

Sept 2011



ZS2MUS at the Donkin Lighthouse Port Elizabeth 20 August 2011. Photo by Karl ZR2KKK

This Newsletter is published by the Port Elizabeth Amateur Radio Society
P.O. Box 10402, LINTON GRANGE, 6015

Editing by Eric ZS2ECH

QSX-PE - Newsletter for the discerning Radio Ham

Download QSX-PE from www.zs2pe.co.za/Newsletter/Newsletter.htm
or www.commco.co.za/pears.htm

PEARS Monthly Meeting

Gerald Berlyn ZR2GB - Argentinean Motorcycle Adventure

Tuesday, September the 20th, 7:30 pm

at the Italian Sporting Club, Charlo, 17 Harold Road.

Why not wear a label with your name & callsign to the meeting so that everyone can get to know each other.

From The Chair:

As one gets older time seems to speed up and the days, weeks, months and years pass at an ever faster pace. This is even more true when you have a busy schedule. Looking at the number of activities on the PEARS calendar so far this year I believe we are all feeling the pace.

Trans-Baviaans is over, the Lighthouse Weekend has passed and now a group of about 15 members are going down to Knysna / George for the Garden Route Rally.

On the social front we have a Spring Supper planned for 10 September, watch for details, and are also proposing a camping weekend to co-inside with the Field Day Contest in November.

In order to better serve the needs of the members we sent out a questionnaire in the last issue of QSX. Thanks to the 4 members who made the effort to reply!

Do not forget the Raffle for the Handheld, tickets available from Committee Members, draw to take place at Spring Dinner.

Chris ZS2AAW is doing a great job keeping the website updated but needs your support with submitting information and pictures. Let's get some feedback on HF contesting, this can go on the website and into QSX.

I close again with the question - "What have you done with your radio today?"

73 Tony ZR2TX

WRINKLY RAVERS

The next regular monthly lunchtime meeting of the Wrinklies will take place on Thursday the 1st September, 2011 at the Cattle Baron, Sunridge Park. You will only be excused if you have a "more" important appointment, or you do not have any wrinkles. Come join the folks for some tremendous company and fun, whether you have wrinkles or not. ----- SEE YOU THERE!!!!

Isolda & I will be on holiday for a while from the end of September. Ashley ZS2AG has kindly agreed to take care of QSX during that period. So if you have anything for the October & November QSX, please send it to Ashley at zs2ag[at]qsl.net (replace [at] with @).

Eric ZS2ECH

YOUTH ELECTRONICS

PCB Boards, Tin plated

Contact: Basie ZR2BA

Cell: 0828882118

basiedp@gmail.com

ECARES NEWS SEPTEMBER 2011

Surviving the cold

While spring time is upon us, that does not necessarily mean that the cold weather is over. In September 2009 three hikers lost their lives when they were caught in a snowstorm on the Swartberg Hiking Trail near Oudshoorn.

Many PEARS members take part in providing communications for outdoor events such as motor rallies, bicycle races, mountain marathons etc. During the events these members are also vulnerable to the weather conditions.

More people die of the cold in the outdoors than they do of thirst or other causes.

While busy with outdoor events, we should try to identify objects of shelter even if we don't think that the weather is going to turn bad. Shelter could be in vehicles, farm houses, sheds, rocky overhangs, caves or large trees.

We can also discuss the matter with other members in our team and formulate a plan of action to take, should the necessity arise.

There may be competitors and spectators on the trail, so we need to think about their well being too. With a plan of action, one can prevent a bad situation from becoming a disaster.

The ability to make a fire is also important in a cold situation.

Body heat can be preserved by several people huddling together.

Some of the most useful items for cold weather would be:

- Gloves.
- Woollen cap or balaclava.
- Brightly coloured rain suit.
- Cigarette lighter and something that burns easily to start a fire.
- Survival blanket (space blanket).
- Additional T shirts.
- Towel.
- Warm jacket with hood.
- Water resistant boots.
- Spare socks - can be worn on the hands of a person who does not have gloves.
- Municipal refuse bags - can be worn over the upper body by making holes for the head and arms.

The purpose of the above article is to inspire people to read up more about the subject of Outdoor Survival and to have a safe and enjoyable time outdoors.

