



APRIL 2026

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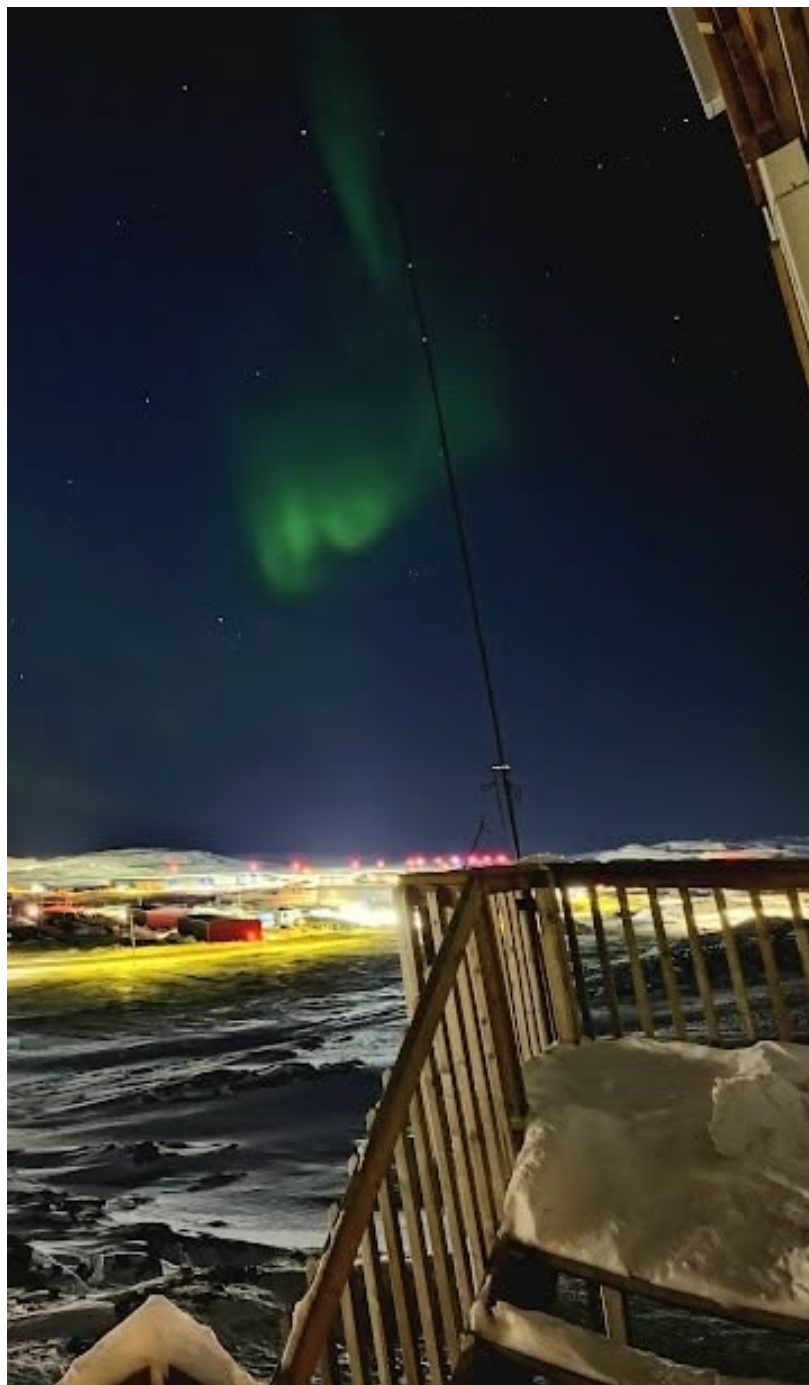
# VE3ERC-LUB

**President:** Frank VA3FJM  
**Vice-President:** Hagen VE3QVY  
**Secretary:** Rod VA3MZD  
**Treasurer:** Ted VE3TRQ  
**Trustee:** Steve VE3BVS  
**QSL Manager:** Kirk VA3KXS  
**Repeater Trustee:** Wes VE3ML  
**Website Admin:** Ted VE3TRQ  
**Lighthouse:**  
**Maple Syrup Display:**  
**Newsletter:** Bob VE3IXX  
**ERC Website:** <https://ve3erc.ca>

## ERC REPEATERS

**UHF 444.700 + TONE: 131.8**  
**UHF 444.700 + TONE: 123.0**  
**VHF 147.390 + TONE: 123.0**  
**VHF 147.255 + TONE: 131.8**  
**EMERGENCY SIMPLEX: 146.550**  
**UHF-IRLP node 2404,ECHOLINK VE3ERC-L**  
**VHF- IRLP node 2403,ECHOLINK VE3ERC-R**

**In an emergency, tune  
 Into our repeaters,  
 UHF 444.700 or  
 VHF 147.390 or  
 HF 3.755 LSB or  
 Simplex 146.550  
 For coordination and  
 assignments.**



**Vertical antenna in the Northern Lights in Iqaluit. See page 10.**



Radio Amateurs  
of Canada

# THE PREZ SEZ!

This club is Radio-ACTIVE  
The club is Radio-ACTIVE

## President's Update for April 2026

It was a great sadness to hear of the passing of **Linda Willis VE3CZ-sk** who was a member of the Elmira Radio Club as well as the Guelph Amateur Radio Club.

