managing Director

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Front Cover: Steve Legg M6WVV

RNARS HQ Shack at HMS Collingwood. Standing firm in spite of recent winter storms. The highest gust of wind recorded locally was between 127 and 145mph! Minor damage was reported.

Back page: Field Gun Competition practice at HMS Sultan

## Check out the RNARS Nets

- 1. The IOM net is now officially closed***
- 2. The US DX net on Sundays at 19:00Z is now under the temporary management of Mike Rioux W1USN***

**MEMBERSHIP MATTERS**

Joe Kirk G3ZDF

# Welcome! To our new members

Membership Changes since Winter 2021 Newsletter

<b>New Members</b>		
Hans Ostnell	LB6GG	5150
Geoff Bingham	G4TQM	5151
<b>Re-joiners</b>		
Colin Taylor	M0OEK	0352
<b>Changes</b>		
<b>Resigned</b>		
Les Olney	M0DHQ	4979
<b>Silent Keys</b>		
Bill Cridland (life member)	WA1HMW	0926
Gordon Mayne	G4IPV	1625
Andy Clark (was lapsed)	G0AYZ	2517

## Membership Statistics

Type	Current	Free	Life	Pending	Suspended*	Under25	TOTAL
Affiliate	15	5					
Associate	128	1	10		1		
Corporate	328	3	62	1	2	3	
Family	5						
Honorary	1	1					
Totals	477	10	72	1	3	3	566

\*Suspended is nothing to do with any disciplinary aspects of membership. Rather it is a way of marking members whose newsletters have been returned undelivered and we are awaiting further information about them.

**RNARS CONTACT NUMBER - 01329-717627 (answer phone)**



## MEMBERSHIP MATTERS

Joe Kirk G3ZDF

1. Recent changes in postal requirements have meant that all Newsletters posted overseas must have a customs declaration on which I have to include my name and address. This is a bit of a pain to have to do. However, one of the consequences is that Newsletters that cannot be delivered are returned to me. This usually means a change of address that was not notified or in some cases a member who has become a silent key of which we were not notified.
2. Email from NZ - Vice President Wellington Philatelic Society:  
*I have a query please. I collect QSL stamps and have about 40 examples from different countries. I have recently obtained a QSL card dated 11 Dec 1982 from G4MPI to KE4XW during an ARRL contest. It is a RSGB card but has a stamp adhered depicting RNARS 1897 - design being the original RNARS logo (according to your website)*

**My question:**

*I see the society was formed in 1960 so why does the QSL RNARS stamp adhered have the date 1897 included? The British Navy is far older than that. I would be very grateful if you could enlighten me please as to the date - why and what does it commemorate?*

To which I replied.

At first I tried to think what was significant about the year 1897. Could it be the year Captain Henry Jackson carried out the first radio trials, in advance I might say of Mr Marconi? I'm afraid the answer is a bit more prosaic. 1897 is not a date. I checked back through our records and found that 1897 was the RNARS Membership Number of Bill G4MPI.

Joe G3ZDF

**Special  
Notice**

**MEMBERSHIP FEE IS DUE ON APRIL 1<sup>ST</sup> 2022**

The date of this year's Northern Amateur Radio Societies Association has been rescheduled to take place on Sunday 24<sup>th</sup> of April 2022

**Heads  
Up!**

## MEMBERSHIP MATTERS – SUBSCRIPTIONS

**PLEASE CHECK THAT YOUR SUBS ARRIVE ON TIME  
ON OR BEFORE THE FIRST OF APRIL EVERY YEAR.**

Subscriptions can be made via **PayPal** through the RNARS website. Click on the *How to Join* page: <http://www.rnars.org.uk/Renew.html>

**Overseas members:** Subscriptions via PayPal is preferred, see above for details.

**Newsletter by e-mail:** If you want to receive email Newsletters contact the Membership Secretary for details making sure you include your email address.

**The society banks with Lloyds** 272 London Road, Waterlooville, PO7 7HN.

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**GDPR/A:** Your details will be held on the society's database by the Membership Secretary. The committee requires your permission with regards to the release of your personal information held on the database to be used only by the Society.

The RNARS is grateful to Phil MØVSE and Wayne G6NGV Taylor of **Shine Systems** for hosting our web site free of charge:

If you are 25 years of age or under then you are exempt from paying subs.

RNARS-Newsletter - THE Royal Naval Amateur Radio Society's MEMBER'S JOURNAL

**Editorial:** David Firth, M0SLL

**Distribution:** Kev. Lamb G4BUW, Joe Kirk, G3ZDF

**Proof readers:** Doug Bowen, Joe Kirk, G3ZDF, Mike Moore, M6POY

**Envelope Stuffers:** HQ Shack members -Christmas edition by Joe Kirk

All contributions to RNARS-Newsletter should be emailed to M0SLL@mail.com or alternatively to chair-RNARS@mail.com. All material is subject to editing.

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# RNARS Officers & Committee

<b>Patron: Admiral Sir Philip Jones KCB</b>		
<b>President: Commodore Paul Sutermeister DL RN</b>		
Chairman	David Firth* M0SLL	Chair-RNARS@mail.com 02392 553744
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Ex-Officio		HMS Collingwood
RNARS Managers		
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Commodities & Postal NL	Mike Moore M6POY	
HQ Shack Manager	Steve Legg M6WVV. Asst. Alan Campbell M6LFM	
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USA	Mike Rioux W1USN	
QSL Managers		
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Australia		
Germany	MF Runde DLØMF	
New Zealand	Nigel Hardy ZL2TX, PO Box 15078, Otaki Railway, Otaki, 5542, N Z	
QSL Card Print	UX5UO – Website: <a href="http://www.QRZ.com">www.QRZ.com</a>	

**CHAIRMAN'S CHAT**

**David Firth**  
**Chair-RNARS@mail.com**



A couple of things have cropped up recently that reinforce the need to dispel the myth that the Committee is blessed with supernatural powers. We are all working from home relying on keeping in touch with each other through the techno-magic and wizardry of the internet in difficult times. Things occasionally go wrong, and we have to live with some problems until we can sort things out. Very often the information we have to work with is out of date, and it is normal for answers to some questions to take months or years to arrive. It is therefore quite wrong to presume that because you have found a problem others will jump up and down to fix it within ten microseconds of sending a missive down the wires to a total stranger -an email that is pointedly rude and unnecessarily telling us how to do our jobs. It would be better for all of us if maturity remains the norm. Abuse is not acceptable!

We live in challenging times to say the least, amid the clamour of a pandemic, and the tumult of the opening shots of what may be the opening round of WWII in Ukraine -God forbid, we have the heart-warming story that Nazarnin Zaghari-Ratcliffe was released from her prison cell and arrived home in England on the 16<sup>th</sup> of March. Wonderful news don't you think. There are snippets of information around and about concerning Ukrainian callsigns, Russians doing strange things on the bands and as ever, Moscow's weapon systems making a nuisance of themselves on all the bands. If like me your kit is all packed up in boxes without time or space to get even an aerial out through a back window, take heart there is RTL-SDR -ah, if you have managed to update the software on your computer... I will have to settle for putting up curtains and blinds and assembling kitchen cupboards that are fiendishly awkward and heavy to install. At least I can extend my telescopic aerial to almost its full height on the stairs and pick up a few good signals, as long as, the cats can be persuaded that it's got nothing even remotely connected with liquorice treats.

*Best Wishes to everyone*

*David*



**FEATURE!****MOON POOL SHIP**

Kevin Lamb G4BUW

Motor Vessel Ben Ocean Typhoon was an oil well drilling ship, owned by Ben Line of Leith, Scotland and American company Odeco. Converted from a freighter built in 1945, she was 5,282 gross tons and in the late 1970s stationed in the Gulf of Suez at the northern end of the Red Sea. The well she had drilled there was deemed to be commercially unviable and so it had been decided that the ship would sail to another location in the Arabian ('Persian') Gulf. Whenever she moved positions there was a requirement for British officers to be on board. That's how I got involved; I was a Radio Officer.



On a dull November afternoon at London Heathrow airport, I joined a flight to Cairo, Egypt with some other officers. At Cairo, we were met by an agitated agent who had us rushed through the city in a very dodgy looking taxi to a "Very nice" hotel – according to the driver. Except that it wasn't. The rooms resembled prison cells. We got a few hours of sleep and were whisked off again very early the next morning to join another cranky cab back to the airport. There, we boarded a Dakota twin engine propeller, 'tail dragger' aircraft. I was over the moon! What a majestic machine. Inside, it was very dark compared to commercial jet aircraft. The seats were made of stretched canvas, string-connected to tubular aluminum frames and there was a mysterious aroma of musky cotton and dank leather. Within half an hour or so, we lightly touched down on a beach airstrip. Walking across the sand in blazing sunlight, I glanced back at the aircraft and reveled in its engineering magnificence. We strolled along the beach to a jetty and helicopter area. The conversation between the operations management people about who should be boated or flown to the ship seemed to go on for ages. It was decided that, as I was the most junior officer, I would go out by sea. Damn! I was so much hoping for a helicopter trip.

Eventually, I went onboard a very sturdy oil rig supply boat and wandered up to the bridge where I met the friendly German captain. It was fascinating to learn about the work of his craft. There were a number of 'jack up' oil rigs in the gulf that relied on him and his crew for regular supplies. We went alongside a rig prior to joining the 'Typhoon. I gazed at the complex structure that towered above me. This was a very new and fascinating world to me, which was full of challenge, danger, seasoned professionals, and unusual machines. After cruising on from the rig for an hour, the Captain, with a wry smile, pointed out the 'Typhoon and said "There's your new home!". Her 100 foot high drilling mast and long cranes painted red and white, made her a spectacular sight against the dark blue sea and smoky grey sky. As we maneuvered along-side the ship, I thanked the Captain and then climbed the 'Jacobs ladder' to my new job.