Andrew ZS2G
ECARES Director

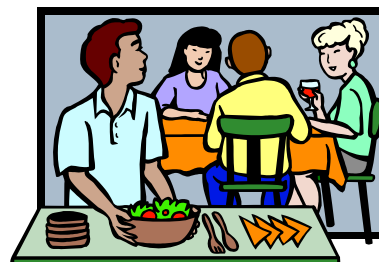
The Wednesday evening net was recently changed from 6 meters to 2 meters to enable others to join. However, we have had no new members joining, so we have decided to revert back to 6 metres (52,95 MHz) as from Wednesday, 7th September.



PEARS SPRING DINNER

10 September 2011 at the Clarendon Primary Sport Club House
(entrance on Target Kloof)

More details will be announced closer to the time.



"There's a way of transferring funds that is even faster than electronic banking. It's called marriage."
James Holt McGavran

"I've had bad luck with both my wives. The first one left me, and the second one didn't."
Patrick Murray

Touring South America on a 125 cc Honda

by Gerald Berlyn ZR2GB

Gerald ZR2GB and two friends toured South America on 250 cc motorcycles earlier this year. He is to be our guest speaker at the September meeting, and here follows a few disjointed snippets of Gerald's account of their experiences, to whet your appetite by ZS2RL.

It took us 5 frustrating days getting tax numbers and police clearances, etc. to purchase the bikes there, and 3 days of bureaucracy to be able to sell them before leaving for home.

We settled on Honda XR250's as they were similarly priced to South Africa and they were made in Brazil rather than China. The bikes are "30 year old technology", air cooled with oil coolers and therefore fixable in the field. We soon got used to not having the power of the bigger bikes we normally ride, and found them quite adequate. In Patagonia where the wind speed can get to 160km/hour we had the weird experience of whizzing uphill at almost 130 km hour when the wind was behind and not being able to go faster than 75 km/hour downhill when riding into the wind. A few weeks prior to us riding a particular road, a "Translux" type bus that was parked got blown over! Slow but sure was a good thing, as we were riding on the right hand side of the road which took some getting used to.

Why did we end up staying in Argentina? Our "fixer", who was recommended by the SA Embassy staff, spoke to the wrong customs person who informed him that an Argentine law preventing foreign-owned vehicles from leaving Argentina, would not be invoked. We only found out that the law was very much alive and kicking after 3000-odd km at the first border post which was down south on our way to Ushuaia, the southernmost point of South America. We could have "sold and rented back" the bikes to get around the law but this was fraught and "vrot" with difficulty due to the degree of bureaucracy so we decided to turn the trip into an "Argentina" trip.

We "wilderness camped" just off the road wherever we could and a number of private people simply allowed us to camp on their land. We only checked into formal establishments when the bikes needed servicing, for security of our kit, or if we needed a decent wash. We did 12 000 km of which about 1 400 km was gravel of which about 750 km was deviations and sometimes we could only do 30-40 km/hour. The little bikes were amazing and real little "mountain goats" on the paths we explored.

The country is a mixed colonial bag with all the attendant issues which seems to include rewriting history and glossing over atrocities etc..... mmm..... this sounds familiar!

Lingua franca = Spanish.

The town, spelt "Rio Gallegos" but pronounced "Reo Goshaygo" ! strange !

"Buenos Ai res" pronounced "Bu-wayno-Sai rees".

The numerous unfinished/abandoned buildings attest to a turbulent socio-political and thus, economic, history.

The country is well geared for martial law with police presence just outside every town!

Corruption rating = 97 whereas RSA is 46 in the world ranking! (remember...lower is worse!)

Area 2,72 million sq km with 41 million people (RSA has an area of 1,22 million sq km with 50 million people and Brazil has an area of 8,51 million sq km with 195 million people).

Buenos Aires has 13 million people! You drive 70 km and stay in 1 city.

East London has 2 registry offices (EL + Gonubie). . . Buenos Aires has 96!

The motor cycle dealership we dealt with sells 700 bikes a month!

The driving styles there are scary and our taxi drivers are tame by comparison!

There are many thousands of old cars still going! Ford Falcons and Renault 12 t!'s abound!

In towns/cities the average building is only 8 metres wide... (still trying to find out why?)

Farms (estancias) are huge and often resemble small villages with houses, schools etc.

For the carnivores: Argentine meat is yummy! (Argentines "braai" a great deal more than South Africans!)

The waterfall at Puerto Iguacu has the most water flowing over a waterfall in the world!

