

Zululand Amateur Radio Club News

The newsletter for the discerning Ham

June 2016

ZARC Committee

Chairman: Mike Kramer ZS5MB

Vice Chairman: Warren Snyders ZS5WOZ

Treasurer: Willie Axford ZS5WI

Secretary: Dawn Snyders ZS5ME

Ham Net: Mike Kramer ZS5MB

Editor: Jo Snyders ZS5PO

Member: Gerald Scrooby ZS5GS

Webmaster: Chantel Pelsler

Club Repeaters

Ntumeni 145.675 MHz

Empangeni 145.700

Club Packet Digipeater/Mail-drop & APRS Digipeater

Ntumeni 144.625 (ZS5ZLB Mail, ZS5ZLB-2 Digipeat, ZS5ZLB-7 KA-Node) PBBS: ZS5AND

Club Nets

There is also a club discussion net on Tuesday evenings at 18:30 on the 145.675 repeater
ZS5PO & ZS6AE Have A Sched On Thursdays Between 17:30 and 18:45
On 7.175 Or 3.645 Depending on propagation
ALL are more than welcome to join us for a "rag chew"

SARL News

08h30 - Sundays - 145.650, 7.066 MHz

NEXT ZARC MEETING

DATE: 24th July 2016 (**Sunday**) This **WILL** be the club AGM

TIME: Braai will take place ± 11:30, Before the Meeting at ± 12:00

QTH: **Tattenham Resort**

E-Mail: dawnjo@telkomsa.net (Secretary)

Club Web site: <http://zs5zlb.org.za/>

Editor, Q.R.L.



Greetings & Salutations fellow members, I trust that this news letter finds you all in good health. The date of the next club meeting **WILL** be on the **24th of July 2016**. **This will be the AGM** The venue will be **TATTENHAM RESORT**. The Braai will take place at ± **11:30**, and the Club meeting at around **12:00**. Please make a note in your day books and diaries. The time for the meeting will be at **12:00**, giving everybody a chance to get there after Sunday morning commitments.

Have you bought insurance to continue enjoying your hobby yet? SARL membership IS that insurance!!!
Is your hobby worth R1.26 per day to you? YES?! Then join the SARL, it's the RIGHT thing to do!!!

The radical opinions, and rantings of the Editor, are not necessarily the opinions of, or supported by, the ZARC Committee, or it's members.

Wots Potting In The ZARC

Birthday Greetings Go To:



June: Reg, ZS5REG, on 4th. Sakkie, ZS5ID on 9th. Gerald, ZS5GS, on 15th

July: Dawn, ZS5ME on 12th. John, ZS5J on 20th. Rod, ZL1RK, on 31st.

Aug: Anne, ZS5FAB, on 2nd. Melissa, Daughter of ZS5WOZ, on 17th. Bridget, daughter of ZS5PO & ZS5ME on 20th.

Many happy returns to all of you, and may you be spared for many more happy, healthy, years.

(If your birthday wishes do not appear here, it is because you have not informed me of your birth date).

Get Well Soon



Our secretary, Dawn ZS5ME, spent a few days in hospital, but is now back at home.

Club Happenings

Competitions

No club members, that I know of, have taken part in any competitions since the Field Event in February!!!!



It is once again nearly THAT time of year again. Are there any club members who are interested in taking part in this event, taking place on **August 15-16**

The number of registrations in the **International Lighthouse and Lightship Weekend (ILLW)** reached 506, with 32 countries represented. Activity for the August 15-16 event was higher this year from the major seafaring nations of Australia, England, and Germany, adding to growth from Bulgaria, Canada, Cuba, France, Portugal and Scotland, ILLW organizers reported. That was down from 2014, however, when there were 544 entrants for the operating event.

Packet

On the packet Mail-Drop scene. The TNC is beaconing out. The coax on this set-up still has to be renewed, and the antenna moved to the east side of the tower

APRS

Your path to any stations in RSA, (or anywhere in the world via the I-Gate on 144.625) will be **ZS5ZLB-2, RELAY4-4**. The I-Gate should be available between the hours of about **09:00** and **22:00**, WHEN I AM AT HOME. People in the Richards Bay/Empangeni area can get into the PMB I-Gate on 144.800.

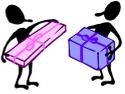
For those of you Zululanders who have Internet, go and look on the www.aprs.fi web site, and type your call sign into the slot at the top of the column on the right, and press search, and see if your station appears on the map.

Repeaters

145.675: This repeater was replaced after the Xmas meeting & lunch, and the old Storno is working well.

145.700: This repeater is now a DEAD puppy, and needs LOTS of TLC. **STILL waiting for ESKOM to open up for us to get into this site.**

“SWAP SHOP”



If you have any items you want to get rid of, or if you are looking for something, Please let the Editor know and he will advertise it in the swap column for you.

