

CHANNEL CHATTER

Published each April - August - December

Austravel SafetyNet Inc.



The HF Radio Communications

What's Inside This Edition ?

- Presidents Report
- AGM - Penong SA 2022
- AGM - Narrogin WA 2022
- Welcome New Members
- Variety Bash 2022
- Radio Interference That Follows Us Around
- Roy at Work
- Cooee Call
- Winter Sked Timetable
- Tchijevsky's Theory
- Gathering of the Clans—Kulin
- Tow Balls
- HF Outpost License Update
- Allen Lawrence
- NGT Radio & Base Functions
- Zoom Committee Meeting
- Sked Operators Wanted
- Don't Forget About Our Skeds
- Camp Recipes
- How To Contact Me (sheet)



DISCLAIMER

The opinions and information contained within this newsletter are provided in good faith and whilst Austravel SafetyNet Inc. has taken all care in the preparation of the material provided, Austravel SafetyNet Inc. does not accept legal liability or responsibility related to articles placed by its members.

News & Information For Austravel Members

AUGUST 2022 EDITION

Austravel SafetyNet Inc. Committee

Kim Rhodes	President	7880
Peter Schrader	Vice President	2513
Secretary	Rick Shea	3097
Treasurer	Janette Parkin	0116
Committee 1	Bob Carne	1750
Committee 2	Roy Watkins	6001
Committee 3	Michael Henderson	6041

Committee Support Roles

Channel Chatter Editor	John Hall	6014	Social Media	Pim Cahill	7255
Sked Coordinator (east)	Ken Fischer	9618	IT Support	Andrew Griffin	4053
Sked Coordinator (west)	Terry Clinch	1928	IT Support	Peter Schrader	2513
			Web Master	Joe Rubio	5759

President's Report

Rather than writing a story just a few key points this time around.

Geoff Peck stepped down from his many duties in Austravel and is pursuing a quieter life. This includes no longer being the editor of this Channel Chatter Magazine. Our new editor John Hall (6014) is having a go and he is big and ugly enough to introduce himself in this magazine. But I am sure he would be open to assistance if anyone has ideas or some time to help put the Channel Chatter magazine together.

Penong Base

The new Penong Base is on track for October. It is of course 5199 and as I am testing the equipment. You will see it come and go in the Out-n-About app under Radio Base Stations selection. Those with Envoy and NGT radios will need to add this phone link to make Telcalls through Penong. (You can do this through the microphone buttons). Telcall+ features work the same as all other bases. For your reference Penong will have channels 1, 2, 4 and 7.

During licensing, channels 1,4,7 are being dual mode extended to digital and analogue licensing. The base will use analogue of course but mobile to mobile you can use digital now on channels 1,4,7,9 if you wish. Be mindful of other users and sked times and if possible use channels that a base may not have while talking mobile to mobile. Note Channel 2 is not license for digital. This is still in negotiation.

Pro-rata Membership

Please note that pro-rata membership fees are only available to new first time members. If you choose not to renew your Austravel membership at the end of the year but then decide to pay some time after please note there is no pro-rata option. So the best value you can get is to pay your Austravel membership invoice when it is due.

Cont..

Members Taking Brochures

Have you ever found yourself chatting to a fellow traveller about the antenna on your car and what you can do with the HF radio, but then have nothing to give them as a take away from the conversation? If you talk about Austravel now and then, to others and would like to see a new member or two evolve from your conversation, we do have brochures you can give out.

This helps people remember your conversation and gives contact information for follow up.

How do you get some? Simple, just send me an email with your postal address, a bit of a note about this and I will post a few to you.

Remember if you help get new members it helps keep your fees lower, not to mention that you are helping someone get a lifeline from the bush.

Out-n-About Pins Please.

I get quite a lot of requests from members requiring their pin numbers for Out-n-About, usually because they have purchased a new phone and lost the old SMS information. Remember there is a location in your member login area for you to record your pins or at the back of your printed Out-n-About user manual. More importantly you can recover your own pins at any time by sending with your HF radio a message "GET MY PINS" to any Austravel base. The computer at that base will automatically retrieve your pins from the central data system and then SMS them to the phone number in your Telcall Plus setup. This will save me a bit of time, but if you are stuck give me a call. If you have a new phone number you need to let me know anyway as I need to change it in the Telcall system. We are looking at automating the inclusion of pins in the member area and linking member information into the Telcall data base but it all takes time.

Kim Rhodes Email:- president@austravelsafetynet.org.au

Thankyou in advance.

PENONG

Austravel SafetyNet Inc. 2022 AGM/GM

**SOUTH
AUSTRALIA****15th October 2022****HEADS
UP!**

Announcing the Austravel 2022 AGM/GM at the new Penong base in South Australia..
Open to members and visitors, especially those visitors wishing to know more about HF radio and / or Austravel's unique suite of HF radio technology platforms "Telcall+" and "Out-n-About".

Note: Visitors and social members have no voting privileges.

- Accommodation available at the Penong Caravan Park...contact Jenny Aitken directly to book on (08) 8625 1111

- \$32/night powered sites 2 people

What's Organised?

Those members who can volunteer to assist in the installation and commissioning of the new Penong base need to contact **Kim Rhodes** (0427 983 329) and discuss with him your abilities and willingness. In addition, email Kim (7880@westnet.com.au) and in the email "Subject Line"....type in **PENONG INSTALL XXXX**, where XXXX is your selcall number. For instance if I was sending Kim the email, I would type in PENONG INSTALL 0951.

There are on-going discussions in regards a communal dinner following the AGM/GM. (Saturday night). Costs and availability has not been finalized yet with the worst case scenario is that we will hold a BYO communal BBQ.

The catered communal dinner (if it goes ahead) will aid the local Penong community.

All members who plan to come to Penong for the AGM/GM please contact **Geoff Peck** and advise their intentions.

www.penongcaravanpark.com.au

RSVP to: Geoff Peck (0951) 0403 309 020

twopecks@outlook.com.au

PENONG**SOUTH AUSTRALIA****Austravel SafetyNet Inc.****2022 AGM/GM**

RSVP to: Geoff Peck (0951) 0403 309 020

twopecks@outlook.com.au



Austravel AGM 2022

Western Australia



Narrogin - WA

15th October

Contact

Ross Roberts Camp Host

RSVP - Email: austravelnews@gmail.com

Austravel SafetyNet Inc.

2022 AGM/GM

Venue - Narrogin Speedway

Address: LOT 238 Williams-Kondinin Rd,

Narrogin WA 6312

\$10 Per Vehicle Per Night

BYO Food & Drinks



Welcome New Members

0247	Romain MACHEFER VIC
1615	Daniel Sansom NSW
7927	Andrew Baber & Susie Baber NSW
0445	Robert Partridge VIC
1812	Owen Gale SA
2946	Steve & Tina BRYCE WA
0294	Frank Peta Carli SA
0325	Mark Lane & Naomi Gregory QLD
2610	Phil Bianchi WA
1933	Graham Cumming & Deborah McDermott QLD
1569	Craig & Stacey Anderson WA



How to Contact Me



Three simple methods to contact a travelling Australvel member who has a HF radio switched on.

Leave your name and selcall number for your friends	Selcall

There are three (3) methods of message delivery available to any Australvel member travelling in rural and remote areas, or mariner members sailing in coastal waters:-

1. Voice Mail

- Family and friends can dial Australvel's 24/7 office number - 07 2101 3457 and leave a voice mail message for the Australvel member to be passed on via selcall contact, or morning and afternoon scheduled net.
- Ensure the message contains the name and selcall number of the targeted travelling member. Please write it in the box above.

2. Call a specialist Australvel member for assistance.

- Family and friends can call one of the listed Australvel members (in the list below) and detail their needs person-to-person. The specialist Australvel member will attempt to contact and pass on your message as requested.

Selcall	Location	Name	Phone
0951	QLD	Geoff Peck	0403 309 020
1750	QLD	Bob Carne	0407 936 289
9618	QLD	Ken Fischer	0439 749 449
7880	WA	Kim Rhodes	0427 983 329
6355	WA	Colin Ingham	0417 097 043

3. Out-n-About MAILBOX

- Alternatively, family and friends can run the Out-n-About app on their mobile phones or tablets and send messages to your radio as well as monitor your travel's. However, Out-n-About MAILBOX direct messages are not infallible so if it is **very urgent** it's advisable to "double up" on message delivery by initially contacting us via method 1 or 2 (or both if you wish)

Travelling members - to make the contact with you as above possible, please note!

For members travelling with a radio installed GPS: like Hansel & Gretel, leave an electronic breadcrumb trail by frequently logging your GPS position and/or log in via the morning and afternoon sked. For members travelling without a radio installed GPS: log your position daily via either the morning or afternoon sked (or both).

This will provide H.E.L.P. (4357) operators with key information from which to assist in track and trace scenarios.

For selcall contact from a base - leave your radio on and scanning, particularly while driving!



DON'T FORGET.....a copy of the "How To Contact Me" sheet is included in this newsletter (last page) and all future new editions. Tell people where you are going and show them you can be contacted in a hurry if the situation arises. If it's an urgent message that needs to find you, double down on the urgent message delivery:-

1 family & friends can send an urgent message via the Out-n-About app MAILBOX.

2 and also...family & friends can request an urgent message be passed on via a morning or afternoon sked. To have an urgent message passed on, call Australvel's 24/7 VOICEMAIL service or phone an Australvel responder PERSON to PERSON.

(details found within the "How To Contact Me" sheet)

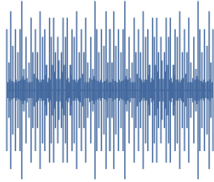
**An
URGENT
Message**

VARIETY BASH 2022

Kim Rhodes (7880), Colin Ingham (6355) & Peter Hackett (5584)

Kim, Colin and Peter doing what they do best servicing and general maintenance on the support crews vehicles radios for the up and coming Variety Bash. With the help of Diane (6356) and Bev (0957) running around with clipboards doing some one on one training. This year's Variety Bash will start Friday 26 August to Saturday 3 September 2022 from Hyden to Northam.





Radio Interference that follows us around

I have written quite a lot in previous editions of Channel Chatter about noise and how it reduces our ability to receive on our mobile HF radios. I have tried to explain some of the things that make HF interference noise. I have generally referenced that you can get away from the man-made noise by going bush. That is true but this article is to look at the noise that we take camping with us.