There is a rain forest belt in the north with all the attendant illegal harvesting issues. (long jail terms not much of a deterrent)

The north/south distance by road is close to 4000 km. Highest point just under 7000 metres and lowest point -100 metres

The RSA ethos is still alive in the descendants of a few dozen, "post boer war", settlers in the South of Argentina (limited Afrikaans)

A beautiful country with incredible sights to see with a well-run national parks system. Argentina is well worth visiting but ..., don't be in a hurry as virtually the whole country "siestas" from 12 to 15h00 every day. Many work until 20h00. When do they get to play?

Our daily travel blog URL is www.happywanderers.zoomshare.com/ complete with "tongue in cheek" narrative. There are a few hundred photos posted that will hopefully fill in the gaps that inevitably must occur when one tries to sum up 2 months in 15 minutes.

A huge thank-you to my wife Corien who gives me permission to say I am the boss of our home and a bigger Thank You to our Lord for journey mercies! I do about 25 000 km per annum on 2 wheels so you can't accuse me of having a midlife crisis! In closing, a quote from a friend of mine who once said to me: "When I grow up I will lose the ability to relate to my children!"

Don't miss Gerald's presentation at the PEARS meeting on the 20th of September!

Scavenging Free Green Power From Radio Waves

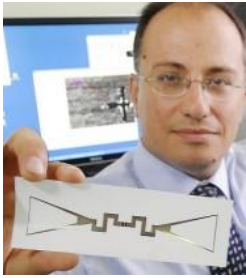
by Eric Doyle

Copied from: <http://www.eweekurope.co.uk/news/scavenging-free-green-power-from-radio-waves-35622>

Radio wave propagation may be a form of pollution but it could be a source of free, ubiquitous energy

A free, green way to harvest energy from the radio waves all around us has been developed by a research team from Georgia Tech School of Electrical and Computer Engineering. On a waveband basis, the available power is low, but there is a lot of it about with mobile phones, TV transmissions, satellite communications systems and Wi-Fi, to mention but a few, the air is full of radio waves. By scavenging this ambient energy, its AC pulses can be converted into DC power for storage in super capacitors or batteries.

A Revolution in Small Low-Energy Gadgets



For several years, the Georgia tech team has been working on very low-cost transducers that can tap into these transmissions and could result in a free, constant flow of electricity to power-up improved devices such as RFID tags, environmental monitors and medical sensors. It could even provide the power to add security to a new generation of RFID tags.

“There is a large amount of electromagnetic energy all around us, but nobody has been able to tap into it,” said Manos Tentzeris (pictured left), a professor and research leader in the Georgia Tech School. “We are using an ultra-wideband antenna that lets us exploit a variety of signals in different frequency ranges, giving us greatly increased power-gathering capability.”

The antennas will be low-cost to produce, he said, and the research units are printed using ordinary ink-jet machines using a nanoparticle “ink”. The substrate is either paper or a flexible polymer. The ink is described as “a unique in-house recipe” containing silver nanoparticles and/or other nanoparticles in an emulsion. This not only allows RF components and circuits to be printed but also opens up the possibilities of novel sensing devices based on carbon nanotubes and other nanomaterials. Many different frequency ranges are used by communications devices. The team’s scavenging devices can capitalise on frequencies from FM radio to radar, a range spanning 100 MHz to 15 GHz) or higher. The antennas can be tuned for use in specific environments, such as an airport where radar and fixed comms channels are major sources of free energy.

Scavenging Frequency Range Rapidly Increasing

When the research group began ink-jet printing antennas in 2006, the paper-based circuits only functioned at frequencies of 100 or 200 MHz, recalled Rushi Vyas, a graduate student who is working on the project. “We can now print circuits that are capable of functioning at up to 15 GHz-60 GHz if we print on a polymer,” Vyas said. “So we have seen a frequency operation improvement of two orders of magnitude.”

Experiments using the transmission bands from a TV station half a kilometre away from the test site have yielded hundreds of microwatts of power. This was sufficient to run a temperature sensor but multi-band systems are expected to generate a milliwatt or more. The group is planning another demonstration where a microprocessor-based microcontroller would be activated simply by holding it in the air.

Super-capacitors may be used to power devices requiring above 50 mW in a cycled operation. When power builds up to a preset level in the capacitor, it will be used to power the device and then will recharge. The scavenging device could piggy-back solar energy panels so that, when the system stops generating power at sundown, the wireless energy could be used overnight to increase the battery charge or to prevent power leakage. The devices would also be useful in remote areas where an outage of a traditional power source could be flagged by sending a distress signal from an antenna-powered unit.

