The September 2025

NARA Newsletter

President's Message - Randy VE7FAA

NARA members have been kept busy this summer with the MIVA Bike Race, Field Day, Canada Day and the Bathtub Race. Also NARA members have recently been involved with the NIARS campout centered around the Cluxewe Resort, near Port McNeill. The pot luck dinner at Cluxewe on Saturday evening, Aug. 23, was attended by around 50 people and is thus now one of the larger amateur radio events on Vancouver Island. It has been a very busy time indeed and a big thank you to everyone involved in organizing and participating in these summer events involving NARA members.

According to RAC (Radio Amateurs of Canada) they have a meeting this month with Innovation, Science and Economic Development (ISED). At this meeting, NARA's request that remote operation be for all amateurs in Canada, not just amateurs with an advanced certification, will be discussed. Of course, NARA is hoping for some good news on this front and as soon as we hear anything NARA will advise its members.

At its September meeting the NARA executive will determine the annual membership fees for the financial year starting November 1, 2025. If agreed at the general meeting in September, the NARA membership fees will be fixed for next year.

This month we continue with our in-person meetings with the format which we established earlier this year. Namely, a general meeting followed by a coffee/ snack break and then a talk. Please remember that these next few meetings will be on a Wednesday at the 808 Wing. This month our talk will be entitled 'Get Ready for Winter - A Propagation Recap.' Our in-person meetings continue through October and November and in December the plan is usually to replace our general meeting with our Christmas dinner. NARA has done well so far this year; thanks to everyone for making it so.

Island Events	Date	By
NARA General Meeting (808 Wing)	September 10	*NARA*
Victoria Swapmeet	September 13	*WARA*
NARA General Meeting (808 Wing)	October 8	*NARA*
NARA General Meeting (808 Wing)	November 12	*NARA*
Canada Winter Contest	December 28	NARA

Victoria Swap & Shop

The WARA tri-annual Victoria swap meet takes place on Saturday Sept. 13, with doors opening at 9 am. The address is Gordon United Church, 935 Goldstream Avenue, Langford, which has easy access from the Island Highway. General admission is $5.

Monday Evening ITS Net Controllers Needed

Many radio amateurs, all over Vancouver island, tune into the NARA Monday evening Island Trunk System net. The net starts at 8 pm and typically lasts around 30 minutes in the summer. In the winter the net is usually curtailed to 15 minutes to help keep the largely solar powered ITS system viable. Access to this net in Nanaimo is on either VE7ITS (444.725 MHz) or VE7DJA (145.430 MHz). The Nanaimo ITS Monday net is looking for net controllers. If you are able to assist, please contact **its-net-controllers@ve7na.ca**.

NARA's In-person General Meetings

The dates of NARA's next in-person meetings, all on a Wednesday (please note), are:

September 10
October 8
November 12

The Bathtub Race - July 27

NARA has been involved with the Loyal Nanaimo Bathtub Society (LNBS) race for many years. This year was a little different because NARA, for the first time, had developed its own briefing/safety document which focused on the radio side of the race for both amateur radio and marine communications. To reinforce this new briefing document a *Google Meet* meeting, hosted by Mason VE7PMD, was held on the Thursday prior to the Bathtub race to discuss the main points and answer any questions. Since the Bathtub Race does involve the safety of the tubbers (those who drive the tubs) NARA wanted to ensure as far as possible that those involved in the radio communications side were adequately briefed.

The safety side of the Bathtub race is an essential part of this activity and being prepared, as far as possible, is important. So far as the tubbers are concerned safety at sea is essential. The Loyal Bathtub Society has its own safety briefing for the tubbers, which included the NARA Bathtub Control crew, on the Sunday morning prior to the race. Safety for the tubbers was enhanced somewhat this year because the Bathtub Society had taken up NARA's idea of tracking the individual tubs, but in this case using a commercial tracking system. Bathtub Control did have access to the commercial tracking system maps. The system was partially successful and useful but did not quite provide the clarity which had been expected.

