



RAY~Link is published for the benefit of all members of the Network. It is posted to all controllers who are requested to assist in ensuring a wide membership circulation.

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Statement on the Network's Relationship with the RSGB.

The Radio Amateurs' Emergency Network has, for over a year, tried to establish a good working relationship with the Radio Society of Great Britain. Unfortunately our requests for a joint policy statement, and our offer to make a presentation on the work of the Network to Council have not been accepted, and the Committee of Management are concerned that long-term damage is being done to RAYNET which provides a public service to the United Kingdom through our User Services, who have on several occasions expressed concern at the rift which is evident between different factions of RAYNET.

Two weeks ago Ron Cowan, the Chairman of the Radio Amateurs' Emergency Network, and Ray Webb, the Network's Treasurer, met with Peter Sheppard, the President of the Radio Society of Great Britain to discuss how the Network and the RSGB could work closely together to further the aims of RAYNET. Agreement was reached that a joint working party be formed to look at the way forward, with the first meeting proposed for Saturday 15th. June. Peter Sheppard agreed to put this to the RSGB Council at their meeting on Saturday 25th. May.

After this meeting, RSGB Council intimated to the Network that it is willing to meet, but not until after it holds a RAYNET open meeting in September. The Committee of Management, while pleased that there now appears to be a way forward, is dismayed at this further delay in bringing the two "sides" together, which will now amount to eighteen months, particularly as the User Services are requesting that RAYNET speaks with one voice, and consequently the Committee of Management has suggested that the proposed September meeting be jointly hosted by the Radio Society of Great Britain and the Radio Amateurs' Emergency Network, ensuring as good an attendance as possible.

The Committee of Management has issued this statement to its members because a commitment was given by it at the Network's Annual General Meetings in both 1994 and 1995 that all possible steps would be taken to bring RAYNET together again and, despite all the Network's efforts in the intervening time, little progress has been seen to be made and it is now obvious that little progress can be made before our AGM in November 1996. We believe that there is willing on both "sides" but we do dismay at the time taken to rectify the situation.

Beaconsfield. 1st. June 1996

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Exercise:

VASEC Table
 Top Exercise -
 31 March 1996

**Oh no you
 CAN'T !:**

**Ian Jackson
 Talk-Through
 Coordinator**

Northumberland EPU hosted an exercise at Morpeth Fire Brigade Headquarters on Sunday 31 March 1996 from 0900 until 1230 PM.

The scenario involved a train crash which damaged a bridge and caused a road vehicle accident involving a coach carrying 47 Spanish holidaymakers. The locomotive was derailed and the first wagon was damaged allowing a dangerous chemical to spill. The chemical would react with water to release a toxic gas. Rain was forecast for later in the day.

The participants were the Police, Fire Brigade and County Ambulance service, St John, British Red Cross, WRVS and RAYNET. The scenario was unfolded gradually, and arrangements were made for the evacuation of a housing estate and a hospital. Each organisation provided a report on its resources and action at each stage. As the scene developed, different requirements were noted and met.

RAYNET was not expected to work within hazardous areas. Flexibility of communications was the keynote, and all communication needs could be met from local resources, backed up by surrounding groups. It appeared that RAYNET could be activated very rapidly in comparison with other voluntary services because the members have equipment at home and in their vehicles. In addition the ability to call groups from the surrounding areas quickly was seen to be a significant factor in providing a speedy and adequate response. The other services had not appreciated the extent to which RAYNET could support them. The WRVS for example felt that they would rely heavily on RAYNET as their own communications consisted of only two mobile phones. The mechanisms for call out and the effect of other commitments on each organisation were explored, together with time scales to respond to a call out.

Deployment of operators at the scene, assisting with evacuation, at rest centres and hospitals and at a standby location were discussed, and the use of packet for casualty lists was noted. RAYNET would also be present at "Silver Control" so that any unexpected communication need could be addressed immediately. A stand by net would be activated so that resources which were not yet deployed could be organised without interfering with traffic on the main operating frequency. It was also noted that deployment could also be speeded up by using resources from locations close to sites which might be some distance from the scene. For example operators from the Tyneside group could cover hospitals in Newcastle.

The scenario extended over 50 hours before the situation could return to normal. The question of relief shifts and the logistics of bringing operators over greater distances was examined. Finally RAYNET was asked what the effect would be of a simultaneous Radio Rally on the service provided. The answer was "None - as the emergency would be a priority!"

The Use of Unattended Talk-Through in a Vehicle.