The possibilities are even more interesting in the world of RFID tags. Having a handy power supply attached would allow more features to be included in the tag. However, combining RFID tagging with sensors could offer even better returns. Transportation of food is expensive and can be hit by strikes, vehicle or refrigeration breakdowns, traffic or timetable delays, and many other problems. Using radio-powered RFID tags linked to similarly-powered sensors would enable real time monitoring of any degradation in the cargo. This possibility is not new but current systems rely on monitors using environmentally-damaging and more-costly batteries that have to be replaced from time to time.

Tentzeris said that self-powered, wireless, paper-based sensors will soon be widely available at very low cost but did not express a specific timeframe.

THE VHF SPECTRUM AND ABOVE

By Mike Bosch ZS2FM

VHF BEACONS

VHF beacons have proven their weight in gold especially during world-wide F2 openings on 6 meters which otherwise would have gone unnoticed. These beacons are located at the bottom end of the band where the first openings become audible when the MUF reaches 50 MHz during the peak of the Solar Cycle. F2 openings on 50 MHz could happen anytime during the morning through to the afternoon and follow the daily variations of the MUF and the general direction of the Sun.

A VHF beacon usually consists of a low power transmitter that runs continuously and radiates via a small beam antenna. It becomes audible over long distances when propagation exists on the VHF path between the beacon and the receiving station. A local beacon, ZS2X, is currently operating on 50,006 MHz FSK from the farm of Tim Joubert ZS2X near Lady Slipper, who has kindly offered to locate it on his property. The beacon runs 25 Watts into a 2 element horizontal Yagi beaming north, and so far we have received excellent signal reports from all over the country. It is sponsored by ZS2U, ZS2OC and ZS2FM for the benefit of all our local and "DX" VHF amateurs.

F2 propagation is only one of many other types of propagation that is possible on the VHF bands. For example, Tropo propagation is weather related and caused by temperature inversions in the atmosphere. The 144 MHz band produces the strongest signals including longest distances during Tropo propagation, which could frequently occur at anytime of the year, and appear on 50 MHz up to 10 GHz. It was the FR5DN beacon on 144,401 MHz that alerted amateurs on the east coast of the RSA, which resulted in the first two-way SSB/FM contact on this band between ZS2GK and FR5DN when Tropo Ducting occurred across the sea over a distance of 2875 km. Two years later they also logged a digital (JT65b) two-way contact on 432 MHz and on the same evening repeated it both on SSB and FM. The current record between Port Elizabeth and Reunion Island of 3276 km was established by ZS2ACP and FR5DN on 144 MHz JT65b during February 2010. More recently ZS2ABF and ZS2AH of East London also worked

FR5DN on SSB; ZS2ABF and FR5DN set up a new analogue (SSB) record of 3036 km.

Meteor scatter produces radio bursts during meteor trails on 50 MHz, 70 MHz and much weaker on 144 MHz, Meteor signals are present throughout the year but the strongest signals appear during major meteor showers. All types of propagation are present at one time or another on the "Magic Band" of 6 metres (50 MHz), but this number decreases on the higher frequencies.

Here is a list of currently active beacons in the RSA:

50,006 MHz FSK – ZS2X near Port Elizabeth
50,044 MHz CW – ZS6TWB Polokwane
50,050 MHz CW – ZS 6 JON Krugersdorp
50,080 MHz FSK – ZS1SIX Cape Town
50,321 MHz FSK – ZS5SIX Pietermaritzburg

70,010 MHz CW – ZS6JON Krugersdorp
70,025 MHz CW – ZS6WAB Polokwane

144,410 MHz CW – ZS6WAB Polokwane
144,415 MHz CW – ZS4BFN Bloemfontein
144,400 MHz CW – ZS5J Richards Bay
144,440 MHz CW – ZS6JON Krugersdorp

432,460 MHz CW – ZS6JON Krugersdorp

1296,800 MHz CW – ZS6JON Krugersdorp

Satellites also carry their own beacons, and over-the-horizon DX contacts are possible. Moonbounce (EME) is strictly speaking only line of sight (LOS) propagation over the distance around 400 000 km.

If you are interested in making long distance contacts on VHF then regularly monitor one of the distant 50/144 MHz beacons for unexpected band openings.

