



Ridgeway Repeater Group. Newsletter

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1. Not a lot of News this quarter, Just GB7TC has had some IP address changes due to Phoenix moving servers to a different location. This will not affect operation but should allow some more Talk Groups to be added, more info on that when we have it, please check on the website for further updates. Hold the press, news just in I don't know if anyone watched "Points West" on BBC news 15th August 2017 as our hobby got an article on this program broadcast. It involved a student who was a licensed amateur using his handheld radio while out on Exmoor as he encountered a young lady in distress as she was having the beginnings of an epileptic fit, he relayed an emergency call to a fellow amateur in Bristol via repeater GB3WR to get help from the emergency services for the young girl who has since recovered, well done to both amateurs in helping the young lady and showing our hobby in a good light.
2. *As a gentle reminder subs were due at the AGM, could all members that haven't yet paid their subs please make the effort to pay their dues. Thank You very much. As you know our operating costs do not stay static, like replacing faulty equipment to keep the repeater operating for the users benefit. A new antenna for GB3TD/GB7TC has been purchased as the existing one is in need of replacement after 13 years of sterling service. Electricity, insurance, site fees and Internet charges all add up to an increasing total expenditure for the RRG. If our income declines then this limits our ability to provide the repeater for all to use so please make an effort. Thanks to all members that have paid their subs it's very much appreciated.*

3. My TSR II experience.

When I first started work in 1964, at the Vickers Armstrongs LTD works in Weybridge, little did I think that I would get up close to a highly classified prototype aircraft. After several weeks learning the basics in the training school for aircraft fitters and the like, we were assigned to the guided weapons department. (I must comment to say that a lot more of the Brooklands banking was still in place at the West Byfleet side of the Vickers works than exists today unfortunately.) Anyway I did the usual round of working in different parts of the workshop and ended up working with one engineer who I can only remember as Eddie. He had designed and built tools to bend waveguide to various shapes to fit around the airframe for the radar system that allowed the TSR II to fly at very low level, almost treetop height, so almost stealth like. I remember having to go to the R&D lab to check on the radar antennas as it was a long piece of wave guide with slots cut into it and to stop the cutter making a burred edge the waveguide was filled with a resin which was removed after cutting by putting into a bath of heated degreaser. The aircraft is a lot longer than you

think as my picture No. 1 will show. This aircraft would have been one of the fastest (Mach 2) low level Tactical, Strike, Reconnaissance, aircraft of the day had it gone into service. I was lucky enough to almost have daily access to this aircraft so my security clearance was upped to the annoyance of my friends as I could wander through the hangar that the TSR II was being built in at any time I wanted, and they were not allowed to enter. One thing I remember is we had to retro fit a manually operated extraction valve to one of the cockpit hatches, because the first thing I was told by Eddie was DON'T Touch that screen as it's gold plated and you will damage it. So I was very wary of how I performed my job of assisting retrofitting this valve, I cannot see the valve in any of the pictures so I think it must have only been fitted to the one the flew as the only one that flew was scrapped first.

Picture No. 1 Ground View



Picture No. 2 On final approach with landing gear down. (please note the number XR219 the only one that flew.)



I'm not sure were picture No.2 was taken as I acquired it some time ago and cannot remember from were it came from.

Picture No. 3 A Skyline view of the TSR II (In my opinion this an awesome view of a British post WW2 achievement.)



Picture No. 4 This just a line drawing of a possible configuration of the TSR II



Picture No. 5 I'm not sure if this is an actual in flight picture or an artists impression of the TSR II in flight, looks good though doesn't it.