It may be slightly reassuring to the RA that all their efforts in producing BR68 have not been totally in vain, although some amateurs who HAVE read the booklet may have been selective in their understanding!

Recently I was asked to comment on the use of a dual band rig in a vehicle as "personal talk-through". You know the sort of thing, you park your car in a layby, put up an antenna on a big mast, switch the rig to talk-through and go walk-about with a hand held leaving the vehicle unattended. It's a very tempting idea and I'm sure many amateurs, let alone RAYNET members, will have thought about doing it and a significant number will actually have tried it.

Like all "good things" there are several reasons why you shouldn't do it.

First and foremost - IT IS ILLEGAL..

Yes I know BR68, clause 2(4)b, says you can remotely control your Main Station and a station at a Temporary Location, BUT

a) A Temporary Location has an address, you can post a letter to it! Not even to Royal Mail would deliver to a layby, would they? "Does it Have a post code, guv?"

b) Clause 1(11) contains the definitions of the types of amateur stations and clearly states anything in a vehicle, of any description, is MOBILE.

c) Even if you could argue that your car in a layby constitutes a Temporary Location, there's another bit of BR68 which causes practical difficulties. The RF on the control frequency must not be allowed to radiate beyond the boundary of the premises in which the station is situated. The only boundary a vehicle has is its bodywork so this alone would prevent a hand held being used to control the vehicle equipment, unless you were actually sitting IN the vehicle. This rather defeats the whole idea!

d) Would you really want to leave your valuable car and rig unattended, clearly marked as "something special" by a big mast? An unbelievable invitation to every passing crook!

And then there are the practical reasons against ANY unattended Talk-Through.

a) It only takes one transmitter to block the entire operation. There is so much stray RF these days, would any responsible Controller want to take the risk? Accidental jamming is just as destructive as deliberate interference.

b) A well sited Talk-Through rig is actually transmitting more than the Control Station, on one or other band. This rapidly drains a car battery so unless you have a spare, you may find yourself walking home after the event!

So there you have it. Six reasons for not using Talk-Through in your car but the most fundamental reason is "you can't do it because the licence doesn't specifically say you can"!

If your group uses Talk-Through and needs a permit write to me for details and an application form. Don't forget to enclose an SAE!

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| Event Report: | Weldex Rally 1996 - 11 May |
|--------------------------|-----------------------------------|

I suppose it was just a desire to get away from my normal pressures for seventy two hours that induced me to agree to help the West of Scotland groups to cover the Weldex Rally on 4th May.

Let me say that I was looking forward to the operation. I was looking forward to seeing how RAYNET would tackle a different type of operation in very different terrain. One look at the map of South Argyll will show mountains rising from sea level to a height of 2500 feet and more. This was clearly going to be a radio engineering challenge which was not made any easier by the various stages of the rally extending over a distance of forty miles or so.

I do not propose to give a blow-by-blow (or should it be a blow-out and roll-over) account of the rally itself. Somebody else has, I am sure, already done that. I apologise to readers who undertake coverage of rallies as part of their normal RAYNET operations. Very briefly the rally, with a field of eighty or so entrants was run over seven stages, each of six to ten miles duration over forestry roads. Most of the RAYNET operators were assigned to two stages during the course of the day. Each stage had three operators, one assigned to the start of stage, one to the finish of stage and a third operator accompanied the stage doctor.

During the day it seemed quite normal that two or three cars ran out of road or overturned without significant damage to their crews, although the same could not be said for the vehicles. My second assignment was start of stage operator for the final Stage 7. When about half the field had been despatched at one minute intervals the priority call came to "Stop the stage". The doctor in a Range Rover and the ambulance entered the stage and the

remaining competitors waited. The Safety Officer (GM4SRL) and the Clerk of the Course were quickly called and entered the stage from a mid point at the top of the Rest & be Thankful. The full rescue squads arrived at the scene in under nine minutes from the instruction to stop the stage, and quietly and efficiently carried out the rescue operation, removing the crew to hospital where they were detained overnight, but released the next day. Excellent operating by Stuart, GM7RUD, at the scene kept Rally HQ aware of everything which was happening at the incident. In the event the stage was cancelled due to damage to the course at a bad bend over a bridge.

All this is a lead up to a serious point I would like to make. On an event such as this, course marshals are keen to get any information about an incident. This is particularly so when the crew involved are members of the same auto club as the marshals, as in the case of my stage. It is therefore imperative that we must be extremely careful what is said over the air. I could only work the control station from that location. The waiting marshals heard the phrase "next of kin" and from that deduced that there was a fatality. Only very quick action stopped that piece of unsubstantiated information travelling like a bush fire! Although the words were part of a message from the Club Secretary, overheard at the start of the stage, they could well have started a panic if it was not for the quick thinking operator who said to all to wait for the full message and not to jump to conclusions.