The morning briefing for all the 'tubbers' and their supporting crews. The NARA Bathtub Control members attended this safety briefing.

NARA provided Tub safety/tracking teams at seven locations. The Start/Finish in Maffeo Sutton Park, Gallows Point, Gabriola Island, Winchelsea Island, Neck Point and the Brechin Boat Ramp, plus Bathtub Control. In all 30 radio volunteers took part. Everything worked smoothly on the radio side and there were no out of the ordinary situations to deal with. With calm seas, the visual tracking of the tubs was largely successful.

On the IT side the Bathtub Society had put a link to the NARA website tracking page. Over 4000 people had visited this NARA page throughout the race. This evidently caused the service powering it to slow down to a crawl where the page would not load the results, as this level of traffic was not anticipated. This can be fixed for next year and is a service to the community which NARA is delighted to provide.

At Bathtub Control there was an interesting dynamic which did not seem to have been noted previously. Both the marine radio and the amateur radio stations were independently receiving information about tubs, particularly tubs which were out of the race. Sometimes the information would be received by the amateur radio station (NCS Kevin VE7KGV) and sometimes by the marine station (NCS Burnie VE7IAD, assisted by Don from the LNBS). Both stations had separate logs and NARA is now looking to see if there is a better way to integrate these two logs so that each station has exactly the same and immediate information on each tub. This is important because at the end of the race the Bathtub Society needs to know if all the tubs have been accounted for. Sort of like a sweep station in a road or bike race.

In addition, and particularly at the end of the race, there is a lot of information being received from Gallows Point and the Finish line about incoming tubs. To address this heavy traffic situation, some thought is being given to having a separate simplex frequency for Gallows Point or the Finish location, or both. In addition to monitoring the main marine and amateur radio frequencies, Bathtub Control was also monitoring the amateur radio backup frequency and marine channels 9 and 16. About a fifth of the tub safety boats initially checked in on marine channel 9 but were re-directed to change frequency to channel 73, the main race coordination/safety channel.

Six NARA members and Don (LNBS) were located at Bathtub Control looking after the Amateur and Marine radio nets. Also monitoring the backup frequencies and Marine channel 16.

This year's winning tub was number 002 operated by Trevor Short of Ladysmith. The second year running that he had won the race.

Trevor Short, the winner of the 2025 Bathtub Race in tub 002.

NARA would like to thank all of the following volunteers for supporting NARA and the Loyal Nanaimo Bathtub Society during the race. At Bathtub Control: VE7PMD, VA7DXX, VE7KGV, G0NDB, VE7IAD & VE7TZB. At the Start/Finish: VE7TOP, VE7NEE & VE7ATJ. At Gallows Point: VE7FAA & Linda. At Gabriola Island: VE7LSE, VA7HN, VA7WTB, VE7HAM, VE7BEF & VE7MPG. At Winchelsea Island: VE7GDE, VE7VPG, VA7DHR & VE7ZLA. At Neck Point: VE7PTN & Andrea, VE7RCB, VE7POJ & VA7MBR. At Brechin Boat launch: VE7TWO, VA7VAX & VE7BGP. Also, thanks to Matt VA7DMN who was on his boat stationed near Winchelsea Island.

NARA members at Neck Point spotting the tubs on their return leg to Nanaimo Harbor.

Nanaimo – In the Air

On Friday Aug. 15 and again on Saturday Aug. 16, Nanaimo residents were treated to a flying display by the Canadian Snowbirds aerobatic team. The team, normally based at Moose Jaw, Saskatchewan, is a part of the Canadian Royal Air Force. Despite the relatively low cloud base another spectacular display by the Snowbirds. Thanks to those that sent in pictures to the *NARA Newsletter*.