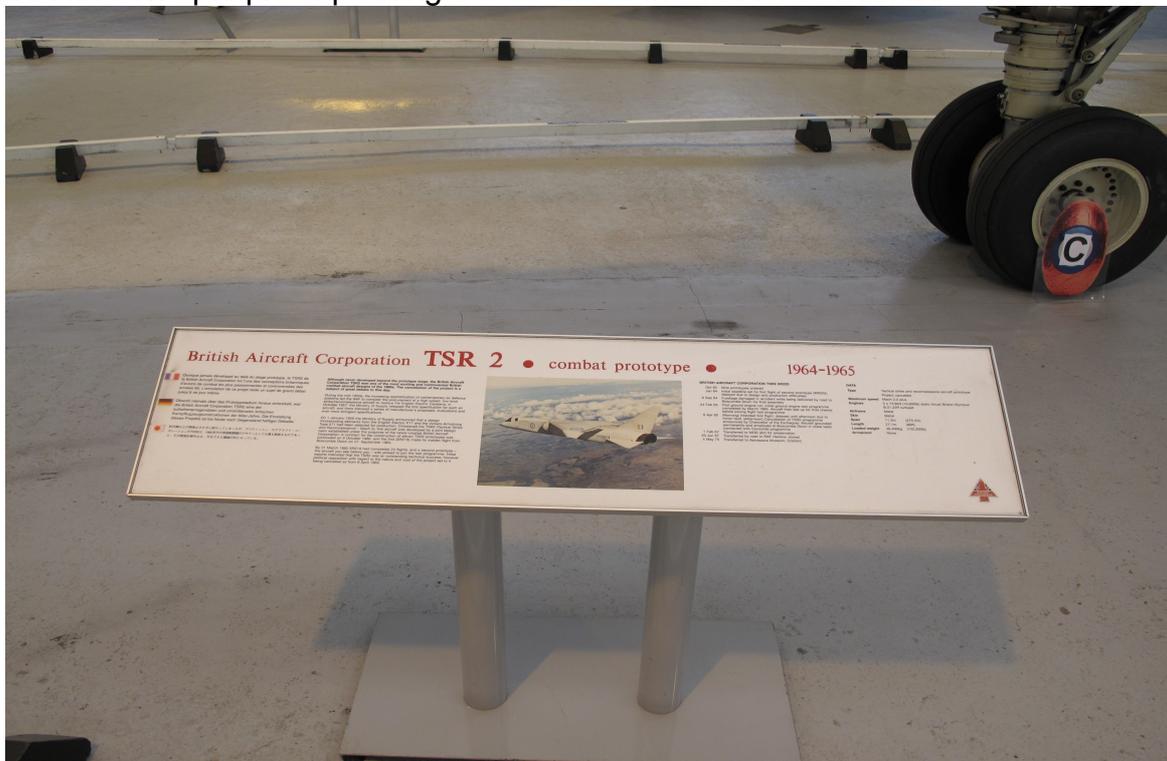
Picture No.6 This was taken by Rob at Cosford Museum



Picture No7 The Avionics bay.



Picture No.8 The plaque explaining the details of the TSR II at Cosford



This is a timeline of events for the TSR II Fuselage that is now in the Cosford museum. It was written by Andrew Simpson.

**A/C SERIAL No. XR220
SECTION 2B**

INDIVIDUAL HISTORY

**BAC TSR-2 KO-2 XR220/7933M
MUSEUM ACCESSION NUMBER 84/A/1171**

- 6 Oct 60 One of 9 development aircraft ordered as part of contract No.KD/2L/02/CB42 (a). Built by British Aircraft Corporation at the former Vickers factory at Weybridge, Surrey.
- 1964 Under construction. Work No. 02-1A. Scheduled for completion January 1964, but delayed by production problems.
- 9 Sep 64 As it was being backed into a hangar that afternoon, the fuselage fell over on its jack-knifed trailer at A&AEE Boscombe Down, to where it was being transferred from Weybridge as part of the Ministry of Aviation Air Fleet for trials flights, with the wing and ailerons on another trailer. The delivery driver had turned too tightly while avoiding Chief test Pilot Roland Beamont's parked Lightning T.4. Photo en route - TSR-2-Phoenix or Folly p.152. Photos as lying off trailer - Aeroplane February 2000 pp.90 - 93.
- 11 Sep 64 Fuselage recovered.
- 24 Feb 65 First ground engine runs following repair.
- Mar 65 Further engine ground runs and fuel flow trials. Photos - TSR-2-Phoenix or Folly p.221; Aeroplane February 2000 p.93. Ground trials completed towards the end of the month. The aircraft was then placed in temporary storage prior to its first flight, planned for the beginning of April.
- 2 Apr 65 Planned first flight date - delayed by minor faults. Intended as the trials aircraft for carriage of external stores.
- 6 Apr 65 The TSR-2 project was cancelled by Harold Wilson's Labour Government, the announcement coming in that day's Budget Speech. XR220 had been intended to fly that morning, with Deputy Chief Test Pilot the late Wing Cdr James 'Jimmy' Dell as the pilot; this was delayed by the need to replace a faulty fuel pump discovered during pre-flight engine checks that morning.