Newer radios and some old ones have a way of seeing signal strength of a received signal. This metering also allows us to see the level of wanted signal or noise that may be present when nobody is talking on the channel. On a Codan NGT there is a small bar graph on top of the mike and if you push the 4 key a number in dBuV. (Low noise on a Codan 0dBuV perhaps one bar on the little bar graph.) On the Barrett 4050 there is a bar graph reading which shows low on the left high on the right and perhaps S unit's numbers or dBm. (Low reading S0 or -100dBm) These low readings are for the antenna tuned and no talking on the channel. It is very difficult to hear how loud noise is by ear because noise makes a receive turn its Automatic Gain Control (AGC) down which quietens the speaker but squashes wanted receive signals.

Do checks as above when out bush on each channel. If you have typically low readings then you have nothing to worry about. But if you have bars showing, 15 or more dBuV, -80 or more dBm (-70 is bigger than -80) on an unused channel you may need to go exploring in your vehicle for a noise source.

We will assume the motor is not running in your vehicle as that is a whole can of worms by itself. I am just dealing with camping at the moment.

Solar regulator:- MPPT types are generally noisy. (White noise hiss and some tweety whistles) One of the worst is the new Victron Blue boxes. A bit sad as it has some smart features but they are not usable near HF.

USB charge adapters:- Plugged into cigarette lighters and some are hard wired. (Mostly white noise hiss, some tweeties.)

LED camp lights:- Strip lights are normally OK but any multi voltage LEDs can make noise. (Mostly white noise hiss)

Fridges:- Engle's are reasonably quiet but every plastic bodied fridge with a Danfos compressor will make lots of tweety noises. They even sound like morse code sometimes.

Inverters:- Making 240 volts from the battery with inverters makes heaps of noise. (Harsher buzzing and hiss.)

Cont...

Inverter Generators:- It's the electronic inverter part that make noise. Plenty of it usually, even if it is a neighbouring camper.

Plug packs:- If it runs on 240 volts it will make noise whether from inverter or generator.
(Laptop chargers, torch chargers)

DC to DC Battery Chargers:- I have not mentioned these specifically as they do make noise but generally go off after the motor has been off for a short while. (Topic for another day)

All the above are known to make RFI radio frequency interference. The beauty of these problem items is that you can switch them off during a time of usage of the radio if need be. They will however restrict your ability to receive an incoming selcall while on scan when switched on if they are noisy.

To identify if an item is causing a problem begin by choosing a channel and checking the meter on your radio, turn all items off and see if it makes a difference. Then perhaps turn one on at a time to see which is the offender or how much each one offends.

I would like to re-iterate that there is no fault or design problem with your radios. The radio is the highest quality item of all these and does meet Australian standards. All these items emit noise because they are poorly designed electronically and do not meet the Australian C-tick standards. Why are they sold here you may ask; it's because they can. Australia is not well policed for electrical standards as the ACMA are very understaffed. Components that would stop the emission of noise are generally not fitted to save money at manufacture. In some cases I have seen the positions on the circuit boards are there for the filters but they don't fit them on Australian models.

You can vote with your wallet and ask to see the C-tick approval documents for Australia. More importantly you can work out how to identify and minimise the issues of the items you already own to get the best from your HF radio, especially in a time of serious need.

Don't forget to turn your fridge back on after the sked.

Kim 7880

Roy At Work



There were two couples in Landcruisers, doing what you usually do in 79 Series Land-cruisers, travelling across the Tanami Track up to the Kimberley.

We stopped for the day, just west of the Tanami Mill Mine, roughly 400km from Halls Creek, in a totally isolated area with no mobile reception.

In the process of setting up camp for the evening - Horrors of Horrors! one of the Cruisers had broken both rear leaf springs, near the front eyes, (No he wasn't overloaded, in fact far from it!).

After a long discussion during the night, we decided to try to fix it, then limp into Halls Creek, next morning. After having a go at "jerry rigging" the springs we soon realised "no can do".

Around this time the 'morning skeds' were on. Roy Watkins happened to be the operator. After explaining our predicament to Roy, he started phoning around for us. First off he tried the RACV who tried to do a hand pass to the West Australian equivalent. (We were actually just inside the Northern Territory) This went on for a while, with Roy constantly keeping us updated.

By this time we were well over skeds time.

Roy was "like a dog with a bone", he wouldn't let go. We also had a Sat phone, and Roy gave our contact number to RACV and RAC. Roy also gave us the numbers for the Auto Clubs.

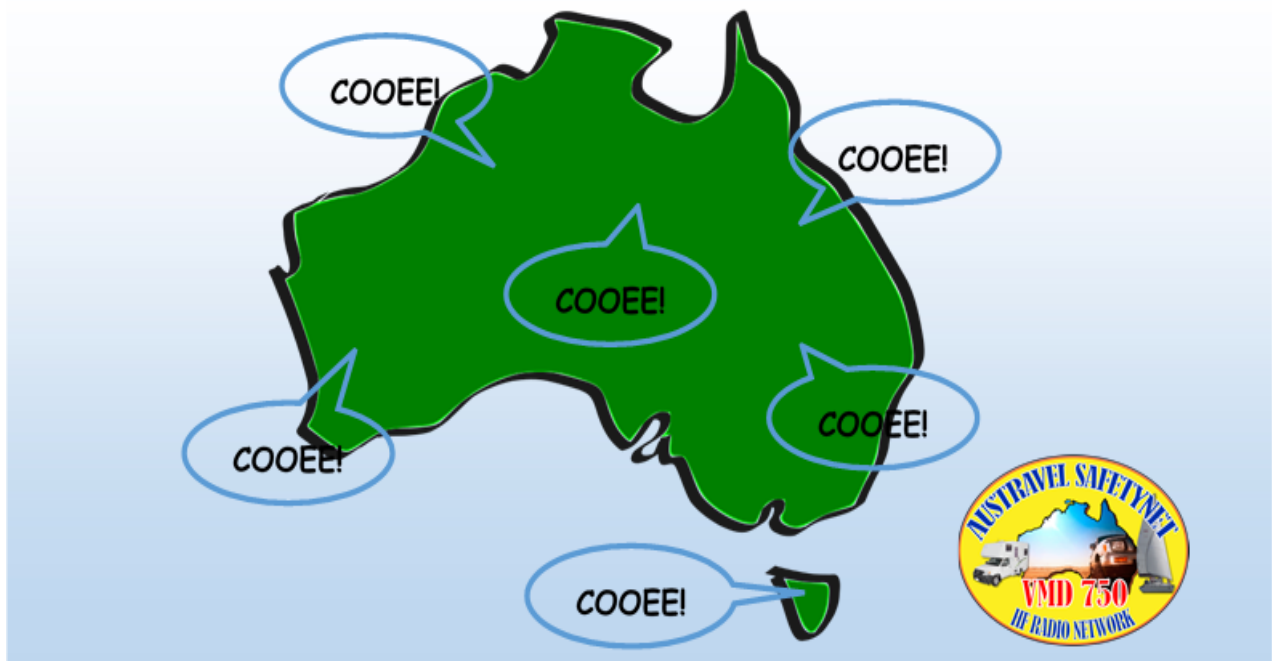
Long story short, after three nights waiting in the Tanami, in 40 degree heat, eventually a tilt tray was dispatched from Kununarra, to our location, 380 kms West of Halls Creek.

The stricken Cruiser with the owner couple travelled back to Kununarra, where the TJM springs were replaced under warranty. The RACV paid the 5 nights accommodation for the couple who then were able to continue their wandering.

As a mark of the fella Roy gave us a couple of follow up calls to make sure we were alright.

Many thanks to Roy and Austravel for their help,

Regards from Bob & Debbie (0280) and Kevin & Gail (the stricken Cruiser owners)



Introducing the COOEE! call

Many members have enquired about a way they could informally talk to each other outside of sked times. We have come up with the idea of the **Cooee Call**.

Cooee! is a shout originated in Australia to attract attention, find missing people, or indicate one's own location. It is also known as a call of help, distinct amongst the natural sounds of the bush.

The word "cooee" originates from the Dharug language of Aboriginal Australians in the Sydney area. It means "come here" and has now become widely used in Australia as a call over distances.

We think this is a fitting name for the call Austravel SafteyNet members can use to call each other across this fantastic country of ours.

How does it work?

- Cooee calls are made on **channel 5** (on the hour for 15 minutes) or **channel 9** (for digital radios at 30 minutes past the hour for 15 minutes).
- Cooee calls should not be made during sked times (8:00am—8:45am or 4:30pm—5:15pm).

To comply with ACMA regulations we need to use the full club callsign on the initial call of each operator eg:

This is VMD750 Mobile 6789 calling Cooee! The response would be ***6789 this is VMD750 Mobile 2345 over.*** Once the initial call is finalised only Selcall numbers need to be identified on each over.

- Members should allow a short pause between overs to allow any other member to join in the conversation.
- Members should pause communication if they hear a Selcall being transmitted in case it is an emergency call.

We hope you enjoy calling Cooee to your fellow members and we hope to hear you on the air.

Austravel SafteyNet Inc.

Austravel SafetyNet^{Inc.}

Registered Office: 33/54 Macalister St. Park Avenue, Qld, 4701



CHANNEL LIST & SCHEDULED NETS

WINTERTIME

Commencing 1st July 2022

BASE AND FREQUENCY INFORMATION

VMD 750 BASE STATION & CHANNEL LIST

Channel	1	2	3	4	5
Frequency(kHz)	3175	5127	5270	6793	7652
Channel	6	7	8	9	10
Frequency(kHz)	9323	10203	13910	4862	17463

Perth (Western Australia)	Selective / Beacon / Radphone H.E.L.P. (Secall or Send position) Channel List	6199 4357
Kununurra (Far North WA)	Selective / Beacon / Radphone H.E.L.P. (Secall or Send position) Channel List	6299 4357
Alice Springs (Northern Territory)	Selective / Beacon / Radphone H.E.L.P. (Secall or Send position) Channel List	8199 4357 1,3,5,7,8
Casino (NSW)	Selective / Beacon / Radphone H.E.L.P. (Secall or Send position) Channel List	2199 4357 1,2,5,6,8
Shepparton (Victoria)	Selective / Beacon / Radphone H.E.L.P. (Secall or Send position) Channel List	3199 4357 1,3,5,7,8,10
Mareeba (Far North QLD)	Selective / Beacon / Radphone H.E.L.P. (Secall or Send position) Channel List	4199 4357 1,3,5,7,8
Penong (SA)	Selective / Beacon / Radphone H.E.L.P. (Secall or Send position) Channel List	3199 4357 1,2,4,7

Note:- All frequencies are referenced as suppressed carrier in Khz and Upper Side Band.