Linda is probably most well known in the amateur radio community for her yearly recitation of the poem "In Flanders Fields" on the ONTARS net (3755 kHz) at 11 am every year on November 11.

In past years she and her husband, **Mike VE3FE** would set up a special event station at Colonel John McCrae House in Guelph operating for several days around November 11. In more recent years they moved the special event station to the Hammond Museum in Guelph but still with her recitation of "In Flanders Fields". Linda and Mike have also participated in many other activities with the Guelph club.

Linda as well was an active promoter of organ donations in the Community to the point of having donated one of her own kidneys as well as a bone marrow transplant for a young child.

We will all miss Linda.



Linda as she recited 'In Flanders Fields' for Remembrance Day last year for a special event station tribute. The Guelph Amateur Radio Club has done this event for more than 35 years

# In Memoriam

## Linda Willis VE3CZ/VE3ILJ-sk



There will be a **Celebration of Life for Linda Willis VE3CZ-sk** at Rockmosa Community Centre, Rockwood, May 30 in the afternoon.



# AMATEUR RADIO PLANES



In the Bombardier Challenger CL300

## Driving commercial planes built from 1937 to 2015

By Mark McDowell VA3AZH

**A**t the beginning of my career in 1976 I would pass by the north end of Malton airport where BE18s, DC3s, and DC4s were parked and say, "I want to fly a DC3 before there are no more." I was fortunate to be able to do just that. That airplane, famous because it was the first to fly passengers at a profit and started flying in 1935, also became a mainstay of the military as the Dakota or C-47.

That desire led me to driving (as we would say since we were either moving cargo or moving VIPs) so many small and large aircraft for over 22,000 hours from 1976 to 2015, when I ended my career flying one of the most advanced commercial aircraft in service, the Challenger 300.

Older aircraft using radial engines with parts manufactured from 60 to 90 years ago, which were refurbished and reused, tended to fail. I had numerous engine failures in all types during my tenure (I stopped counting at 23 and stopped telling my wife at 15).

### Early Career

I loved flying the **Beech 18**. It was stable in the air, and it hated being on the ground. I would regularly ground loop it on landing (and fall asleep at night in the cockpit as a single pilot with no autopilot). One of them I flew was built in 1937 and still had vacuum tube radios, radio direction finding, and barrel-type directional gyros that read backwards.

One night flying down the middle of Lake Superior toward Thunder Bay, I woke up and checked my position using the ADF (automatic direction finding) which pointed to a beacon at Thunder Bay. It pointed ahead for a minute, then reversed, indicating I had passed the beacon, so I started



Beech 18



**Barrel-type gyro**

a quick descent to approach altitude only to find the needle pointing to the front again. I checked my position with VHF position indicators (VOR) and found I was still 100 miles from Thunder Bay. You can't trust your instruments.

**DC3s** were fun. The correct pre-takeoff briefing for any multi-engine aircraft would start, "In the event of an engine failure, I will...", but we always said, "When the engine fails, I will..." The real ignominy of an engine failure was being towed ass-backwards to the hangar using the tail wheel tow bar.

The radio controls in the DC3 cockpit were all overhead. This was fine in my early 30s, but when presbyopia appeared, I needed specialty reading glasses with the magnification on the top of the lens instead of the bottom.



**DC3 with a nod to the Dutch**



**DC3 Cockpit**

**The DC4** was my favourite Radial engine aircraft. It had a huge cockpit designed for six crew members: Command Pilot, Flight Engineer, Copilot, Navigator, Radio Operator, and Loadmaster. We flew with just two of us, so we had a three-seat airline structure mounted longitudinally on one side of the cockpit behind the pilot/copilot dais, and a cot opposite for sleeping (one pilot was always sleeping on long legs). It could fly for 16 hours and carry 20,000 pounds of cargo.

We often flew racehorses, as they were more comfortable with the gentle angle of climb as opposed to a jet which requires a high angle of climb for noise abatement.

One time we blew an engine on take-off from St. John's, NL in a blizzard and returned to the field. We were 'stuck' (you can't actually be 'stuck' in St. John's) for a week while the weather cleared. We flew home on three engines in clear weather, and the airplane flew better than when it had four engines.

Several of the DC4s had flown in the Berlin Airlift and still had coal dust in the ribs below the flooring.

We did a three-week trip flying the



**DC4 in flight**



staging materials in the DC4 for the Toronto Symphony Orchestra Canadian Odyssey tour in 1987 with conductor Sir Andrew Davis. We flew north of the Arctic Circle, drank an Inuit liquor made from berries that only grow above the Arctic Circle, ate pickled whale blubber, met people from all over western and northern Canada and had a fabulous time. We had two handlers that flew with us. The picture below shows one of them 'flying' the plane. He was not a pilot and there was no autopilot, but we both needed breaks and he was happy to oblige on the long legs (four to six hours.)

**DC 4 Cockpit with 'attendant'**

**Mid Career**

As time progressed, I became Chief Pilot of a small company, and we had our IATA identifier BRM500. Our voice callsign was "Boomerang 500" because we were a fortune 500 company and we always came back. We flew both cargo and executives. A major run was flying Radioactive Medical Isotopes to various airports in the USA. The major isotope was Molybdenum 99. It had a half-life of 66 hours, so time was critical. Each barrel of Moly-99 carried 4 ounces of liquid Moly. It was in a plastic bottle stored inside of container of absorbent material inside a sealed titanium container inside a 275-pound cylinder of depleted uranium inside a cylinder of cedar wood inside the hermetically sealed barrel, for a total weight of 365 pounds. The activity of the Moly in each barrel was normally 35 terabecquerels (35,000,000,000,000), a becquerel being once atomic decay per second. The barrel was designed to withstand 100G deceleration, 700°C (temperature of burning jet fuel) for 30 minutes, being dropped onto an upright steel pin from 1 meter without puncturing and remain watertight indefinitely at any depth. We normally carried five barrels located about 2 meters from the cockpit of an MU2 Marquise.

