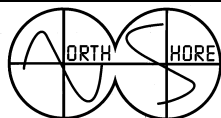


NORTH SHORE ARC



Box 171, Oshawa, ON, Canada, L1H 7L1
<http://www.ve3osh.com/>



Volume 8 , Number 1

April 2009

Don't Forget the Wednesday Evening Net.

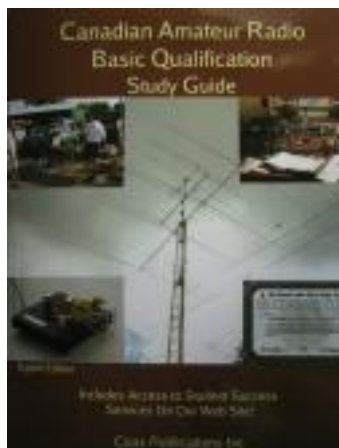
From Will VA3WEW.

Remember our Club net is on 147.120 + at 7:30PM local time every Wednesday. Plan to be there.

+++++

The NEW Canadian Amateur Radio Basic Qualification Study Guide

From Geoffrey Smith VA3GS, Regional Director – Ontario South.



Coax Publications is proud to announce the publication of the **Canadian Amateur Radio Basic Qualification Study Guide**. This is the latest edition of the RAC Study Guide For The Basic Qualification, which is no longer published by RAC.

Here are several reasons for your club to use this study guide for your classes.

- **Tried and True:** Now in its eighth edition, this is Canada's most popular and successful study guide for those wishing to obtain the Industry Canada Basic Qualification. Thousands of Canadian Amateurs have used this manual.
- **Continuity:** All eight editions have been produced by the same team of authors, themselves active Amateur radio Operators
- **Usability:** Popular with instructors but also works equally well for those want to follow the self-study route.
- **Thorough:** Not merely an expanded list of the IC exam questions. This study guide goes far beyond providing the information required to pass the Industry Canada examination and provides everything one will need to know about becoming a good Amateur Radio Operator.
- **Web Based Support For Students:** This study guide is supported by an interactive web site, replacing the CD-ROM in previous editions.
- **Lie-Flat Binding:** This makes for easier use.
- **Reasonably Priced:** \$39.95 + S&H.
- **Delivered Right To Your Door:** It can be ordered online at the following web site below, with next business shipping by courier. Also available through the major dealers.

For more information please go to the following web site: www.coaxpublications.ca

+++++

Support your Local Radio Store

From Keith VA3DRS.

Durham Radio has a lot of new items not shown in their ad including several new trunking scanners, Ontario Repeater Directory, LDG auto-tuners, HDTV antennas and more. Please visit their new products page for details or stop by the store for the current flyer.

+++++

All Hands on Deck for HAMfest.

From Walter VA3WYC

The HAMfest duty roster can be found at the following link:

<http://spreadsheets.google.com/ccc?key=pqPbErPG0E204IA-rJ8kkPw&inv=koronovichs@sympatico.ca>



The Setup is scheduled to begin at 20:00 on Friday April 17th.

Saturday morning, things start at 07:00 so team members can report for assignment and things get off to a flying start.

Many hands, make light work.

+++++

From the Chair in the Shack

Fellow members,

I'll let my letter and Vince d'Eon do the talking this month.

73 de Pete

Dear Mr. O'Toole,

As President of the North Shore Amateur Radio Club, I implore you to consider asking your fellow MPPs to allow an exemption to Bill 118 for licensed amateur radio operators.

Your help in dedicating the radio repeater site financed by The Ontario Trillium Foundation was much appreciated. That site is meant to communicate with and facilitate communications between amateurs, many of whom are mobile while using it.

Hear-say reports seem to indicate that amateur use of radio in vehicles is of negligible impact on driver distraction in reported accidents. While I have no means to verify such claims, the Government of Ontario probably does.

Amateur Radio use is mandated in Emergency Measures by the Government of Ontario. For some the installation and use of such equipment is primarily for that purpose. The Amateur Radio Emergency Service is busy training operators as communicators of last resort. While an exemption for emergency use is a possible compromise, it would lose the ability of amateurs to practice and be totally familiar with the equipment they would employ in emergencies.