I rejoined the chaps I had flown out with and was introduced to others. There was a scurry of activity on deck. The ship had been held in its drilling position by six huge anchors that had been positioned aft, midships and for'ard. They were being hauled onboard and welded where they landed to the deck for stowage. I later met the welder, a gregarious Welshman who could apparently weld anything to anything and made a lot of money from doing it. He told me the oil well had been capped with concrete and that we were nearly ready to start our journey. I asked about a large spherical steel structure lashed to the deck. "Blow-out protector" he said. "Goes over the well hole and stops high pressured oil bursts spewing into the sea".

The equipment in the radio room surprised me somewhat. No HF capability; only MF. It was all in a sorry state but fired up OK. On the bridge, the radars and other navigational aids were operational together with the VHF transceivers and a small HF SSB rig.

This ship probably had a bigger mix of skills and cultures than any of the other vessels I had worked on. Three of the drilling rig senior crew ('tool pushers') sailed with us. They were from the deep south USA – 'rednecks' with strong personalities, interesting backgrounds and who swore incessantly. The ship's crew was a mixture of Europeans, which included a mischievous Dutch bosun, and the galley team were Egyptian. There was also an English geophysical expert. The officers were easy to get on with. The Captain was 'interesting' – more on that later!

So, we set off down the Gulf of Suez to the Red Sea. I remember going to the galley and talking with the cook who was a stocky guy from Cairo with a beaming smile. I said that I'd heard sheep's eyes were an Egyptian delicacy. "Aaargh, errr – no, no, no" he cried. "Ugh! Who told you that?!". We were very lucky; he cooked some wonderful meals throughout the trip.

It would take several weeks to reach our destination off the coast of Dubai in the United Arab Emirates; this old lady could only manage 6 or 7 knots. I guess it was probably just as well we couldn't go any faster; the moon pool was an oblong hole about 20 feet in length and 10 feet wide positioned virtually in the center of the ship to enable sea access for the drilling gear and blow-out protector. There were baffle plates with large holes in them at the bottom of the pool. It took a while to get used to seeing the sea sloshing around in it! The drill rig mast was fitted with a bright red flashing light at its apex to warn aircraft of the structure. It was left on all the time and caused quite a few ships to call us at night on VHF. "Ship with red flashing light – are you OK?".

The Captain was a good chap but had a mischievous sense humor. One evening he complained to me that the main radar wasn't working properly. I pressed my eyes on the radar display's vision hood and ran a few checks. "All looks good to me" I told him. "Ah, yes, but *you don't*" he replied whilst others on

the bridge sniggered. He'd lightly smothered the hood with black polish. A few days later I was on watch in the radio office when I became aware of someone standing next to me. I looked around and the Captain was poised with a raised fire axe in his arms. "I was just wondering what effect this would have on your neck" he gurgled. He put the axe down and muttered something about "Just interested in seeing your reaction". After a few seconds to contain myself, I shouted "Well, THANK YOU very much!!". On another occasion, a friendly sounding Indian First Officer on a ship a few miles away, called us on VHF for a chat. I took the mic and we started a lengthy conversation. I was spooked when it transpired that he came from my home town *and* knew some stuff about my social life. Then the howling laughter started from all on the bridge. It had been our ever un-predictable Captain talking to me with a very convincing accent, using a hand-held transceiver whilst hiding on the bridge wing. Overall, he was very good to work for and his humor was appreciated by everyone.

Radio traffic was fairly low - just the occasional telegram or weather message on MF with local coast stations. The BBC World Service was keeping us up to speed on the un-nerving events happening in Iran. The American embassy in Tehran had been stormed by radical students. They took over fifty diplomats and other staff captive, then used them as hostages. Tensions were dramatically raised in the Arabian Gulf region, and we were heading straight for it. As we approached the entrance to the 'Gulf, we saw an Omani frigate whose officer of the watch called us on VHF. He and his fellow officers were British. He said they were there for any ships that ran into problems. Apparently, military intelligence suggested the Iranians may target foreign shipping passing through the narrow Strait of Hormuz. We felt like we were entering a potential war zone, especially being a part-American owned vessel, and so kept our wits about us more than normal. Thankfully, we safely arrived off Dubai where we were to depart from 'Typhoon.

A helicopter made a spectacular landing on the heli-pad (situated to the after end of the bridge), then took us to Dubai airport. This was my first helicopter experience and I can remember smiling from ear to ear. On arriving, we were given a very hard time by an official (something to do with an administration point regarding us having arrived straight from a ship). If it wasn't for the strong 'diplomatic' skills of our feisty Scottish 2<sup>nd</sup> Officer, we would have missed the flight home and been stuck in Dubai for a couple of days. So, because of him we got home *just* in time for Christmas.

It was a relatively short, but highly educational trip that delivered a unique experience and memory I very much appreciate.

**Kev Lamb – G4BUW**



## DIVERSE REPORTS -our members

**Doug CansField** writes of his appreciation for our website:

Hi Joe,

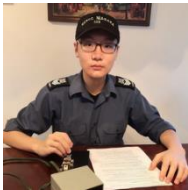
Excellent coverage of articles! Really look forward to the weekly read! Many, many THANKS for your efforts on behalf of the society. Keep well and keep safe buddy!

72/73

Doug/G0LDJ 3686

### Bill Cridland WA1HMM – SILENT KEY

**Mike Rioux W1USN** has contacted us in response to an enquiry about the current status of the US DX Net on Sundays at 19:00Z. He found that Bill has passed away which explains why the net itself fell silent. He explains that a public notice indicating that his widow, Claudia had passed away on March 13, 2021, and had been predeceased by her husband Bill who had reached the age of 98 (at least). Mike has volunteered to take over the job of net controller for the time being.



### Canadian Sea Cadet's Morse Success

Introducing yet another morse code endorsed Sea Cadet amateur radio operator!



15 year old Petty Officer Second Class Steven Zhu-VA3GLQ of RCSCC Niagara has passed his federal morse code license endorsement today, following several months of virtual classes and practice. A graduate of CDTRADSTA BARQ Course 21-01, Petty Officer Zhu is already a qualified amateur radio operator, a registered Maple Leaf Operator with Radio Amateurs of Canada, plus he begins his Advanced Level Certificate course with RAC this month.

The federal examiner had this to say about his test: "He made near-perfect copy of a 4-1/2 minutes text I sent him. He has excellent sending, with very good character formation. He easily exceeded the standard required to earn 100% on the Morse Code test. I am very confident that Steven will make a fine CW operator. He more than demonstrated that he can communicate comfortably and competently in Morse."

Planning on attending Royal Military College as a Naval engineering officer, PO Zhu is certainly a beacon to his fellow youth and shipmates. All of us are all very proud of this young sailor's dedication, and what he is accomplishing in the midst of a pandemic.

**Matthew Cotton-Batten**

## DIVERSE REPORTS -our members

Hans-Juergen Kempe (Jack), DK9OS RN4636 writes from Germany

### U995 in Laboe for 50 Years

**Special  
Event!**

This note is to inform you about our special activity of **DLØDMB RN4865** in March 2022.

U995 is a German type VIIC/41 submarine built by Blohm & Voss shipyard and commissioned on September 16, 1943. During World War II the submarine was mainly used against Allied escort and convoy vessels and security forces in the Arctic Ocean. On May 8, 1945, U995 was in the docks of Trondheim and decommissioned. She was surrendered to Great Britain at the end of the war but remained at her Norwegian base. Renamed KAURA, the submarine was later transferred into the ownership of the Royal Norwegian Navy to serve as a test and training boat.



Finally discharged from service in 1965, she was handed over to the Federal Republic of Germany on October 2<sup>nd</sup>, 1971, an official sign of reconciliation. On October 14, 1971, tugboat FAIRPLAY II towed U995 to Kiel to remain in the naval arsenal and to undergo restorations in an extended shipyard stay.

In March 1972, the submarine was then shipped to Laboe in order to be opened to the public as a technical museum of the Deutsche Marinebund (DMB) for interested visitors. By floating cranes MAGNUS II and V, U995 was conveyed from the naval arsenal through the Kiel Fjord and on a 500metre wide purpose-made shipping lane to the Laboe Naval Memorial where she was placed ashore on March 13, 1972. From the Memorial observation deck this shipping lane is clearly visible still today. So since March 13, 1972, i.e. for 50 YEARS now, U995 has been a museum ship (Technical Museum of the DMB) at the foot of the Laboe Naval Memorial.

**To mark this anniversary** the U995 amateur radio crew will activate the submarine's call sign DLØDMB (MF No. 995 / RNARS No. 4865) from March 1st to 31st 2022, both in CW and SSB modes.

### **Operating Conditions**

Each contact and SWL report will be confirmed by a very nice photo QSL card of the U995 submarine with the special DOK "50U995" stamped on. Operation will be on all legal amateur radio bands preferably using the scene of action of MF meeting frequencies on 80, 40, 20, 15, and 10 metres.

## DIVERSE REPORTS -our members

### Brian Poole "Joe", RNARS 0033, G3MRC, SK 2017 **Can You Help?**

Janet Poole (WRNS) who is Joe's widow is looking into his service in the RN and would like to hear from anyone who can help her piece together a history of his service career.

