

*Papakura Radio Club*



**September  
2010**

**Newsletter**

## **Calendar of coming events.**

1st September General meeting.  
8th September Project Evening  
15th September Committee Meeting  
22nd September Technical Evening.  
29th September AREC Meeting

After the general meeting there will be an address from members taking part in the recent lighthouse weekend.

++++++ Listen on nets for updated information.++++++

## **Papakura Radio Club (Inc.)**

Minutes of General Meeting 4<sup>th</sup> August 2010 at 19.35  
Clubrooms, Wellington Park.

Welcome to 18 members and visitor: Dennis

**Apologies:** ZL2SEA, ZL1AXV

ZL1ASN/ZL1BPU

Members stood for a minutes silence in tribute to Ian Walker ZL1BFB who passed away on Friday 30<sup>th</sup> July.

**Minutes of the July General meeting** as printed in the August newsletter were taken as read.

ZL1RP/ZL1BNQ

**Matters arising:** Nil

**Inward Correspondence:**

Newsletters from Branches 10, 12, 21, 29, 86	
Mercury Energy	\$103.16
Westpac-00	\$3,783.20
PDC Telephone account	\$84.89
Conference Award log from Alan Chapman	

**Outward Correspondence:** Nil

**Finances:** David ZL1MR reported

From statement 458		\$3,783.20
Plus monies received	\$114.30	\$3,897.50
Accounts for payment:		
ZL1AOX for August Newsletter	\$47.68	
Mercury Energy	\$103.16	\$3,746.66
Westpac Savings account		\$4,172.24
ASB Term deposit		\$24,825.97
	Total	\$32,744.87

David ZL1DK to resolve with Telecom and the Council for broadband and phone account.

Moved ZL1MR, seconded ZL1BPU that accounts be approved for payment.  
Carried.

**General Business:**

1. September Meeting: Not known. Committee meeting to resolve.
2. Calendars for sale at \$13: Still no takers.
3. AGM in November: David ZL1DK reminded members that several positions will need to be filled including President.
4. Murray ZL1BPU reported on a digital contact across the Tasman to VK2 on 600 metres, and also showed an 11KVA insulator which he will use on his LF antenna.
5. Kelvin ZL1UKL had some used equipment for sale to members.
6. Codan 7277: David ZL1MR advised that the band changing was easy and would match an FT-817.
7. Lighthouse Weekend 21/22 August: 5 groups planned on operating a station – Nigel ZL2SEA at East Cape, Ian ZL1AOX MM at Rangitoto light, ZL1FAV/ZL1RP to South Head on the Manukau, ZL1SLO at Bean Rock, ZL1DK/ZL1ALZ/ZL1BYZ to Cape Egmont.  
Powder Puff contest this weekend.

Raffle won by Geoff ZL1AKY.

Meeting closed at 20:10 and was followed by a talk by Eddie Ross ZL2DV on his recent trip to Japan to visit the Icom complex. He also had a good selection of brochures of new equipment now available.

Supper followed.

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## **Hams play role....**

Papakura Radio Club members participate in many Amateur Radio Emergency Communications operations.

On the sporting side for AREC, we assist in base operations and setups and in the field provide some of the safety positions for the International car rallies 'Rally New Zealand' and 'Rally Whangarei' and to our local South Auckland Car Club Rally sprints and hill climbs.

Our major 'Emergency' operation is providing operators for Police Search and Rescue. We also provide the HQ for our AREC National Communications exercises and running in parallel with these exercises we provide the NZ link for the GlobalSET International Communications exercise.

Some of us may have seen the TV program on 'Surviving an earthquake' that was on TV recently. It is a certainty that one day here in New Zealand, we will experience a major earthquake in a built up area. What will happen on the day? It appears that many local bodies consider that the recovery will be controlled by staff using cell phones, faxes and computer email. This has not been the case in other recent major emergencies like when Hurricane Katrina flooded 80% of New Orleans in 2005. Today, China is suffering major floods and also currently is Pakistan. It is reported that nearly a third of the country is under water or has been affected by flood water, and while numbers vary from day to day it appears that up to 20 million people are in need of urgent assistance.

The following article comes via (Jim Linton VK3PC, Chairman, IARU Region 3, Disaster Communications Committee).

Hams play role in welfare and recovery efforts after Pakistan's floods.