As you are no doubt aware, most amateur communication is of as nature that is not distracting like business communications or deeply personal phone conversations. It consists of light banter, checks of radio coverage and daily contacts with friends of travelers passing through. Amateurs are specifically prohibited from business

communications and transmitting music. They are also self policing when politics are about to be discussed.

These restrictions make Amateur Radio far less distracting as a means of communication. Add to that the fact that almost all amateur radio equipment used in vehicles is channelized and usually only one channel is used in travel and you can see that the distractions of dialing and or texting are not present. Amateurs also recognize that dropping the microphone is required when any difficult situation is imminent. Common statements heard on air are "I am dropping the conversation while I park" or "things are getting busy, I will catch you later".

We believe that, short of quoting reputable statistics relating specifically to amateur radio use in vehicles, the Government of Ontario is unfairly targeting a useful group of communicators in our society in a rush to reduce distracted driving.

Your help would be greatly appreciated.

73 de Peter Henry

The Chair (Mr. David Oraziotti): Our next presenter is Vince d'Eon, a licensed radio amateur. Good afternoon, Mr. d'Eon. You have 10 minutes for your presentation and five minutes for questions, should there be questions. Please just state your name when you begin your presentation for our recording Hansard. You can begin as soon as you're ready.

Mr. Vince d'Eon: My name is Vince d'Eon. I'm a licensed radio amateur. I'd like to thank you for your time today. I've recently moved back to my birthplace of Hamilton, Ontario, having been in Alberta for 11 years. I've been a licensed radio amateur for seven years. It's a hobby that's more often called ham radio. I am here to introduce you to that today.

There are more than 20,000 of us in Ontario and over 50,000 of us in Canada. I am a member of the Amateur Radio Emergency Service-ARES, for short-and I provide emergency communications services upon request in the absence of, or in supplement to, conventional emergency response services.

My presentation will demonstrate support for the essence of Bill 118. However, it requests that the ambiguous wording in Bill 118 with respect to hand-held electronic devices be clarified, and it seeks exemption for ham radio operators. This presentation will also explain what a ham is, what a ham does, and justify the request.

What's a ham? We come from all walks of life. We're lawyers, truck drivers, sign makers, computer programmers, doctors and mechanics. We are of either gender. We range in age from our young teens to our sunset years. We're communications enthusiasts and we're driven by as many different facets of our hobby as there is diversity amongst our ranks. We are the volunteers and sometimes the "volun-told."

A ham is somebody who knows how to get a message from point A to point B under the most challenging of conditions. When solar flares disrupt our cell phones and power grids, we have a solution. When ice storms bring down our telephone lines, we can get a message through. When a tornado passes through, five or 5,000 kilometres away, and causes a swath of destruction, we help out.

Since the inception of Canadian licensing for hams in the early part of the 20th century, we've been granted the right to operate mobile radios under the federal Radiocommunication Act and associated regulations. In 1976, the Right Honourable James Snow, the then Minister of Transportation, issued the first radio amateur license plate in recognition of the contribution that radio amateurs make to mobile-based emergency communications for the province. These special call-sign license plates are issued so that the OPP, the RCMP etc. can recognize us and use us as needed.

I have earned my privileges of ham radio as granted to me by our federal government by proving my competency in a variety of areas via standardized exams. As part of that, I'm responsible for ensuring that my equipment is installed and operated with safety in mind, wherever that shall be.

As I see it, the problem with Bill 118 today with respect to ham radio is that the wording is ambiguous in our area of interest. Please refer to exhibit 1 on the cover of the handout. It reads: "No person shall drive a motor vehicle on a highway while holding or using a hand-held wireless communication device or other prescribed device that is capable of receiving or transmitting telephone communications, electronic data, mail or text messages."

The first radio is a conventional mobile or base radio. If I want to use it, I push the button to talk, I say my message, and I release the button. Only one person can talk at a time in this fashion. If two people should happen to press the button and talk at the same time-hams are polite; we apologize. If we don't do that, when we send communications messages in times of duress, everything's going to become all gobbledygook; the message won't get through. So we practice this every day.

Exhibit 3 is a hand-held radio. Its function is similar but arguably much more agile; I can put it in my shirt pocket and move to the next vehicle when I need to, to provide these services.

Arguably, I'm holding a hand-held device, for exhibit 3, but for exhibit 2, most of it is over there. What part of it is hand-held? There's some ambiguity in the wording that we feel needs to be cleaned up.