Thanks to Mike VA7WPM for the two pictures above and to Rosemary G0NDB for the picture on the left

NIARS ITS Campout

Many NARA members assisted NIARS members with Island Trunk System repeater enhancements during the week of Aug. 16-23. A summary of the main work achieved and which needs to be completed includes:

Newcastle Ridge:

+ The VHF equipment and APRS was multi-coupled to the single antenna
+ 220 MHz antenna replaced along with the hardline to the antenna
+ General maintenance including battery checking and water added
+ Meshtastic node added to the site – temporary set up which will be improved next year

Woss:

+ Batteries checked and water added
+ Antennas checked
+ Adjusted VHF antenna for better mechanical loading.
+ More help needed on road maintenance (overgrown - prior to the Woss move)

Shelly (Cluxewe Mountain):

+ Solar panels changed out for a new total of 900 W (two 450 W panels)
+ Hardline changed because the old hardline had water in it
+ Switched off the temporary 146.920 MHz equipment, which will later be relocated. Also removed the 146.920 MHz four bay dipole
+ Multi-coupled the APRS into the 146.940 MHz antenna system. Should increase coverage with the APRS now as it is using a higher antenna system
+ Meshtastic node added to the site

On the Meshtastic side

+ Stuart VE7HDR donated the Meshtastic equipment for the installs; a special thank you to Stuart
+ Jordan VE7HBI added relays into the system so that the Newcastle Ridge and Shelly Meshtastic nodes can be turned off remotely via the trunk with DTMF commands

The Pot Luck meal on the Saturday Aug. 23 was attended by some 50 amateurs together with friends and family members.

The very well attended Pot Luck meal on Saturday Aug. 23 at the Cluxewe Resort near Port McNeill.

Thanks to Stuart VE7HDR, a Meshtastic node has been installed at the Newcastle Ridge ITS site.

Mike VE7MLZ on the Shelly ITS tower.

How is DX – David VA7DXX

On the afternoon of Aug. 13, I was working stations in the southern states of the USA on 6m FT8 during a sporadic E opening when suddenly PY3WW in SE Brazil popped onto my screen. PY3WW had quite a good signal and replied to me giving me a signal report of -24 dB, which is about as weak as you can get on FT8. The contact was over quickly with the opening lasting less that 4 minutes. I did see some Washington stations call other stations in Brazil, but as far as I am aware no contacts took place. This would have been a trans-equatorial scatter QSO and a new country for me on 50 MHz. At a distance of well over 11,000 Km, this would be my best DX on the 6m band from Ladysmith. This is greater than the distance to Japan, which had previously been my best DX on 6m. I don't have a particularly good set up on the 6m band but it shows that if you can catch conditions just right then 6m truly is the magic band.

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22933  Tx          1348  ~  PY3WW VA7DXX CN89
22945  -14  0.2    909  ~  VA7DXX PY3WW -24
23000  Tx          1348  ~  PY3WW VA7DXX R-14
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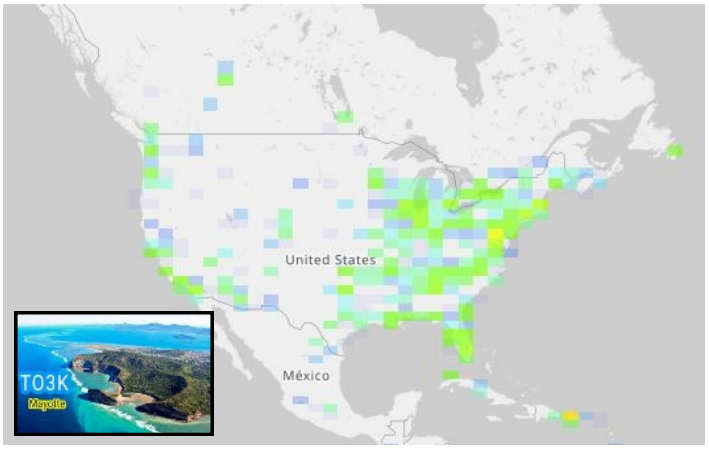
My very lucky FT8 Contact with PY3WW in Brazil on 50 MHz

August for me was quite a good month DX-wise. However, it is apparent that more and more DXpeditions, especially the smaller ones, are using more digital modes and less CW, which for me is a shame. But it is what it is and I'll take the digital contacts if no CW is available. Typically, most of the smaller DXpeditions do come on CW, but usually not for long and of course not necessarily at the right time of day when conditions are at their peak, or even good, for the Pacific North West (PNW).