That afternoon the TSR-2 project was infamously cancelled in the budget speech and all work suspended before the aircraft could fly, despite Dell's attempts to return to the airfield after lunch to fly the aircraft having heard the cancellation announcement on TV. The aircraft was already impounded when he got there.

- 6 Jul 65 TSR-2 project officially terminated.
- 65/6 Used at A&AEE, Boscombe Down, for ground running trials (Detuner and engine noise tests) of the Rolls-Royce Olympus 22R-320 engines in support of the Concorde programme. Trials undertaken by Bristol Siddeley Field Service Engineers. Photos - TSR-2 Phoenix or Folly p.236; The Cold War Years (Tim Mason) p.15.
- 66 Tests completed.
- 14 Oct 66 Engines removed for further use at Sevenhampton, Wilts.
- 1 Feb 67 Transferred to MoD/Air as Museum Aircraft.
- 2 Feb 67 Allotted instructional serial 7933M.
- 11 Apr 67 Allotted to RAF Museum store at RAF Henlow, Beds.
- 20 Jun 67 Delivered by road to Henlow via Andover and moved by No. 71 Maintenance Unit, RAF Bicester, minus engines and some cockpit fittings. Photo of fuselage in transit - Aeroplane February 2000 p.94. Photo stored at Henlow - Roundel June 1991 Back Cover.
- 4 May 75 By road to Aerospace Museum, RAF Cosford, Salop. Photo after delivery - TSR-2; Phoenix or Folly p.236. Also Air Extra No. 13 p.16.
- 1978/79 Restoration work underway by volunteers. Further restoration in 1990, with refitting of cockpits including ejection seats using spares acquired via Henlow. Photos of refurbished cockpits – Scale Aircraft Modeling December 2005 pp.671-672.
- 3 Aug 98 One of a large number of aircraft donated to RAF Museum by the MoD.
- 18 Jun 00 Displayed outside for RAF Cosford Airshow. Photo - Aircraft Illustrated August 2000 p.73 and September 2000 p.32-33; Aeroplane September 2000 p.15. Detail photos as of 2006 – Flypast June 2006 pp.74-75; Royal Air Force Celebrating 90 Years p.124.
- XR219, the only TSR-2 to fly (first flight 27 September 1964) was scrapped after delivery to Shoeburyness Ranges; the uncompleted XR222, the fourth of nine ordered, is preserved at the Imperial War Museum Duxford, having survived at Cranfield College of Aeronautics from October 1965 to 1978. A nose section is also preserved at Brooklands Museum, Weybridge; this may have originated as a training mock-up. The RAF Museum collection also includes a number of TSR.2 related items, including an ejector seat, sighting equipment, instruments, control column grip, undercarriage parts and engine and radar components.

TEXT; ANDREW SIMPSON

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4. Information on DMR Talk Groups used on GB7TC

I've visited the Phoenix website URL (<http://www.opendmr.net/index.php/links/>)
I followed their link to DMR-UK.net URL (<http://www.dmr-uk.net/index.php/regional/>)
This was more useful to gather information on TG's.