The medical and food support being provided to the many people affected by

the flood disaster in Pakistan affecting six million people is being assisted by the combined efforts of radio amateurs, a group of four wheel drive enthusiasts and the Pakistan Academy of Family Physicians (PAFP).

Around a quarter of the country has been affected by the floods over the last three weeks that were triggered by intense summer monsoon rainfall swelling the Indus River into Pakistan's worst ever flood. The United Nations estimates 20 million people have been affected in Khyber-Pakhtunkhwa, Punjab and Sindh provinces and 1600 lives lost.

One of those involved with the Pakistan Amateur Radio Society (PARS) emergency communications effort, Asad Marwat AP2AUM reports that more than 20 hams are keeping lines of communications open and the plan is to increase this to 30 in a week's time.

With both landlines and mobile phone services failed in the flood affected areas, he said that most of the radio traffic is through a 2-metre band repeater which is now linked to two homebrewed 2m/70cm cross-band repeaters or translators extending coverage to a radius of almost 300 miles.

A few stations are monitoring 7.040MHz but due to poor propagation is currently of little use, but should be kept clear for disaster use.

Asad AP2AUM advises that PARS has teamed up with the Islamabad Jeep Club which is a group with members who own and drive 4WD sport utility vehicles (SUVs). Their expertise in driving on most difficult terrains is proving to be of great assistance to deliver essential relief supplies and medical help immediately after the flood.

They are also working in collaboration with the Pakistan Academy of Family Physicians.

PARS President, Nasir Khan AP2NK expresses its thanks for the offers of support that have been received from the amateur radio community.

Pakistan's national radio society is seeking to finalize arrangements including those from neighboring countries to contribute to and help sustain the emergency communications that will be required for a considerable time to come.

## International Lighthouse & Lightship weekend 2010



ZL6LH team, John ZL1ALZ, John ZL1BYZ and David ZL1DK worked this year's lighthouse activity from the Taranaki lighthouse at Cape Egmont, Cape Road, Pungarehu.

We had been to this lighthouse for our first ILLW outing in 1998 but that time we were right down on the coast within about 5 metres of the water. The salt spray did present a problem but we had not considered that during our stay. For 2010 we took advice from Nigel ZL2SEA and sought permission to position our operating station on the small rise right alongside the lighthouse.

We left Auckland with the contents of the John, ZL1ALZ's list of required equipment in two vehicles. Every year the list grows a bit but it does include everything that we require for the weekend at the chosen site. John ZL1BYZ had loaded one of his portable masts and beam along with another 9 metre alloy pole for dipoles on his roof racks. John's Ford Courier double cab utility was loaded with all the guy ropes and pegs also that are required to set up the mast. We decided to meet at Pokeno and collect John ZL1ALZ. John had a lot of other equipment including one of the radio stations with amplifier, a 4kw generator, lots of other equipment and of course.... all the food for the weekend.

We arrived at Pokeno just prior to 6.45am and after loading the equipment into the Ford Transit van I was driving, we headed off to Taranaki. The weather that was expected for the weekend was atrocious with high winds and heavy rain predicted for the area over the weekend. On the way down to Taranaki there was some light drizzle and wet roads but none of the predicted heavy rain. On



arrival there was the lightest drizzle while we erected the pole and over nite there were some showers but during the days, we had sunshine and after the cloud cleared in the early mornings, every day had lots of blue sky with batches of clouds passing by. Considering the predictions, we were very lucky indeed.

Due to the lack of accommodation and no bus, we decided to rent a caravan. A local company had a 20' unit and for an additional charge they towed the caravan to the site and placed it up on top of the hill where we wanted to operate from. John was able to get his ute up the grass track but I needed the caravan chaps 4x4 to tow my van up. Once we had the caravan and the 2 vehicles on site we were ready to set up our station.

This year we had a 9m alloy pole that would support 2 inverted V aerials. These were the 40m and the 80m units that were erected with baluns at the centre point and RG213 coaxial cable running down into the area between the caravan and the awning. John ZL1ALZ erected that pole and set up the inverted V's. John ZL1BYZ and I had found the site to erect the portable mast that would hold the tri-band beam and the 30m-inverted V aerial. This was on the lower track more to the base of the hill but still had the beam around 4 or 5 metres above the hill.