Note:- (Selcall is slang for any of the following calls. Selective / Beacon / Radphone) Beacon/ Channel test call or Radphone/Telcall or any Telcall+ feature operation.

Note:- New channels licensed for mobile to mobile analogue USB voice or digital voice.
1,4,7,9

East Area Winter Time Skeds 2022

EAST AREA MORNING WINTERsked times							
Chan	Khz	QLD (EST)	S.A. (CST)	N.T. (CST)	NSW/Vic/Tas (EST)	W.A. (WST)	UTC
Start on Shepparton Base 3199							
3	5270	8:00 - 8:05am	7:30 - 7:35am	7:30 - 7:35am	8:00 - 8:05am	6:00 - 6:05am	22:00 - 22:05
5	7652	8:05 - 8:10am	7:35 - 7:40am	7:35 - 7:40am	8:05 - 8:10am	6:05 - 6:10am	22:05 - 22:10
Switch to Casino Base 2199							
2	5127	8:10 - 8:15am	7:40 - 7:45am	7:40 - 7:45am	8:10 - 8:15am	6:10 - 6:15am	22:10 - 22:15
5	7652	8:15 - 8:20am	7:45 - 7:50am	7:45 - 7:50am	8:15 - 8:20am	6:15 - 6:20am	22:15 - 22:20
6	9323	8:20 - 8:25am	7:50 - 7:55am	7:50 - 7:55am	8:20 - 8:25am	6:20 - 6:25am	22:20 - 22:25
8	13910	8:25 - 8:30am	7:55 - 8:00am	7:55 - 8:00am	8:25 - 8:30am	6:25 - 6:30am	22:25 - 22:30
Switch to Mareeba 4199							
3	5270	8:30 - 8:35am	8:00 - 8:05am	8:00 - 8:05am	8:30 - 8:35am	6:30 - 6:35am	22:30 - 22:35
5	7652	8:35 - 8:40am	8:05 - 8:10am	8:05 - 8:10am	8:35 - 8:40am	6:35 - 6:40am	22:35 - 22:40

EAST AREA AFTERNOON WINTER sked times							
Start on Alice Springs Base 8199							
Chan	Khz	QLD (EST)	S.A. (CST)	N.T. (CST)	NSW/Vic/Tas (EST)	W.A. (WST)	UTC
8	13910	4:30 - 4:35pm	4:00 - 4:05pm	4:00 - 4:05pm	4:30 - 4:35pm	2:30 - 2:35pm	06:30 - 06:35
7	10203	4:35 - 4:40pm	4:05 - 4:10pm	4:05 - 4:10pm	4:35 - 4:40pm	2:35 - 2:40pm	06:35 - 06:40
5	7652	4:40 - 4:45pm	4:10 - 4:15pm	4:10 - 4:15pm	4:40 - 4:45pm	2:40 - 2:45pm	06:40 - 06:45
Switch to Casino Base 2199							
8	13910	4:45 - 4:50pm	4:15 - 4:20pm	4:15 - 4:20pm	4:45 - 4:50pm	2:45 - 2:50pm	06:45 - 06:50
6	9323	4:50 - 4:55pm	4:20 - 4:25pm	4:20 - 4:25pm	4:50 - 4:55pm	2:50 - 2:55pm	06:50 - 06:55
5	7652	4:55 - 5:05pm	4:25 - 4:35pm	4:25 - 4:35pm	4:55 - 5:05pm	2:55 - 3:05pm	06:55 - 07:05
Switch to Mareeba Base 4199							
7	10203	5:05 - 5:10pm	4:35 - 4:40pm	4:35 - 4:40pm	5:05 - 5:10pm	3:05 - 3:10pm	07:05 - 07:10
5	7652	5:10 - 5:15pm	4:40 - 4:45pm	4:40 - 4:45pm	5:10 - 5:15pm	3:10 - 3:15pm	07:10 - 07:15

Dear Austravel Members,

We are now entering an exciting period in solar cycle 25, the sunspot number and solar flux is significantly higher than predicted providing enhanced operating conditions in the higher frequencies.

You are encouraged to call in on any sked whether it is being run in the East or West. You just need to be on the appropriate channel at the correct time. It is possible to talk across Australia with your radio. By calling into a sked, you will get to know the best channel for your location at sked times. This may help you choose a channel later for Telcall+ operations.

West Area

Winter Time Skeds 2022

WEST AREA MORNING WINTER sked times							
Chan	Khz	W.A. (WST)	S.A. (CST)	N.T. (CST)	NSW/Vic/Tas (EST)	QLD (EST)	UTC
Start on Kununurra Base 6299							
2	5127	7:45 - 7:50am	9:15 - 9:20am	9:15 - 9:20am	9:45 - 9:50am	9:45 - 9:50am	23:45 - 23:50
4	6793	7:50 - 7:55am	9:20 - 9:25pm	9:20 - 9:25pm	9:50 - 9:55am	9:50 - 9:55am	23:50 - 23:55
6	9323	7:55 - 8:00am	9:25 - 9:30am	9:25 - 9:30am	9:55 - 10:00am	9:55 - 10:00am	23:55 - 00:00
Switch to Perth Base 6199							
2	5127	8:00 - 8:05am	9:30 - 9:35am	9:30 - 9:35am	10:00 - 10:05am	10:00 - 10:05am	00:00 - 00:05
4	6793	8:05 - 8:15am	9:35 - 9:45am	9:35 - 9:45am	10:05 - 10:15am	10:05 - 10:15am	00:05 - 00:15
7	10203	8:15 - 8:20am	9:45 - 9:50am	9:45 - 9:50am	10:15 - 10:20am	10:15 - 10:20am	00:15 - 00:20
8	13910	8:20 - 8:25am	9:50 - 9:55am	9:50 - 9:55am	10:20 - 10:25am	10:20 - 10:25am	00:20 - 00:25
10	17463	8:25 - 8:30am	9:55 - 10:00am	9:55 - 10:00am	10:25 - 10:30am	10:25 - 10:30am	00:25 - 00:30

WEST AREA AFTERNOON WINTER sked times							
Chan	Khz	W.A. (WST)	S.A. (CST)	N.T. (CST)	NSW/Vic/Tas (EST)	QLD (EST)	UTC
Start on Kununurra Base 6299							
6	9323	4:15 - 4:20pm	5:45 - 5:50pm	5:45 - 5:50pm	6:15 - 6:20pm	6:15 - 6:20pm	08:15 - 08:20
4	6793	4:20 - 4:25pm	5:50 - 5:55pm	5:50 - 5:55pm	6:20 - 6:25pm	6:20 - 6:25pm	08:20 - 08:25
2	5127	4:25 - 4:30pm	5:55 - 6:00pm	5:55 - 6:00pm	6:25 - 6:30pm	6:25 - 6:30pm	08:25 - 08:30
Switch to Perth Base 6199							
8	13910	4:35 - 4:40pm	6:05 - 6:10pm	6:05 - 6:10pm	6:35 - 6:40pm	6:35 - 6:40pm	08:35 - 08:40
7	10203	4:40 - 4:45pm	6:10 - 6:15pm	6:10 - 6:15pm	6:40 - 6:45pm	6:40 - 6:45pm	08:40 - 08:45
4	6793	4:45 - 4:55pm	6:15 - 6:25pm	6:15 - 6:25pm	6:45 - 6:55pm	6:45 - 6:55pm	08:45 - 08:55
2	5127	4:55 - 5:00pm	6:25 - 6:30pm	6:25 - 6:30pm	6:55 - 7:00pm	6:55 - 7:00pm	08:55 - 09:00

• To keep sked channel selections in line with progressive changes in the solar cycle some channels may change in a specific time slot from time to time. Up to date sked timetables are available at the www.austravelsafetynet.org.au web site under the skeds tab.

Tchijevsky's Theory of Sunspot Activity and Human Activity

Feeling a bit of un-rest lately? Not sure what is going on in the world. The approaching solar maximum or at least its initial fast rise from the bottom could account for not just better propagation on our HF radios but other things in the world.

I have lifted this from the internet where you can also go and have a look at Tchijevsky.

The solar maximum is not here yet, but it is coming.

Translation 1: To test his hypothesis that sunspot cycle influenced human activity, Tchijevsky constructed an **Index of Mass Human Excitability covering each year from 500 BC to 1922 AD**. He then investigated the histories of 72 countries during that period, noting signs of human unrest such as wars, revolutions, riots, expeditions and migrations, plus the numbers of humans involved. **Tchijevsky found that fully 80% of the most significant events occurred during the 5 years of maximum sunspot activity.**

Translation 2: By these comparisons he constructed an **"Index of Mass Human Excitability"** covering each year from 500 B.C. to 1922 A.D. He investigated the histories of 72 countries in that period, noting signs of human unrest such as wars, revolutions, riots, expeditions and migrations, plus the number of humans involved. Tchijevsky found that fully 80% of the most significant events occurred during the years of maximum sunspot activity. He maintained that the "exciting" period may be explained by an acute change in the nervous and psychic character of humanity, which takes place at sunspot maxima.

Tchijevsky, a Russian scientist, who presented a paper to the American Meteorological Society at Philadelphia in the late 19th century. He prepared a study of the history of mass human movement compared to the solar cycle, beginning with the division of the Solar cycle into four parts: 1) Minimum sunspot activity; 2) increasing sunspot activity; 3) maximum sunspot activity; 4) Decreasing sunspot activity. He then divided up the agitation of mass human movements into five phases:

1. provoking influence of leaders upon masses
2. the "exciting" effect of emphasized ideas upon the masses
3. the velocity of incitability due to the presence of a single psychic center
4. the extensive areas covered by mass movements

Integration and individualization of the masses

Tchijevsky discovered that the solar minimum is the lag period when repression is tolerated by the masses, as if they lacked the vital energy to make the needed changes. He found that during the sunspot maximum, the movement of humans is also at its peak. Tchijevsky's study is the foundation of sunspot theory on human behaviour, and as Harlan True Stetson, in his book *Sunspots and Their Effects* (available from BSRF), stated, "Until, however, someone can arrive at a more convincing excitability quotient for mass movements than professor Tchijevsky appears yet to have done, scientists will be reluctant to subscribe to all the conclusions which he sets forth." Stetson did acknowledge that the mechanism by which ultraviolet radiation is absorbed was still a puzzle biologists had to solve.