There's a large difference between the technology used in cell phones and that used in two-way radios. Cell phones use what is called a full duplex technology; both people can be talking at the same time. This also means that the conversation can escalate very rapidly.

As I mentioned earlier, the operator of a two-way radio has to push the button to talk and release to listen. It's much more difficult to have a very fast-paced conversation in this sort of environment.

Why hands-free won't work for us: While widely used in cell phones, Bluetooth technology is not widely used at all in ham radio equipment. I can count on the fingers of one hand the number of ham radios that offer Bluetooth today, out of the hundreds of models that are available.

Trying to retrofit a true hands-free set-up to ham radio equipment is impractical from many technological standpoints. Although a combination single earpiece and boom microphone is available at a relatively moderate cost, the application of even this limited, pseudo-hands-free capability to a variety of brands of radios is not always simple, nor practical.

How we help out: Through the Radio Amateurs of Canada and affiliated clubs, hams who are members of ARES are spread throughout the country. We obtain standardized identification and insignia at our own expense. These help to identify us to authorities at checkpoints so that we can be allowed into the restricted zone to set up a radio station in order to send and receive messages. Frequently, other hams, while not members of ARES, will also help out in times of need.

We are recognized by EMO-Emergency Measures Ontario-and the Ontario Provincial Police, just to name a couple of agencies. We are integrated into their response plans. We follow the same communications protocol-incident command system, or ICS-so that we fit into their overall structure.

How I've helped out: In May 2002, at 1 a.m., my phone rang. The water was rising fast in High River, Alberta, an hour south of where I lived; I was needed. My job was to handle communications from the field and relay them back through the communications centre. I was on duty for a 24-hour period during that particular call-out: 16 hours, first, at that EMC, and then off to another, nearby town that didn't have protocols established for such emergency communications, and I established the EMC for them and got it off.

A month later I worked with the Salvation Army in downtown Calgary. I was providing food to the emergency responders and handling radio messages as required.

I've performed these duties for a variety of agencies: Red Cross, Salvation Army, provincial emergency operations teams, and local police and fire departments, and I perform these duties with or without the presence of the commercial power grid.

1430

While I can't quote first-person examples to you, I know that Ontario hams were active during the 1998 ice storms, 9/11 and Hurricane Katrina.

I also help out on a non-emergency basis, providing safety communications to a variety of events such as marathons, cycle tours, car rallies, Halloween evening patrols and parades. Rather than renting radios and issuing them to event staff who may or may not know how to use one, or, more importantly, don't have the training to pass emergency messages while under duress, they rely on hams to pass along their messages. Many of these events have thousands of participants, and we handle messages that vary from lost children to event logistics to paramedics required.

Earlier this month I was in Burlington for the Chilly Half Marathon-at minus 15 degrees, I might add- where I was one of 25 hams helping to effectively communicate. Three Aprils ago I was outside of Calgary with a car rally, where drivers were injured severely enough that we needed radio to contact an air ambulance for a fly-in, as we were outside of the cellular coverage area. Each autumn I participate in a multi-day cycle tour for the MS Society. I'd work at more than a dozen events per year if I could fit them all in.

I give this work of my own free will. I am not compensated. I will do it again, and I was honoured to have been asked to help out. I'm only one of thousands across this province who do this kind of work, and Bill 118, as it's currently written, has the ability to impair it.

In conclusion, in order for amateur radio operators to assist the authorities to meet the needs of a community during times of emergency, we need to access our hand-held devices while in motion. Limiting the use of amateur radios to passenger use or to driver operation only when parked severely restricts the ability of the amateur radio operator to be of service to the community when the need is greatest.

Provinces such as Newfoundland and Labrador, Nova Scotia and Quebec have already enacted similar legislation to Bill 118 and have granted exemption for ham radio operators. Clearly, they've seen the benefits of this continued relationship between hams and emergency responders, and I trust you will as well.

The overwhelming majority of Ontario's 20,000 federally licensed radio amateurs are responsible people. It is that sense of responsibility that moves so many of us to volunteer our equipment and time in support of our communities and relief agencies.