**The MU2** was a Mitsubishi turboprop that was designed in the 1960s as a business aircraft. It turned out to be very dangerous for a 'weekend warrior' and for American commercial pilots to fly. There were over 400 hundred commercial crashes in the US and none in commercial service in Canada when I was flying them in the 1990s. I was called down to the FAA in Washington, DC to explain the differences in accident rates between the two countries. The difference was in the training regulations, not the pilots, and this led to a regulation requiring specialty training for the MU2. The standard flight techniques for flying multi-engine aircraft were entirely incorrect for the MU2. It required extensive retraining and two pilots, not one.

This aircraft was a hot rod. It cruised at 315kts true airspeed and on one-hour trips could beat a Citation jet from start to finish.

**One of our MU2s in flight.**





**The cockpit was complicated, having over 240 toggle switches, pushbuttons, knobs, dials, and meters.**

**Late Career**

I flew many other aircraft in commercial service over the years: Cessna’s C150, C152, C172, and C177; Piper’s Arrow, Seminole, Twin Comanche, and Apache, Aztec, Cherokee, Navajo, Chieftain, Cheyenne, Seneca; Beech’s BE18, BE99; Douglas’s DC3, R4D-8 (C-117D), DC4, Citation’s Citation 1, Citation 2; Westwind WW24, MU2 Marquise, Bombardier CL-601, CL 300. It was a privilege to fly all these aircraft. Each had a unique personality.

My final aircraft was the CL 300. When I was trained on the CL 300 in the early 2000s, it was the most technologically advanced commercial aircraft in service. It has 20 some odd computers on board, massively redundant systems, full communications via satellite for dispatch, air traffic control clearances, auto flight plan load, full autopilot control from 700 feet above ground on takeoff to 200 feet above ground on landing, and a direct 24 hour line anywhere in the world to a doctor for inflight treatment, including minor surgery of our clients.

I went from having to know practically every system on a Beech 18, so I could fix it away from home, to being told with the CL 300, “We don’t want you to know too much about the systems”. I chose to learn anyway. The early years of flying for me was truly a hands-on experience.

The contemporary roll of a pilot is as a manager with the aircraft doing the flying. Quite a shift of responsibility and involvement. That being said, **“Here is my actual aircraft. I do miss that lady.”**



Photo Copyright © Martin Tietz

PLANESPOTTERS.NET



**Notice the very uncluttered cockpit, and the need for new reading glasses with the magnification on the bottom.**



**Here I am with my brother and a Cessna 172.**



**Here I'm loading a Westwind WW24.**

**CONTRIBUTIONS TO VE3ERC-CLUB NEWSLETTER**

Do you have an article you'd like to submit? Or photos? Do you have any comments you'd like to make?

Perhaps you'd like to share a photo of your shack, a special project you are working on or a special interest!

**SEND THEM TO:**

**Bob [bobve3ixx@gmail.com](mailto:bobve3ixx@gmail.com)  
(519-787-2279)**



Bob loved the outdoors. Wound up with quite a collection.

**WEDNESDAY NITE NET CONTROLLERS**

**APRIL 29 - TED VE3TRQ**

**MAY 6 - JAY VE3CMN**

**MAY 13 - TONY VE3DWI**

**MAY 20 - ROD VA3MZD**

**MAY 27 - MEETING**

**JUNE 3 - FRANK VA3FJM**

**JUNE 10 - BOB VE3IXX**

**JUNE 17 - JOHN VE3JXX Emcomms net**

**JUNE 24 - MEETING**

**JULY 1 - HAGEN VE3QVY**

**JULY 8 - TED VE3TRQ**

# Iqaluit Amateur Radio Club VY0IRC

**Our goal is to provide opportunity for youth in the Arctic to learn what amateur radio is about and take the necessary training to become qualified Radio Amateurs**



Founded by

**Rob Noakes  
VE3PCP**

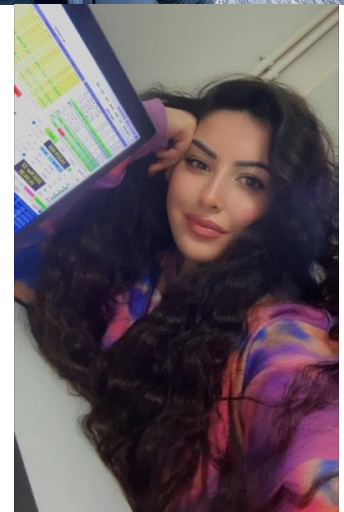


**Ivan Gerginov  
VY0IG - station  
host**

**Brandi  
LaRochelle  
VY0YFB  
Iqaluit local  
YL Operator**



**TUĞÇE CAN ,  
TA3TGC,  
Bursa, Turkey  
International  
YL Operator**



## Why choose Nunavut for a new amateur Radio Club?

Choosing Nunavut as the home for a new amateur radio club offers a unique blend of high-stakes utility and elite hobbyist prestige. Because of its remote geography and sparse population, a club in Nunavut isn't just a social group—it's a critical infrastructure asset and a "holy grail" for operators worldwide.