With the aerials all up it was time to set up the stations. John ZL1ALZ set up his station in the caravan while John ZL1BYZ set his up in the adjoining awning. Both radios were Icom 7000 100W rigs and both attached to amplifiers that would give our signal that little more umph.

We got a bit of a head start with the stations up and running on Friday nite and some stations were worked. On the Saturday when the ILLW was underway, stations kept being added to our log in a fairly steady manner. You would not say conditions were good but you would certainly say that conditions were far far better than last year. The summary of contacts below may not reflect the true improvement as you need to take into consideration that the Aussie Remembrance Day contest was not on this year during the same time and had that not been the case last year our numbers would have really looked dismal.

The weekend went without a hitch, everything worked as it was expected, although we did experience some station to station interference,. We have had that before and we are trying to work around the problem of 2 stations working next to each other, each running a little extra power. We hope one day to find the answer. The inclusion of ICE bandpass filters did little so maybe a little more separation of the aerials could help or at the least aerials at right angles to each other... that's for 2011.

As has been the case over the past 5 or more years, meals were excellent as John ZL1ALZ's wife Jill had made pre-cooked meals for us for the weekend. There was always enuf for the three of us to eat and the curry not TOO hot.

We had a couple of visitors this year and we expect to see Craig from the Awakino Hotel out operating for 2011.





Contacts were as follows.

QSOs 833= CW 431 , Phone 401 , FM 1

Band breakdown,

80m	80=	CW	8	Phone	72
40m	175=	CW	175	Phone	58
30m	215=	CW	215		
20m	304=	CW	33	Phone	271
2m	1=			FM	1

Lighthouse station QSOs = 72

Unique Lighthouses = 44.

NA 1, SA 1, VK 37 & ZL 5.

As for 2011.... well that's such a long way off we have plenty of time to think about that one but be assured... we will be there.

## Cape Egmont Lighthouse

This light shone for the first time on the 1<sup>st</sup> of August 1881. The lighthouse was originally placed on Mana Island north of Wellington in 1885. However the Mana Island station was closed in 1887 following several shipping accidents, as it was believed that the light was being confused with the Pencarrow light at Wellington Heads. In 1881 the tower was dismantled and carried in sections by the steamer Hinemoa to Cape Egmont and reassembled on this site.

The cast iron tower stands 20 metres high and 33 metres above sea level. The light flashes every 8 seconds and can be seen for 19 nautical miles (35 Kilometres).

The 50 watt lamp operates on mains electricity with a battery for standby power. The light was fully automated in 1986 and the lighthouse keeper withdrawn.

The operation of the light is now completely automatic and is monitored by a computer and Maritime NZ staff in Wellington.

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**International Lighthouse and Lightship Weekend 2010**  
Bean Rock Lighthouse Station ZL1KBR  
Operator ZL1SLO





*I heard Frank very busy operating stations around the world from below the cliffs along the Auckland waterfront and within sight of Bean Rock. As can be seen the station was set up in his van with the generator sitting in the trailer. It's obvious Frank was not without some comforts, the jug sitting in a handy position.*

*The antennas were 40 and 20 verticals mounted onto the trailer and connected to his Kenwood 140S.*

*Cliff ZL1RP*



**Bean Rock Lighthouse**

# International Lighthouse and Lightship Weekend 2010

## ZL1GHT op Fred ZL1FAV & Cliff ZL1RP

WOW, doesn't time fly. It didn't seem a year ago that we went on our first lighthouse weekend. I wasn't ready for the this one when I got reminded one evening at the club that it was only 4 weeks away!!

Oh dear, apart from asking for access to the land when we left last year nothing else was ready. I hadn't even discussed it with Cliff and wasn't sure if he was keen to put up with me again. But no fear he was happy to have another go at it so we got ourselves ready. The Club kindly lent us the generator and some antenna poles we needed and to be honest most of my stuff from last year hadn't been used since and was kind of already packed. I'd set up my radio equipment I was taking with me on the temporary desk and checked if all the interconnecting cables were there. Checked into the club net on Sunday morning and all was well. So into crates and boxes it went ready to be put into the van for the big weekend.



I was taking my campervan and Cliff has got himself a pop up camper trailer so we were all set for accommodation. The trailer would double as our shack and Cliff's sleeping quarters. I had taken the Friday off work and packed everything I'd figured we needed (and some) and was all ready to go.