This is the information from the DMR-UK website:-

Regional TG's are accessible on every repeater however they are "always on" for your home region and user activated for the rest of the regions. You can check the home regions on the DMR-UK.net website which repeaters are in which regional TG's.
GB7TC regional TG is 810

Please take note of the following:

7. TG1, TG2, TG13 & TG235 should be considered "calling channels" – once contact has been established, please use one of the 4 WW UA TG's or 5 UK Wide UA TG's – this helps to free up time slot 1 as well as not opening anywhere around 50 to near 500 repeaters reducing resource usage
3. Regional TG: Every repeater has access to every regional talk group. The "Regional" menu lists repeaters in their home groups (which are always on) – the rest of the regional groups (outside their "home" region) are user activated
4. Special Links – This links various repeaters and is only available on these repeaters – please see the "Special Links" menu for a list of these talk groups and which repeaters are in these groups – these talk groups are always on unless otherwise specified as "user activated"

(Jargon buster:- WW = World Wide, TG = Talk Group, UA = User Activated.)

The notes above are copied from the DMR-UK website so any links or any other info referred to is on that website, if you need to check anything please visit the website links at the top of the page. Below is a reproduced talk-group's list that I hope is useful for everyone.

SLOT 1	SLOT 2	REFLECTOR	NAME
TG1	---	---	World Wide (Calling Channel)
TG2			Europe (Calling Channel)
TG9	---	---	Local (Secondary)
---	TG9	---	Local (Primary)
TG13	---	---	World Wide English (Calling Channel)
TG80	---	4401	UK Wide – User Activated 1
TG81	---	4402	UK Wide – User Activated 2
TG82	---	4403	UK Wide – User Activated 3 (Optional)
TG83	---	4404	UK Wide – User Activated 4 (Optional)
TG84	---	4405	UK Wide – User Activated 5 (Optional)
TG113	---	---	World Wide English – User Activated 1
TG119	---	---	World Wide – User Activated 1
TG123	---	---	World Wide English – User Activated 2
TG129	---	---	World Wide – User Activated 2
TG235	---	4400	UK Wide (Calling Channel)
TG260	---	---	User Activated Link To Polish National Tlk Group
---	TG801	4491	Regional : South East England
TG2351	---	4409	YSF CQ-UK Wires-X Link (Cross Link to Fusion)
---	TG810	4410	Regional : South West England
---	TG9990	---	Echo Server (Check Own Voice Quality)
---	TG8	---	Linked Repeaters GB3OM,GB7HB,GB7LY,GB7UL ,N.I.

The Talk Groups Highlighted in Yellow are the UK ones to move to after making contact on TG235

The Talk Groups Highlighted in Green are the ones to move to if you have made an international contact.

5. History of G4BPO & G7BPO

by Chris Hoare, G4AJA

20.08.14

G4BPO was originally issued to the Post Office Research Station at Martlesham. This was the establishment, then based at Dollis Hill, which developed the Colossus code breaking computer in WW2. They were very active in the 1970s having access to the Research Stations' extensive radio facilities.

In 1981 they became a part of British Telecom and let the call lapse.

My part of the Post Office was mainly involved with Postal Mechanisation and was based in several buildings in Central London. In 1984 we were all re-located to a new building in Swindon called the Post Office Research Centre.

As there were several radio amateurs amongst us it was decided to set up our own society. We picked up the call G7BPO when it became available in 1988 and managed to get G4BPO re-issued after a struggle in 1989.

Unfortunately, there were major changes within the Post Office in the early 1990s and most of our members left or retired. The Research Centre itself ceased to exist as such in 1994. The radio society lost its club room in 1993 and ceased operations.

However, I retained the callsigns and managed to get back on the air in 1995 operating from a store room. When I retired in 2002 I took G4BPO with me and Nobby Ashman, G4JVJ, took over G7BPO. It seemed a pity to let the calls die!

I bought a Yaesu FT102 from the Swindon and District ARC in 1989 for use with G4BPO when we first got the call. I fitted it out with a full set of filters before becoming aware that this type of transceiver suffered with relay problems and that these relays were difficult to replace. Consequently the rig has seen little use in the last 23 years. Recently, Peter Chadwick, G3RZP, drew my attention to his modification which employs a series of resistors and chokes to inject a small wetting current into the relay contacts. This seems to have cured the problem without changing the relays so that the FT102 is now quite a useful bit of kit again. A recently acquired FV-102DM external VFO assures that it does not drift.