Here is why Nunavut is a premier choice for a new club:

### **1. The "Rare Station" Factor (DXing)**

In the world of amateur radio, "DXing" (contacting distant or rare stations) is a major pursuit. Nunavut is considered one of the rarest locations to contact globally.

- **High Demand:** Operators around the world "chase" Nunavut stations to earn prestigious awards like the Canadaward, which requires confirmed contacts with all 13 Canadian provinces and territories.
- **Pile-ups:** A new club in Nunavut would immediately become a "celebrity" station. Even a low-power transmission from a Nunavut call sign (VY0) can cause a "pile-up" of hundreds of operators trying to make contact at once. We limit our FT8 to 40W. SSB to 100 W.

## 2. Critical Emergency Preparedness

In the Arctic, when satellite or internet services fail due to extreme weather or technical outages, amateur radio is often the only reliable lifeline.

- **Community Safety:** A club can train local residents to provide backup communications for search and rescue, medical emergencies, or town-to-town coordination.
- **Proven Track Record:** Operators in the North have historically stepped in during power outages that took out traditional telecommunications for hours, ensuring critical information still gets through.
- **Effectiveness:** Can be dramatically impacted by the Aurora which can eliminate all radio wave propagation for periods of time. **Note: Amateur Radio may not be helpful in this scenario.**

## 3. Scientific and Technical Frontier

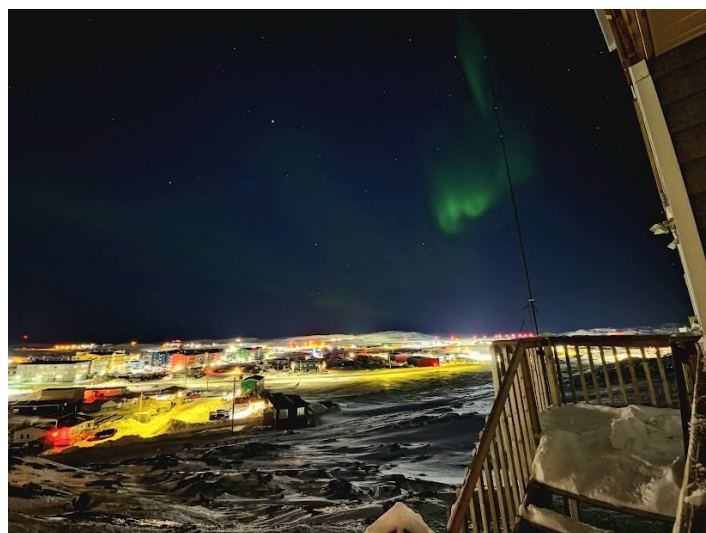
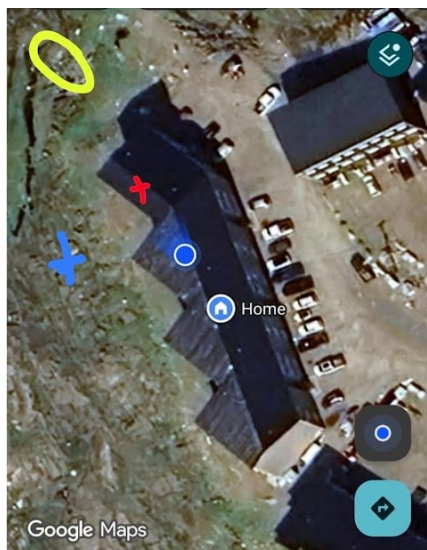
Operating in the High Arctic presents unique technical challenges that appeal to "radio scientists."

- **Aurora & Propagation:** Nunavut sits within the auroral zone, allowing members to experiment with unique propagation techniques, such as bouncing signals off the aurora borealis.
- **Extreme Engineering:** Club members learn to build and maintain equipment that can survive "destructive" winds, frost, and ice—skills that are highly valued in northern technical fields.

## 4. Cultural and Strategic Impact

- **Sovereignty:** Amateur radio has a historical role in asserting Canadian sovereignty in the Arctic by maintaining a consistent presence and communication network in remote regions.
- **Inuit Partnership:** A club can serve as a bridge for training Inuit youth and community members in STEM fields, combining traditional knowledge of the land with modern radio technology for safer travel on winter trails.

**Antenna location-  
Red X current  
Yellow circle  
is future site.**





**DX Commander Antenna**



**DX Commander Vertical Poc 2**

### Comparison: Why Nunavut vs. Other Regions

Feature	Southern Canada / Urban	Nunavut (Arctic)
Rarity	Common (thousands of stations)	<b>Extremely Rare</b> (very few active)
Purpose	Hobby / Social	<b>Lifeline / Emergency Prep</b>
Noise	High (urban interference)	<b>Dead Silent</b> (pristine radio environment)
Challenge	Low (easy access to parts)	<b>High</b> (extreme weather & isolation)

### Is VY0IRC Rare?

Yes, **VY0IRC** is considered an **extremely rare** call sign in the amateur radio community. Its rarity is driven by both its geographic location and the very specific conditions under which it operates.