Saturday morning came and off we went just after 0600. We had arranged to meet in Waiuku same as last year but I must have been half asleep and missed the turnoff on the motorway. Cliff had called on the radio and said he was just about to leave home. I carried on down the Southern Motorway and took the

Pukekohe turn off and caught up behind Cliff and his trailer in Pukekohe and followed him towards the peninsula. Shortly after leaving the township he abruptly pulled over to the side of the road! One of the trailers tyres had burst! Oh well he had a spare wheel and my tools where in easy reach so we soon were back on the road. Let's hope that was going to be the only breakdown for the weekend.

As we travelled onto the peninsula the sun came out and looked very promising. The land owner had told us that due to the recent rain we could not get on top of the hill and would have to stay on the flat area behind the toilet block. It didn't look too bad at all when we arrived but a quick check with him confirmed it was going to be too soft to drive on. So we set up camp on a slight rise in the paddock behind the car park. There was plenty of room for the antennas and pretty sheltered from the wind, compared with being on top of the hill. It took a while to get everything together but we ended up with a decent setup. Both of us had a station with a Kenwood TS440 and a Triband rig, We had 3 antennas to choose from, an 80m dipole, a 40m dipole and the triband beam on the rotator in the middle. And a laptop computer each for the logs. John ZL1ALZ had lent us an amplifier for 20m so we hoped for some DX contacts to happen.





We got on air and started logging qsos and all systems seem to be working well. A few hiccups like Cliff's computer interface didn't want to talk to the computer but no biggie as he was mainly staying on one band so changing the log was not an issue. My laptop every now and then decided to shut itself down, so a pen and paper was kept at the ready because it was sure to happen when you're trying to log a call. Other than that no equipment issues over the whole weekend.

The log was filling up very slowly. A bit disappointing but then again maybe we didn't work hard enough. After all you must take time for coffee and snacks. The weather changed every hour with a few showers coming across but overall we were glad it wasn't as bad as last year. Last year I think we only had a few hours that it didn't rain and the wind was horrendous, but this time around we were very happy indeed.

At about midnight we'd had enough and went to bed. A great night's sleep and bacon, eggs and coffee for breakfast, couldn't ask for much more. Back on the air and soon it was time for the club's Sunday morning nets. I had trouble hearing the Ponga repeater but figured I would. I had put one of my dual band radio's on my emergency car start battery and fitted a whip to it. So I carried that up the hill and worked the club members on the 2m net. A bit hard writing the call signs down as it was rather windy on top of the hill but all worked out OK.

Back down the hill and Cliff was just checking into the HF net, some of the other lighthouse stations also checked in so the net was busy. After that, and some more coffee, we logged another few calls and soon it was lunch-time. My wife and her mother came for a visit and brought scones for us. I am sure they were happy we were down the bottom of the hill as she wasn't too keen trekking all the way up there like she did last year. She must also have brought the rain



**VHF Portable Setup**

because it bucketed down whilst we had lunch, but again it soon cleared and by the time lunch was finished they drove away in sunshine.

We found 40m overall to be more productive than the 80m band. I am getting a bit suspicious about how well our antennas perform. It is rather frustrating to hear a station you've just worked making more qsos and you can't hear the other side. Some more work required for next year's event I think, maybe go with verticals or something like that. Funny thing is that the contacts we did make were very solid both ways so our signal gets out there.

Never mind, we enjoyed ourselves making HF contacts around the world on Phone, CW and even RTTY. We even logged a few on the local repeaters and National system.

All too soon it was Monday lunchtime and it was all over for another year. We packed up our gear and laughed at the bundle of cables on the table. Funny how we need all those in the pursuit of our "wireless" communication hobby.

Well there you have it, another lighthouse weekend story. I am sure it won't be the only one in this months magazine.

Here's to next time

Fred de ZL1GHT.



**ZL1GHT**

## ZM1AOX and ILLW

By Ian ZL1AOX



After reading reminders of the upcoming Lighthouse weekend in the Newsletter, I registered my interest on the ILLW web site and filled in the entrance form. Stations registered from ZL were down from last year and I was last on with number 8. This meant that Papakura Branch was supplying 5 of the 8 ZL stations listed (another ZL best).