The society had the good fortune to get the use of a Kenwood TS950SDX in January 1993 just before we lost our shack. This is a magnificent bit of kit but very big and heavy. It developed faults and had to go off for repair twice in the 1990s – not so easy even for the Post Office on account of its size and weight! I get reports of a rough CW note when I use it these days.

I thought that the FT102 was a dead duck after all these years but they seem to have a cult status among their devotees – Hi. Anyway it is now being used for the purpose for which it was originally purchased. I use it in turn with my Kenwood TS590S.

6. Editors Ramblings.

Not a lot to ramble about this quarter, just have moved house to the Covingham area and I'm enjoying finding the walking & cycleways around this area. This will keep me busy for sometime I'm sure and hope it will give me inspiration for future ramblings. I have found the studio for 105.5 FM the community radio station in Swindon, as it's located in the library at Liden. I have one of the lakes in this area which I believe is called Liden Lagoon which will need some further investigation from myself to see if it can allow some comment on the wild life around it. One thing I've noticed in my wanderings is an odd looking pub called the 'Crumpled Horn' which could warrant some further investigation, this will be left for future ramblings. Okay then time for me to sign off and ask if you have any snippets of things happening around our area please pass them along for inclusion in the newsletter.

This is an extra to ramblings from an anonymous source.

ON GOING FOR AN EXCURSION WITH A HANDHELD

By

ANON

Going on an excursion is a delightful way to spend a day especially when the weather is fine and we have a location with far-ranging views. We have sunshine, cumulus humulus clouds drifting over with quite good visibility and high level cirrus. A fluky southeast wind has brought over a bit of a murky airmass and we have some dry thermals.

Away to the west Sugarloaf mountain is just about visible beyond Mayhill, the Malvern Hills are in silhouette and look distant. Bredon looks its usual large lump with brown fields of ripening corn. Sometimes the Cleve hills are seen but not today. Along the Severn valley towers and spires near villages can be picked out as can GCHQ and a large cathedral. We are not far from Staverton but little aircraft are not visible in this large landscape. Overhead we have a Hercules and other fast jets as well as scheduled flights from far away. The skylarks seem to be happy in their airspace singing to establish their territory.

Under our feet we have the Jurassic limestone which because it is near the surface here it gives thin soils which will host many interesting plants. The stone was quarried many years ago, and it is always interesting to look at the strata of the bedrock, the pea grits for instance are always a favourite. The stone glows ochre in the sunshine.

Also under our feet are many interesting plants which grow in the thin soils of the limestone. During April the gorse bushes were flowering with their glorious yellow brightening up even the dullest day. Get to July on a warm day and the seed pods are popping and splitting spitting out their seeds. We find rest harrow, creeping thistles, spear thistles, birdsfoot trefoil, yellowwort, knapweed, field scabious and many other plants that provide bees and insects with nectar. Lurking around the flowers and flitting around are marbled white butterflies and small skippers.

The walk is an amble with time to look and talk to paragliding people waiting for a puff of wind to get airborne. We run out of hands for radios, binoculars, camera, phone, and mirrors. What should we do first? Is it sunny enough for a little heliographing? Is there anyone on simplex? Is there anyone out there even? Have we got the gps, lens, notebook and pencil?

Can we cope with a day out?

Special event stations that your editor will be involved with during September & October 2017:-

CHOTA (Churches and Chapels on The Air) Saturday 9th September 2017

This will be from St Mary's Church in Fordingbridge, Hampshire.

ROTA (Railways on the Air) Saturday 23rd September & Sunday 24th September 2017.

This will be from Blunsdon station in Swindon.

All are welcome to visit if you fancy a day out.

Not forgetting JOTA the third week-end in October 20th to 22nd 2017