Best regards,

Mike ZS2FM

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It's old, but it's still funny...or not funny...here it is: "A major research institution (MRI) has recently announced the discovery of the heaviest chemical element yet known to science. The new element has been tentatively named Governmentium. Governmentium has 1 neutron, 12 assistant neutrons, 75 deputy neutrons, and 224 assistant deputy neutrons, giving it an atomic mass of 312.

These 312 particles are held together by forces called morons, which are surrounded by vast quantities of lepton-like particles called peons. Since governmentium has no electrons, it is inert. However, it can be detected as it impedes every reaction with which it comes into contact. A minute amount of governmentium causes one reaction to take over four days to complete when it would normally take less than a second. Governmentium has a normal half-life of three years; it does not decay, but instead undergoes a reorganization in which a portion of the assistant neutrons and deputy neutrons exchange places. In fact, governmentium's mass will actually increase over time, since each reorganization will cause some morons to become neutrons, forming isodopes.

This characteristic of moron-promotion leads some scientists to speculate that governmentium is formed whenever morons reach a certain quantity in concentration. This hypothetical quantity is referred to as Critical Morass."

Lighthouse weekend 20-21 August 2011

The Lighthouse Experience (Porcupine Point/kf05uo):

I always enjoy the trip and the experience meeting other hams and having fun operating. We left Port Elizabeth Monday morning for George spent the day and slept at ZS2CC, Willie's qth.

The next morning we left for Porcupine Point, had a scenic trip arrived at the lighthouse, about 20 km from Mossel Bay. We greeted the hams that were there and started erecting the antennas.

Equipment used were a Kenwood ts2000 and a ft450 bare feet with a mfj 948 at the antennas were a loop and dipole for 160 mtrs at a height of 35 meters.

Then the fun started, the operating on 40 mtrs, 80 mtrs and 160 mtrs while I was doing most of the operating the other guys enjoyed chatting away around the fire. Well there were plenty to eat but they decided to make an oxtail potjie and that was an experience.

Saturday evening about 23h55 I decided I will get up at 04h00 on Sunday to do the last few hours operating. I tried 80 mtrs and 160 mtrs no luck when I switched to 40 mtrs, there was chaos, the band was alive as if it was Christmas so I started calling cq and made 18 qso's in about 40 minutes there after I tuned around and eventually made a 185 qso's for the whole weekend and in that total 21 lighthouses worked .

There were 7 hams there for the weekend: ZS2EC, ZS2PF, ZS2CC, ZS1PC, ZS1ZR, ZS1L, ZR1SB and Lewellyn the son of ZS2CC.



Porcupine Point

We thoroughly enjoyed every minute of the weekend and the next time will be an adventure.

ZS2EC Theunis

Donkin:

PEARS members did their share to activate lighthouses for this event. Theunis ZS2EC and Peter ZS2PF helped to activate the Porcupine Point Lighthouse near Mossel Bay. Bill ZS2ABZ and Andrew ZS2G operated from Cape Recife Lighthouse. George ZS2E and I activated, for the first time, the Donkin Lighthouse on Saturday afternoon. George ZS2E did not stay long as he was not feeling well. We were visited by Andrew ZS2G, Terry ZS2ABB and Karl ZR2KKK who took a number of photographs. It was a beautiful day, with a lovely view of Algoa Bay, complete with about nine ships. Thirty one contacts were made on forty metres, which included the following lighthouses: Porcupine Point, Green Point, Agulhas, Hangklip, Cape Recife, Milnerton, Danger Point, St Lucia, Cape Infanta and Stangkop.

Regrettably no DX lighthouses were even heard, but a contact was made with WA2OAX in New York on twenty metres. Altogether a most enjoyable afternoon. Callsign used was ZS2MUS.

Al, ZS2U



ZS2E, ZS2ABB and ZS2U at the Donkin Lighthouse. Photo by Karl ZR2KKK.

Port Elizabeth Amateur Radio Society

Minutes of meeting held at the Italian Club, Harold Rd, Charlo, at 19:30 on 16 August 2011.

Chairman: Tony ZR2TX

Attendance: as per the register.

Acceptance of minutes of previous meeting: proposed ZR2LLD, seconded ZS2PG.