I had hoped to operate on the Saturday, but this was the day of our youngest Granddaughter's fifth birthday and all my "crew" were busy as well. After considering rising before dawn to be on the water to catch the early morning "Grey Line" this was quickly discounted and a more leisurely start time of 1pm Sunday was decided. We were on the water from Half Moon Bay by 1405 with my crew of 3 who hoped to catch some fish.

Nosing out into the Harbour past Musick Point we certainly noticed the 25 + knot winds blowing from the SW. We were on site within 30 minutes and decided to anchor in the lee of the reef and Rangitoto Light in McKenzie Bay. I'd arranged a sked with Nigel ZL2SEA on 7.150 at 1500 and he was nice and early at 1450. Nigel had a great signal into the Auckland Harbour from the East Cape Light House, and then a call from Cliff at Manukau Light with ZL1GHT. Fifteen minutes later we had a call from John ZL6LH from Cape Egmont so that was the bulk of the Club Stations. I knew Franc ZL1KBR was at Orakei by Bean Rock Light house and called him but heard he had left earlier in the day. Worked Ross ZL1VRR on 40 and then took the antenna down to change the tap on the Outbacker to 20m.



Twenty metres seemed to be fairly active, so hardest job was tracking down the lighthouse stations. So we worked away for the next four hours in fairly rocky conditions on the sea. The fish weren't biting in McKenzie bay, so we moved out into the Harbour near the shipping channel and drifted around between



the channel and Rangitoto Island, until sunset when the wind died away and the sea became smooth. The fish (small) started to bite but no legal sizes! We remained anchored close to the Island and I managed some good DX with a station in Valencia and another in Wales. Around 7pm local I spent about twenty minutes attempting to work OZ5ESB at DK0001 lighthouse in Denmark, but although he was an S5 I couldn't make a contact. I later looked him up on the net and found that it was a club station with a KW amp and beam.

By 1930 my crew were over the fishing so I changed bands to 80m to try for some more locals, but found Nigel ZL2SEA again and finished with Mike ZL1MDS.

Conditions on the water were now idyllic with no wind, a calm sea with the full moon gleaming down. It was a neat trip back to Half Moon Bay in the moonlight, dodging unlit buoys and markers and arrived back at Half Moon Bay at 2030.

In my six hours of operating, I worked 15 ZL's, 29 VK's, 3 Stateside, 1 FK8, 1 GB4 and the EA5/GM0OPK portable in Valencia and who had a very broad Scottish accent which I found to be very difficult to understand with the QRM/QRN....



## East Cape Lighthouse: ILLW August 2010.

East Cape Lighthouse. I have to say I love it out here and have really enjoyed the weekend spent in the Lighthouse keeper's house.

What makes East Cape special?

The location, its peaceful quietness.

The birds: the Magpie's warbling songs in the morning, Sky Larks, Bell birds,

Paradise ducks to name a few. The great kitchen with views looking up to the lighthouse

through the kitchen and dining windows. The big handsome Black Angus bulls. The ewes with young lambs at foot. The seal colony. The flat fields and surrounding hills. The trek up to the lighthouse and the magnificent view of East Island and the lighthouse itself. But best of all is spending time with Nigel again after six weeks of separation due to his work in Thailand.



The great kitchen with views looking up to the lighthouse through the kitchen and dining windows. The big handsome Black Angus bulls. The ewes with young lambs at foot. The seal colony. The flat fields and surrounding hills. The trek up to the lighthouse and the magnificent view of East Island and the lighthouse itself. But best of all is spending time with Nigel again after six weeks of separation due to his work in Thailand.

Nigel specially flew back to New Zealand for the Lighthouse weekend. There was no way he was going to miss it! He had started organising our accommodation and access to the lighthouse before he was sent to Thailand at short notice to manage an engineering project. I couldn't fly out with him at the time as my passport had to be renewed and that turned into a major stress that stretched into four frustrating weeks. Two weeks before Nigel was due back, the new passport was finally in my hands. A week before the Lighthouse weekend, the weather was extremely wet; Opotiki was flooded and slips were all over the place with AA road warnings for most roads in NZ. I was concerned we wouldn't be able to get out to the lighthouse. Nigel flew into Auckland Tuesday lunch time and registered the trailer and Wednesday we started packing for the trip to East Cape, leaving early Thursday morning.