When the safety-inspired improvements to our equipment are practical, we can be counted upon to make the changes, and entirely at our own expense. However, if Ontario's police forces start ticketing equipment operation that is similar to their own use of mobile and portable radios, many of the radio amateurs will be unable to comply with those regulations and would be forced to withdraw their voluntary services. The result is that the citizens of Ontario will be the net losers. I therefore respectfully request that Bill 118 have such wording as to allow for the continued operation of federally licensed radio amateur equipment within our vehicles, and without restriction.

I thank you for your time and the opportunity to present and I'll take your questions now.

The Chair (Mr. David Oraziotti): Thank you very much, Mr. d'Eon, for your presentation. We have about two minutes for each caucus. Mr. Bisson.

Mr. Gilles Bisson: Do you have any particular suggestions, as far as language, that you would propose on an amendment?

Mr. Vince d'Eon: Sir, I'm not a lawmaker.

Mr. Gilles Bisson: Okay. I'm just wondering if your association had looked at it.

Mr. Vince d'Eon: No, sir.

Mr. Gilles Bisson: Have you been told, in discussions with the Ministry of Transportation, that your interpretation of how that section would prohibit the use of ham radios is correct?

Mr. Vince d'Eon: Sir, I have not. I'm acting on my own as a licensed radio amateur. I talk to many people on the air every day, and many of us are very concerned about the wording of this bill.

Mr. Gilles Bisson: So it's your sense that just the way the language is worded, it could encompass ham radios?

Mr. Vince d'Eon: Yes, sir.

Mr. Gilles Bisson: I guess I'll be looking, when the parliamentary assistant has a chance to give us a bit of an update, at the ministry's view of that.

The Chair (Mr. David Oraziotti): No further questions? Government side.

Mrs. Linda Jeffrey: Thank you, Mr. d'Eon, for coming today. I appreciate what you do. I have many ham radio operators in my riding and they have been very helpful in emergency preparedness, so I know what you're able to do and how your services are truly valued. I think most people have no idea of how useful the amateur radio community is during a crisis, so thank you for all you do around Ontario, obviously, based on what you've told us.

I guess I'm trying to do some clarification from my own knowledge. When I talk to some of my amateur radio operators, I don't have the sense that they're in motion when they're using the radio to provide information about a crisis or what they're doing. I have the sense that they stick in one location and they provide communication to other health service providers or emergency service responders. Can you explain to me why you need that mobility piece of it?

Mr Vince d'Eon: Certainly. Much like a police or an EMS responder is dealing with getting the first-hand knowledge of what's happening while in motion; by and large, 80% of what's done is while we are stationary, much like they are. We still need to receive that information while we're in motion so that we can respond.

Mrs. Linda Jeffrey: So would using a mobile or a stationary amateur radio, which is the exhibit that you brought here today, impede your ability to respond in case of an emergency?

Mr. Vince d'Eon: I wouldn't be able to respond if I couldn't talk while I was driving, if that's what you're asking.

Mrs. Linda Jeffrey: Right now, for example, on a CB radio, if it's connected and there's a wire that connects to the radio receiver in the vehicle, that's not what this legislation is speaking to, so that wouldn't be something that would be a problem. It's the hand-held, not connected to a wire, that we're talking about as a distraction.

Mr. Vince d'Eon: Fair enough. What I'm concerned about is that from an enforcement standpoint, somebody will see this as an electronic device and choose to enforce it. I'm asking that that be clarified. Certainly this is a hand-held electronic device. I'm asking that this be exempted.

Mrs. Linda Jeffrey: I guess I'm trying to understand the difference. If you're in an emergency situation, you don't want to be part of the emergency, so you need to be pulled to the side to be able to make those emergency calls.

Mr. Vince d'Eon: Certainly.

Mrs. Linda Jeffrey: That's what we're hoping people will do, and this legislation would not be trying to prevent people from making those emergency calls and getting services, whether it's fire, ambulance or paramedic. Why does the amateur radio community need anything beyond that? If they have a fixed machine in their dash that allows them to call for an emergency and/or pull to the side and make that emergency call, how will that hamper their ability to be effective?

Mr. Vince d'Eon: Frequently, when I go out and do my volunteer work, I cover off many roles. I'm a communicator. I'm a first-aid provider. With cycle tours, there have been a number of times where I've been closest to respond to begin providing first aid. If I have to pull to the side of the road to get information on why somebody has injured themselves, I lose time responding to them. It could be a much more serious type of response than a skinned elbow, if you will.