Here is why contacting VY0IRC is such a "prize" for radio operators:

### 1. The Geographic "Holy Grail"

- **The VY0 Prefix:** Nunavut is the rarest call sign prefix in Canada. There are only roughly 19 to 37 licensed operators in the entire territory, compared to over 20,000 in provinces like Ontario.
- **Rare Zones:** VY0IRC is one of the few active stations in **CQ Zone 2**, a massive but sparsely populated area that many operators need to complete the "Worked All Zones" (WAZ) award. It also sits in **ITU Zone 75**, making it a target for international collectors.



## 2. Extreme Operational Challenges

- **The Auroral Oval:** The station is located in Iqaluit, Baffin Island, which is often right under the Auroral Oval. While beautiful, the aurora causes massive ionospheric disturbances that can completely "black out" radio signals, meaning the station can only be heard during specific windows of stable propagation.
- **Weather vs. Hardware:** Maintaining a station in the Arctic is a battle. Extreme winds, frost, and snow frequently damage antennas, often limiting the station's "uptime" to when members are physically present to perform repairs.

## 3. Limited Activity

- **Club Focus:** The station is run by the **Iqaluit Amateur Radio Club**, which was established around November 2025.
- **Youth & Events:** Because the club's primary goal is youth education and training, they aren't on the air 24/7. They tend to be most active during specific events, such as "Youth in Amateur Radio Month" or scheduled weekend operations.

## How to Find Them

- Because they are so rare, VY0IRC contacts often result in "**pile-ups**" (hundreds of people calling at once). If you are looking to catch them:
- Watch DX Clusters: Operators will "spot" them on real-time DX clusters when they hear them live.
- **Check QRZ:** Their QRZ page is the best place to check for recent log updates or planned operating schedules.

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## Why choose Iqaluit for a remote operated amateur radio HF station?

- **Community:** Iqaluit as the capital city of Nunavut provides direct connection with the broader community within the city and beyond. Connection for many important support programs are an integral part of building a successful Amateur Radio Community.
- **Connectivity:** A remotely operated Amateur radio station requires reliable connectivity both for electrical supply and internet. Iqaluit offers both whereas more remote communities may not.
- **Impact:** Choosing Iqaluit for a remote amateur radio HF station is a strategic move that combines a "celebrity" status in the radio world with a high-performance, low-noise environment. While most remote stations are built for convenience, a station in Iqaluit is built for **impact**.

## Here is why Iqaluit is a premier choice for a remote setup:

### 1. Instant "Rare Station" Prestige

In amateur radio, the rarity of a contact is everything. Because of its tiny population, Nunavut (the **VY0** prefix) is one of the most sought-after locations for "Worked All Canada" (WAC) and "Worked All Zones" (WAZ) awards.

- **The "Pile-up" Magnet:** When a station like VY0IRC goes live, it often triggers "pile-ups," where hundreds of operators worldwide try to contact it simultaneously.
- **Unique Zones:** Iqaluit is located in **CQ Zone 2** and **ITU Zone 75**, both of which are notoriously difficult for international collectors to confirm.

## 2. Pristine Radio Environment

Unlike remote stations in southern cities, Iqaluit offers a remarkably "quiet" electromagnetic environment.

- **Minimal RFI:** The lack of heavy industry, high-density housing, and massive power grids means the noise floor is significantly lower. This allows a remote operator to hear weak signals that would be buried in "man-made noise" in a city.
- **Strategic Latitude:** Being at 63°N allows for unique propagation paths across the North Pole to Europe and Asia that are not accessible from mid-latitudes.

## 3. Improving Infrastructure

Remote operation requires stable power and internet, both of which are seeing major upgrades in Iqaluit.

- **High-Speed Fiber:** The Iqaluit-Nuuk submarine fiber optic project is significantly improving the low-latency internet required for real-time remote rig control.
- **Renewable Energy:** Projects like the Iqaluit Nukkiksautiit hydro initiative are aimed at modernizing the local power grid, making it more reliable for sensitive electronics.

## 4. Technical and Scientific Value

Remote stations in the Arctic are often used for more than just chatting; they are tools for atmospheric study.

- **Auroral Research:** Operators can experiment with auroral backscatter, where radio waves are bounced off the Northern Lights.
- **Hardware Torture Test:** A remote station in Iqaluit proves your engineering mettle. Keeping an antenna array standing in **100+ km/h winds and -40°C** temperatures is a badge of honor for the club that maintains it.

## Comparison: Why Remote in Iqaluit?

Feature	Standard Remote (VE3IHR)	Iqaluit Remote (VY0IRC)
<b>Demand</b>	Common; few people "chase" it.	<b>Massive; everyone wants a VY0 contact.</b>
<b>Noise Floor</b>	Moderate to High (S3-S7).	<b>Near Zero (S0-S1).</b>
<b>Maintenance</b>	Easy access for repairs.	<b>Extreme; requires "on-the-ground" local partners.</b>
<b>Difficulty</b>	Low.	<b>High (due to Auroral Black-outs).</b>

## The first 3 months of operation:

The **VY0IRC** (Iqaluit Amateur Radio Club) station officially began its High-Frequency (HF) operations on **January 10, 2026**. Based in Iqaluit, Nunavut, it was established to provide Arctic youth with opportunities to learn amateur radio.

Its first three months (January–March 2026) were characterized by rapid equipment deployment and high activity levels due to the rarity of the **VY0** prefix.