The task of a RAYNET operator is not easy. It requires continual training so that guarding against indiscreet transmissions becomes automatic. If we are serious in our aim to provide a professional standard of service then each one of us must critically question our own operating ability. During the Weldex Rally the standard of operating was professional and a credit to RAYNET and its members. Well done Liam, GM4VYQ, and all the RAYNET members who took part.

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| Event Help: | Scouts in Leicester |
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A large Scouting event, with Safety cover being provided by the Leicester RAYNET Group is being run during the period of 27th. to 28th. September.

The event is a night hike, involving over thirty teams of scouts (a total of over 150 youngsters) on two six mile courses. The event is held near Leicester and food during the night and breakfast will be provided.

A camping area is available if anyone wishes to 'get their head down' after the event, before returning home.

If you are interested in helping the team with this large operation, please contact Jim Andrews @GB7NLH or at PO Box 4, Cosby, Leicester.

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| Commitment: | We All Agree! |
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Noticed in the Easter edition of Talkthrough, the Newsletter for South West London, a plea from the heart with which all controllers would agree!

"There is a tendency for some members to avoid committing themselves positively for an event and then to complain that they have not been included in the plans.

Come on fellahs, play the game. Event planning is hard enough without moving the goalposts. Give us a break and don't muck about! If you are available, say so in plenty of time."

Now, where have we all heard that before?

**Young
Members**

**David
G1ADW**

There can be very few people who were not shocked and angered by recent events in Dunblane, which led to the tragic deaths of so many youngsters. What, you may ask, has this to do with RAYNET? Simply that each Group Management Committee has a duty of care to its members. "That's obvious", I can hear you saying, "we never send our young members out unaccompanied."

I would like to suggest that this is not good enough. I know that relatively few groups have junior members. For those that do, I would like to commend the following guidelines which have been culled as a result of several years experience as a Scout Leader. Incidentally, The Scout Association carries a large volume of information on "unsuitable" persons. We in RAYNET, do not have such information and therefore there is an extra duty of vigilance placed on those in authority.

* Never send young members out unaccompanied. Fairly obvious.

* Never roster a youngster with just one other member unless they are blood relations (father/son, uncle/nephew etc.).

Regrettably, there are unsavoury and dangerous people out there, as events in Dunblane have testified. How can you, as Group Controller, be sure you haven't got one such person in your Group?

Less obvious is the sad fact that from time to time, young people claim to have been abused or interfered with. An adult on his/her own has no chance of refuting such allegations. It matters not whether the allegation be true or false, the accused and his group would be ruined. Therefore, in all other cases, the junior member should be rostered with at least two adult members, preferably of the same sex.

RAYNET Supplies.

For personal reasons, Peter Enfield, the previous supplies officer, has had to stand down, and RAYNET Supplies has now moved back to Suffolk, into the care of Barbara Slater, G6XYX, who was responsible for its initial success. Helping Barbara will be Ray Waller, G6HGD, to whom all orders should be sent. A new order form can be found in this edition of RAY~Link. The Committee of Management would like to thank Peter Enfield for his work with RAYNET Supplies in the past year, and hopes that Peter will find more time for our enjoyable hobby in the future.

Should there be any outstanding orders which have slipped through the net during the changeover, please do the following to ensure that everything flows smoothly.

1. If you have an outstanding complete order, please drop a line to Ron Cowan, GM4SRL, at 85 Eastwood mains Road, Clarkston, Glasgow, G76 7HG, or telephone him on

Mountain Activities

**Steve, G4EKM
Sunderland Group**

The City Of Sunderland RAYNET group is looking for help with a Mountain Activities Challenge weekend during the period 12th. to 14th. July. The manpower requirement for this event is very high, and offers of help will be most welcome. There are a variety of positions which require to be filled and operators will be matched to ensure that they are slotted in to a point which is too physically demanding. This will be done by sending a questionnaire to all those who offer to help.

The event is centred around Hartsop, near Ambleside, and is in support of an annual Scout Association event. The area covered extends from Calfwows Pike in the north to Wansfell Pike in the South. The area includes fifty seven peaks, nine gates and five camp sites.

The aim of the exercise is to provide communications to ensure that Scout Leaders are able to adequately control their event in the mountains of the Lake District thus ensuring the safety of all Scouts taking part, and to provide communications to assist members of the public who may be in difficulties.