The Chair (Mr. David Oraziotti): Thank you, Mr. d'E on. That's all the time we have for questions.

Mr. Vince d'Eon: Thank you.

The Chair (Mr. David Oraziotti): Mr. Klees.

Mr. Frank Klees: Thank you again for the work that you and your colleagues across the province do for us. As you say, you're part of the emergency response system.

Let me ask you this: Of the 20,000 members that you have in Ontario who are ham operators, how many of them would have the licence plate identification?

Mr. Vince d'Eon: I don't know that. It's voluntary participation when we get our licence plates. Some people don't want to put one on their car for fear that it becomes a target, basically advertising electronics inside. I don't know what those numbers are, sir.

Mr. Frank Klees: I'm just thinking from the standpoint that if in fact there was to be an exception, as you say, how do you know whether it's legitimately being used or not? The licence plate could certainly very quickly announce-

Mr. Vince d'Eon: Part of our regulation requires us to carry our licence around with us at all times.

Mr. Frank Klees: While the minister is here-he's heard your presentation-I'd like to give the minister an opportunity to just respond as to how he feels about your request. That way we don't have to waste a lot of time around the committee. Minister?

Hon. James J. Bradley: Is that legal?

Mr. Frank Klees: It is, yes.

Hon. James J. Bradley: Is that what happens when you hang around?

The Chair (Mr. David Oraziotti): It's up to you, Minister, if you want to respond to that.

Hon. James J. Bradley: We will give all representations made to the committee full consideration before making any final decisions. We appreciate all the representations that are made, and this is one of many that will be made, and we'll give it full consideration. All members of the committee will have heard what you have to say and will make their recommendations as well.

Sometimes I'm at odds with members of the committee and members of the Legislature, as I have been on a couple of issues related to legislation, and they do represent all the ridings in Ontario, so we will give it consideration.

Mr. Frank Klees: Thank you.

The Chair (Mr. David Oraziotti): Thank you very much, Mr. d'Eon, for your presentation.

Mr. Vince d'Eon: Thank you for your time.

+++++

I'd forgotten how enjoyable soldering can be. You get immediate feedback on how well you've done. Thanks to the heat from the soldering iron tip, you also get reminded if you let your focus drift. I finally did get to our local Ham store to pick up the replacement battery. I got ribbed about not using an anti-static bag for the board that the old battery was still fastened to. I wanted to be sure that I got something that was close as the TM241-A part is discontinued. Not considering static was an oversight and I guess I deserved the ribbing because we all know the damage that static can do. Those of you who were at one of the recent ARES meetings have seen how big a hole static can blow in a semiconductor junction. So with the new battery in hand, I returned to the basement to unsolder the old battery. Using a toothpick to wedge under the leads the old battery popped off the board with surprisingly little work. The soldering iron and solder-sucker did their magic. With a little bending of leads, the new battery was ready to fix it firmly to the back of the board. Man, those nice shiny solder connections look good. Even better of course is that satisfaction of seeing the old TM241-A working properly. Flushed with success I turned my attention to the dead stand-by generator.

Getting at the ignition components wasn't much trouble. Getting the cotton-pickin flywheel off the shaft turned out to be an interesting endeavour. So with an oversized gear-puller, 2 salvaged bolts and a ball peen hammer I made do... The flywheel sounded like bell when it let go. Continuity and resistance checks told me that the magneto, coil and kill-switch should be good. That left the CDI module. Of course the importer advised me that the generator was a throw-away item and that they'd didn't import any parts. Maybe it's my age, but buying something with the expectation of it failing after little use just so you can throw it away is just plain wrong. So I went looking for a CDI module. If you can find one that's close, they're expensive. Some of my stuff is old magazines and I knew from these that CDI is not that complex. These old designs take a lot of power though, which would mean a battery. Batteries are a story for later. Here is the link for a CDI module I found at price I was willing to pay: http://www.siliconchip.com.au/cms/A_110499/article.html. What's even better is that our local radio store has most of the parts. How cool is this? Eh? I needed to partially reassemble the generator to check for voltages. They looked to be in the range that the web page mentioned. Flushed with this new sense of hope, I didn't bother to check the polarity and went straight to reconnecting and checking connections to 'see' if on the off-chance I would get a spark.