Brian Joseph Poole, known as "Joe," started his career as a 'Boy Tel' at HMS Ganges in 1953. His first ship was the carrier HMS Ark Royal in 1955. He later served at Kranji W/T station in Singapore, Mauritius, in submarines and latterly, HMS Fearless. Joe retired from the RN in 1978 as a CRS. Joe was G3MRC, RNARS Member no. 0033 and held many callsigns throughout the world in Singapore and Africa mostly, his last one being 7Q7BP in Malawi.

If anyone who served with Joe can shed any light on any of his service in the intervening years between him qualifying as a Telegraphist to his retirement it will be greatly appreciated. Please contact our Membership Secretary.

### RNARS COMMODITIES Mike Moore M6POY Reports:



Mike has been contacted by our new supplier who informs us the business that he bought from our original source has been upgraded and 'ready to go'. It seems that the Covid-19 pandemic created a temporary halt in the market for badged clothing which forced our original supplier to shut up shop and sell the business. This will mean sorting out the backlog over the last months before we had to suspend our supply and of course, generating ongoing sales. At the time of writing, it is intended to lift the suspension on selling our commodities as soon as possible. Thank you everyone for being so patient.



### Mick Puttick G3LIK

News recently received indicates that our Vice-Chairman Mick Puttick is now very frail and does not readily recognise those who know him.



## DIVERSE REPORTS -our members

### CALL FOR VOLUNTEERS

**Open Day HMS Collingwood 2022  
will be held this year on 2 July**



The RNARS as in previous years will run a variety of displays both inside and outside of the HQ Shack.

We will be looking for volunteers to run RNARS activities. Names please to:

**Joe G3ZDF (g3zdf@btinternet.com or 07976 364623)**

If you have a suggestion for an activity that we could organise -one which would attract new members to the Society or which would show the Society in a good light, please send me the details. Any suggestion will be considered.

On the day Volunteers will need to be in HMS Collingwood by 08.30. Refreshments will be available in the Shack. We may also be able to provide some of Ian and Martin's famous bacon butties.

**Joe G3ZDF**



Amateur radio encompasses a wide variety of modes and innovation. One of these fascinating areas is amateur television which covers all aspects of video production, editing, transmission and reception of television. It has often been at the forefront of the technology developments. Many amateur stations are now transmitting digital pictures (DATV) using the DVB broadcast standards; and using video streaming technologies to exchange pictures with ATV operators around the world.



Radio amateurs have been transmitting and receiving TV pictures for over 60 years. In most cases, simplified versions of the broadcast standards of the day have been used, perhaps tailored to a reduced bandwidth to fit within the amateur bands. All amateur bands above 432 MHz are suitable for amateur TV, along with the experimental NoV bands at 71 MHz and 146 MHz which facilitate DATV innovation at VHF.

### **Amateur TV by Satellite**

The launch of *Es'hail-2* with its wideband transponder—also referred to as QO-100 or Qatar-OSCAR 100\*—has enabled amateur TV the possibility of contacts between stations in the UK and Europe, Africa and parts of Asia and South America. Reception of these transmissions is relatively easy with an 80 cm dish, a commercial LNB and a MiniTiouner.

The QO-100 wideband transponder has downlinks between 10491 MHz and 10498 MHz using horizontal polarisation, and a normal “Universal” LNB converts this down to 741-748 MHz when 18v is supplied to the LNB. This signal can then be directly demodulated by the MiniTiouner system. A good first signal to look for is the beacon on 10492.5 MHz. Once the beacon has been received, other signals found on the BATC/AMSAT-UK online spectrum **spectrum monitor** can be tuned in.

### **Useful ATV links**

Cheap 5.8 GHz Equipment for ATV– *RadCom*, February 2018

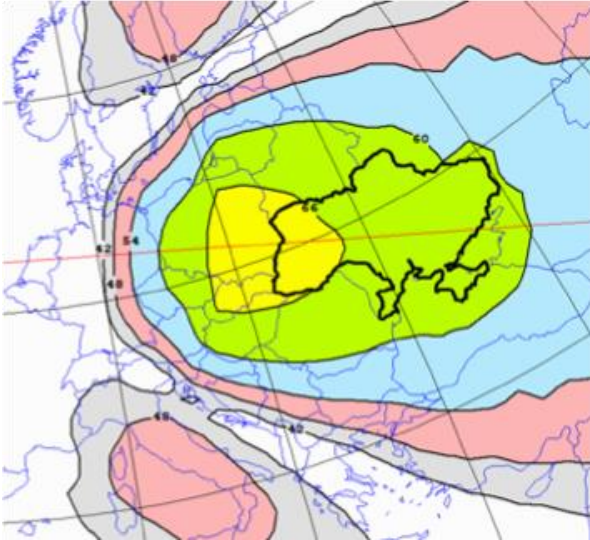
WebSDR at Goonhilly Downs tuned to Es-Hail narrow band signals  
<https://eshail.batc.org.uk/nb/>

The British Amateur Television Club (BATC) publishes a quarterly magazine with all the latest ATV news and construction projects. It also maintains a **Wiki** with lots of useful information, and runs a **forum** about amateur television.




**MONITORING UKRAINE**

*QUITE APART* from abandoning the bands over recent years, the BBC does have still a few fingers in the pie of monitoring and transmitting signals. The current war unleashed upon the Ukraine by Russia is getting attention over the airways and not just confined to the international TV channels. It is becoming obvious from various snippets by radio amateurs and SWLs that with patience Ukrainian and Russian military operations can be picked up. According to the <https://theconversation.com/shortwave-radio-in-ukraine> website the BBC was actively being jammed by Russian transmitters:





*'Shortly before access to the BBC News website [was reportedly blocked](#) in Russia a few days ago, the [BBC announced](#) that it was resuming the broadcasting of the BBC World Service via shortwave radio for four hours per day. It said that this was to ensure that people in parts of Russia and Ukraine can access its news service.'*



You can listen for updates on the Russia-Ukraine war on BBC World Service live online  [bbcworldservice.com](http://bbcworldservice.com)

And the map shows our shortwave radio reach in [#Ukraine](#)

 15735 kHz 16:00 – 18:00 GMT +2

 5875 kHz 22:00 – 00:00 GMT +2

Elsewhere on the RTL-SDR website 'Russian Strategic bombers have been very active on USB voice at 8131 kHz'.

## MONITORING UKRAINE



**Public broadcaster Polish Radio** is on Thursday launching a new weekly programme for Ukrainians escaping the Russian invasion and their compatriots residing permanently in Poland.

The hour-long broadcast will be delivered in Ukrainian, airing every Thursday at 7 p.m. on Polish Radio's mobile app, web player and DAB+ platform, the public broadcaster's IAR news agency reported.

Listeners will hear advice on where to find help, how to apply for assistance available to refugees, and how to obtain information about their loved ones, according to IAR.

Also, the programme will feature news on how the Polish government, local authorities and charities are working to support refugees from Ukraine, and on Poland's efforts to facilitate Ukraine's entry into the European Union and the NATO alliance, IAR reported.

The weekly broadcast is prepared and hosted by journalists from Polish Radio's External Service, also known as Radio Poland.

### 'Countering Putin's false narrative'

"The priority is to counter the Putin regime's false narrative," said Radio Poland's Director Andrzej Rybał.

He added: "We'll be reporting at length on Polish-Ukrainian relations, as well as the policies of the European Union and NATO. In addition, Ukrainians who had been forced to flee their country will hear about what is happening in the places they had had to abandon as a result of the Russian aggression."

As the programme develops, it is also set to feature Polish-language courses for Ukrainians seeking shelter in Poland, and items on Ukrainian music and culture, IAR reported.

Ever since the Russian invasion of Ukraine began on February 24, Polish Radio has been airing news bulletins in Ukrainian on several of its channels, as well as launching a 24-hour live audio and video stream about the war on Youtube.

It is also broadcasting the signal of Ukrainian Radio on its web player and DAB+ platform so that the people escaping the Russian attack can listen to programming in their native tongue, executives said.

Poland on Thursday reported it had admitted nearly 2 million refugees fleeing Russia's invasion of Ukraine.

(pm/gs) Source: IAR

## ARISS Europe to Perform Special Digital SSTV Experiment



Amateur Radio on the International Space Station (ARISS) is planning for a special SSTV experiment. ARISS is the group that puts together special amateur radio contacts between students around the globe and crew members with ham radio licenses on the International Space Station (ISS) and develops and operates the amateur radio equipment on ISS.

As part of its ARISS 2.0 initiative, the ARISS International team is expanding its educational and life-long learning opportunities for youth and ham radio operators around the world. ARISS Slow Scan Television (SSTV), which is the transmission of images from ISS using amateur radio, is a very popular ARISS mode of operation. To expand ARISS SSTV capabilities, the ARISS Europe and ARISS USA teams plan to perform special SSTV Experiments using a new SSTV digital coding scheme. For the signal reception, the software “KG-STV” is required, as available on internet. We kindly request that the amateur radio community refrain from the use of the voice repeater thin this SSTV experiment on February 20, 2022, over Europe.

This is a unique and official ARISS experiment. We kindly request keeping the voice repeater uplink free from other voice transmissions during the experiment time period. Also note that ARISS is temporarily employing the voice repeater to expedite these experiments and make a more permanent, more expansive SSTV capability fully operational on other downlink frequencies.