1 X **Neutec SM-1645** 16 channel 2Mtr VHF radio for sale.
Service, user and reprogramming instruction manuals available.

Reason for selling: Surplus to requirements

Please contact Gerald, ZS5GS on: **071-143 5433**



NB This picture of the radio was found on the internet, and is NOT a picture taken of the actual radio that is for sale

Home Brewers Hoekie

The Mobile Ham Installation



As a ham of many years, I know that many of us would like to do our own installations. Whether in our cars or our homes, there is nothing like doing it yourself. Looking from the outside, as an installation manager for an electronics retailer, I can point out some common mistakes made during the course of an installation.

I'll start with a couple of stories about some of these "hack" home installs. About 2 years ago, a ham stopped by the shop to inquire about a problem he was having with his vehicle after he performed his own installation. His mobile setup consisted of a 2m ht with a Mirage 100w amp mounted under the passenger side dash of his Regal. His complaint was that any time he would key up with his amp on, the car would shut down. Upon further inspection, it was determined that not only was the vehicle computer directly above the amp, but approximately 10 feet of extra RG-58 was coiled up next to the factory module. Relocating the amp, rerouting the coax and trimming the excess solved his problem. Customer number two is more of a horror story. A budding radio hobbyist (a cb'er) came into the shop to have a stereo installed. As we were looking at his car, I noticed the 5/8 antenna and a shiny silver box mounted under the Camaro's dash. It turned out that he had a linear on his 40 channel CB and that it shouldn't affect having a stereo put in. True enough, there was no problem installing his stereo, but afterwards was another story. One week after he left, we received a call from the customer saying that we "burnt" up his car. When I went to the salvage yard to inspect the vehicle with our insurance adjuster, we found that the customer had routed his #10 gauge power wire for his amp through the door area and had neglected to fuse the wire at the battery. After a few weeks of being rubbed, the insulation was broken and the wire became a giant heating element burning everything between the battery and the short including the hoses, carpeting and the ac ductwork. The bottom line is that a few basic precautions will save you from having any of these potentially fatal problems.

1. Fusing and current draw. Anything more that 10-15 amps of draw should have the power line run directly to the battery. Make sure that when routing these battery lines that you use either an existing factory grommet on the firewall or have the pros drill a hole thru for you. There also should be a fuse within 45cm of the battery on that power line. You may say "well there's already a fuse at the radio". Well the gent with the Camaro had a fuse at his amp as well, but the short happened before that fuse. Right?

2. Antennas. Most of us are familiar with the typical mag mounts and nmo hole mounts. They are very simple to install and are very low maintenance. The glass mounts can be another story. Some of the newer vehicles such as the Ford Explorers and Expeditions are coming with factory metallic tint in

the rear glass making an antenna mounted on these windows perform as well as a wet matchstick. On most vehicles, the front window is a safe bet, but one hint, "check your wiper clearance". Also when running your coax cable, use the lowest loss cable as possible. In addition, make sure that when running one of these mag or gutter mounts, that you allow for a drip loop before the entry point. Rain can (and will) follow that coax line into the vehicle whenever possible. A man named "Murphy" set up a set of laws regarding this and similar situations. As with the guy in the Regal, make sure that you run your coax line as far away from anything electronic in the car. Not only can you produce interference problems with the car, but the car can also increase the amount of ground noise during a QSO. This also includes the infamous "whine" that you hear on the other end of your conversation.

3. Connections: When making any electrical connection, use either solder and heat shrink, (or 3m super 33 tape) or a high quality crimp type of terminal. The old "twisty and tapey" with the dime store roll of "no-name" electrical tape just will not cut the mustard. In addition, when using the crimp type connectors, be sure to use the right tool for the job. An old set of diagonal cutters trying to install a crimp is as easy as putting an 80m 1/4 wave vertical on the bumper of your old Chevy truck. (catch my drift ?). I would also recommend using only solder type coax connectors for both interior and exterior connections. A little connector sealant tape from radio shack helps to keep the water out of your feed line. Water in your coax results in corrosion and signal loss which in turn decreases your output and increases your SWR. The higher the frequency, the more severe the impact.

4. "I MUST HAVE A SCREW LOOSE!" When mounting the gear inside your vehicle, make sure that you know what is on the other side of the panel that you are screwing through. You have a lot of things to look out for. Wire looms, vacuum lines, and fuel lines are a few of the obstacles to look out for. If you can't see or feel what's on the other side, then don't screw into it.

Well, I hope this information has been of use to you. As a reminder, please ask for help if you get into trouble on an installation. Help is only a radio call away.

73! Andy D Crouch N5NDD Installation Manager JNA@ij.net

If you would like to contribute to your Club newsletter, or to contact me for any reason, please use the address / Phone numbers below.

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