Matters arising:

1. The chairman asked members to please fill in the questionnaire contained in QSX and to return it to a committee member.
2. Raffle tickets for a VHF handheld were available from all committee members. The draw would take place at the Spring Dinner on 10 September, at the Clarendon Primary Sport Club House.
3. The coming weekend would see the activation of lighthouses. Theunis ZS2EC did a lot of preparation in this regard, and the following lighthouses would be activated by PEARS members: Donkin, Cape Recife, Cape St Francis.
4. A camping weekend will be arranged to coincide with the SARL HF Field Day Contest on the 2nd Sunday in November. The venue still to be decided.
5. Young radio amateurs at Theodore Herzl need more support and encouragement.

Finance: Treasurer ZS2RT reported on the clubs financial well-being.

New business:

1. Ken ZS2OC told members about various cleaners/detergents that he would be able to source.
2. VW Rally: There were a few caps and T-shirts still available for those participants who had not yet received theirs.
3. Trans-Baviaans Mountain Bike Challenge: organizer Tony ZR2TX reported that all went well, and that the race organizers, competitors and the public were very appreciative of the contribution of amateur radio. Some lessons were learned, and we will do even better next year.
4. Garden Route National Rally: Beavan ZS2RL reported on the outcome of his recce run down to George to determine signal levels. All points enjoyed adequate VHF coverage, and access roads were in good condition. A few more operators were required. We would not be transmitting times as per usual – instead, the scorers will rely on their cell-phone-based system.
5. At the end of the meeting, Barry ZS2EZ gave a talk and slide show of his recent visit to the Friedrichshafen Ham Expo.



Control:

On Saturday, the 13th, Patsy (ZR2PTY) and I (ZR2LLD) eventually managed to find the control point and not because of Tony's (ZR2TX) directing, but due to Matthew's (ZR2MAT) ability to run fast. We also battled to find J-Bay's caravan park, but at 3 o'clock in the morning things tend to look different than usual...



← ZR2PTY and ZR2LLD handling queries

The computer problems we experienced at control gave a slight twist to radio operating: family and friends of participating teams were

demanding info about 'their' teams' progress and as we could not do a simple search on the computer, half of the operators were schnell reading through pages of manually written info, while the other half of the operators found themselves becoming counsellors and stand-up comedians to the worried crowd.

Though, in retrospect, the event went very well. The batteries lasted, there were no problems transmitting or receiving and it is after all great spending time with nice people, delivering a service to the community, eating and drinking a lot and not having to bath and brush teeth for 24 hours!

Lise ZR2LLD

Checkpoint 3 (De Doorns):

We were told to meet at a packing shed at Patensie at 6 am, but not at which packing shed (and there are quite a few in that area). So we (Andrew ZS2G, Isolda ZS2IW, Glen ZS2GV and Eric ZS2ECH) ended up meeting at the garage in Patensie. We made our way up the mountain road leaving Glen along the way to setup a temporary repeater and digipeater. Getting to De Doorns through all the mud holes in the road was not a problem at this stage.

There we found the other race marshals settled in (having arrived the previous day). We set up Andrew's gazebo next to the check in/out gazebo and found that we could get through to the Longmore repeater. This let Glen off the hook because he was having problems with the temporary repeater (luckily checkpoint 2 could also get the Longmore repeater).

After a short snooze (to recover from having to get to Patensie so early), we received that bad news that the truck carrying all the cycle team resupply boxes was stuck at the Grootrivier crossing. It was decided to take all the vehicles

there down to the truck and transfer the boxes, but luckily on the way we met up with the truck which had somehow managed to get out. If the truck renting companies knew where their trucks and bakkies had gone that weekend...



← ZS2IW and ZS2G at De Doorns.

The next excitement was getting all the boxes out of the truck and sorted out correctly on the grass behind the house. They were still busy putting the tent up

over the boxes when the first few teams arrived.

Things then got quite busy and the check in/out point was in constant congestion with outgoing teams wanting to finish the race and incoming teams looking for their supper. As a result Isolda and I soon got involved with the check in/out procedure and Andrew was left manning the radio.

Bicycles were left everywhere and everything got covered in mud indicating the type of conditions the cyclists had to go through. The night got very cold but we were too busy to notice. Eventually the last team left after midnight and operations wound down. So many teams had decided to pull out that the next day the organisers and to send a bakkie and trailer to fetch all the bicycles since there was no way they would all fit on the sweep vehicle.



← One of the many mud holes.