Packing became quite a juggling act and I became quite muddled with it all. My

case for Thailand had to be packed as we flew out early Tuesday morning after getting in from East Cape late Monday evening. We had things going in opposite directions (East south-east / North-West) with opposite needs (winter / summer) and I was also trying to finish sewing a summer dress and organise the food, so needless to say, my thoughts very scattered. I've never been so disorganised for a lighthouse!

Kelly cat knew we were going somewhere. She wanted to be in on the action. Kelly checked under the tarp of the trailer for a place she could fit, but decided it wouldn't be too comfy. She then inspected the car and perched herself on the back of the rear seats. After waiting several hours, she went hunting.

Just to add to the excitement of a tight schedule, our land lord informed Nigel the glass house and shed where his dinghies were stored were coming down and the dinghies had to be moved out of the way. The Tuesday morning after the lighthouse weekend was already a tight schedule so it had to be done before leaving for the lighthouse on Thursday morning. Nigel put out a SOS call to Franc, ZL1SLO for assistance. Franc arrived an hour early, so at 0545 the dinghy move and the dismantling of the painting tent was started in pitch black and completed at 0800. His effort is really appreciated. There wasn't enough time available to pitch the painting tent again, so both dinghies are only under tarps.

With very little sleep travelling from Thailand, and an early start, Nigel was tired and soon pulled over for me to drive. He went straight to sleep and I was gaining a little more experience driving with a trailer. Nigel woke as we were entering a gorge and advised I take the sharp corners slowly to avoid the trailer sliding out. The drop into a fast flowing river was incentive enough to take it slowly!

With Nigel driving again, the trip through Tauranga, Opotiki and Whakatane was uneventful, though evidence was plentiful of recent flooding and multiple slippages. White Island was visible and puffing out clouds of smoke as all active volcanoes do. The drive to Te Araroa seemed to take forever, though the coastal scenery was pretty. On the climb up the mountainside approaching the Motu River, the road narrowed to one lane. The east bound lane of the road was heading for the open sea. It had dropped by about 30cm and was isolated by safety cones. Later we had to stop at road clearance work where the east bound lane was open and the mountain side lane was still being dug out from under the major slip that had completely covered the road and continued over the guard rails. Mud and rock, in places, remained stacked on the guard rail. The river was

a long way down!

Leaving Te Araroa, the sun had disappeared and the last 21km of dirt road passed quite quickly. Rounding a corner we were greeted by the welcome sight of the East Cape lighthouse brightly flashing on its hill. We continued to the end of the road to a solitary light that was waiting for us. The front porch light was on and we drove up the drive to the keeper's house and let ourselves into the house. A note on the table let us know we needed to keep the house gate shut to keep the lame bull off the back lawn. He was also to be given a wide berth. Great! We unpacked the car, had a light dinner and fell into bed leaving the trailer till morning.

Friday morning Nigel's alarm went off at 0500. He eagerly suggested hiking up to the lighthouse to watch the sunrise. I wasn't so excited with the idea and tried going back to sleep for another hour before getting up. I found a beautiful big Angus bull camped outside the lounge window. He left behind his calling cards when he wandered off to feed. He wasn't lame. We had two Angus bulls and, without my glasses on, what looked to be invisible fences! Super! The morning sky from the kitchen window was showing tints of pink, then slowly, the sky glowed brighter near the lighthouse and eventually the sun broke over the ridge with the promise of a beautiful clear day for photography. Now, I wanted to get up to the lighthouse! Hi. But Nigel wasn't ready!! He wanted breakfast and to get his aerials up and everything unpacked.

We made the hike up the 700 steps before setting up all the spaghetti poles. The track started off well, and then started up rugged "steps". Nigel waited for me at one spot and we decided that it would not be a good idea to haul the radio gear up to the top. We'd need at least 4 trips up, which meant 4 trips down as well, then would have to bring everything back down again... 16 times in all. We decided against setting up at the lighthouse. The wooden "steps" were wet and slippery at times, there were minor slips in places and the going got quite steep. Really not suitable for night either. We now understood Dave's (ZL1DK) advice against setting up at the top! Hi. We still had the option of using the small 817 radio and flexi pole we take walk-about to the top if we wanted; and working QRP.

