

L.A.R.C. Hosts N.W.O. Amateurs

The original minutes for the period during which Kim Fernie - VE3EFW was Secretary Treasurer are not available. This, and other missing minutes have been compiled from the relevant issue of High-Q, Jim - VE3UA.

May 3rd or "Good heavens, that's not the way I pictured you!!"

A few months back, members of the NWOPN had expressed the desire to visit with Lakehead amateurs, and so the idea of a combined dinner meeting, eye-ball QSO and a tour of some interesting site was bandied about.

While 57 indicated an intention to attend, a total of 53 met for dinner at the Royal Edward Hotel on 3 May 1969.

Visitors from out of town:

Wally McMaster - VE3AWT & XYL,	John Guenther - VE3GOG & XYL,
Roy L. S. Orvis - VE3BJD,	Dr. Earl Tarnow - VE4TO,
Ed Jackson - VE3BWR & XYL,	Pat Paterson,
Oscar Gretler - VE3EDM & XYL,	Gisele Bechard
Bill Hardie - VE3EFX & XYL,	Donna and Howard Mittleholt
Dale R. Madison - VE3EFY & a yum yum,	Al Steadwell & XYL; and
Bruce Paterson - VE3GOB & XYL,	Tess Farmer.

Local yokels:

Frank Start - VE3AJ & XYL,	Peter Boyle - VE3DPJ,
Bert Tamblin - VE3ANP,	Steve Bush - VE3EBS,
Bill Roberts - VE3ARN & XYL,	Jim Roberts - VE3EDC,
Les Harris - VE3AYZ & daughter,	Dave Bush,
Ray Forslund - VE3EDZ & XYL,	John Devavanyi & XYL,
Bill Klemacki - VE3EEW,	Hughie MacDonald & XYL,
Kim Fernie - VE3EFW & YL,	Harry Blake,
Jim "JC" Bailey - VE3DGZ & XYL,	Roy Alto & XYL; and
Robert Browning - VE3EEM,	Ernie Tremblay & XYL.
Bev Biggs - VE3ECA,	

This was the first opportunity for many to meet the faces behind the voices, and it's hoped that not too many were too disappointing after a lot of on-the-air guessing. The 813's flowed rather freely, thanks to the OM of Bill Klemacki - VE3EEW, who was the keeper-of-the-bar.

Les Harris - VE3AYZ introduced the head table dignitaries after getting the mob to grab some seats, and behave themselves. The menu consisted of some rather rare dishes such as temperature-compensated-selectable-crusty rolls, modulated spuds and Ham's Salad.

Following dinner, our honourable President, Les Harris - VE3AYZ, presented the Club a blow-up of a picture of members at the inaugural dinner meeting on May 10 (or April 17) 1934. Les was there at that time, but with the call VE3GB. The Vice President, Bill Klemacki - VE3EEW, accepted the photo on behalf of the Club. This was followed by a surprise presentation, at least it was a surprise to Les, of a Life Membership in the Lakehead Amateur Radio Club. Unfortunately, the blank Life certificates could not be obtained without the President's knowledge, so a substitute piece of wall-paper was pressed into service, showing an un-named individual shrugging his shoulders saying "Sorry about that!" The necessary printing will be done in the near future.

More on-the-floor rag-chewing followed, and then films on the arctic were shown. Two of these were home-brew jobs from Roy Alto, who spent some time in the arctic with his family while with DOT. Roy narrated as the film was run and did a very good job. The most interesting aspect of these was the construction, by an Eskimo, of an igloo from the ground up. This was no Heath-Kit!

The draws were conducted by Frank Start - VE3AJ and Bill Klemacki - VE3EEW. This was a real family affair with Bill Roberts - VE3ARN and XYL copping two, Mr. and Mrs. Alto taking two, Mr. and Mrs. Devavanyi taking two, and the remainder went to Al Steadwell, Roy Orvis - VE3BJD and our own Peter Boyle - VE3DPJ.

After the draws, the party broke up, with most heading for the Go-Go joints.

On Sunday, approximately 20 showed up for the guided tour of the airport operations area. Starting at the Weather Office, we were shown all the types of maps that the WX boys use for forecasting, including satellite pictures. All the instruments needed for weather data were shown, including the Teletype link with all other weather offices.

The next port of call was the Radar Room, where all flights in a 180 mile radius are observed. Two flights were in progress at the time, one from the East and one from the West. These were watched with great interest. The two radar displays used here are known as the master unit and the slave unit. A variety of coloured lights were visible, each one having its own particular purpose. All channels of communication were available at the flip of a switch in a very compact control unit. AM still holds sway here, JC.

Next stop was the floor housing the actual heart of the building - the best equipped shack around town! One long row of equipment held everything, from AM transmitters for VBA to microwave links with the main Radar antenna site about 10 miles west of the Lakehead. All this gear is mounted in racks, and each system has a complete back-up, in case of break-down. One particular device will switch over to a new system if it even senses a break-down coming. One military unit had a frequency synthesizer, on which any VHF channel could merely be dialled up to less than a kHz. All radio communications are recorded on continuously running tape recorders. Recorded tapes are held for a definite period of time unless they contain something pertaining to some incident such as a crash. A lot of transistorized equipment is showing up, and making the gear quite compact, so that in the future, there will be a lot more floor space available in this department. The test gear is of the Hewlett-Packard/Tektronix variety, of course. Sorry boys, no samples.

Next we visited the Flight Planning Department and the VBA Control Room. More racks of gear, including Eddystone general coverage receivers, for monitoring CHU and the HF Marine Band (2 - 3 MHz). More teletype here, for relaying weather reports on to the shipping when requested. Flight Plans are also filed here for the sake of safety.

The last stop was at the Control Tower, with its panoramic view of the immediate vicinity, and the Great Lakes Paper pollution cloud. Its too bad there wasn't the normal amount of air traffic, but the inclement weather was keeping the Sunday fliers at home. The action we observed was the departure of a rather dumpy looking Navy turbo-jet helicopter.

After lunch, the gang broke up, and went their separate ways.

This was a most interesting week-end, and, we hope enjoyed by all. A fair amount of planning went into it, and our thanks to all who helped to make it a success, especially the DOT personnel at the airport who went to great lengths to try and ram some information into our heads. Now the onus is on the Lakehead gang to try to get up to Dryden/Kenora area in the future, to reciprocate the long trip that bunch made to visit us. Possibly a week-end during the summer would not be amiss, combining fishing, picnicking, and a little operating (not in the Pubs, Willy) portable. What say, boys?