The principle training objectives will include the deployment of operators including navigation and map reading; message handling and large group working; planning and engineering; training a new team on setting up and working a talk through unit and ensuring familiarisation with the current version of the group's logging system and radio procedures.

Radio coverage is required from base to all gates and camp sites and in addition a competent hill walker is required to assist with any searches. Mobiles will also be needed, however the majority of operators will be needed to be able to go to remote check points on foot.

0141-620 1000, or fax to 0141-638 0732, or e-mail to 100525,2320@compuserve.co.uk.

2. If you have a part order outstanding which has been paid for, please contact Barbara Slater, G6XYX, at 47 Broom Road, Lakenheath, Brandon, Suffolk IP27 9EZ, Telephone 01842 860 475.

3. If you have a part order outstanding for which a refund was issued, please re-order to Ray Waller, G6HGD on the attached order form.

The Committee of Management apologises that this change is necessary, but, at the end of the day, we are all volunteers with varying amounts of free time, and circumstances unfortunately vary without warning. We are confident that Barbara and Ray will soon have RAYNET Supplies back to normal with a good quick turn-round once more.

**Sedbergh
Radio**

Ray GOBDA

Project

The town of Kendal is located in a valley, and the Kendal Mountain Search and Rescue Team have their HQ in the town, with a local aerial on the building, plus a remote aerial, on a mast on high ground some two miles to the East.

During 1995 the team were reviewing the location of their aerials and the offer of an alternative site. Because of their connections with South Lakeland Raynet Group, Sue Brooks G1IGC is a member of both teams and her husband Rob G6YCM is our technical man, Rob was asked to advise KMSRT, hence the Sedbergh Radio project was born.

Rob drew up a comprehensive survey proposal which involved SLRG members using 4m equipment, both mobile and handheld. 4m being the nearest amateur frequencies to those used by KMSRT. Aerials and output powers used also being similar. Some thirty, approx, check points were identified by KMSRT, and signal strength tests between these points and the existing and alternative remote aerials were carried out on two separate occasions. The report of the tests was submitted to KMSRT.

An offer of another alternative remote site was then made, and a further survey planned. This should have taken place in January 1996, but at the time deep snow caused a postponement. This time SLRG members were made one day members of KMSRT, and used KMSRT transceivers and frequencies, but using 2m for inter-SLRG comms. The site looked as though it might be too good, so three aerials were mounted at different heights on the RAYNET mast at the test site, and checks were first carried out, using the three aerials, with other MR teams over a wide area to evaluate possible co-channel problems. Next, tests were made with the mobiles and also hand portables. Exercise Controller on each occasion was SLRG Group Controller Mike Davies G6IPN, who was kept fairly busy. Deputy GC Gordon Chapman G1IIE provided a valuable link between KMSRT base and the aerial site. The results of all these tests are now with KMSRT for their consideration. For SLRG members, it has been a very interesting and worthwhile exercise.

Underground

In Newcastle

Tunnel Radio Mapping.

Tyneside RAYNET has carried out radio path mapping exercises underground. The intention is to discover the coverage on 70cm within the tunnels of Newcastle's Metro system.

1996 Annual General Meeting

Provisional notice is given that the 1996 AGM will be held on Saturday 9th. November in Durham. Final details have still to be arranged, but this announcement will allow members to pencil the date in their diaries now, thus, hopefully, ensuring a large attendance.

Mr Greg Reilly-Cooper - GOMAM

It has been brought to the attention of the Committee of Management that Mr. Greg Reilly-Cooper, GOMAM, is purporting to represent the whole of RAYNET and has placed a notice to that effect on an Internet page.

The Committee of Management wishes it to be known that Mr. Reilly-Cooper has no authority to represent the Radio Amateurs' Emergency Network, and that the Network does not wish him to do so. Furthermore, we will not share information regarding group or individual membership details with Mr. Reilly-Cooper, and we have at no time given him any group details other than those with which he was concerned while acting as collator for the Radio Society of Great Britain's Callbook in his capacity as the Emergency Communications Officer for the RSGB. This information at all times remained the property of the Network, and we have asked the Radio Society of Great Britain to ensure that Mr. Reilly-Cooper no longer holds any details regarding Network Groups.

The Network is, however, happy to share group membership details with the Radio Society of Great Britain for use in the callbook, and is pleased that this arrangement exists. At a time when the Network and the Radio Society of Great Britain have expressed a wish to work together in RAYNET, the setting up of a third faction of RAYNET under the guise of the UK Radio Society is unnecessary and undesirable.