The first experiment in the series will utilize ARISS approved ground stations in Europe that will transmit these digital SSTV signals. These will be available for all in the ISS footprint when SSTV transmissions occur. The first SSTV experiment is planned for February 20, 2022, between 05:10 UTC and 12:00 UTC for five ISS passes over Europe. Please be aware that this event depends on ARISS IORS radio availabilities and ISS crew support, so last-minute changes may occur.

To promote quick experimental SSTV investigations—to learn and improve—the ARISS team will employ the ISS Kenwood radio in its cross-band repeater mode. The crossband repeater operates on a downlink of **437.800 MHz**. Each transmission sequence will consist of 1:40 minute transmission, followed by 1:20 minute pause and will be repeated several times within an ISS pass over Europe. The used modulation is MSK w/o error correction. For the decoding of the 320 x 240 px image, the software KG-STV is required. The KG-STV software can be downloaded from the following link:

The used modulation is MSK w/o error correction. For the decoding of the 320 x 240 px image, the software KG-STV is required. The KG-STV software can be downloaded from the following link:

[http://amsat-nl.org/wordpress/wp-content/uploads/2022/02/kgstv\\_ISS.zip](http://amsat-nl.org/wordpress/wp-content/uploads/2022/02/kgstv_ISS.zip)

The ZIP file contains the KG-STV program, an installation and setup manual, some images and MP3 audio samples for your first tests as well as links for additional technical information about the KG-STV use. The members of the ham radio community youth and the public are invited to receive and decode these special SSTV signals. Experiment reports are welcome and should be uploaded to [ssstvtest@amsat-on.be](mailto:ssstvtest@amsat-on.be) More information will be available on the AMSAT-NL.org web page:

[https://amsat-nl.org/?page\\_id=568](https://amsat-nl.org/?page_id=568) (for the team: Oliver Amend, DG6BCE)

### **Satellite Schedules**

AMSAT currently manages five operational amateur satellites. Operating schedule information provided by AMSAT Operations is listed below. This information is subject to change. See the AMSAT-BB or @AMSAT on Twitter for up-to-the-minute information.

#### **AMSAT-OSCAR 7**

AO-7 is in continuous sunlight until Mid-December. As a result, the 24 hour timer on board is switching the satellite between Mode A and Mode B. Observations suggest that the satellite is in Mode A on odd-numbered days and Mode B on even-numbered days. To check or report the satellite's current mode, please see the AMSAT Live OSCAR Satellite Status Page at <https://www.amsat.org/status/>. Please limit your uplink power to no more than 100 watts ERP.

#### **AMSAT-OSCAR 91**

AO-91's U/v FM repeater is continuously available for use by amateur stations.

#### **AMSAT-OSCAR 92**

AO-92's transmitter is currently off due to low battery voltage.

#### **FalconSAT-3**

The FalconSAT-3 9k6 V/u digipeater and BBS are continuously available for use by amateur stations.

#### **HuskySat-OSCAR 107**

HO-107 has been heard intermittently. Continue to track in FoxTelem.

Updated October 7, 2020

Radio Amateur Satellite Corporation



**RALLIES & EVENTS 2022**

RadCom

**27 Mar – Callington ARS Rally**Callington Town Hall  
Roger, 2EORPH 0785 408 8882**9 Apr – 36th QRP Convention**

Digby Hall, Sherborne DT9 3AA.

Doors open 9.30am and entry is £3. There are no lectures this year. Car parking charges apply. <http://yeovil-arc.com/QRPconvention.php>.  
Rodney MORGE 01935 825791

**10 Apr – Lincoln SWC Spring Rally**Festival Hall, Caistor Road, Market  
Rasen LN8 3HT

Entry fee £2 per person. Doors open 10am 09.30 for disabled. There is ample free car parking, hot & cold refreshments available. Free WiFi on site. The cost of tables is £10 per 6ft table or £8 per 6ft with you have your own tables. To book tables please contact Steve G6TVP on 07777699069 or email [g6tvp@outlook.com](mailto:g6tvp@outlook.com) or contact Graham M1DHV 07772878266 or email [graham@johnturnerphotography.co.uk](mailto:graham@johnturnerphotography.co.uk).

**24 Apr – Cambridge Repeater Group Rally**Foxton Village Hall  
Hardman Road, Foxton,  
Cambridge, CB22 6RN

Doors open at 9.30am (7.30am for traders), admission £3. There will be a talk in station, trade stands, car boot area and Bring & Buy. Catering available on site. Lawrence, M0LCM, 0794 197 2724, [rally2022@cambridgerepeaters.net](mailto:rally2022@cambridgerepeaters.net) [[www.cambridgerepeaters.net](http://www.cambridgerepeaters.net)]

**24 Apr – Northern Amateur Radio Societies Association Exhibition**Norbreck Castle Exhibition Centre  
Blackpool FY2 9AA

Dave, M0OBW, 01270 761 608, [dwilson@btinternet.com](mailto:dwilson@btinternet.com) [[www.narsa.org.uk](http://www.narsa.org.uk)]

**24 Apr – Andover Radio Club Spring Boot Sale**Wildhern Village Hall  
SP11 0JE. (just north  
of Andover).

Open Sellers 09:00, Buyers 10:00. £8 per Boot & £2 Buyers. Tables in the hall £10. Organised by The Andover Radio Amateur Club – Details:  
[arac@arac.org.uk](mailto:arac@arac.org.uk) Web: <http://www.arac.org.uk>

**1 May – Thorpe camp Visitor Centre, Radio Amateur (Hamfest) Rally**Thorpe Camp, Tattershall  
Thorpe, Lincolnshire

Open to the public at 9am till 1pm and open to Traders at 6.30am. Entry £4 per person, under 12 Free. Hot and cold food on site and car parking inside the grounds. Contact Anthony Freeman to book a space on 07956 654481.

**RALLIES & EVENTS 2022**

RadCom

**2 May – Dartmoor Radio Rally (Bank Holiday Monday)**

The Yelverton War Memorial Hall  
Meavy Lane, Yelverton  
Devon, PL20 6AL

**Free parking.** Doors open at 10am, admission £2.50. Bring & Buy, trader stands, refreshments available. Roger, 0785 408 8882, 2e0rph@gmail.com

**8 May – Lough Erne ARC Annual Rally**

Arena @ Share Discovery Village  
221 Lisnaskea Road, Lisnaskea  
Co. Fermanagh, BT92 0JZ  
Northern Ireland

Opening at 11.30am (9.30am for traders). Facilities are available on-site for Breakfast/Tea & Coffee/Lunches. For those wishing to stay in the area for the weekend there may be some chalets available on-site. Please contact the reception directly at [www.sharevillage.org](http://www.sharevillage.org). Traders wishing to attend should contact Alan R Gault Chairman at [alan.r.gault@btinternet.com](mailto:alan.r.gault@btinternet.com). Updates can be found on the website <https://loughernerradioclub.co.uk/event/annual-club-rally/>

**14 May – Barry ARS Rally**

Sully Sports & Social Club  
South Road, Sully nr Barry  
CF64 5SP

Open to the traders from 7.30am and to the public from 9.30am. Admission is £2.50. **Free Parking on site.**

**5 Jun – Spalding Radio Rally**

Holbeach United Youth FC  
Pennyhill Road, Holbeach  
Lincs PE12 &PR

Doors open 10am (disabled 9.30am) and entry is £3. There will be a car boot area, flea market, trade stands. Catering is available on site. Prize draw/raffle will take place. Graham, G8NWC, 07754619701, [rally2022@sdars.org.uk](mailto:rally2022@sdars.org.uk)

**11 Jun – Rochdale & District ARS Summer Rally**

St Vincent de Paul's  
Caldershaw Road  
off Edenfield Road (A680)  
Norden  
Rochdale OL12 7QR

Doors open 10.15am (disabled 10am). Robert, M0NVQ, [m0nvq@outlook.com](mailto:m0nvq@outlook.com), 0777 811 3333

**RALLIES & EVENTS 2022**

RadCom

**12 Jun – Junction 28 Radio Rally**

Alfreton Leisure Centre  
Church St. DE55 7BD  
10 min from M1 Jct 28.

100 tables for clubs and traders, all indoors. Meeting room, bar, snacks and café. Tables £10, admission £3. See [www.snadarc.com](http://www.snadarc.com) for booking form.  
Alan Jones M0OLT secretary@snadarc.com 01332 679913

**19 Jun – East Suffolk Wireless Revival (Ipswich Rally)**

Kirton Recreation Ground  
Back Road, Kirto  
IP10 0PW  
(just off the A14).

**Free car parking**, doors open at 9.30am, admission £2. Tables from £10. Trade stands, car boot sale, Bring & Buy, special interests groups, GB4SWR HF station and an RSGB bookstall. Catering on site  
Kevin, G8MXV, 0771 004 6846 [[www.eswr.org.uk](http://www.eswr.org.uk)].

**25 Jun – GI-QRP Convention**

Tandragee Golf Club  
11 Markethill Road  
Tandragee  
Craigavon BT62 2ER

Venue has ample parking and disabled access. Doors open at 9am. Presentations start at 10am. There will be lectures/seminars, a Buildathon, Special Interest Groups, talk-in and trade stands. A prize draw/raffle will take place. Catering including a licensed bar will be available, as well as this being the first-ever QRP convention in GI, there will be an opportunity to work the GQR Club callsign GI5LOW for the first time in the week leading up to the Convention and the weekend of the Convention. The GI-QRP Convention is being held in association with the GQRP Club. Contact: Philip M10MSO, 0784 902 5760, r8.giqrp@gmail.com.