I just scraped an FT8 contact with RI1E operating from Sommers Island (EU-133) which is located in the Gulf of Finland, just inside Russian territory, almost 150 Km due East of Helsinki, Finland. But, a couple of hours later they were on CW and with improved conditions they were peaking S6, I managed to get through the pile-up fairly quickly. The operators were Vasily R7AA and Mikhail RA1ALA, largely using wire antennas. If you look at the picture of Summers Island there are clearly some interesting towers and radio equipment on this small Russian border island!

Vasily R7AA and Mikhail RA1ALA operating as RI1E from Sommers Island (EU-113).

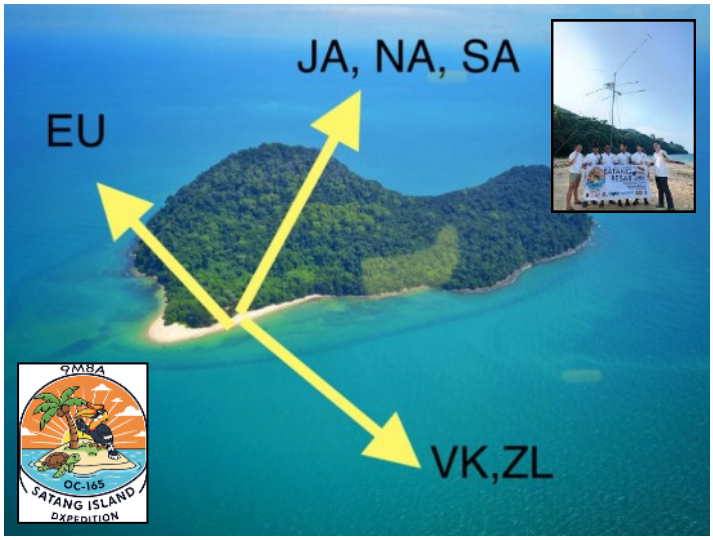
TO3K from the island of Mayotte (AF-027) is a long haul from Nanaimo but I did manage three digital contacts with this Italian team on 20, 17 and 15m. With conditions generally being poor I had not expected any contacts, so I was pleased with this result. Some 12% of their contacts were with North America and this team did not use CW. Mayotte is a small island located between the African mainland (Tanzania) and the larger island of Madagascar. There are several rare DXCC entities in this area which include the islands of Comoros (D6) and Juan de Nova (FT/J). All these islands are a tricky northerly path on a heading of about 020 degrees from Nanaimo.



This map shows the distribution of stations worked in North America by the Italian TO3K team operating from the rare island of Mayotte. As you can see, propagation favored the Eastern side of North America.

Another relatively good path was to 9M8A on Satang Island in the Borneo archipelago. This team of 12 Malaysian operators seemed to use largely digital

modes, but they did come on CW and I did manage 2 CW contacts with the group. Their operator on 20m CW was sending at a slow speed and appeared to be inexperienced in pile-up operating, but they did try, which of course is marvelous. The next day I worked this DXpedition again on 15m CW. This operator was sending at about 25 wpm and was good. He had an active European pile up but operating simplex, which was a bit of a surprise. I could not hear the European stations but when I finally realized they were operating simplex I was able to make a contact. Simplex operation by DXpeditions is not normal; split operation is usually the norm. The DXpedition location on small Satang island was screened by a hill towards North America, which might account for the weaker than expected signals. The island is well known for its turtle population.



9M8A operating from Satang Island.

Again on digital, Fumi JD1BRC from the Japanese island of Ogasawara was an easy path and I made contacts on 20, 17 and 15m.

Fumi, operating as JD1BRC, approaching the island of Ogasawara taken from the overnight ferry.