Mr. Reilly-Cooper previously upset a lot of members by circulating inaccurate letters while overstepping his remit as Emergency Communications Officer for the Radio Society of Great Britain, sometimes stating, as circumstances dictated, that he was acting on behalf of the RSGB and at other times that he was working on his own initiative "on behalf of RAYNET." Both the Radio Society of Great Britain and the Radio Amateurs' Emergency Network elect their respective committees by and from their memberships, and this form of self-elected "loose cannon" can no longer go unchallenged.

Forest Exercise

Brian - GORHI

A night-time exercise in Dalby Forest turned into a live incident involving the police when North Yorkshire RAYNET members discovered a walker's car with a message that suggested the owner could be overdue and in trouble.

Andrew White (G7AUP) of the Ryedale group had devised a challenging exercise - cryptically advertised in advance as a "mid-air train crash" - which was designed to test night navigation in a dense forest environment and provide some voice procedure practice.

Forestry Commission permission was obtained to place a number of devices consisting of battery powered clusters of pulsing neon lights in remote areas of the forest. They were put in place before dusk on February 24 and the exercise began at 1700.

RAYNET members from the Ryedale, Richmond and Scarborough groups were briefed by a Chief Inspector of Police - alias Alan Linfoot (G1UVK). They were told a Hercules C130 transport aircraft had crashed in the forest and the police needed help to find its crew of six and unidentified items of potentially dangerous cargo.

A relay was established at the highest point in the forest, which extends over 60 square miles, and teams of two were sent into designated areas to carry out a search without being told exactly what they were looking for. Some areas contained the neon beacons and others were empty.

At 1830 Scarborough controller Roger Ingle (G7MZE) and Les Ward (G0PRI) reported finding a Ford Fiesta parked well off the forestry road. The vehicle was secure and had a note on its windscreen saying: "Gone walking. Back soon."

Most of the beacons had been found and teams were looking forward to adjourning to the pub for a meal and a drink when it was realised that the Fiesta was still parked in the same place. A close examination showed it had a toll road ticket on the windscreen indicating it had entered the forest at 1507.

It was after 2100 and members were worried that the walker could be lying injured in the forest in sub-zero temperatures. A cellphone call was made to the North Yorkshire Police control room at Whitby where officers shared RAYNET's concern.

The car was registered to an owner living in Hull, 40 miles away, and police asked RAYNET to begin a search of the forest around the parked car while they made inquiries with relatives.

These established that the owner had intended camping overnight in the forest and after a conference with the police, who sent an officer to the scene, it was agreed that the balance of probability was that the walker was safe. By then the pubs and fish and chip shops had shut, but at least RAYNET had established some new police contacts!

Brian, GORHI, County Controller, North Yorks.

New Training

**Cathy Clark
G1GQH**

Course

The Training Scheme has been around for over a year now, and hopefully you have had a chance to see it and try it out. If you have tried it, I hope it has been helpful. If you have not yet seen or tried it out, then maybe this course maybe just the encouragement you need.

When the scheme was launched, we only offered a course for the Training Co-ordinators, to get familiar with the scheme, so they could start the ball rolling in their own groups. We are pleased that these courses have been very successful in more ways than that. Some attendees went back to their groups with "discovered" skills, to take on new challenges, apparently not appropriate to their perceived "qualifications", and very successfully too. Whilst not the purpose of the courses we ran, it just goes to show that if people are exposed to new ideas, and are enthused, they will extend themselves to become more effective.

What more of a testament to training could there be. As previously stated these courses were only to inform the TC's. There was no specific training for the individual member. This was a deliberate policy, as the scheme was designed to be capable of local implementation utilising the current skills within the organisation, and formal training was not considered essential at the early stage. This gave the Training Team time to review and refine the scheme and associated presentations and to look at the possibility of providing some centralised formal training.

The result is that we are now pleased to be able to offer a weekend residential course for members aspiring to provide Operations Management Team (OMT) functionality. Course Goals: To provide attendees with a full appreciation of the role of the OMT. To give each attendee a comprehensive appreciation of a specific role, the appropriate skills and a range of techniques which will assist them in performing this role when they return to their group.

The course will take place at the Emergency Planning College, Easingwold from 15-17 November 1996 and the course fee will be L50. Places are limited to 30 delegates, so applications will be treated on a first come, first served basis.

The demand is expected to be high, so early application is advisable. Application forms and further course details can be obtained by sending an sae to: RAYNET National Training Team, PO Box 2, Chinnor, Oxon., OX9 4SR