**26 Jun – Newbury Radio Rally**

Newbury Showground  
next to M4 J13, RG18 9QZ

Opens 9am (8am for sellers). Phill, G6EES, 0777 150 4738,  
rally@nadars.org.uk [[www.nadars.org.uk/rally.asp](http://www.nadars.org.uk/rally.asp)]

**3 Jul – Cornish RAC Rally**

Penair School  
St Clement, Truro  
Cornwall TR1 1TN

Doors open 10am, £2 admission, Bring & Buy, traders, local club stands, refreshments available on site and Disabled access. Contact Ken Tarry G0FIC 01209 821073 [pendennis38@btinternet.com](mailto:pendennis38@btinternet.com) [www.gx4crc.com](http://www.gx4crc.com)

**3 Jul – Barford Norfolk Radio Rally**

More details nearer the time. [www.norfolkamateurradio.org](http://www.norfolkamateurradio.org).

**17 Jul – McMichael Amateur Radio Rally & Car Boot Sale**

just off the A4 at Sonning  
east of Reading Rugby Club  
Sonning Lane (B4446)  
Reading, Berkshire  
RG4 6ST, NGR SU 753 747

Doors open 9.30am, car boot set up from 8.30am. Large car boot area and *plenty of free parking for sellers / buyers*. Snack bar and licensed bar. Outdoor barbecue (weather permitting). Demonstrations and displays by special interest groups. Admission: £3 per person. Car boot sale: £10 per pitch, no booking required. Sorry but no dogs allowed, except for assistance dogs (site rule). <https://mcmichaelrally.org.uk/>



**This information details aid given to Ukraine before and during the invasion of the country by Russian forces.**

The table is constantly being updated; if something isn't here it'll be added soon.

Countries and Intergovernmental Organisations who are giving aid to Ukraine

NATO	EU	G7		
UK	US	Turkey	Taiwan	Sweden
Spain	S. Korea	Slovakia	Romania	Portugal
Poland	Norway	New Zealand	Netherlands	Lithuania
Latvia	Japan	Italy	Ireland	Hungary
Greece	Germany	France	Finland	Estonia
Denmark	Czech Rep.	Croatia	Canada	Bulgaria
Belgium	Azerbaijan	Austria	Australia	

*George Allison – UKDJ Feb 28<sup>th</sup> 2022*

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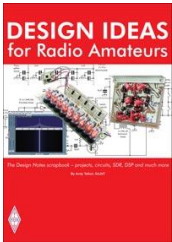
# BOOKS CORNER



A companion page to Low Power Scrapbook, including Updates, amendments, corrections, further information, component suppliers and web addresses. Corrections, updates and additional information. Note that the book is made up from pages scanned from many years of *SPRAT*, and therefore many of the advertisements may be out of date. Please do not assume that any advertising material is current. **RSGB**

## Design Ideas for Radio Amateurs

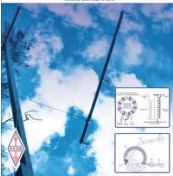
By Andy Talbot, G4JNT



**The Design Notes scrapbook – projects, circuits, SDR, DSP and much more**

Design Ideas for Radio Amateurs has become a source of inspiration, with an array of projects, circuits, SDR, DSP and much more. This book comes as highly recommended reading.

## 60 Antennas you will want to build!



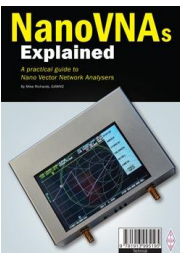
## 60 Antennas You Will Want To Build!

Edited by Giles Read, G1MFG

Whatever the type of antenna, there is always a genuine sense of achievement when you build one yourself and it provides great results. This book sets out to provide a huge array of designs that the home constructor can attempt and more importantly will want to build.

## A practical guide to Nano Vector Network Analysers

By Mike Richards, G4WNC



Vector Network Analysers (VNAs) have traditionally been out of reach for most radio amateurs because of cost but the introduction of low cost NanoVNAs has changed this. VNAs are incredibly useful in measuring antennas but they do much more too. However, getting the most out of these devices is not as easy it could be and that is where NanoVNAs Explained - A practical guide to Nano Vector Network Analysers.

## Campaign launched to save HMS Bronington

A campaign has been launched to save the historically important former Royal Navy minesweeper now rotting away in Birkenhead docks.

HMS Bronington was once commanded by the Prince of Wales and is one of the last naval combat vessels to feature a wooden hull. The ship was decommissioned in 1988, and currently sits abandoned and neglected in Birkenhead docks. It is now in a sorry state after sinking at its moorings overnight in March 2016.

A fundraising campaign is now under way to prevent the vessel from being scrapped and for it to be restored at nearby Cammell Laird shipyard. The HMS Bronington Preservation Trust, based in Liverpool, was formed to highlight the vessel's plight and explore the possibility of re-floating and restoring it. HMS Bronington is the last surviving wooden hulled Royal Navy vessel to be constructed (1953) and was commanded by HRH the Prince of Wales in 1976.

Mike McBride, who served with the Royal Navy for 26 years, is among those campaigning to save the ship. He said: "My correspondence to HRH the Prince of Wales had an encouraging response."

"A recent letter received from Clarence House states that His Royal Highness takes a keen interest in all matters to do with his former ship and is humbled by the recovery efforts for this historical naval vessel."

The restoration project will be in two stages. Firstly, a dive survey by a professional company is required to assess the state of the hull and whether there is any significant damage. For this, the Preservation Trust is hoping to raise £20,000 which will cover the costs of the survey, subsequent re-floating and pumping out. If anyone is interested the best way now is to get fund raising up to £5000 on the GoFundMe page, allowing them to apply for charitable status. The page concerned is at:

<https://www.gofundme.com/f/help-restore-hmsbrington?qid=c05975e2a1375f688e0d74f7e21b7bf3>



**HMS Bronington sinking at  
Gilbrook Basin in Birkenhead  
(Image: Mike McBride)**

**Liverpool Echo**



## Ukraine Maintains Ham Radio Silence in State of Emergency

03/03/2022



Radio amateurs in Ukraine appear to be diligently maintaining radio silence as the state of emergency declared there just prior to the Russian military invasion remains in effect. A February 24 decree from President Volodymyr Zelensky included “a ban on the operation of amateur radio transmitters for personal and collective use.” The Ukraine Amateur Radio League (UARL/LRU) reported this past week that it has received many messages of encouragement from the worldwide amateur radio community.

“The LRU informed international amateur radio organizations about Russia’s military invasion of Ukraine,” said the message from UARL Vice President Anatoly Kirilenko, UT3UY. “To date, there have been many reports from radio amateurs around the world in support of Ukraine.

The International Amateur Radio Union (IARU) has adopted a neutral stance. “IARU is an apolitical organization focused on promoting and defending amateur radio and the amateur radio services,” the IARU said. “The amateur radio service is about self-instruction in communications and friendship between people.” IARU Region 1 has said it continues to monitor the development and expects all radio amateurs “to follow their national laws and regulations.”

IARU Region 1 also re-posted part of an advisory from the Deutscher Amateur Radio Club (DARC) HF Committee on February 27. “Any radio amateur currently transmitting from Ukraine is risking his or her life. If you hear a Ukrainian station, do not broadcast its call sign, location, or frequency — whether on the band, in a cluster, or on social media. You may be putting lives at risk.” The DARC’s overarching advice: “In the current situation, the best we can do is listen.”

Ukraine’s assigned amateur radio call sign prefixes include EMA – EOZ and the more commonplace URA – UZZ. Some stations with Ukrainian call signs may still be active, because an exception to the amateur radio ban was made for stations in the Donbas region of eastern Ukraine (eastern Donetsk and Luhansk oblasts), which have special legal status owing to Russia’s occupation since 2014.

In a Facebook post, Poland’s IARU member-society PZK has offered available Winlink nodes in Poland for any licensed refugees. If you are a licensed amateur radio operator, you can send information by email to your relatives in Poland or Emergency Services via the Winlink system. Polish Winlink nodes are active on 160, 80, and 20 meters: SR5WLK, 3.5955 MHz USB; SR3WLK, 14.111 MHz USB, and SP3IEW, 1.865 MHz USB.



## British jets fly over Lithuania to mark independence

**British jets have taken part in a flypast over Vilnius, the capital of Lithuania, to mark the country's Restoration of Independence Day celebrating independence from the Soviet Union in 1990.**

The Royal Air Force says that flying from Zokniai Air Force Base near Siauliai in Lithuania the Typhoons joined a pair of Polish F-16s which were observed by the President of Lithuania, Gitanas Nauseda, who was joined by a number of ex-Presidents and Government heads.

*"During the Ceremony flags of the three Baltic States of Estonia, Latvia and Lithuania were raised over Independence Square near the Lithuanian Parliament."*

George Allison



## British aircraft carrier leading massive fleet off Norway

HMS Prince of Wales is leading a fleet composed of assault ship HMS Albion, an unnamed Astute-class nuclear submarine, destroyer HMS

Defender, frigates HMS Richmond and HMS Northumberland, minehunter HMS Grimsby, tanker RFA Tidesurge, auxiliary landing ship RFA Mounts Bay in addition to over a dozen NATO warships.