By day break the truck was gone (how it got through the mud road I don't know). A major cleanup operation had to

be mounted before departure. Isolda & I decided to cancel our hike and rather leave with the convoy. Just as well because we soon met up with a stuck service vehicle which had to be pulled out with a 4x4. Then we had to pull the 4x4 out of a difficult spot. Followed by both my bakkie and the 4x4 simultaneously pulling out the service vehicle. Last but not least, my bakkie had to be pulled out of the next slippery slope. Andrew wisely followed at the back observing what spots to avoid and managed to get through without problems.

A well earned lunch was then obtained at Tolbos before heading on home.

Eric ZS2ECH

See www.zs2pe.co.za/Events/events.htm for more photos!

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A fish tail weighs 9 kg. The head weighs the same as the tail plus half the body. The body weighs the same as the head plus half the tail. What does the fish weigh?



Answer to last month's train quiz: The train travels at 60 km/hour or 1 km/minute, therefore it takes 1 minute to enter the tunnel and 1 minute to go out. So it takes 2 minutes to pass completely through the tunnel.

Sunday Bulletins

PEARS bulletins are transmitted on Sundays immediately after the SARL English transmission, i.e. at about 08:30 on 7098 kHz as well as the 2 metre linked network that provides from Butterworth to George and up to the Free State and their environs. PEARS 7098 or 3640 kHz transceiver facilities are also remotely linked as needed. In addition, the SARL's 40 m operations on 7082 or 7066 kHz or Hamnet's 7070 kHz can be remotely patched to the 2 m network in receive only mode or with full transceive capability for interactive events.

A recorded rebroadcast of the bulletin takes place on the Eastern Cape Linked Repeater Network every Monday night at 20h00 courtesy of various volunteers who rotate this duty.

Bulletin Roster

4 th Sept	Al	ZS2U
11 th Sept	Theunis	ZS2EC
18 th Sept	Johannes	ZS2JO
25 th Sept	Tony	ZR2TX
2 nd Oct	Glen	ZS2GV
9 th Oct	Beavan	ZS2RL

The bulletin readers are always looking for something to announce. If you have something to contribute, please forward it to the next reader.



CONGRATULATIONS

BIRTHDAYS – September

01 Guy Middleton ZS2FOX
 02 Renette van Deventer, XYL of Andre ZS2BK
 02 Mel Gwilt, XYL of Beavan ZS2RL
 02 Johannes (Joe) Geldenhuys ZS2JO
 06 Grant Currin ZR2GEC
 07 Merle Thomas ZR2MP, XYL of Neil ZR2NT
 08 Phil Hopper ZS2PP
 09 Billie Lloyd, XYL of Trevor ZR2MCL
 09 Andrew Bouwer ZS2AFB
 10 Andre van Deventer ZS2BK
 11 Annalise Fourie, XYL of Werner
 11 Jane Fife, XYL of Clive ZS2RT
 11 Barry Jackson ZS2H
 12 Pam Hopper ZU1PAM, XYL of Phil ZS2PP
 12 Jo Akers ZS2W, XYL of Al ZS2U
 12 Richard Ashworth ZS2RA
 13 Dick Schonborn ZS2RS
 14 Elsabe Jordaan, XYL of Louis ZS2EN
 20 Ellie Goosens, XYL of Rudi ZR2RCG
 25 Gordon Harris ZS2GH

26 Caryn Pearson, XYL of Graham ZR2ABQ
 26 Garth Laaks ZS2HB
 27 Ursula Du Toit, XYL of Douglas
 27 Johan Terblanche ZS1I
 27 Ewald Bouwer ZS2EHB
 28 Glen Cummings ZS2GV

ANNIVERSARIES – September

02 Joan ZR2ABA and Allan ZS2BO Bowles
 06 Lyn and Les Barker ZS2VA
 11 Sandra and Neville Bowden ZS2N
 14 Daphne and Paul Galpin ZS2PG
 18 Annalise and Werner Fourie
 27 Caryn and Graham Pearson ZR2ABQ
 28 Marjorie and Dudley Forsyth ZS2AW

If you are a member and your birthday or anniversary details are omitted or incorrect, please notify Clive ZS2RT (or any committee member) to update our records.