The mechanism behind the stimulation of human behaviour is still a mystery, but the theories of Georges Lakhovsky may shed some light. He considered his book, "The Secret of Life" (reprinted by BSRF), the extension of a scientific hypothesis of a new theory of life. The Sun is one of Earth's primary sources of cosmic radiation. While the Sun does produce its own radiations, solar winds actually capture passing cosmic dust and radiation and blow it into the earth's atmosphere. While it may seem frightening to some, this can actually be considered the Primal Vibration that sets the cells vibrating with Vital Force. This is the Prana, that Cosmic Breath, which is meant to vitalize man, and is the source for our evolution.

I suppose it is a case of believe it or not but it is interesting to say the least.

GATHERING OF THE CLANS KULIN - 2022

On the June Long weekend in Western Australia, The Wheatbelt town of Kulin came alive. The Camp at the famous Kulin Bush Races venue Camp Hart, hosted many clubs from around WA for a weekend of activities, talks and touring around Kulin hosted by the 4WD Club of WA.



TOW BALLS – THAT THING THAT THE CARAVAN ATTACHES TO.

(article source: www.truckfriendly.com.au)

FACTS NOT SOCIAL MEDIA FICTION.

Towing with a Truck – you need to read this especially. The vast majority of caravan rigs on our roads are connected to the tow vehicle via a 50mm round tow ball and coupling.

How much do you really know about this vital but often disregarded piece of equipment?

I contacted several relevant state authorities to get the facts.

THE 50MM TOW BALL. – THIS IS YOUR LIFE.

50mm tow balls are only rated to 3,500kgs. Larger 70mm balls or other hitch types are required above this weight. All hitch types are rated so ensure you have the right one for your towing job.

Transport for NSW advise that 50mm ball couplings must comply to ADR 62 and Australian Standard AS4177.

A coupling complying with this standard must be permanently marked accordingly:

- the manufacturer's name or trademark;
- the mark '50';
- the maximum rating for the coupling body in one of the following, as applicable,
 - 750 kg; or
 - 2000 kg; or
 - 3500 kg;
- a code to indicate the serial number, batch, production date, or similar;
- the words 'DO NOT WELD' if the coupling body is manufactured from nonweldable materials;
- the words 'WELD ONLY' if the coupling body is specifically designed to be attached by welding only



This is quite a comprehensive list and similar in all states, and we have all seen many tow balls from overseas that do not comply with this standard. Does yours?

Note the different rating, are you using the correct rating and not just the one used to tow a box trailer that was on the vehicle.

The 50mm tow ball must also be fitted at a height of between 350 and 460mm of the ground to be compliant. This height limit is NOT noted relevant to other types of hitches. i.e., DO35, Hitch-Ezy etc.

YES - the articulated 50mm tow balls in common use are still currently limited to these height restrictions.

I understand however, that these height restrictions are currently under review. Watch this space??

This height limit will make safe coupling with many off road caravans and lifted tow vehicles difficult to comply with, but it is still the law and should be complied with.

Although they are by far the most used hitch, I am not a big fan of their use.

Yes, they are common and on most hire company trailers and useful for borrowing trailers. I have one on a special hitch for when I borrow my son-in-law's box trailer.

The 50 mm coupling will have limited roll and once the limit is reached the caravan can in fact assist rolling over a tow vehicle in a caravan rollover situation. The cup rolls and pushes the stem to help tip the tow vehicle.

They are therefore not suited to, nor popular with serious off road towing.

Wear on the 50 mm ball can reduce its size and therefore, if not regularly checked and adjusted the coupling can become loose and jump off in some situations.

To grease or not to grease is a very contentious issue and open to debate. I grease mine as I believe all metal-to-metal friction areas should be lubricated to reduce wear.

I cover the greased tow ball with a cap when not in use to reduce dust etc. and mostly remove the hitch completely.

Many believe that greasing the ball attracts dust increasing wear. A fair point, however, this can be combatted by covering and regular maintenance practices, but it is personal choice.

Many 50 mm balls have not been changed, serviced nor coupling adjusted for many years and one wonders as to the reliability and size of the now worn ball and coupling.

Be very careful of fitting, or still having fitted an old imperial size ball. They are slightly different to the 50mm ball in sizing which may cause the coupling to jump off.

Adjust the ball regularly and it may also need adjusting when changing trailers and trailer couplings as size adjustments will vary.

CAN YOU REPLACE THE TOW HITCH WITHOUT GETTING A NEW COMPLIANCE PLATE?

Transport and Main Roads Qld advise the following:-

“There is no legal requirement to have a trailer hitch on a light vehicle certified by a qualified person. The replacement hitch will need to comply with AS 4177.1, section 6 requirements to have the mandatory markings. The markings can be placed on a permanently attached identification plate or directly onto the towbar. Towbar manufacturers can refer to AS4177.1 for details.”

Transport for NSW advise:-

“A like-for-like or replacement component does not need to be assessed. It is recommended that a tradesperson with the appropriate qualification carries out the repair.

If the coupling is being replaced in order to achieve a higher ATM certification from the manufacturer or a recognised vehicle certifier would be required to re-rate the vehicles capacity. More information on light vehicle modifications can be found in the following link. VSI No.6 Light vehicle modifications Rev 3 November 2013 (nsw.gov.au) “

TOWING WITH A TRUCK FITTED WITH A 50MM BALL.

If your tow vehicle has a GVM of 5,000 kg or above, a derating factor applies to the 50mm tow ball.

Even though the ball may be originally rated at 3,500kgs, when you attach it to a vehicle with a GVM of above 5,000kgs you will not be able to tow a 3,500 kg van with this set up.

A notice may also need to be fitted to the tow vehicle stating the maximum trailer weight that can be towed with the 50mm ball.

For example, a tow vehicle with a GVM of 6,000kgs can only tow a trailer / caravan to a max of 3,089kgs when using a 50mm tow ball. The trailer weight reduces dramatically the heavier the tow vehicle GVM gets. (7,500 GVM tow vehicle – 2,801 kg van etc.)

A full explanation, calculations and chart is available from the National Heavy Vehicle Regulator (NHVR). Vehicle Standards Guide VSG16 - 50mm Ball Couplings (nhvr.gov.au)

<https://www.nhvr.gov.au/.../201709-0684-vsg16-50mm-ball...>

KEN'S TIPS

Personally, I have a 200 series Landcruiser with GVM, GCM Lovells upgrade and increased towing capacity to 4t. I don't usually tow that heavy as my van is only 3,300 ATM but it leaves me a safety margin.

I use a 5-tonne rated Hitch Ezy tow hitch which has automatic double locking. It is the best and easiest to fit that I have found. It is a very solid post with articulated coupling for off road and rollover.

There are 3,500 kg rated ones available. They are also not as common, so they are harder to steal but fully lockable. Hitch-Ezy | Tow Couplings | Caravan 4WD Towing

I get no commission unfortunately.

DO NOT USE A 50MM TOW BALL AS A RECOVERY POINT. THEY CAN SNAP AND THE BALL WILL BE SENT FLYING.

I trust that this has helped explain some of the complexities and laws around the simple 50 mm to ball.

I would appreciate any feedback.

Stay safe, and please check out our web site for more articles and information on safe caravanning.

Cheers

Ken Wilson

[#truckfriendly](#)

www.truckfriendly.com.au

HF Outpost License Update.

Peter Schrader – Vice-President – 2513 / VK4EA / KQ4PS / was VZP720

2513@austravelsafetynet.org.au

For the information of members, especially if you have, or have held, an Outpost Non-Assigned license (ACMA).

The Australia Communications and Media Authority (ACMA), our federal communications regulator, has recently decided to cease managing the Outpost license for the HF Land Mobile service.

Firstly, what is an (or was) an Outpost non-assigned license? For many, many decades Australians were privileged to have access to a cheap and affordable HF service monitored by the Royal Flying Doctor Service (RFDS). Thanks to Alf Traeger and John Flynn we had unique access to a range of frequencies monitored 24/7 by RFDS bases spread across the country.

Remote stations relied on their HF radios in their kitchens to maintain contact with neighbouring stations, the afternoon natter on 2020kHz was legendary. A serious application was, of course, before satellite phone and Internet, was continuous contact for medical emergencies and the always entertaining School of the Air in the mornings.

And by an understanding that license holders would not interfere with genuine emergencies, travellers could use the RFDS frequencies with few restrictions for checking in with the RFDS bases and making the occasional phone call. As more travellers fitted their vehicles with Land Mobile HF radios the usage of the RFDS frequencies become more popular for vehicle to vehicle to contact for when 27MHz CB became less usable.

The licenses held by the Stations and RFDS were known as Assigned licenses where the mobile stations were classed as Non-Assigned with their unique callsigns. I have held the Outpost license callsign, VZP720. for many, many years. I am certain many Austravel members have held a similar license.

With the advent of cheaper satellite telephony and better mobile phone coverage the use case for HF has reduced dramatically for remote stations.

Hence after some consultation with the public the ACMA have decided to cease issuing non-assigned Output licenses and transfer the Outpost licenses to a class license. A class license allows anybody to operate on the specific frequencies using a type approved radio without any specific qualifications. The most common class license service is the Citizens Band 27MHz and UHF radios found in almost vehicle used outside of the cities.

Cont...

Effectively this means we don't need to pay for an Outpost license every year from now on, nor are outpost callsigns are being managed by the ACMA. So, providing the operator is using a type approved HF land mobile radio, use of the Outpost frequencies is now free of charge.

VKS737 offers selcall monitoring of the RFDS frequencies for a number of sites around Australia, in the author's opinion it is rather complicated and being a dedicated Austravel tragic I would always encourage that your radio is setup correctly for red button emergency calling to the Austravel bases.