Reaching the final approach to the lighthouse I looked up to see the lighthouse glowing in the morning sun and Nigel taking photos. As lighthouses go, East Cape is beautiful. It is made of cast iron plates shipped in from London. The lighthouse has an interesting and somewhat tragic history starting with four sail-

ors drowning when their boat overturned while landing one of the first loads of plates on the island. East Island is the resting place of the four seamen, three lighthouse children and a ship's captain who was washed ashore seven days after wild seas over turned his vessel near the island.

I spent nearly 2 hours at the lighthouse both taking photos with the trusty Canon and learning how to use the new Canon camcorder. Using a decent sized tripod was also a new experience in amongst the bushes. Got some nice photos and missed a few too before working out how to shoot "still" on the camcorder. Lighting was great and the high cirrus cloud formations coming through added to the beauty of the lighthouse photos. I was enjoying myself immensely! Between us Nigel and I had 7 cameras with us this time, with two as "sacrificial cameras" for the "trainer" Radio Controlled model aeroplane. Now we were really mixing our interests! Amateur Radio, photography, radio controlled aeroplanes, lighthouses and the best Amateur Radio event of the year. Mixed together, it was one fun weekend.

Nigel left before I did with the request I give him a hand putting the aerials up when I got down. My legs were turning to jelly by the time I got back to the house. I found Nigel mending the radio controlled plane. He had been flying while waiting for me and crashed when it flew over the hill. The batteries had sprung out the camera on impact and so no video.

Nigel had also laid out the ropes and had pole parts out of their bags and the heavier spaghetti pole almost ready to go. The tripod took care of the camcorder, and between us, the main pole went up and was secured to the fence and the ropes were all pegged out. The next pole that went up was by the old lighthouse keeper's office, come radio shack and library. The third pole went up outside the fence in the lower paddock. Then the balun and cable went up the pulley and were secured in place and the radio end passed in through the dining window.

Later the surf casting rod was used to shoot a line over an old electricity pole in the paddock for the end of another aerial Nigel had running crosswise to the first. Nigel tells me I got my east /west and north/ south aerials mixed up while recording, but not to worry, its amateur photography, mistakes in reading, directions and all, but a lot of fun. Nigel needed another pole to hang the other end of his wire on and put the extension ladder to work for that purpose. He had me tighten the supporting ropes while he held the ladder. Interesting! But it worked... more ways than one!!

Radios set. Food for lunch and the next day organised. Cameras worked out and plane ready to fly. We went flying again. Nigel remembered he hadn't switched on the action-cam and had to land the plane. I think this landing was the only one of the week end that came in on all wheels! Seconds later the plane was in the air again and having a great flight. I took the camcorder off the tripod as it was easier to film when free to move. Trying to follow the little plane was challenging, especially when zoomed in. The Paradise ducks didn't like the intrusion in their patch and were loudly quacking in alarm. Coming in to land, the plane suddenly nose dived into the corn field... the old electrical wires across the runway trick. The action-cam had turned itself off on impact, so no film.

The plane was inspected for damage again. The wing had some damage and the propeller needed replacing and the motor had to be freed of its mud collection. That was all fixed and it was in the air again with the action-cam. Its flying was a bit erratic. This time it came down in a boggy patch near the remains of one of the houses. No film again, and a longer list of repairs to be made, including the rear wheels to be reattached. It was a wonder the electric motor would ever work again it was so chock full of mud! It was found that the battery had shifted its centre of gravity and the pine tree had blocked the radio signal contributing to the crash.

Saturday morning was overcast and threatening to rain. I was so glad I took so many photos while the weather was so good! It rained on and off till lunch time before holding off for several hours. Angus and señor El Toro provided the entertainment for the morning. They had obviously wanted a part in the Lighthouse weekend activities and thought this radio thing was join-a-bull. As to the ladder being upright in their sleeping patch, well, that was unfathom-a-bull. In trying to work out if it was function-a-bull, the ladder was found to be move-a-bull. It was also work-a-bull and scratch-a-bull, but not listen-a-bull. The ropes were found to be trip-a-bull and remove-a-bull resulting in a lean-a-bull structure that looked crash-a-bull. In reality the whole thing was laugh-a-bull.