### Operational Timeline (January 10 – April 10, 2026)

Month	Key Milestones & Activity
January	<b>Official Launch:</b> First day on the air was January 10. Initial operations focused on digital modes (FT8) across the 12m, 15m, 17m, and 20m bands.
February	<b>Hardware Upgrades:</b> On February 6, the club installed a <b>DX Commander Classic vertical</b> antenna (supporting 10m through 40m) and a 100-foot <b>Loop on the Ground (LoG)</b> receiving antenna to improve signal-to-noise ratios.
March	<b>Log Milestones:</b> By mid-March, the station had logged thousands of contacts. On March 14, they reported that the "Loop on the Ground" was currently a "Loop on the Snow" until the spring thaw.

### Early Achievement Stats

By the end of its first quarter of operation (early April 2026), the station recorded:

**Total QSOs:** Over **4,385 contacts** logged with over 70 different countries

**Global Reach:** Contacts with over **35 different countries** within the first month alone.

**Furthest Contact:** **VK0DS in Antarctica**. 18,439 km distance on 20M HF Band using FT8.

**Modes:** Primary activity in **FT8**, with ongoing preparations for Single Sideband (SSB) and remote station capabilities. Re-location of the antenna away from the building will improve overall performance.

### Technical Challenges

The first three months were a "baptism by fire" due to the station's location in the

#### Auroral Oval:

**Propagation:** Frequent ionospheric disturbances often "blacked out" HF signals.

**Weather:** Operations involved battling extreme Arctic winds and icing.

**Equipment:** The station utilizes a **Kenwood TS-590S** and RemoteHams software for its remote HF setup.





## From the PAST

Miss Graynella Packer, the First Woman to Serve as a Commercial Wireless Operator. She is Seen Operating the Radio Set on the Clyde Liner "Mohawk."

Packer began studying Morse code around 1909, during her college years, discovering she had a natural talent for rhythm and timing. This passion carried her to the door of the Marconi Company, which—reluctantly—tested her for operator certification. She passed.

In 1910, at just 19, Packer achieved what no American woman had before: she became the first U.S. female shipboard radiotelegraph operator assigned to overnight duty on a seagoing vessel. The ship was the SS Mohawk, part of the Clyde Steamship Line. There, she handled commercial traffic, weather reports, and safety monitoring.

Her wireless career lasted from 1910 to approximately 1912, during which she served on multiple ships and trained other operators. She later wrote a telegraph manual titled *Rhythmical Telegraph*, capturing the musicality of Morse that she believed was key to mastering it.



Thanks to Tony VE3DWI.

# Remote Control for the Ham Radio Station

Operate your station from anywhere!



A presentation by Barry VE3ISX

26<sup>th</sup> March 2026

Hamilton, Ontario, Canada

## Why Remote?

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- Outdoor antennae not allowed in your neighborhood
- Change of residence...condo or apartment
- Small residential lot..limited antenna size
- High noise levels..power lines, plazma tv etc.
- Dual residency / Vacation home
- Travel without cumbersome amateur equipment
- Get equipment out of the house
- iPhone/iPad connects to newer automobile sound system using BlueTooth ....all hands free!

## My Motivation

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- Provide an HF service to seniors with no radio
- Check in from anywhere to any HF band.
- Connect while mobile using hand held devices
- Keep the operation simple.
- Integrate the automatic technology of my base station to switch power and antennae.
- Demonstrate the use of Remote usage.

# Objectives

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- Use the free WiFi of most hotels and food establishments to connect with the internet for control and connectivity.
- Have full control of the transceiver and server.
- Be able to monitor important parameters of the station.
- Keep the initial cost to a minimum.

## Base Station requirements

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- A transceiver connected as a base station.
- Easy to setup computer setup ...integration.
- Off the shelf software for Icom control of newer radios
- All necessary antennae switchable by the transceiver.
- Back-Up UPS for the server.
- Reliable Internet connection.
- Auto tuner to track your frequency / band changes

## Remote Solutions:

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I will present two solutions currently in use

- Remote TX



- SDR-Control mobile for Apple



## Amateur qualifications

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- ADVANCED License can operate remote HF
- Industry Canada states in IC-3
- Information on the Amateur Radio Service.
- “Only Advanced operators may:
- Remotely control fixed stations
- Including the use of radio links.”
- A Basic/Basic Plus license does not apply

## Desktop remote control

Probably one of the best desktop control software options for your Icom-Yaesu-Elecraft transceiver. This product also supports Remote Control. A one time software purchase is necessary.



## Remote Considerations

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- Software easy to use for most ages.
- Support newer Icom transceivers.
- iPhone or Android ease of operation.
- Desktop or any internet capable device
- Operation from remote site easy for any age

# Remote HF solution

## Remote HF Software

Raspberry Pi and yearly contract required.



Power

Antennas

Audio  
Control



## CLIENT

Any PC or iPhone



Any web browser

Audio from anywhere



## Remote HF requirements

- **Compatible Icom , Yaesu or Elecraft transceiver**
- **A yearly access contract with author**
- **Antenna...10/15/20 meter beam.....80/40 dipole**
- **Power Supply**
- **Raspberry Pi or Emulator**
- **UPS (optional)**
- **Monitor, keyboard and mouse for PC**
- **Suitable lightning protection for unattended stations.**

# Host (Station) Requirements

- The RemoteTx® ham radio remote control system is an economical way to control your amateur radio station through the Internet with a phone, tablet, Mac or PC..
- Raspberry Pi appliance running RemoteTx software (free download) at your station connected to your radio (USB) and the Internet (ethernet).
- A yearly user contract to access the CLOUD server.