## Britain is sending anti-aircraft and javelin missiles to Ukraine

**Both aircraft carriers -Prince of Wales and Queen Elizabeth are now at sea**

**According to Turkish news the Bosphorus is closed to marine traffic.**

Images: Crown Copyright


## IN THE NEWS




British RC-135 patrols from Poland to Black Sea while our F-35 stealth fighters are deployed over Estonia, Poland and elsewhere in an effort to reinforce Europe and to deter Russia. A large number of Western weapons arriving in Ukraine (UKDJ)



**When asked whether there are plans to reverse the decision to cut full-time Army personnel to 73,000, the Government were unusually unable to provide a 'yes or no' answer.**






**The OSINT Bunker**  
An OSINT Community Podcast

**The OSINT Bunker - S2E12 "The Ukraine Special" - 28th February 2022**

Mar 1 • The OSINT Bunker

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15
1:23:48
⋮


### Editorial Comment:

*Judging by the Chinese political analysis posted on LinkedIn (US-China Monitor), Putin has failed and whether or not his invasion of Ukraine succeeds Russia will dwell in political isolation from the rest of the world facing sanctions, and the prospect of a very long and difficult war of attrition against Ukrainian nationals. Furthermore, China will be better off to distance itself from Putin and align itself with the majority of the world's nations supporting Ukraine in the pursuit of peace and balanced trading alliances... If this is true it would be a stunning result for the world if the Chinese leadership were to respond in this way! [Ed]*

## SEA STORY

Eric Bray

The bus-driver wandered over. "Forget say, not walk in water, little fishes eat!" "You're too late, they already have!" 'Dick' flicked the fish back into the water, where it floated for a moment, before vanishing in a swirl of water, and a meaty smack as a much bigger one got a free snack. "Jeezus! That was a baby one!" "Fishes bite? I see." The bus-driver studied the hole in his leg. "Is ok, soon fix..." He looked around, went into the bushes, and collected a leaf from one plant, a couple from another, a length of creeper which he stripped, and obtained something akin to string, and a new spider's web, which he carried between spread fingers. "Squash up the two leaves, and push juice into hole." He gave the two to 'Dick'.

"You must be joking!" He argued.

"Not do, leg go bad."

"Do it." I said, "It's his country, and he knows what he is doing."

"If it doesn't work, I'll have you!" The stoker crunched up the leaves, which oozed green sap, and smeared it into the wound. "Push into hole, kill bugs. Pretend its T.C.P!" When the driver was happy, he placed the spider's web over the hole, then put the other leaf over it, then bound it into place with the 'string'. "Hurt like fire five minute, then go ok. Show white man Doctor when go back, but be ok." Three minutes later, 'Dick' was fidgeting and sweating. "Not to touch!" The driver warned. "Break medicine, be ok in minute." 'Dick' wrapped his arms around himself, and clung on, cursing steadily. "Feels like there's fire in there!" He said, amongst other things.

A high giggle drew our attention. Two girls, dressed in colourful sarongs, were standing on the edge of the clearing, carrying water jugs. "They come from village, for water." The driver explained. "Not seen white mens before." He added something in his own language. The girls giggled again, replied, then moved towards the waterfall and began to fill their jugs.

"They ask if you Jap-knees. I tell them no, you frien's of Kiwi's. Not touch them."

'Dick's' pal made a lewd remark and took a pace towards the girls.

"You, not touch!" The driver warned. "Go back!"

"Back off, Dick, or I'll chuck you into the pool, at the deep end!" We weren't sure who he was talking to. "You little monkey, do you think you can stop me?" The stoker took another pace, made a gulping noise, and folded up, collapsing in a heap by the driver's feet. "Learn karate from Jap-knees!" He added something in his own language, which calmed the frightened girls. "They childrens. Leave alone."

We watched as they filled their containers, flicking wary glances at us, then melted back into the jungle. The stoker on the ground was making clicking and gurgling noises, while slowly going purple. "Have you killed him?" 'Dick' asked, concerned for his mate. "Not kill, he go sleep a minute, then be ok. How leg?"

"What? Oh, it's ok, now." "You see. I know. Get in bus, we go camp, is spoil here, now. "I picked up a couple of pink pebbles that drew my eye, as a memento, then took hold of one of the unconscious stoker's legs. "Grab a corner each, and chuck him in. We can't leave him here, he wouldn't last five minutes!"

"What do you mean?" 'Dick' asked.

"Well, you got a hole in your leg, and you didn't go into the bush."

"Them girls did ok."

"They live here. They wouldn't last five seconds in a city, would they?"

Grudgingly, he accepted the truth of it, boosted by the driver, who said, "You frien' he wise man." We dumped the sleeping stoker into the bus aisle, then trod on him as we claimed seats for the return journey. He grunted and groaned at the contacts. "He wake in minute, then we go." The stoker stirred, and groaned feebly, protesting that his guts hurt. "Get into a seat, and stay there!" 'Dick' warned him.

"That fuckin' monkey, I'll kill him!" The stoker struggled to a sitting position.

"Like you did last time?" 'Dick' asked. "Shut up an' sit down!"

"He cheated! He hit me without moving!"

"Really? I wouldn't call him that again."

"Why not?"

"Do you really fancy walking across that minefield to rescue the remains of his friend?" I asked him.

"No way!"

"Well, shut up, or I'll help him to persuade you!"

"Who, you? You little sparker-boy?"

A meaty whump! ended the argument, as 'Dick's' fist caused his mate to strike the steel seat frame with his head. "Thick sod!" Was all he said. "He gone sleep again?"

"Yeah."

"Ok. We go." The key turned in the ignition, the solenoid snapped, and the engine churned over the first compression.

"Brace your necks, lads!" Someone called from the back. There was no need, though, the engine fired and ran smoothly, before we moved off with all the grace of a clapped-out bus. "Is better here!" The driver explained. "Is not so high, and not hot from hill." We trundled off down our green tube through the jungle.

Back at camp, we piled out, dumping the still ko'd stoker onto the grass at the side of the road. Old Chiefy wandered out, still attached to his pint pot.

"Back so soon?"

"That's part of the mystery, Chief!"

"Where did you go?"

"That's another part of the mystery!"

"I suppose what happened to him is, too?" Some beer was splashed onto the recumbent figure. "You've got it, Chiefy."

"Is there a Medic in the camp?" 'Dick' asked.

"For him?"

"No, me. I was eaten by a fish!" He explained what had happened to his leg.

"No, we import one from K.L. if needed. Your leg sounds ok, to me. I've got some crepe bandage in the office, which will be better than that creeper string. Just don't lift the leaf, or you'll let the bugs in. It will keep until you get back.

Follow me. The rest of you do whatever."

The bar seemed to be a popular place to go. 'Dick' joined us, smelling strongly of Dettol. "How'd you know them fishes was Prahnas?"

"Piranha's. They're in a book I found in the library."

"I'm glad you did! If Daddy had bit me, instead of babby, I'd be on a wooden leg, now!"

"In fish, the female is between three and five times the size of the male." I recalled a snippet of trivia from somewhere.

"Oh." He thought about it. "Then either daddy bit me, or thank Christ I didn't go swimmin' in the deep bit!"

"Yeah. Have a quinine pill."

"What's on the radio?"

"Frying bacon noises."

"What's on telly?"

"A blizzard."

"Anyone for football?"

"Too hot."

"Cards, then?"

"The ace of hearts and the ten of clubs are missing. Your pal set fire to them, last night."

"He's not my pal, I just have to work with him."

"Then I can say that he's a jerk without getting my teeth repositioned?"

"Yeah." 'Dick' waved a hand. "Be my guest!"

In the morning, I told Fred about the fish, the waterfall, and the pool. I could tell from his response that he didn't know about the road, or the airfield, and the village nearby. "Maybe I go see, later." I warned him about the mines, and then had to explain what they were. That led onto what they were for, which, in turn, led to why men would use such things. He couldn't understand why merely saying – this is my space, keep off – wasn't good enough, and the more I tried to explain, the more I wondered why, myself. It wasn't helped by the culture gap. With his people, everything was communally owned, so the problem didn't arise.



His implication, if I understood him correctly, was that even their wives could be loaned out, or borrowed, if the need arose, but they usually didn't, as it made keeping track of their ancestry too complex. Fred grinned. "If I ask you to my house in village, it is rule that I have to -." He paused, seeking the word he wanted. "Can't think, have to - ." He made a pushing gesture from him to me, and looked a query at me. "Push away? Pass to?"

"Not pass to, but pass to you, my woman, to – use? For babies. Then, if you say no, is big insult, and I upset, and if you do, I upset! So I not ask you to my house."

"I think you mean loan, lend, or invite."

"Yes, lend to you my woman." I netted a drowned moth, while I thought about it.

"If I happened to wander in, on my own, what happens then?"

"If just going past, nothing, but if you looking for me, then have to give Head man a present and ask for ok, before do."

"I'm not going to do it, but what would be a good present?" Fred considered it.

"You just finding things, you not do?"

"I promise I will not do, I just want to know about your people."

"Ok. Most White-man things no good." He looked around for ideas. "What we do with this?" He waved at the net I held, "Catch dead leafs on floor? Easy pick up in hand. Metal things no good, soon go brown and -." He made a snapping motion with his hands. "Radio good magic, but no 'lectric, and no battery, so when use up, what do with?" He pointed at my wrist. "You little clock, I know when get up, go work, eat, without, better than you, so why I want?"

Another snippet of trivia came to mind. "Salt." I exclaimed. "Would salt be a good present?"

"You begin to think good. Yes, salt a good present, in a -." He made a cup with his hand, then twisted the top closed with the other.

"A bag? A pouch?"