From the perspective of the camcorder it only got funnier as Nigel attempted to coax the bull away from the leaning ladder by playing "peek-a-bull" around the corner of the house. This really got the bull scratching his head! The lame bull had long given up and limped across the slushy paddock to feed, loosening the lower rope as he brushed passed it, while El Toro was still trying to get it all figured out. Luckily the corner of the house withstood the head scratching. Hi.

After lunch Nigel and I in gumboots went for a walk back towards Te Aroa then

crossed the paddock on a sheep trail to the ocean. We crossed the fence and Nigel disappeared into the sand dunes. He reappeared shortly with a quiet, urgent “Come and have a look at this!” There on the edge of the dune was a resting seal. Looking down the beach towards East Island, we saw there were seals all over the place! How exciting! The camcorder got busy and with its wonderful zoom, I could get in real close without disturbing the seal that was now awake and wondering what we were doing.



To be continued... Diane Straton

*Hope to continue this account in October Newsletter. For full account & pics check out the ZLIVK web site. Editor.*

**Western Suburbs Equipment Sale  
Saturday 9th October**

**Powder Puff Contest Results  
1st Lynnette ZL1LL, 2nd Rosemary ZL1RO, 3rd Alison ZL1TXQ  
1st OM Tom ZL1TO**

**PRC AGM coming up in November  
There will be a need for new committee members  
Make it known if you want to join this dynamic team  
Or who you might like to see on it.**

**Papakura Radio Club Inc.**  
**Branch 65 NZART Club Directory 2010**

Wellington Park, 1 Great South Road. PO BOX 72-397 Papakura 2244  
PHONE 2965244

**Club website: <http://www.qsl.net/zl1vk>**

**Elected Officers**

<b>President</b>	ZL1DK	David Karrasch	Ph 2968264	021 560180
<b>Vice President</b>	ZL1FAV	Fred Vermeulen	Ph 2665155	021 728158
<b>Secretary</b>	ZL1AOX	Ian Ashley	Ph 2981810	027 2632440
<b>Treasurer</b>	ZL1MR	David Wilkins	Ph 2999346	021 685847
<b>Committee</b>	ZL4AX	Paul Godolphin	Ph 09 2391188	021 1582521
	ZL1ALZ	John Balsillie	Ph 2336182	027 4948818
	ZL1BNQ	Richard Gamble	Ph 5371238	021 729270
	ZL1ASN	Rolly Adams	radams@clear.net.nz	027 4785040

**AREC**

**Section Leader** ZL1BNQ Richard Gamble Ph 5371238 021 729270

**Deputy Section**

**Leader** ZL1DK David Karrasch Ph 2968264 021 560180

**CD Liaison** ZL1AOX Ian Ashley Ph 2981810 027 2632440

**Newsletter Editor** ZL1RP Cliff Reynolds email cjreynolds@xtra.co.nz

**Hall Custodian** ZL1BUP Fred Johnson Ph 2986789

Our newsletter is published monthly and normally distributed just prior to the club meeting. Please have articles etc to editor Wed latest before general meeting. Do notify any change of address. After a period of grace, newsletters are only sent to financial members.

**Meetings**

General Meetings are held at the Club rooms on the 1st Wednesday of each month, starting at 7.30pm. Look at your calendar and mark these nights. The speaker follows the GM.

Project Evenings are on the 2nd and 4th Wednesday of each month.

Committee Meetings are held on 3rd Wednesday of each month at 7.30pm, unless advised.

Day Time Meetings are on the 4th Wednesday at 1.30pm.

Activity Nights are held on the 4th Wednesday starting at 7.30pm.

AREC Meetings are on the 5th Wednesday night, also starting at 7.30pm

**Subscription** Full membership and newsletter \$25.00

Family Membership and newsletter \$35.00

Student or Country DX membership \$15.00

**Working Bees** As required.

**Branch 65 21 Award** For contact with 20 Papakura Club members and the ZL1VK call after 1977. Cost \$5.00. Band Mode endorsements available. Apply to the Club Secretary.

**ZL1VK Club Nets**

147.325 MHz Sunday at 8.30am. Controller ZL1QK Bill Stone. If the repeater is not available, listen 146.475 simplex.

3.755 MHz Sunday at 9.00am. Controller ZL1AMN Dave Johnston.

**Morse Code Practice**

3.550 MHz Monday and Thursday 7.30pm John ZL1ALZ.

**1960**

**2010**