DIARY OF EVENTS

3 September	ZS6JVT Spring 40 Metre Youth Contest
10 September	PEARS Spring Dinner (18h00 for 18h30)
17-18 September	SARL VHF and UHF Analogue / Digital Contest
20 September	PEARS monthly meeting (Gerald Berlyn ZR2GB - Argentinean Motorcycle Adventure)
24 September	Heritage Day Sprint
24-25 September	CQ Worldwide DX RTTY Contest
28 September	SARL 80 m Club Championship (Digital)

Your Societies Committee for 2011/2012

Chairman, Events organising	Tony Allen ZR2TX	082 956 2920	tony.zr2tx[at]gmail.com
Vice Chairman, Technical/repeaters	Glen Cummings ZS2GV	082 411 2743	glen[at]peham.co.za
Secretary, Events organising	Beavan Gwilt	041 368 8810	bgwilt[at]iburst.co.za
Treasurer	Clive Fife ZS2RT	041 367 3203	clive[at]peham.co.za
Social, Meetings, Catering	Bill Hodges ZS2ABZ	041 581 2580	zs2abz[at]isat.co.za
Public Relations	Johannes Geldenhuys ZS2JO	082 320 3032	Johannes[at]s4.co.za
Contests, Awards	Al Akers ZS2U	041 360 2983	
QSX Distribution, Contests, Awards	Theunis Potgieter ZS2EC	082 766 8830	zs2ec[at]qsl.net
Technical/repeaters, WiFi, Web	Chris Scarr ZS2AAW	082 925 6367	christopher[at]peham.co.za

CO-OPTED POSTS

RAE Examination Admin.	Donovan ZS2DL	082 852 4885	zs2dl[at]hamradio.co.za
Assessors	Rory ZS2BL	072 026 8909	rory[at]commco.co.za
	Chris ZS2AAW	082 925 6367	christopher[at]peham.co.za
	Donovan ZS2DL	082 852 4885	zs2dl[at]hamradio.co.za
	Bill ZS2ABZ	041 581 2580	zs2abz[at]isat.co.za
Contest Committee	Al ZS2U	041 360 2983	contest[at]peham.co.za
	Theunis ZS2EC	082 766 8830	
	Mike ZS2FM	041 581 2425	mcbosch[at]webafrica.org.za
QSX Editor	Eric Hosten ZS2ECH	072 8414 693	qsx[at]peham.co.za

Replace [at] with @when you want to send an email.

PEARS' VHF/UHF, Packet & Other Services

Local Repeaters:

These repeaters form a separate sub-net in the PE - Uitenhage - Despatch area.

Town VHF	Town UHF	Uitenhage	Tygerhoek	Longmore
145.050/650	431.050/438.650	145.075/675	145.000/600	145.025/625

Cape Linked System Repeaters:

These form the PEARS long-range 2-metre repeater system, in conjunction with the Border, Southern Cape and WCRWG systems. See www.zs2pe.co.za/Repeaters/repeaters.htm for more details.

Lady's Slipper	Grahamstown	Cradock	Noupoort
145.100/700	145.150/750	145.050/650	438.750 / 438.675
Colesberg	Kareedouw	Plett	Brenton
431.075/438.675	145.127/725	145.175/775	145.075/675

Packet network:

ZS0NTP-2 Packet Node	ZS0NTP BBS	ZS0GHT-2 Packet Node	ZS0CDK-2 Digi
Lady's Slipper 10.151 LSB 300bd APRS 144.800 1200bd 438.275 1200bd (FWD) 434.875 9600bd	Lady's Slipper On all node frequencies	Grahamstown 144.800 1200bd 434.800 1200bd (FWD) 439.850 9600bd	Cradock 144.800 1200bd
434.800 1200bd APRS Cape Linked System	ZS0KDJ APRS Digi	ZS0KDB APRS Digi	ZS2ABZ-4
	Mount Road 434.800 1200bd	Longmore 434.800 1200bd	WMR918 WX Station 144.625 1200bd

VHF Beacon: 50.006 MHz FSK – ZS2X, 25 Watts into 2 element Yagi beaming north.

Banking details (for subs & donations): NEDBANK SAVINGS ACCOUNT No. 221 252 7594, Bank code 121217, A/C name: Port Elizabeth Amateur Radio Society. **Please use call signs as a reference.**

TO:

**IF NOT DELIVERED
RETURN TO**

Port Elizabeth Amateur Radio Society
PO Box 10402
LINTON GRANGE
6015

AMATEUR RADIO is the hobby for RADIO EXPERIMENTERS
and those who like to fiddle with ELECTRONICS,
COMMUNICATIONS or COMPUTERS