"All mens need salt, for live good. Get sick without."

"How much?"

"Depend on things." He pushed a little pile of earth together. "This much say hello, I friend, just want to talk, sit, things. This much, -" He added more earth to the pile, "I need something, you help, perhaps. If Head man help, he take, if not, give back, all happy. This much," A still bigger pile of earth, almost a double handful, "is big present." Fred searched for an explanation. "One time, we find white man in trees, sick. Take home, stop to die, make well. White man gives this much, is sign of big owing." We were quiet again for a while, as I netted dead moths.

"Or maybe you give salt to Head man, and piece of," Fred tweaked my shirt.

"Cloth?"

"Clof. To womans, to make new sarong, swap for girl to be womans."

I puzzled over that for a few moments. “Do you mean, I give the cloth to a girl’s Mother, then I can take the girl to be my wife, my woman?”

“If Head man say, yes.” Fred tapped my watch. “See, you not know it is eating time!”

It was, too. Ten past eating time!

“I take things, you go, come tomorrow, talk some more.”

After lunch I, like most of the others, lounged in the mess-room, hiding from the intense heat, and seeking the slight breeze that filtered through the open sides. As tomorrow was the last day of our stay, the lack of interest was even more pronounced. The greenie was sprawled on his pit, snoring heartily. He was stark naked. ‘Dick’ was draped in a chair, wearing his boxers and leg bandage, pretending to read yesterday’s newspaper through drooping eyelids. The other stoker was keeping out of the way, somewhere, presumably wearing a bruise or two that matched those on ‘Dick’s’ knuckles. I had the ring-binder open, and was adding to the Piranha notes, adding dimensions, and the comment, - probably juvenile, larger specimens observed. I also added directions to the pool and wrote an addendum regarding the airfield and the mines, on a separate sheet, just in case anyone ever went. One of the cleaning boys drifted in, barely noticed. “Scuse, Boss, Fred wants talk.” He pointed across the scorched lawn. I beckoned Fred to come in, but he wouldn’t. “Is not his house, Boss.” So, I pulled on my flip-flops, and went out into the heat, to see what was wanted. “You not busy, Boss, I take, show things. Put on other feets!” He grimaced at the rubber things. “Ok. Five minutes, Fred.” I flip-flopped back across the pebbly grass and went for my boots. Fred led me across the football field, past a concrete bunker I hadn’t noticed before, although I must have passed within twenty feet of it on several occasions, and onto a narrow trail in the trees. He saw me hesitate. “Is ok. Hairy mens go up in trees for cool. Not come down till dark.”

“The Baboons?”

“Bab-oons.”

“How about snakes?”

“Look where put feet! Not push through little tree, go round.” He pointed at a scrubby bush, “Is ok, come.” It was crunch time, did I trust him, or not? I went, following where he went, and trying not to walk on things. He led me into the green gloom and terrific humidity, where the thin trail joined another, rather more heavily used. “My village that way.” He gestured up the gradient, then led me the other way, past plants and trees I barely recognized. One or two were huge versions of things I’d seen in houses and shops at home, the owner nursing and cossetting them, trying to keep them alive in the, to them, hostile conditions. Here, they were rampant. The mush underfoot was squelchy, my footprints slowly filling with water which dripped from overhanging fronds in a slow, warm

rain. "Here is very old mans house." We had come to a halt by a ridge of hard, black, jagged rock that pierced the bush like a giant lost tooth. Under an overhang, about two feet from the ground, a narrow tunnel led into the rock.

"The cave?"

"In hole. Inside, small room. Creatures mark on wall, not here now."

"Can I see?"

"Not good."

"Why, are his spirits still in there?" I teased.

"No." Fred grinned. "But snake, maybe, and -." He made a spider with his fingers, then claws. "Ah. Scorpion! Bite and sting bad!"

"Come, I show good place, not far now." The trail opened up suddenly, and we were standing on the top of a cliff that looked out over the unbroken green of the jungle roof, nearly half a mile below. A steady breeze lifted up past us, supporting a million or so birds that were wheeling and zooming in a natural ballet. The bigger ones were drifting gracefully, high up, occasionally breaking into a circle that carried them still higher until they were mere specks in the sky. Smaller birds whistled back and to along the cliff, following the contours, while the Hummingbirds darted around, like they did along the hedges at the campsite. "Is good?"

"Is good." I agreed. "Thank you for bringing me to see it."

"Up there, water jump over side." He pointed along the narrow ledge.

"A waterfall?" He shrugged, perhaps he didn't know the word. A polished rock with a flat top was close to the edge, a well-worn trail leading to, but not past, it. It looked like a seat, so I sat on it. Fred grinned and joined me. "That way, walk two day, men make road in trees for aeroplane. Make plenty roar, then go off that way with smoke like wet wood, but no fire, except one time. Fell down, boom, big fire, big smoke. Little aeroplanes, stand still in air, go see, but not do anything."

"Helicopters?" Fred shrugged. "Beat air with thin wings, round and round. Go fast and stand still at same time."

"I think you mean helicopters."

"Over there, walk two day, big big village. Glow in dark with lectric light."

"That could be Kuala Lumpur."

"Maybe, don't know." Fred shrugged, a borrowed European gesture. "I never go. When wind blow from that way, I smell it. Smell bad, dirty."

"That sounds about right."

"Why big village smell bad?" He asked, "Of burn, and – parps." He patted his buttocks as he made the noise.

"It is because lots of people, hundreds of people, live there, and the rubbish they make has to be taken away. There is too much for the little bugs to eat." Fred considered that, as we watched the birds. "People take, in hand?" He grimaced. "What do with?"

## SEA STORY

Eric Bray

“No, no. You have seen the toilets in the camp?” Fred nodded yes. “They – we, do the parps in there, then wash them down a pipe with water. The pipe goes to a factory, do you know factory? There, they are made into clean plant food.” (Well, it was almost true!).

“I know factory. Many mens doing things I not understand? Make things nobody want. Nobody from my village work in factory. I go with Mickey, one time in truck, for things for swim pool. Man put top on bottle, again, again, until whistle blow. Ten minute for drink, whistle blow, man put top on bottle, again, again, not stop. No time walk, talk, look through window. Smell bad, look bad, hurt ears. Ears hurt all day after.”

“Yeah.” What more was there to say.

“Mens who work there smell bad too, like stuff in bottle. Shout all time, not talk, ears broken. When talk quiet, they not hear.”

“We call it deaf, when they can’t hear.

“Def?”

“Deaf, yes.”

“Why they do it? Good ears better than tops on bottles!”

“They earn money for doing it, then they can buy food for their family”

“Why not grow, pick from trees, like in village?”

“In the city, the big village, it is too far to walk from the houses to the fields - and too many people, not enough trees.”

That led us into where their food came from, and how it got to the city people. Fred understood the words, but not the principle. It was like trying to explain something to someone whose mind worked East/West, while yours went North/South. In the end, we agreed it was a silly way to live.

We watched the birds. I was enjoying the antics of a bright green Hummingbird with a long, curved beak, as it whined in front of a long crimson tube of a flower that flared at the end like a trumpet, when Fred said “Aeroplane he start, you hear?” All I could hear was the wildlife. “Your ears a bit broken, too?”

“Maybe.” I thought of the hours I had spent, listening to hissing static in sets of headphones. “Now he shout loud, run along road, you watch!” Then I heard the roar, faint in the distance. “I can hear it now.” About fifteen miles away, a silver spear climbed up the sky on its dirty brown trail of smoke. “See, it on fire, but not burn!”

I tried to explain how a gas turbine engine worked, but it was a lost cause. There was nothing that Fred could relate it to, other than the swimming-pool hand-crank pump. We watched it out of sight, then Fred sighed. “We go now, is time.”

“Ok.”

“You go in front, I watch.”

## SEA STORY

Eric Bray

“Ok.” I knew where the trail was, so I stood, stretched, took a last look, and set off into the green gloom. We squelched past the cave, and onward for a while, with Fred about five paces back, so that released branches didn’t hit him in the face as they sprang back into place. Suddenly, I stopped. My boot prints leading the other way had vanished. I turned, and backtracked a short way, until I found the side-track. Fred grinned. “You learn quick!” I pushed into the scrub but lost the thin trail in moments. Fred watched me struggle, then pointed out where we should be. We set off again, but again I lost the trail in the gloom. “Ok. You try good, but is hard, I go first, or we be here next day!”

“Lead on!” In about twenty paces, we emerged into the camp clearing.

“You manage now?” Fred teased me.

“I think so, providing I don’t fall into the pool!” I replied.

“You not try by self, get lost bloody quick!”

“I know. I will not do it.”

My man two times ago take me, when little. He gone now. You first White man to see place.

“It’s a good place.” I agreed. “Good view.”

“What is view?”

“View, to look at, where we were.”

“Ah. View, look good.” He gave me a friendly slap on the shoulder. “I go now, see tomorrow.”

“I’ll see you, Fred. Thank you.”

I wandered back into the mess, went to my locker, took a can of coke out, and poured it down the inside of my neck, then burst out in a sweat, dissipating surplus heat as the fluid evaporated off.