It all seemed to be islands for me during August but another new one for me was ZW8C, Santa Isabel island (SA-025) off the north coast of Brazil, again another fairly easy shot from the PNW. The team consisted of eight Brazilian operators.

The ZW8C QSL card.

Cezar VE3LYC, on his 3G1P operation, managed to land on the largest of the islands (basically large rocks at Ilotes Pajaros, Chile) at around 8am (Pacific) on Aug. 18. The attempt to land the previous day was unsuccessful as were previous DXpeditions by other groups. There was no place to pitch a tent and no place to put a table, so Cezar plus his crew of four just laid the table down on the rock. 3G1P was on the air at around 1pm and I started to get readable CW signals from Cezar at around 4pm.

This picture says it all. Cezar VE3LYC sitting on this large rock, off the coast of Chile, activating Ilotes Pajaros (SA-100). Both XQ7IR and PA3EXX were part of the support crew.

The initial pileups were large, with Cezar mainly working into Europe. I called for 45 minutes without

success, the European stations were definitely winning! At that point I took a Steve Jobs ten-minute break. I returned to the shack and on my second call, Cezar came back to me. So delighted to work this new island group (SA-100) on CW.

The group had no protection from the winds and slept in the open, on air beds. On Aug. 20 the coast guard advised that the sea level state would get worse and so on Aug. 21 the team packed up, donned wetsuits, climbed down the very slippery rocks, jumped in the sea and swam for the nearby boat. They returned to the mainland at around 10:30 am Pacific time.

Cezar (red safety helmet) and his support crew evacuated the island quickly, donning wet suits and jumping into the sea.

Because the group had to leave quickly all of their equipment was left to hopefully be collected later. The bad news is that when the local fishermen returned most of the equipment was missing. A loss of about $8000 of equipment which they believe was either washed away by the waves or dislodged by the returning sealions.

As described in Cezar's own words "*this project was without a question a very difficult one, which included a number of risks which we were able to manage, a true adventure in every sense of the word*." That radio amateurs undertake these DXpeditions to these inhospitable locations is truly marvelous. In my youth I activated a number of UK islands but I certainly salute Cezar and his crew for this amazing effort. The difficulty of landing on these small rocky islands is shown in a video from the 2016 Italian team which were unable to land or activate Ilotes Pajaros. The video is at https://www.youtube.com/watch?v=UmTOKGM2m4A .

DXpeditions to look out for in September include: Rwanda (9X2AW), Palau (T88DZ and T88DF), Sint Martin (PJ7K), Svalbard (JW6VDA & JW0B), Dodecanese (SV5), Aland Island (OH0), St Pierre & Miquelon (FP5KE), Curacao (PJ2), St Kitts & Nevis (V4), Christmas Island (VK2), Micronesia (V6D), Ogasawara (JD1), Seychelles (S79), Uganda (5X2I), Annobon Island (3C0W), Equatorial Guinea (3C3W) and Bermuda VP9/G4OSY). In addition, look out for AU2H, Hope Island (AS-178) off the east coast of India near the city of Kakinada. The members of this Sep. 27 to Oct. 2 DXpedition are Cezar VE3LYC (just back from his 3G1P trip), Sarath VU2RS, Adersh VU24DX, and Anil VU3DXA who hope to operate three stations. Also during September, a number of UK stations celebrate the 85th anniversary of the Battle of Britain. Many stations on the air from the UK with callsigns beginning with GB (special event) plus 3 numbers (the squadron number) and ending with the suffix RAF.

IC7300 Mk2

The ever popular ICOM 7300 transceiver now has a Mk 2 version, recently announced by ICOM. The ICOM IC-7300MK2 has the following new features:

- HDMI output for an external monitor
- Built-in CW decoder
- USB Type-C port with dual com ports
- RX antenna IN/OUT connector
- Lower power consumption and heat generation
- Built-in LAN for remote operation
- Enhanced reciprocal mixing dynamic range
- Low transmit phase noise

The New IC-7300Mk2 by ICOM.