[Microsoft Word - DOC 06 Communications Systems Comparison \(01-20\).docx \(vks737.radio\)](#)

However, given you have a HF Land Mobile installed in your vehicle already setup for Austravel it also fair to highlight that we do have access to an amazing range of frequencies free of charge that could be useful for a convoy of travellers, that is, you are out of UHF CB range. The chances of you interfering with another user is minimal.

So get programming your radio for these frequencies:

2020, 2260, 2280, 2792, 4010, 4030, 4055, 4980, 5110, 5145, 5300, 5360, 6825, 6845, 6880, 6890, 6945, 6960, 6965, 7465, 8165

And use them!

A couple of months ago the ACMA wrote to me asking whether I wished to surrender my VZP720 Outpost license. From now on I am not required to use a callsign on the above frequencies, a bit like CB I guess?

Sent In By Allen Lawrence 4453

Hi Rick,

I am now in South Australia and on my way back to WA after a period of 3 years during which I visited and travelled Tasmania several times.

Firstly, I have found that both Shepparton and Casino bases have been operating with exceptional reliability and a pleasure to use. Also, as I will soon be out of reasonable range of the Eastern States skeds and will be calling in to the WA skeds, now seems a good time to say thank you to all the sked operators who have made my travels so much more enjoyable, and safe.

To Ken, Rick, Jeanne, Chris, Joe, Bob and Ray: thank you so much for your dedication to the club and for your efforts in keeping the skeds running on time and for your professional attitudes to the job. (I hope that I have not missed anyone.)

It has been one of the highlights of the trip to look forward to the daily contacts with the sked operators who genuinely seemed interested in my travels. Thank you all, and best wishes.

*Kind Regards,
Allen Lawrence 4453*



Netwest's Electronic & Repair Center

Services

- Transceiver's, Auto Tuner Repairs, Power Supplies & Codan Autotuner Antenna Repairs
- Commerical Electronic Devices Can Be Quoted.

Contact Bruce or Colin Ingham

**Ph: 08 9225 5522
Mobile: 0418 376 541**

**41 Kensington St
East Perth WA 6004**

Austravel Radio Network

Codan NGT Radio and Base functions

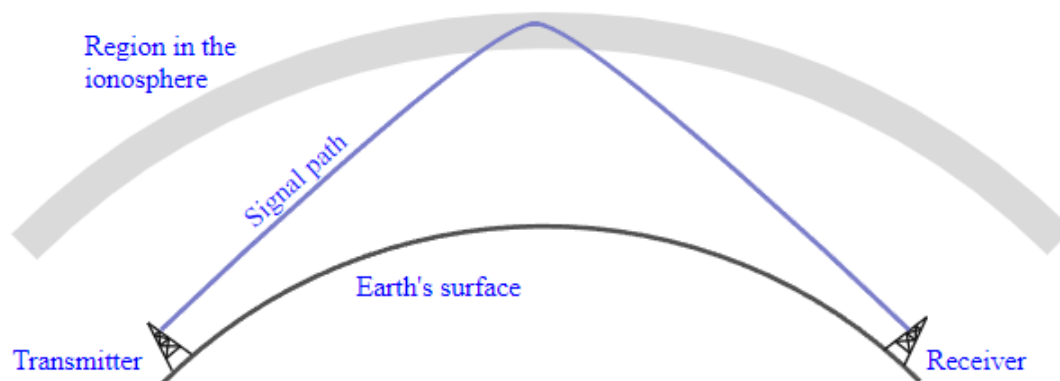


Austravel HF Radio Network

If you haven't been around HF radios before, they may take a little bit to get your head around.

HF Radios are not your average 2-way radio, you can't generally pick up the microphone and make voice call as you can on channel 40 calling some truckie.

HF radios are long range radio capable of communication's around the world and have been around well before the radio operators on the Titanic transmitted their SOS via morse code. The graphics below show's very basically how the HF radio waves can traverse vast distances by bouncing off the ionosphere which can be anywhere from 100 -1000km off the earth's surface.



Austravel Safety Net Group have specific times to call/check-in on specific channels and HF Radio being HF Radio you are not going always get through given the conditions change on an hourly basis.

The SKED times are the **ONLY TIMES** that you will be able to pick up the mic and be able to make a voice call to someone and generally only when you can hear them first. (Lots of variables involved in getting HF signals through)

If you need to talk to someone then you call them as you would on a telephone, every radio has a unique number and as long as you know who you are calling, you put their number in and call. Not quite as simple as that but you will get the general drift when reading further down.

The Channels & Frequencies.

HF radio waves work by bouncing off the atmosphere and behave differently during the day and night hence to wide range of frequencies available. See detail below.

Austravel HF Channel Use

Below is the Austravel Safety Net Base Channels and Frequencies.

BASE AND FREQUENCY INFORMATION					
VMD 750 BASE STATION & CHANNEL LIST					
Channel	1	2	3	4	5
Frequency(kHz)	3175	5127	5270	6793	7652
Channel	6	7	8	9	10
Frequency(kHz)	9323	10203	13910	4862	17463
Perth (Western Australia)	Selective / Beacon / Radphone H.E.L.P. Channel List			6199 4357 1,2,4,5,7,8,10	
Kununurra (FNWA)	Selective / Beacon / Radphone H.E.L.P. Channel List			6299 4357 1,2,4,6	
Alice Springs (Northern Territory)	Selective / Beacon / Radphone H.E.L.P. Channel List			8199 4357 1,3,5,7,8	
Casino (NSW)	Selective / Beacon / Radphone H.E.L.P. Channel List			2199 4357 1,2,5,6,8	
Shepparton (Victoria)	Selective / Beacon / Radphone H.E.L.P. Channel List			3199 4357 1,3,5,7,8	
Mareeba (FNQ)	Selective / Beacon / Radphone H.E.L.P. Channel List			4199 4357 1,3,5,7,8	

As you can see from the above channel list, the frequency goes up as the channel numbers go up. The distance covered changes with the time of the day and the sun's radiation activity. Dawn and dusk, you get the best coverage on the lower channels, probably out to 400-700km. Channel 5-6 at dawn and dusk will get you most of the way across the country. For long distance calls during the day general rule of thumb, use the higher channels as the sun goes higher in the sky.

About the NGT radio and the Austravel Base Services

Your NGT radio is NOT a 2-way radio as you know it, it's more like a telephone.

The radio is used to make and take selcalls like a telephone.

These calls are known as **Selcalls or Selective Calling**

Calls to and from the radio are done using the Selcall Function

Radios Normal Operation

Your radio is in scan mode, scanning the 10 Austravel channels like your phone, the radio will sit there all day and not make a peep unless someone **Selcalls** you, your radio will then ring like a telephone

YOUR RADIO WILL **NOT** STOP SCANNING IF A VOICE CALL IS DETECTED

The system is designed for the radio to **ONLY STOP** scanning when it hears **SELCALL** traffic.

Selcall Numbers

The selcall number is like a telephone number, it is unique, everyone and every base has its own **Selcall** number

Codan NGT Call Functions

There is a number of functions available using the **Call** feature. On the NGT we use the **Call Button**.

Call Button

From the call function you can select a whole range of call types.

The main call types you would use

Selective:	To a Austravel Base to check for messages in your messages box To call another member with the aim to make Voice Contact
Channel Test	To check the base or members radio response with the aim to use a BASE FUNCTION make Voice Contact
Send Position	To Log your position to a base or to another member
Get Position	To Get the location of another member's radio
Message	To send a message: To: A Mobile Phone Your Out-N-About App Another Member's Radio Direct Another Member's Radio Via a Base An Email to nominated addresses
Phone	To make a phone call via one of the Austravel Bases
Get Status	This will get the radio status of a base or another member

Note: Very important information about using the Austravel Bases

Some of the above functions require to be done through one of the 6 bases scattered around the country. It's very important that you understand. To use a base function you must first find a base that you can make contact with.

Selecting a suitable Base

You will need a list of **Base Selcalls** (you will have been sent this info)

You will need a list of **Base Channels** (you will have been sent this info)

You need to select a **Base** and a **Base Channel** that suits the distance and time of the day for the call

Using the above **Call Button** information, perform a **Channel Test** to an appropriate **Base Selcall** to see if you get a transmission back from the base. Continue your **Channel Testing** using different channels and different bases to find the best transmission response back from a base. Once you have found the base with the strongest transmission, go ahead, and perform your **Base Selcall Function**

Austravel have some great YouTube video's available covering a range of radios..

https://www.youtube.com/channel/UCRsWa86s7mBsO8Tq3M_Lsgw/videos

Zoom Committee Meeting

From Joe (5759)

On the accompanying photo, "Not the Brady Bunch! The Skeddy Bunch!" 😊

Austravel Sked Operators Zoom Meeting

On the 14 June our sked operators got together via a zoom meeting to discuss the current winter sked timetable and review the logging statistics for the April to May period. Our aim is to ensure that we have the best selection of channels to provide our travelling members reliable access to our sked operators.

Attendees: Bob 1750, Colin 6355, Chris 0331, Gary 4951, Ken 9618, Joe 5759, Neil 1386, Ray 7506, and Rick 3907.