## Program Benefits:

### Control for most any transceiver:

- \* Icom 7100, 7200 HF, 7300 HF, 7610 HF, 705 HF only
- \* Elecraft KX2, KX3, KX3/s □ Yaesu FT-991/a (HF/vhf/uhf)
- \* Note: There is a yearly charge for the Cloud server.
- Plug and Play network setup.
- (No special firewall configuration.
- Works with CGN.) \*
- No dedicated PC required at station.
- Low cost, widely available standard hardware
- (Raspberry Pi..purchased by from Amazon.ca).

# IC-7300/IC-7610 display



## Remote TX software benefits

- REMOTE CONTROL CLIENT: A mobile phone, laptop or tablet running a compatible Internet browser with broadband or LTE cellular Internet access.
- An active RemoteTx service SUBSCRIPTION linked to the operator's call sign. This connects the radio station and the remote operator.
- Remote control (radio control, audio and power control) is achieved by opening an Internet browser and going to:  
<https://your-call-sign.remotetx.net>

## SDR-Monitor Mobile Software for Icom and more



## SDR-Monitor mobile

- **Support for Icom from Marcus DL8MRE**
- **IC-705-IC7610-IC9700-IC7760-IC7300/MK2**
- **Operate your Icom transceiver at home or from anywhere in the world without additional software.**
- **Compatible with any iPhone iPad Mac desktop**
- **Tons of applications included**
- **CW keyer/Decoder**
- **FT8/FT4 tool**
- **This is a paid app on the Apple App store**

# SDR-Monitor Mobile

- **USER GUIDE;**



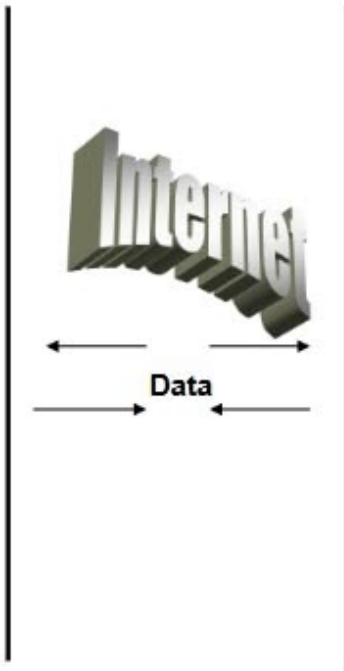
- You can purchase software on Apple App Store.

## SDR-Monitor mobile

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**No PC required**

Your Icom  
transceiver



**CLIENT**

Your iPhone or iPad



Thanks to Barry VE3ISX who also added the following link to an additional Tech Talk:

[https://ontars.com/Tech/tech\\_topics.pdf](https://ontars.com/Tech/tech_topics.pdf)

# Tech Tips

**Thanks to Tony VE3DWI for the following information:**

## An Ufer what???

Have you ever heard the expression "Ufer ground system"? I have on occasion, and wondered what it meant too. Finally curiosity got a hold of me and I had to know. After some research on the internet I came upon some articles and thought to share the information I had garnered. What follows is an excerpt of an internet article by Chris Scott & associates about this subject.

During World War II, a retired Vice President of Underwriters Laboratories, Herbert G. Ufer, developed it (Ufer ground system) for the U.S. Army. Igloo shaped bomb storage vaults were being built, and possible static and lightning induced detonation problems were of concern. Ground conductivity was poor, and to be effective enough, ground rods would have to be driven several hundred feet. After much research and testing Mr. Ufer advised the Army to make connection to the steel bar that would internally reinforce the concrete foundation. He had determined that concrete was more conductive than all but the best soil, and that this improved semi-conducting characteristic would enhance surface area contact with the surrounding soil.

The wire ties normally used would be extra secure, and attention would be given to bonding or welding the lattice-type network together. The Army adopted the idea, and built the vaults as specified. After construction ground resistance tests were made. No measurement exceeded five Ohms. This value was considered extremely low for the local soil conductivity. Later tests confirmed stability. Mr. Ufer went on to develop the concept of concrete encased grounding electrodes. Many of his findings are detailed in IEEE Transaction paper #63-1505. His system has since been used by the military, utility companies, Lake Tahoe lifts, and industry throughout the country.

Note: Interestingly enough, when I was redoing my home electrical system and in going through the electrical code book, I found reference to the fact that it is allowed by the electrical code to make use of the concrete reinforcement steel in foundations to become the ground system or part thereof. If you ever plan to make use of this in an electrical installation, please confirm this yourself and/or get information from the "Electrical Safety Authority".

Tony VE3DWI.