Welcome to new NARA Members

NARA welcomes Jesse VE7VLF as a new member of the Association.

808 Thunderbird Wing

Please join 808 Wing on Saturday, Sept. 6 at 2 pm as they proudly unveil their brand-new sign. After the ceremony 808 Wing will gather inside to enjoy light refreshments, goodies, and great company. All NARA members are invited.

ITS Fundraising for Woss

During August the North Island Amateur Radio Society (NIARS) issued a flyer aimed at fundraising for the proposed move of the Woss ITS repeater to a better location. The flyer is reproduced below but is also available at https://niars.ca/woss-repeater-fundraiser. All donations will be welcomed and acknowledged by your callsign appearing on a plaque at the new Woss ITS location. The best way to donate to this NIARS project is via e-Transfer to: niars8594@gmail.com.

Fundraising for the Island Trunk System

The North Island Amateur Radio Society is moving the Island Trunk System (ITS) repeater at Woss and needs to raise funds to make this move successful. We need your help to support this ITS improvement.

North Island Communications, based in Campbell River, has graciously given us the opportunity to co-locate the Woss ITS repeater to their Woss commercial site.

There are many benefits to this co-location:

- Less road maintenance for NIARS
- True line of sight to the Newcastle Ridge repeater site
- A solution to our intermodulation and interference issues at the present Woss site.
- The old Woss platform is also deteriorating. Avoiding the additional work that this would involve is a benefit

North Island Communications has donated a yurt building for the new repeater site, at no cost, together with paint which we have used to repaint the yurt. Soon NIARS will outfit the yurt with our existing gear.

We do need to fundraise for:

- A new plywood floor for the yurt
- Fiberglass work
- More Paint
- New feedline
- New antenna
- Conduit
- Other materials, including a new metal raised base for the yurt

The old Woss site which is becoming more difficult to maintain.

Work, at Campbell River, on the donated yurt.

To keep the Island Trunk system robust and viable, we ask that you consider helping us out with this project. All those making a donation to this project will be added to a plaque at the new Woss building.

Thank you for your continuous support of NIARS and the Island Trunk System.

Donations for this project can be sent by:

- **e-Transfer** to: niars8594@gmail.com
  e-Transfer is preferred to Avoid PayPal Fees
- **PayPal** https://niars.ca/donations

The Satellite Downlink: CN78 Rare Grid Activation at Lake Cowichan

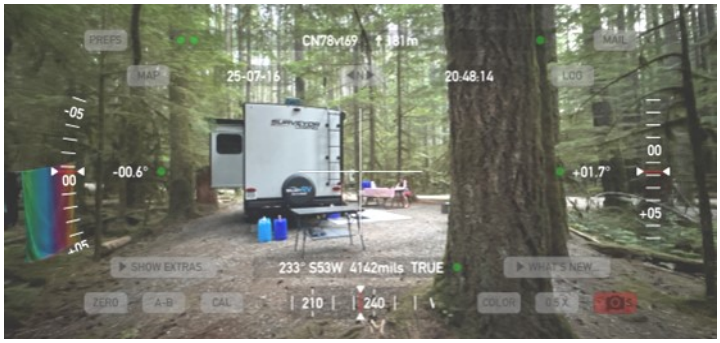
Bruce VE7PTN

During July we went camping, this time to Gordon Bay Provincial Park on Lake Cowichan. As is typical for me when camping, I planned to do Parks On The Air (POTA) activations over several days. Of course, this means I need to pack up radio gear for portable operations. We do have good storage available, so I bring a lot of gear. My packed gear is shown in the figure. It includes both satellite and HF gear. Not shown in the figure is the group 27 size, 12-volt deep-cycle lead acid battery that I have in a battery box for recharging of my LiFePO4 batteries and computer.

The portable operation gear that Bruce VE7PTN takes on camping trips. It includes an ICOM IC-9700 transceiver for satellite, IC-7300 for HF and two ICOM IC-705 for handheld satellite operation. Also included are a folding table, 7m antenna stand, BuddiHEX antenna (yet to be used due to the large footprint it needs), antenna tuner, two Arrow satellite antennas, computer and a pack-out box with batteries and other accessories.