Some interesting statistics for the April, May period were:

Number of calls received – 2627

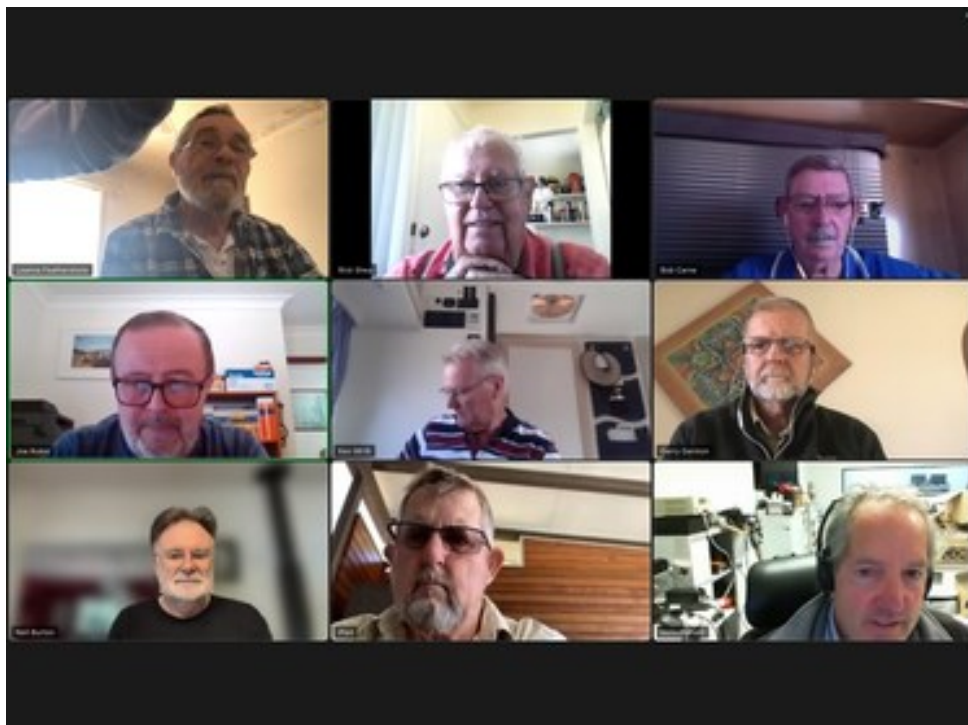
Number of travelling member calls – 1072

Number of individual members using skeds: 165

Number of individual travelling members using skeds: 120

Most used base: Perth 6199 with 1270 calls followed by Casino with 725 calls

If you are interested in becoming a sked operator and joining our enthusiastic team, please contact Ken 9618 on skeds@austravelsafetynet.org.au





SKED OPERATORS WANTED

What Is an Austravel Sked?

A 'Sked' (Scheduled Net) is a regularly scheduled communications session operated by Austravel members for Austravel members.

Primary Function:-

- Stay in touch daily while travelling and log your position.
- Convey messages received from family, friends and various agencies dealing with road and weather alerts.
- Emergency voice contact point for all members
 - * an extension to H.E.L.P. (4357)
- Radio check - frequently test your radio and antenna systems
- Broaden HF radio skills and knowledge

Who Operates Austravel SafetyNet Skeds?

Any Austravel members including social members can operate a sked. There is a lot of fun and satisfaction operating a sked, but on the odd occasion can be challenging.

If I Volunteer, What Do I Have To Do?

Training is available for volunteer sked operators. Experience in the use of a HF radio is an advantage, but we have successfully trained a social member who didn't have a HF radio, and still doesn't.

After training, it is up to the sked volunteer to nominate when and how often they are available to conduct skeds. The sked coordinator provides a sked roster with most volunteers dedicated to a five day week, some just weekends, some just wish to be on standby to fill in for other volunteers.

Does Where I Live Matter?

Where you conduct a morning and afternoon sked session is entirely up to the volunteer. Skeds by phone interconnect via a base station can be completed from any reliable mobile phone coverage area or WiFi access point. Volunteers can be a resident of W.A. and conduct an East Australia sked and vice versa.

What equipment do I need?

1. A mobile phone with earbuds or over the ear blue tooth headset
2. An Apple Mac or Microsoft Windows computer or tablet
3. Internet access

Are there Costs Involved?

All of our sked operators use their own mobile phone, computer and internet accounts to operate skeds. Sked operators report that conducting skeds by phone does not financially burden their phone/internet plans.



DO YOU KNOW SOMEONE ?

Technically speaking, operating a sked via the world wide web can be accomplished anywhere there is internet access.

The Austravel sked operator could be in China, USA or in the UK... or it could be someone living in Australia who is house bound for one reason or another and looking for something worthwhile and rewarding to do.

Our current sked volunteers represent a diverse range of experiences and capacities. Some are long term operators, others new to the role. We particularly encourage our female members to consider becoming sked operators.

As an inclusive not-for-profit club, Austravel SafetyNet would welcome an opportunity to change someone's life, by sharing our HF network experiences with those who are looking for interaction with our travelling members, and doing something positive

For more information:-

East Sked Coordinator
Ken Fischer (9618)
Phone:-0439 749 449

West Sked Coordinator
Terry Clinch
Phone: 0414 532 070



Do you call into the morning or afternoon skeds when travelling?

Our sked operators would love it if more club members popped onto the skeds to say hi, even if not travelling, but are just calling in from home. The daily skeds provide a perfect opportunity for club members to use, and become more familiar with their radio equipment. Maintaining your skills can be extremely beneficial in the unfortunate event that you quickly require assistance when on the road.

Sked operators offer a great service to club members by logging your location when you call in during a sked and will ask where you are heading and record this too - vital information in case of an emergency situation.



Joe Rubio (5759) has recently completed his Monday to Friday sked duties whilst on the road in the Western Downs and Maranoa regions of Queensland, in the comfort of his camper, with his sidekick Buddy joining him for each sked. All that was needed was a laptop, headset and mobile phone hotspot.

Thank you to all Austravel Safetynet sked operators and our sked coordinators who give their time to assist all club members.

If you would like to know more about being a sked operator, contact Ken Fischer (9618) East Coast or Terry Clinch (1928) West Coast.

Lea Rubio

(Mrs 5759)



TET-EMTRON

HF Radio Antenna Parts and Supplies

- | | |
|-------------------------|---------------------------|
| • Cable & Connectors | Contact: Mark Rawlings |
| • Mobile | Austravel Member : |
| • Wire Antennas | Selcall 6622 |
| • Feed Systems & Baluns | Lot 25 Brand Hwy. Dongara |
| • Parts | W.A. |
| • CB Antennas | Ph: 0455 463 452 |



Walk-2-GPS this app could.... Save Your Life!

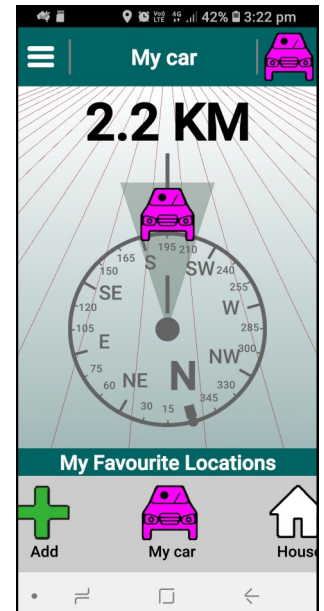
- Loading this simple to use app on your phone may truly save your life, by giving you easy guidance back to a known location, (i.e. your car) using your mobile phone.
- Find your car in a shopping centre car park. Find your way back to camp. (young or old can use this app.)
- This app operates regardless of mobile phone network coverage. (i.e.. In any remote area of the world.)

Application:

- Mark your location as you park your car.
Go for a walk and get lost. Keep your location icon in the big triangle and walk back to the car.

Features:

- Store and name locations with 3 clicks.
- Save many locations for re-use later.
- Show /display actual GPS coordinate information.
- Import/Export locations via clipboard with other applications.



NEW SYSTEM FEATURES FOR AUSTRAVEL MEMBERS

Travel Member Information, HF to Email, GPS and Message forwarding

I hope you have all been practicing with your radios sending mailbox and SMS messages. Those skills will lead you directly to use the new email feature. Austravel have added three (3) new features and being proficient with the messaging ability of your radio you will make good use of these.

#1 Member Information:-



- Why has Austravel Added This Feature?

Enables members to update/include/change/add personal travel information for any back road's travel at any time. Members travel information, specific to the travel plans on the day, can be added into the Austravel member database, which in turn can be used by a H.E.L.P.(4357) incident responder if a travelling Austravel member activates a red button call.

This member information can be added using the Out-n-About app or by Telcall+ via your capable HF radio.

Added together with your baseline member information when you joined Austravel SafetyNet, this added "Member Information" potentially aids in any search and rescue (SAR) mission and the time taken by first responders.

A single text field (limited to max 64 characters) contains the member's information. There is a list of standard abbreviations that can be used to increase the amount of information contained in the 64 character message.

For example:- vehicle type, colour, registration and number of people travelling together. If remote, perhaps the range of fuel and the amount water. This information, in an emergency may help first responders find you from the air and locate all persons in your group. On joining Austravel you could perhaps just put in some information from your membership application form. Vehicle and rego and perhaps the area you are generally located in. You need to keep the information up to date if it is going to work for you and this information is only put in the system by you. Please change it for specific travels and activities like, going on a walk trail and remote rock fishing. Your name and phone number is not required as this is already included automatically in the emergency messages.

This small piece of SAR text can be changed at any time from the Out-n-About app (with data available) or from your HF radio when travelling in remote areas.

This information is held in the system permanently until you change it. It is one of the tools provided by Austravel to assist you in a time of need.

If/when a member makes a H.E.L.P.(4357) or RED button Emergency Call via the Austravel HF network, this "Member Information" as you have entered it, will be appended to the Emergency SMS that is already sent to the Austravel Incident Responders Team. It is intended to give the Incident Responder Team current relevant information about your travels, which can be passed on to emergency service first responders if required. It is in the members own best interest to take responsibility and keep this information current.

Austravel Incident Responders can also view this Member Information if we are looking for a member that has not made an emergency call but maybe missing.

#2 HF Email messaging and GPS forwarding:-



• Why has Austravel Added This Feature?

This new feature is the ability to forward your GPS positions by email which can be sent to any or all nine recipients as set-up by you.

Set these email recipients using the new updated Out-n-About app, which should have already updated on your phone. Out-n-About now provides a new tab for members to enter their own email address and up to 9 email addresses of friends business etc.

These become the pre-entered email addresses stored in the Telcall+ system for you to use from your HF radio and are listed E1 TO E9. Each entry position **1 to 9** contains a **name** reference, **email address** and a **check box**.

The check box is to enable/disable GPS forwarding for that email recipient to (automatically) be sent a copy of every new GPS position update made by you the club member during your travels.

The tick boxes can be set and cleared via your HF radio while travelling. Download from the members area on the web page the new Telcall+ manual for full details. This was also emailed to members on the day of the AGM 9th October.

#3 HF SMS & Email as a group or individual:-


An additional new feature is that after setting up your recipient email addresses you can send text messages to all or any of them as individual or group messages.

Again see the Telcall+ manual for full information.