# Elmira Radio Club VE3ERC

## Meeting Minutes

### Wednesday, April 22, 2026

VENUE Elmira Fire Hall – 44 Howard Ave, Elmira, Ontario

EyeBall QSO – Setup, Social time & Coffee 7:30pm

1. Meeting Call to Order, Welcome • Frank VA3FJM called the meeting to order at 7:28pm
2. Roll Call & Quorum • Rod VA3MZD - In attendance: Jay VE3CMN (OL), Ken VE3KCY, Paul VA3PDC, Thomas VA3VRA, Hagen VE3QVY, Bob VE3IXX, Simon VA3KOE, Gary VE3JGK (OL), Tony VE3DWI (OL), Mark VA3AZH, John VA3PT, Frank VA3FJM, Rod VA3MZD, Ted VE3TRQ, Roger VE3RKS, John VE3JXX, Mike VE3FE, Allister VE3XAW, John VA3JNW (OL), Brian VA3DXK, Elizabeth VE3YNN (Guest), Keith VE3IFT (Guest). 20 members. Quorum reached.
3. Adopt Agenda • Rod VA3MZD • Motion to adopt Agenda of April meeting. Hagen 2nd. Carried.
4. Presentations/Speakers/Workshop • Tony VE3DWI - S Meters. Tony gave a very thorough explanation of what S-Meters do, their history and how they work. He explained the mathematics behind the S-meter scale and showed his Excel calculations.
 

--- Just remember the following ---

  - All measurements assume a system Impedance of 50 Ohm.
  - For HF, S-9 represents 50  $\mu$ V. For VHF/UHF, S-9 represents 5  $\mu$ V.
  - Every S-unit from S-1 to S-9 is an increase of 6 dB, this is a factor of two.
  - An increase of one (1) S-unit is doubling the incoming signal Voltage.
  - A decrease of one (1) S-unit divides it by two.
  - An increase of one (1) S-unit is an increase in power of four (4) times.
  - A decrease of one (1) S-unit is a reduction in power of four (4) times.
  - Above S-9, signal levels are measured in 10 dB increments up to 60 dB
  - An increase of +20 dB multiplies the incoming Voltage ten (10) times.
5. Secretary's Report • Rod VA3MZD - Motion to accept Minutes of March Meeting. 2nd Mike VE3FE. Carried.
- 6.
6. Treasurer's Report • Ted VE3TRQ - Monthly Financial Reports - Motion to accept Treasurer's Report - Members dues received \$872. Graphic for new shirts was paid. Balance \$10423.10. Paul VA3PDC Moved 2nd by Mark VA3AZH that Treasurer's report be accepted. Carried.
7. President's Report • Frank VA3FJM - Frank made some short remarks and moved on down the Agenda.
8. Committee Reports
  - Repeater Technical Committee - Tony VE3DWI - Nothing to report from Tony VE3DWI. Ted VE3TRQ reported that the DMR repeater is being configured. JohnVA3JNW asked

about the EFH RMS activity. RodVA3MZD reported that he was able to access it via Packet.

- EMCOMMS Group - John VE3JXX - Emergency Preparedness Day at St Jacobs Fire Hall May 9th and the Club has been asked to set up a station. Emergency Coordinator asked John VE3JXX to do a presentation to CARE Thursday 23rd. KWARC has asked John to speak to Region of Waterloo CARE group May 22nd 8am-noon event. There will be a Region wide demonstration of a mass casualty exercise. Club members will be required to reply to Winlink, respond to VHF radio calls. John VE3JXX will provide further details.
- Youth - Stewart VE3HWS - no report

## 9. Unfinished Business

- Group Buy for Club apparel etc - Hagen VE3QVY/Jay VE3CMN - Hagen reported that shirts will be delivered. Those who ordered shirts should pay Hagen as requested in his email.
- Nomination Committee - Rich VE3DCC - no report. Ted VE3TRQ remarked that we do have a full slate of candidates. AGM is at the May Meeting next month.
- ERC POTA Day - Rod VA3MZD, Paul VA3PDC - Woolwich Lake - May 24th, Sunday afternoon. Details to follow.
- Field Day - Ken KCY - site secured. Paul VA3PDC is assisting. Saturday June 27- Sunday June 28. Hagen VE3QVY will do the BBQ. Pot luck sides and desserts. John VE3JXX moved that the Club pay for the BBQ meat. 2nd by ?. Carried.

## 10. New Business

- John VE3JXX rose to speak in honour of SK Linda Willis VE3CZ and 2 minutes silence was held.

## Announcements

- Next meeting: AGM - Wednesday, May 27, 2026 @7:30pm Elmira Firehall
- WiresX Net - Thursday, April 23, 2026 - TOMORROW! Via VE3EFH or VA3TET Repeaters - NC - Rod VA3MZD
- Wednesday Night Net - NC List - April 29 - Ted VE3TRQ, May 6 - Jay VE3CMN, May 13 - Tony VE3DWI
- May 30 - Celebration of Life for Linda Willis VE3CZ at Rockmosa Community Centre, Rockwood, in the afternoon.

11. Adjournment • Frank VA3FJM - Mark VA3AZH moved adjournment. The meeting was adjourned at 8:51pm.

## CORRESPONDENCE

John Scheeringa VE3JXX for the EMCOMMS group sent the following:

Please find attached the flyer for the CAER event being held May 9th. Our club will be setting up a couple of stations and doing a "show & tell". I'm reaching out to the Emcomm Team to make this work.

**‘PREPARED TOGETHER’  
Community Event**

**Join the Fire Department & Emergency Management for a fun afternoon of activities, safety tips, and emergency preparedness!**

**May 9, 2026  
1-4 pm  
St. Jacobs  
Fire Station**

- Rope & Water Rescue equipment demos
- Flooding awareness & water safety
- Fire safety & truck tours
- Emergency preparedness for families & pets
- Climate safety tips
- Kids’ activities
- Door prizes!