Shortly after this I made an important discovery. I can tell you that the "speed of surprise" is quite close to the speed of electricity and less than the speed of light. I don't plan on doing more testing to figure out just how much to allow for reaction time. I figured that with this first test my reaction time is pretty darn good.

The generator runs and I'll load test it on the weekend. I'm still gathering parts to build the CDI module. I figure that if I've got a spare CDI module, the generator will run flawlessly. Now I can turn my attention to the battery...

Your humble scribe,

Ken
VE3RMK

New Products

Just Released!

The TrakMaps TRAK Topo Ontario digital topographic Maps for Garmin GPS are designed to function with Garmin® GPS, and offer unequalled graphic quality, brilliant colours and cartographic details. The most up-to-date info available today. Available in CD or MicroSD with SD adapter.



Only \$179.99

DTV3000 ATSC Digital TV Converter

Why pay for Cable?

Only \$89.95



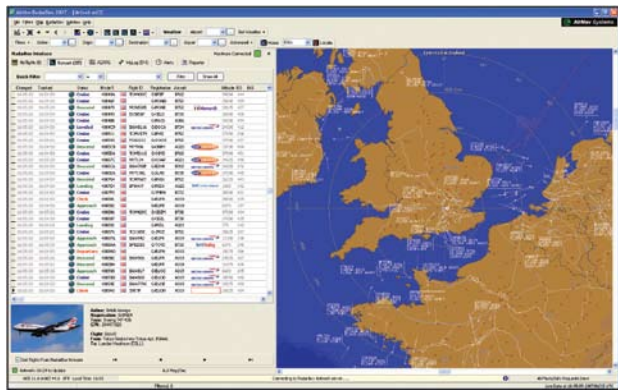
Receive over 20 FREE channels!

Converts the new digital over-the-air digital TV signals back to NTSC so you can watch them on your old TV set. Has S-Video output for the clearest signal you can get without buying an ATSC tuner. Details on our site.

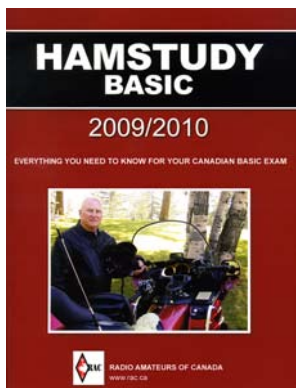
The World's Best Selling and Most Advanced Avionics Real Time Virtual Radar

The AirNav RadarBox is a complete plug and play package that allows you to see on your computer what real Air Traffic Controllers see on their screens in real-time! Flight number, aircraft type, altitude, heading and speed are all updated each second. Includes an award winning software interface. Advanced, built-in filters allow you to see only the info you want. With an internet connection you can also see flight info from around the world. (One year of access to the network is included.) Package includes receiver, antenna, USB cable, Windows software and quick install guide.

\$699.97



[Click HERE](#) to visit our home page and subscribe to our What's New mailing to receive subscriber-only specials.

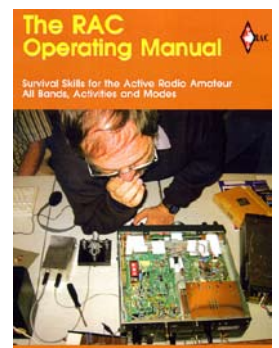


RAC Study Guide for Basic Qualification (released February 2009). This newly updated edition includes an introductory six month membership with Radio Amateurs of Canada. Membership includes issues of The Canadian Amateur magazine.

\$64.95

RAC Operating Manual 3rd Edition

A great resource for new and experienced hams alike. Covers rules and regulations, call sign prefixes, band plans, operating an amateur station, equipment, propagation, beacons, nets, towers, digital modes, field services and organizations, operating awards & award tips, contests and RAC information.



\$34.95

- AM/FM Radios • Batteries & Chargers • CB Radio • GMRS/FRS • GPS • Ham Radio
- Marine • Police Scanners • Shortwave • Two-Way Radios • WiFi Radios

Durham Radio
SALES & SERVICE INC.

April M-F 9-6 Sat 10-5 Summer M-F 9-5 Sat 10-3
10-1380 Hopkins St., Whitby, ON L1N2C3
Tel: (905) 665-5466 Fax: (905) 665-5460

1-888-426-1688
www.DurhamRadio.com