Email replies from your friends will not be sent to you HF radio. It is impractical to have an email sent directly to a radio as it is not really possible for random people to shape an email message to 64 characters for the return direction. The 64 characters is a technical limit of the radio system per message. Email recipients can reply to the email message they receive and it will be sent as a normal reply email to the Austravel members own email address as set up in Out-n-About. This can be viewed when you next get your emails.

If your friends need to send reply messages to your radio on a regular basis they can run the Out-n-About app as a friend and place messages in your mailbox which are shaped to fit the radio message/page call system correctly.

If you are not sure if your phone has updated, press and hold the  located top right of the screen. Android should show V17 Apple V4.15. If not then go to Out-n-About app on the play stores and select (update) at no cost. You may need to change settings to allow apps from unknown sources.

The Out-n-About and Telcall+ plus manuals may help and are available for download from the web page member login area.

ONE OF THE REASONS WE RUN SKEDS EVERY DAYis to give members operational experience

Radio transmissions in the HF band propagate's by being reflected back to earth by an ionosphere layer in the upper atmosphere, a method known as "skip" or "sky-wave". These are reflective layers that are energised by the activity of the sun and vary day to day.

For us to use this ionised layer to our advantage we have a test transmission technique where we send an encoded call from our radio to a distant station and the distant radio, will automatically respond, if it hears us. We listen to this response and decide by ear whether to use that channel or try another. This of course for those already using HF is known as a Beacon or Channel test call.

When we are out bush, we may need to try this call on several channels to another mobile or base or from a given location try multiple bases to decide on the best channel to use to that location. This is the important bit as we are deciding by ear which channel frequency is best on that day for that location. We listen for the best quality sound of a reverberate (Doe, Ray Me) or long tone dashes from the distant station.

This is a very simple process and would only take a few minutes to learn and is essential to get the best from your HF radio. After choosing the best channel of a few trials we are ready to execute our next task with the radio. We could:-

- make a phone call
- send GPS position
- check our mailbox for incoming messages
- send an SMS to someone's mobile phone
- Send an email or mailbox message
- or just selcall another vehicle to talk to them directly to name a few.

Also affecting the ability to get a good result for a beacon call is our ability to receive. The HF radio receivers are very sensitive to be able to hear very weak signals. Think about your transmission, which equates to the same power as the headlights on your car without a reflector behind the globe. This light spreads out in every direction, some reflecting off a mirror (ionosphere) 300kms high and back to the ground some 1000km away. The signal landing at our HF antenna is not very bright.

The antenna needs to catch some of this signal, feed it

to the receiver in your HF radio which then amplifies this weak signal up to something we can use. The HF radio does this very effectively. Perhaps you can see from this analogy that any local noise, (bright lights near the antenna) will swamp or hide the wanted signal as it also gets amplified and makes it difficult to receive.

This is another aspect of HF radio we need to understand. HF receivers are affected by local noise but when we go bush generally the noise is left behind with the power lines. There are other noise sources that you carry in your vehicle but these can be managed and switched off at critical times.

Some radios have a signal meters which should read very low until a wanted signal is heard. It is worth getting an understanding of the type of signal metering your specific radio can display. Practice, practice, practice with your HF radio.

One of the reasons we run skeds every day is to give the members the opportunity to gain operational experience with their radios. Sadly only a very small portion of our members call in on skeds. Don't wait until you have an emergency to see

if your radio works, don't even wait till you go travelling, use it from home or a nearby quiet location and get comfortable with the operation.

Use the Telcall+ system to interact with as well as the skeds. Practice beacon calls, notice how local noise affects receive at skeds, use the KISS system messages sheet and play with the Telcall+ system, send SMS's, mailbox messages and emails to yourself for practice.

It is not difficult to learn the operational aspects of your HF radio and you can't break it by trying!

Be fluent with using your radio equipment and it will work very effectively for you when you need it most.




BARRETT
 COMMUNICATIONS

4050 D HF SDR



- Advanced fully software - defined architecture
- Intuitive and user-friendly touch screen interface
- Wireless operation via iOS, Android & Windows devices
- Selcall / Telcall
- SMS—Pagecall
- Multiple Self ID's
- Wi-Fi Adaptor
- 2019 Auto tune HF antenna with internal GPS receiver
- Address books

www.hfradiosales.com

Ph: 07 3118 5265

Designed and built in Australia for the world's harshest conditions, Barrett HF equipment thrives in the outback and has the track record to Prove it. The Barrett "Outback Traveller Pack" should be considered as standard equipment for anyone travelling in remote areas.

Utilising the "free to air" nature of HF communications, the "Outback Traveller Pack" provides access to essential safety and emergency services with no ongoing call charges.



The Barrett 4050 D handset app supports iOS, Android and Windows devices for wireless voice and radio control.



4050 D

Camp Oven Recipes

Looking For Some
Goto Camping Recipes
To Share

If You Have Any
To Share & Publish
Email: austravelnews@gmail.com

Sent in by Diane 6356 & Colin 6355

Wood duck, season to flavour, simmer with a rock, when
rock is soft, throw duck in the bin & eat the rock 🙌



FOLLOW WHAT WE'RE UP TO ON SOCIAL MEDIA

PIM CAHILL (7255) SOCIAL MEDIA OFFICER

Email: socialmedia@austravel.org.au



For anything and just about everything 12 volt.....JGM Direct will have a product and price to suit.

Your Channel Chatter editor visits this favourite "men's toy shop" often when needing a 12 volt this or that.

*Looking for great quality stand alone Solar or LED lighting?
You don't need to leave the South Burnett!!!*



- * Caravan Installation
- * Off-Grid Installations
- * Micro Solar Systems
- * DIY Components
- * Rigid & Folding Solar
- * Solar Regulators
- * Deep Cycle Batteries



Nanango's Solar & 12 Volt Shop



www.jgmdirect.com

Mon-Fri 9.00am -5.00pm

13,912 D'Aguilar Hwy, Nanango

Ph: 41633109 Mob:0413 669 112



Bushcomm
HF Antenna Systems

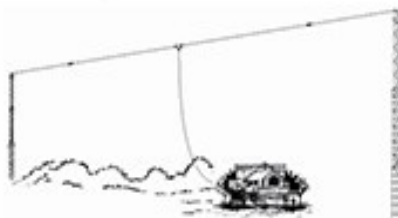
**Online Store
Now Open**

Sales - Support - Accessories

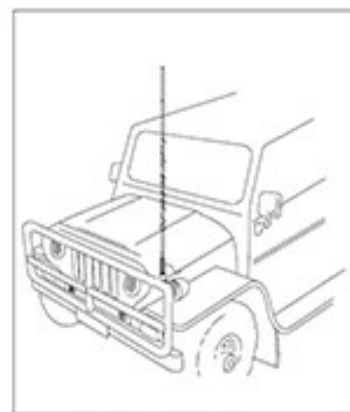
Australian Made - Delivered to your Door



Emergency Antennas



Base Station Antennas



Quality Mobile Antennas

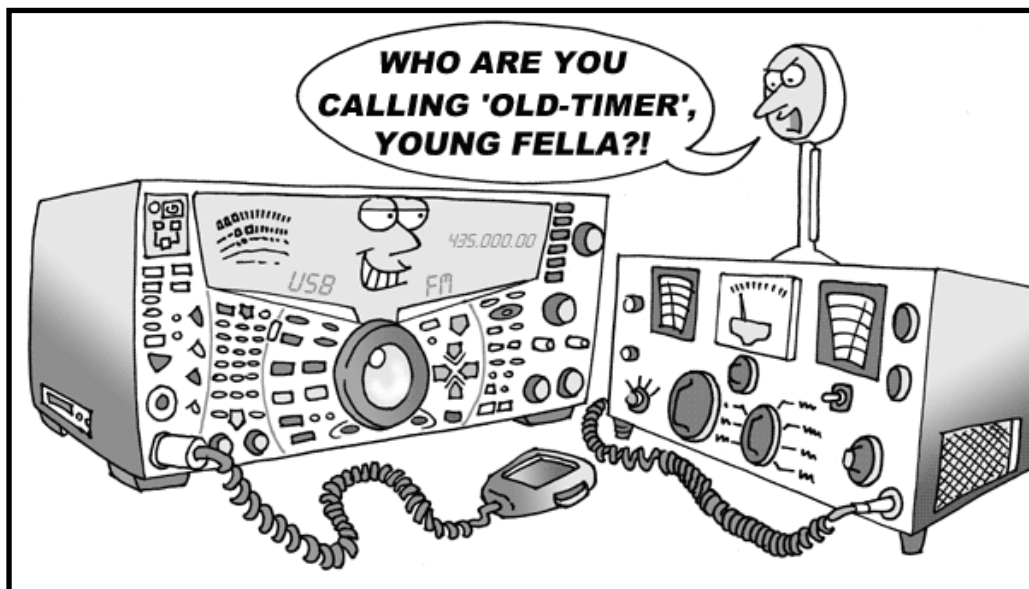
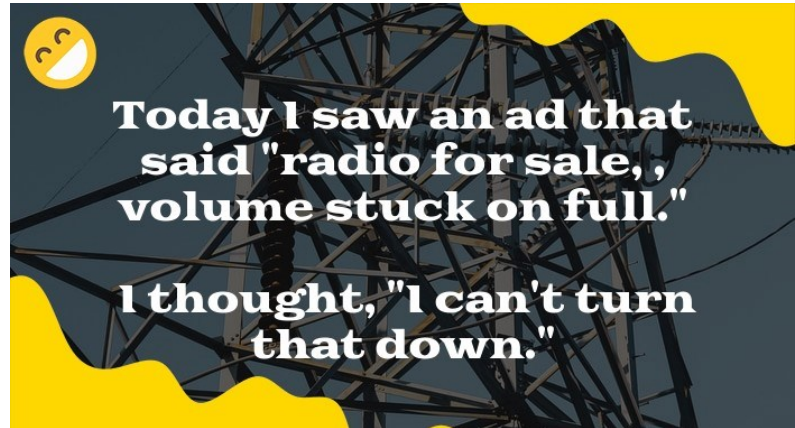
Melbourne : 03 9017 6777
Brisbane : 07 3118 5265
Perth : 08 6144 3204

www.bushcomm-online.com

PayPal



That's a laugh !



