



# RAG CHEW

GLOUCESTER AMATEUR RADIO AND ELECTRONICS  
SOCIETY



June 2015

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## Extract from RAG CHEW Published June 1985

GLOUCESTER AMATEUR RADIO SOCIETY NEWSLETTER JUNE 1985

Snippets  
I have had to write this up earlier this month as the printing, normally scheduled for the Sunday evening prior to the formal meeting, has been brought forward so as to allow me to be at the NFD site on Sunday evening 2nd June to collect the watch from Norman! No-seriously, if you haven't bought any tickets yet, then please do so, after all Jim was generous in donating the watch for the raffle.

Without wishing to pre-empt the minutes of the EGM held on 22nd May, I will just note down the outcome, because the meeting was unfortunately not very well attended. We decided that the Stan Cook Memorial Shield should be awarded at the construction contest, but in a way to be decided by the committee which would still allow the Kingscote Awards to be made. For our diamond anniversary next year we have agreed to celebrate by a special dinner/dance, a stick-on label for members own QSL cards and a period of increased G4AYM or GB call activity.

Further to the committee meeting minutes included later in this issue, the DF hunt in August is now to be on Wednesday evening on the 21st. Also, thanks to Frank, G5BM, we are able to have a picnic at his QTH on Sunday July 21st. Whist on the subject of summer activities, let us wish our two young members taking O-levels the best of luck and the same to Martin Pill in his final year degree exams.

As promised, Harry has provided clarification of his last article.

Formula 2

$$SWR(2) = \frac{Z_0^2}{Z_1^2 \times SWR(1)}$$

where  $Z_0$  should read "Quarter wave line Char. Impedance"  
and  $Z_1$  should read "System Char. Impedance"

For the Quarter wave line less than 50 ohms, invert formula (2).

Harry also has sent me a quiz question to test out some of you. "Why does the d.c. current dip to a minimum when tuning through resonance in an unloaded RF power amplifier?" Harry has promised me the answer next month. Unlike Harry, my question is because I am not sure of the answer, so will anybody drop me a note with their ideas on. Also, if you have a question which is puzzling you, then please let me know and we can include it in the newsletter for comment from others.

My question is, having still got some chirp on my 80 metre tx, I read up the following in the RSGB Handbook (3rd Edition) Chapter 8:

.....The rapid chirp thus produced is often confused with key clicks, though careful examination will show that it is more prominent on one side of the carrier frequency than on the other.

So, does anyone care to comment on why this effect should be more prominent on the one side? I have an opinion, but am not too convinced it is the correct explanation.

We welcome new members to the Society especially Roy Goddard whose son Brian Goddard will be better known to members as the previous N.R. vice-president, G3LP.

I met James Elliott, G4KTV, in Gloucester recently and he told me about a special event station he will be running from the Forest of Dean in connection with the sea cadets. The station will be operated some time in June and will be on the 40 and 80 metre bands. James has promised to send the further details, so watch out on the notice board if you are interested.

...-,- Tony.

## Visit to Severn Area Rescue Association (SARA)

By

Mike Rainbow G6OTP

Pictures by Alan Lodge G3MGW

One of Severn Area Rescue Association (SARA) lifeboat stations is at Sharpness Old dock on the river Severn and GARES met there on a bright spring evening with the river low and the sands being visible.

Sharpness is the second SARA station to open and was originally setup in response to a tragic accident. In November 1985 when a mother her husband and small child were walking on the sands just off Sharpness they were swept away by the incoming tide and drowned. In a separate incident a 15 year old boy was also lost off Sharpness.

The Chepstow lifeboats cannot reach the area at all tide states so it was decided to open the station at Sharpness, the station was opened by Johnny Morris in 1986.

The Station has a modern boathouse which also houses an operations room and training facility. The slipway permits a very fast launch by tractor and launch cradle directly from the building.

The SARA rigid hull inflatable boat (RHIB) has been supplemented by a very sleek looking hovercraft. *[Rigid hull inflatable boat (RHIB) - is a lightweight but high-performance and high-capacity boat constructed with a solid, shaped hull and flexible tubes at the gunwale.]*

The training facility is put to very good use for courses leading to the award of the Royal Yachting Association power boat certificates.

The GARES members were very impressed with the organization and equipment. Impressive also was the ever changing river Severn and there were more than a few who were left quite in awe of its majesty.

It was also a bonus to be able to see the remains of the old rail Severn Bridge and the two fuel barges that brought about its destruction. A superb evening was had and grateful thanks given to the members of SARA who had given their time for us.



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give it to me on paper or e-mail it to me  
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