Nothing had changed in the mess during my absence, except that the greenie was still naked, and ‘Dick’ was snoring beneath his newspaper. A chit-chat scurried across it, onto his head, and up the back of the chair, over the top, and disappeared out view down the back. Later, I was lying on my bed, watching a spider abseil down from the roof towards a chit-chat that waited patiently underneath it, anticipating a snack, when something peeked round one of the side openings of the latticework. I turned over slowly to get a better view, and saw a broad green head, mouth agape, forked tongue flickering as it tasted the air. An eye, black as polished jet, stared at me. We studied each other. This snake looked like a bigger version of the one from the pool. A coil of it looped round the screen with a faint rasp, and the head came six feet nearer. Another six feet, and we were nearly touching. Its tongue flicked on my arm. Slowly, I reached out and touched the snake. It flinched back, then came forward again, so I carefully scratched it under the chin. (Do snakes have chins?) It seemed to like it. I noticed that ‘Dick’ had stopped snoring, then; - “Oh sweet Jesus!”



## No Fly Zones

Poland's surprise offer of sending fighter jets looks at a glance like an innovative idea to boost Ukraine's air defences but the United States' rejection shows just how uneasy nations are over being pulled into direct combat with Russia.

The Pentagon turned down the proposal by its fellow NATO member Poland to put the Russian-made MiG-29 jets at its disposal – demonstrating again how keen the US and allies are to avoid risking major confrontation with Russian forces. US Department of Defense said the offer to locate the jets at bases in Germany was “not tenable” as it risks flying into contested airspace over Ukraine- a non-NATO member -and thus raising “serious concerns for the entire NATO alliance.” This echoes the continuing rejection of clamouring calls to implement No Fly Zones (NFZs) to ease the devastation being wreaked upon trapped Ukraine civilians. So why is NATO so reluctant for these measures?

The reality is that the implementation of NFZs would be difficult to enforce, and – most significantly – is unlikely to achieve the intended effect on the ground. NFZs restrict any aircraft, including drones, from flying over a pre-defined region and can be used for both military and civilian purposes. In conflict situations, they are usually implemented under the remit of UN peace support operations. These require authorisation under Article 42 of the UN Charter which details that, where all possible methods have proven ineffective in responding to a threat, countries “may take such action by air, or land forces as may be necessary to maintain or restore international peace and security”. NFZs provide both protection from attack and surveillance but have their limitations. They must be monitored and enforced. This requires committing to fighter jet patrols with the explicit task of defending the area from the air by whatever means necessary. This could mean jets firing upon Russian planes and drones. If NATO allies and partners were to enforce a NFZ, it would represent an escalation of measures from the West, a step that would most likely provoke an unpredictable President Putin into further escalation. In short highly likely to be seen as an act of war.

## THE WAVELL ROOM

UK Defence Secretary Ben Wallace, among others has repeatedly dispelled the idea, saying that enforcing NFZs would mean deploying 'British fighter jets directly against Russian fighter jets. In relation to moves such as the Polish jets, the Kremlin warned this week that countries offering airfields to Ukraine for attacks on Russia may be considered as having entered the conflict.

There have only been three past instances of military NFZs. In Bosnia, as part of Operation DENY FLIGHT from 1993-1995, a NFZ was enforced as part of a strategy that also including the provision of Close Air Support and approved air strikes. In Iraq, an NFZ endured for 12 years from 1991 and prevented Saddam Hussein from attacking Kurdish and Shia Muslim civilians. Finally, in Libya in 2011 a NFZ was deployed to prevent the destruction of military infrastructure and the Libyan regime although this quickly morphed into provision of Close Air Support.

It is unclear just how successful NFZs are at providing protection. In Iraq and Libya, NFZ cover protection was provided but neither Saddam Hussein nor Colonel Qaddafi was able to effectively target their victims through their ground forces. However, in Bosnia, President Milosevic infamously used ground troops to slaughter 8,000 Bosnian men and boys at Srebrenica. This is important. President Putin would still be able to continue to use both ground forces and artillery to assault Ukrainian cities with, or without, a NFZ. In fact, his sparse use of his Russian Aerospace Forces (VKS) has been one of the surprising features of the war so far. Under a NFZ, missile attacks could also continue; there is nothing in the record of no-fly zones to suggest that provision of safe areas for non-combatants would work.

Finally, NFZ have only been employed and successful against vastly inferior forces such as in Iraq, Bosnia and Libya. But Russia has an Air Force second only in size to the U.S and has a vast range of defences including the potent S-400 Triumf at its disposal. Not only would an NFZ be ineffective, but it might also not actually be possible to enforce without risking significant losses to the peace operations force. It is due to a combination of these reasons that we have not witnessed greater employment of NFZs in previous conflicts. The most recent consideration for a NFZ was in Syria where President Bashar al-Assad's Syrian forces, who, protected by Russian air cover, could still have been able to target their intended victims despite air policing. A NFZ was not used.

In the long-term, under the terms of a cease-fire agreement, it may be possible to include a NFZ under a UN or joint OSCE-UN peace terms. However, the forces involved should exclude any NATO allies and partners or any states with Russian alliances to avoid further conflict. This leaves few suitable countries with the capacity, willingness and political stance that could be called on. Two of the world's most militarily capable states – China and India – abstained in the

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Uniting for Peace vote in the UN General Assembly. Whether perhaps another willing state with the military capability such as a Gulf state, could be considered acceptable to all sides remains to be tested.

Many military commentators also note that currently Ukrainian forces are having notable success without jets- downing Russian aircraft with sophisticated surface to air missiles (SAMs) such as Stinger and Javelin and NATO countries continue to supply them in their thousands. The US is also to send more Patriot (anti-missile) batteries -in preference to the Polish MiG jets. It could be that the sending of jets is largely symbolic and seen as provocative. Yesterday, The UK additionally announced it will send STARStreak -the fastest surface to air missiles in the world, to Ukraine. This system, made in Belfast, falls inside the definition of a 'defensive' weapon but does represent a step change in military capability. The weapon system accelerates to more than Mach 4 and cannot be suppressed or jammed was designed to provide Close Air Defence against conventional air threats such as fighter jets and late unmasking helicopter targets. The system was designed to be deployed quickly into operations and is easy to integrate; essentially creating a NFZ. Could this be a step too far for NATO or Putin? Time will tell. Meanwhile, the main hope for traumatised Ukrainian civilians is currently running the gauntlet of humanitarian 'corridors' to escape the bombardments in temporary, fragile ceasefires.

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<b>RNARS Tie</b>	£4.00
<b>Lapel badge</b> w/ new RNARS logo (p&p £1.00)	£2.50
<b>RNARS Log Book</b>	TBA
Lanyard with RNARS & your callsign	£5.00
Mug with RNARS logo & your callsign	£15.00

Post & Packing is at UK rates:

Payment with order please

Small to medium items £7.00

Large to Extra Large £8.50

Outside UK +£10.00

Please complete the Order Form and include your RNARS Membership Number. Note that some orders can take up to 3 weeks. If you wish to pay by PayPal the RNARS PayPal account email address is [rnars.treas@gmail.com](mailto:rnars.treas@gmail.com)

You can download a copy of the order form our website at:

Size in inches:



Small 36-38

Medium 38-40

Large 40-42

Extra Large 42-44

2 Extra Large 44-46

3 Extra Large 46-48

4 Extra Large 48-50

# COMMODITIES PAGES

Mike Moore M6POY

**PLEASE write clearly and use block CAPITALS**

**Photocopies of this form are accepted**

Call-sign | RNARS No: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

Post Code: \_\_\_\_\_

Telephone: \_\_\_\_\_

Email: \_\_\_\_\_

Advisable to check before ordering as to availability in your size

Item Description	Size	Colour	Qty	Price	P&P	Sub Total
<b>Total Payment £</b>						
Enclose cheque payable to: <b>Royal Naval Amateur Radio Society</b>						

**Overseas members, please add £5 to cover additional postage.**

Send orders to:

Please allow fourteen days for delivery and while these prices are correct when going to press, prices do vary and are subject to change

# RAFARS & RSARS NETS

RAFARS	Time	Freq	Control
Daily	1100 A	3.71	GØSYF
	1830 A	3.71	G3HWQ
Monday	1900 A	3.7	G3PSG
Tuesday	0730 A 1400 A 1900 A	14.27 7.015 3.567	G4IYC
Wednesday	1500 Z 1530 Z	14.29 21.29	?
Thursday	1830 Z	14.17	ZC4RAF
Friday	0730 A	14.055	CW Net
Sunday	0900 Z	5.403	?
1st Monday of the month	1000 A	3.71	?
RSARS Nets	Time	Freq	Control
Monday - Friday	1000 A	7.17	GW3KJW
Monday	1830 A	3.585	GM3KHH (RTTY)
Tuesday	1400 A	7.17	MØOIC
	1600 Z	14.18	G4BXQ
Wednesday	0600 Z	14.143	Various
	1030 Z	3.615	?
	1830 A	3.565	GM3KHH
	2030 A	1.946	2EØBDS
Thursday	1400 A	7.17	GØRGB
	1800 A	3.743	G6NHY
Friday	1830 A	3.583	GM3KHH (PSK31)
	1830 A	3.565	High speed CW
	2000 Z	14.055	CW
Saturday	0600 Z	14.143	SSB
Sunday	1000 A	3.565	G3JRY (Slow speed CW)
	1100 A	7.17	GW4XKE
	1100 A	3.745	GM4FOZ
Joint Service Net	Time	Freq	Control
Sunday	0900 A	5.4035	G3RAF
Tuesday	1900 A	5.4035	G3RAF
Daily 24/7	DMR-TG23527	DMR TG23527	

RNARS: UK Military & Veterans net on DMR TG23527 Wednesdays at 17:00 local



**FIELD GUN BURGESS TROPHY AT HMS SULTAN**