Bluetooth Jumper Cables
\$35 for the set



MY WIFE LEFT ME BECAUSE
OF MY OBSESSION WITH
WALKIE TALKIES
SHE SAID, "IT'S OVER....."
I REPLIED, "IT'S WHAT? OVER."

**If I drink Alcohol
I am Alcoholic
but if I drink
Fanta
does that make me
FANTASTIC?**

AUSTRAL SAFETY NET Inc.

HF Radio Allied Traders List

Connecting Austravel Members To HF Radio Sales / Service Providers'



Watts Communications	Codan, Barrett, Icom, Bushcomm Antennas www.wattscom.com.au / sales@wattscom.com.au	Fyshwick ACT 02 6280 6416
Wes Follett	Codan, Barrett, Icom, Bushcomm Antennas wfollett@bigpond.com / 0412 885 817	Deniliquin 03 5881 3189
Eacom Communications	Codan www.eacom.com.au / ian.blackburn@eacom.com.au	Griffiths NSW 02 6964 2033
Fettell Communications	Barrett www.fettell.com.au	Port Macquarie NSW 02 658 11341
Action Communications	Icom www.actioncommunications.net.au	Kingswood NSW 1800 802 948
Karera Communications	Icom www.karera.com / sales@karera.com	Tuggerah NSW 02 4355 1599
Phoenix HF Communications	Servicing most brands of HF	Kareela NSW 02 9544 6355
Independent Communications	Servicing most brands of HF radios www.independentcommunications.com.au	Tamworth NSW 02 6765 7555
Illawarra Communications	Codan www.illcom.com.au / scott@illcom.com.au	Wollongong NSW 02 4229 7300
Central Communications	Codan, Barrett www.centralcomms.com.au / sales @centralcomms.com.au	Alice Springs NT 08 8952 2388
Comspec (NT) P/L	Codan, Barrett www.comspec.com.au / sales@comspec.com.au	Alice Springs NT 08 8953 1903
Combined Comms Solutions	Barrett www.combinedcom.com.au / info@combinedcom.com.au	Darwin NT 08 8941 0644
ITS Communications	Codan, also servicing most brands of HF radios info @itscomm.com.au	Winnellie NT 08 8984 4855
Multi Voltage Maintenance	Codan, Barrett, Scout All HF radios catered for, older units channelized (Andrew Sutherland)	Yeppoon Qld. 0418 814 978
hfradiosales.com On-Line Store	Codan, Barrett Sales Service (incl. Qmac) and spare parts. www.hfradio.com.au / email: sales@hfradio.com.au	Brisbane Qld. 0408 345 208
Mobile Communications	Codan, Icom www.mobilecomms.com.au	Brisbane Qld. 07 3373 2345
RF Technologies	Servicing most brands of HF radios www.rftech.com.au / maxr@rftech.com.au	Brisbane Qld. 07 3279 7177
Kyle Communications	Codan, Barrett, Icom www.kyle.com.au / kylecomms@specsafe.com.au	Burpengary Qld. 07 3888 7899
Miles Electronics	Codan, Barrett www.mileselectronics.com.au / john@mileselect.com.au	Cairns Qld. 07 4035 1133
Reids Radiodata	Codan reidsradiodata@bigpond.com	Cowra NSW 02 6341 1544

AUSTRAVEL SAFETY NET Inc.

HF Radio Allied Traders List

Connecting Austravel Members To HF Radio Sales / Service Providers'



Aust. Professional Electronics & Repairs	Repairs for a wide range of electronic equipment including HF radios Email: info@apear.com.au	Redlynch (Cairns) 0408 764 540
Linemaster Marine Electronics	Barrett www.linemaster.com.au / sales@linemaster.com.au	Maroochydore Qld. 07 5479 6851
TCQ Communications	Codan, Barrett accounts@tcq.net.au	Mount Isa Qld. 07 4743 4388
Capricorn Communications	Codan, Icom www.capcom.com.au / sales@capcom.com.au	Nth. Rockhampton Qld. 07 4926 1172
Beaney's Communications	Barrett, Icom www.beaneys.com.au	Rockhampton 07 4927 5049
Advance Communications	Codan, & Barrett (www.advancecomms.com.au) E: peter.wrensted@advancecomms.com.au (mobile 0418 987 356)	Roma 07 4592 1111
Navcom Electronics P/L	Barrett navcomadmin@bigpond.com	Townsville Qld. 07 4771 2422
Norcomm P/L	Codan, + servicing of most brands of HF radios www.norcomm.com.au / sales@norcomm.com.au	Townsville Qld. 0408 722 833
Digital Radio Solutions	Codan, with service to most makes of HF www.marktek.com.au / contact@marktek.com.au	Adelaide S.A. 0418 845 518
Electric Bug	Codan, Icom, Barrett www.electricbug.com.au / sales@electricbug.com.au	Adelaide S.A. 08 8346 9234
International Comms. Systems	Codan, Barrett, Icom, Wagner, Hawk www.intcomsys.com.au / intcomm@intermode.on.net	Port Adelaide S.A. 08 8447 3688
Northern Communications	Service of all brands of HF radios phil.48@bigpond.com	Gawler S.A. 08 8522 6081
HF Radio Solutions	Codan & Codan Auto Tune Repair www.hfradiosolutions.com.au / ivan@hfradiosolutions.com.au	Renmark S.A. 0428 882 719
Weeks Radio Communications	Codan sales@weeksradio.com	Alexandra Vic. 03 5772 1292
Bairnsdale Communications	Codan, Icom sales@bcomms.com.au	Bairnsdale Vic. 03 5152 4622
Lara Electronics	Codan & Codan Auto Tune Repair www.laraelectronics.com.au / sales@laraelectronics.com.au	Geelong Vic. 0418 599 355
Bushcomm Online Store	Buschcomm Antennas, Multi Tap Antennas, 2nd. Hand HF www.bushcomm-online.com / sales@bushcomm-online.com	Melbourne Vic. 03 9017 6777
Angus Communications	Codan, Barrett hofmann126.ph@gmail.com	Shepparton Vic. 03 5821 9155

AUSTRAVEL SAFETY NET Inc.

HF Radio Allied Traders List

Connecting Austravel Members To HF Radio Sales / Service Providers'



South Eastern Communications	Sales & service of most brands of HF radios. www.secomms.com.au	Rosebud Vic. 0434 720 006
AA Radio Services	Codan, Icom, + service of most brands of HF radios. www.aaradio.com.au / sales@aaradio.com.au	Vermont Vic. 03 9264 8333
Earth 2 Ocean Communications	Barrett, Codan, Icom sales and service www.earth2ocean.com.au / sales@earth2ocean.com.au	Bunbury W.A. 08 9721 1730
Esperance Communications	Barrett, Icom + servicing of most brands of HF radios www.esperancecomms.com.au / service@esperancecomms.com.au	Esperance W.A. 08 9071 3344
Gencomm	Specialist Barrett repairs and service Email: john@gencomm.com.au	Claremont WA 0409 376 006
Allcom Communications	Codan, Icom, GME, Motorola, & Tait, - all brands repaired/serviced www.allcom.com.au / allcom@allcom.com.au	Perth W.A. 08 9479 4997
Barrett Communications	Barrett www.barrettcommunications.com.au / information@barrettcommunications.com.au	Perth W.A. 08 9434 1700
Mobile Masters	Barrett (sales no service) www.mobilemasters.com.au / mail@mobilemasters.com.au	Perth W.A. 08 9492 1777
Transair Two Way Radio	Codan, Icom www.transair.com.au / transair@transair.com.au	Perth W.A. 08 9209 2225
RF Waves Australia	Codan, GME, Motorola HF VHF Repair & Service www.rfwaves.com.au / email: cpg@rfwaves.com.au	Hammersley W.A. 0406 288 952 08 93427161
Netwest	Repairs & Service for a wide range of electronic equipment including HF Radios www.netwest.com.au / email: netwest@netwest.com.au	Perth, W.A. (08) 9225 5522

Austravel Safety Net Inc. Members please note.....The purpose of this list of "Allied Traders" is to offer a ready reference which may provide you with a source of sales and/ or service assistance when travelling away or near your home location.

Please provide feed back to the "Channel Chatter" newsletter editor if you find any information contained misleading or incorrect.

Allied Traders...please review your listing and advise the "Channel Chatter" newsletter editor of any listing detail that is incorrect or requires review. Additionally, if you wish to be removed from our Allied Trader e-mail contact list, please advise.
(editor contact details contained on page one)



How to Contact Me

Three simple methods to contact a travelling Austravel member who has a HF radio switched on.

Leave your name and selcall number for your friends	Selcall

There are three (3) methods of message delivery available to any Austravel member travelling in rural and remote areas, or mariner members sailing in coastal waters: -

1. Voice Mail

- Family and friends can dial Austravels' 24/7 office number - 07 2101 3457 and leave a voice mail message for the Austravel member to be passed on via selcall contact, or morning and afternoon scheduled net.
- Ensure the message contains the name and selcall number of the targeted travelling member. Please write it in the box above.

2. Call a specialist Austravel member for assistance.

- Family and friends can call one of the listed Austravel members (in the list below) and detail their needs person-to-person. The specialist Austravel member will attempt to contact and pass on your message as requested.

Selcall	Location	Name	Phone
0951	QLD	Geoff Peck	0403 309 020
1750	QLD	Bob Carne	0407 936 289
9618	QLD	Ken Fischer	0439 749 449
7880	WA	Kim Rhodes	0427 983 329
6355	WA	Colin Ingham	0417 097 043

3. Out-n-About MAILBOX

- Alternatively, family and friends can run the Out-n-About app on their mobile phones or tablets and send messages to your radio as well as monitor your travel's. However, Out-n-About MAILBOX direct messages are not infallible so if it is very urgent it's advisable to "double up" on message delivery by initially contacting us via method 1 or 2 (or both if you wish)

Travelling members - to make the contact with you as above possible, please note!

For members travelling with a radio GPS installed; like Hansel & Gretel, leave an electronic breadcrumb trail by frequently logging your GPS position and/or log in via the morning and afternoon sked.

For members travelling without a radio GPS installed, log your position daily via either the morning or afternoon sked (or both)

This will provide H.E.L.P. (4357) operators with key information from which to assist in track and trace scenarios.

For selcall contact from a base - leave your radio on and scanning, particularly while driving!