Gordon Bay Provincial Park sits in grid CN78 which is considered a rare grid. Since this grid also includes some of the USA, it is a needed grid for the Contiguous US Satellite GridMaster award. I had advertised in advance that I would be operating from this grid and there was interest from Jonathan N4AKV in having a satellite QSO to get him the grid. Jonathan is an avid satellite rover and has provided me with 45 grids from all over the US and Canada! So, I was very happy to be able to provide him with a needed grid for his GridMaster. I was a little surprised that there were not more operators interested in the grid. I have activated it a couple times before so perhaps it is not as rare as it used to be.

I had been to Gordon Bay before so I knew that operating from the campsite would be unlikely and I would need to operate from the lakeshore where I could see the eastern sky. When we arrived at the campground on Wednesday afternoon, I was surprised that the tree cover was even more dense than I remembered. The 200-foot second growth trees were so dense that we never even got any significant solar power generation ability during any part of the day. That was something that we had yet to experience at other provincial campgrounds on the Island. However, with the hot weather, it was nice to have so much shade to keep things cooler.



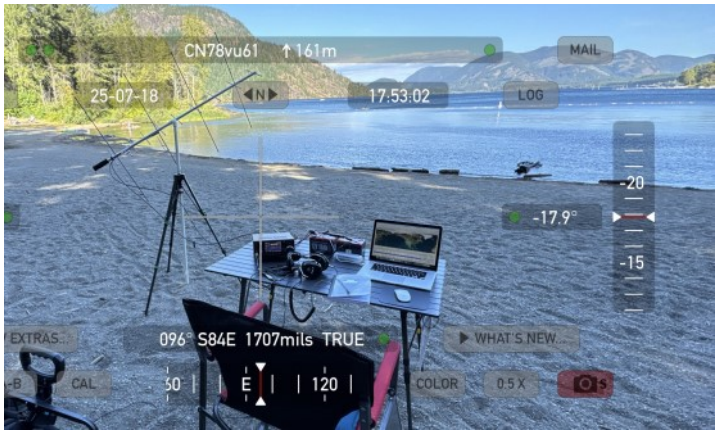
The Gordon Bay Provincial Park campsite that Bruce VE7PTN and Andrea stayed at in July. Note the dense tree canopy blocking sky visibility for satellite contacts. It was a great location for HF FT8 though.

I had arranged with Jonathan N4AKV to work an RS-44 pass on the Friday evening. On Thursday evening I walked down to the lakeshore with my handheld dual IC-705 satellite rig to test out the same timed pass that I would work the next day. Somewhat as expected, RS-44 was busy meaning that I had difficulty getting into the bird with my 10W setup until it was almost overhead. Jonathan lives in South Carolina on the east coast of the US, grid FM02. Our planned QSO would be coast-to-coast, so on Friday I would need to get into the bird much earlier than I did on my test pass to have us both in the satellite footprint. This meant I would need to bring out the "big gun" and use my IC-9700 and Alaskan Arrow setup with computer-controlled tuning for Doppler.

The next evening, my wife Andrea and I drove from the campsite to the beach parking lot and loaded the gear into our handy folding cart. (If you have not yet discovered these excellent devices, I highly recommend them. Just make sure to get one with wide wheels to traverse soft soils like sand.) We towed the gear cart along the trail to a beach with good southeast sky visibility and not too close to the evening swimming crowd to setup the rig with about 15 minutes to spare before the pass.

The folding cart used by Bruce VE7PTN to transport portable satellite gear to the operating location.

The "big gun" IC-9700 and Alaskan Arrow setup works best if both Andrea and I work it. Andrea controls the antenna orientation while I, seated comfortably at the folding table, run the radio, computer and do the paper logging. We have had great success with this approach, and it is fun to both experience the action. Andrea is listening to the QSO audio with a second set of headphones; this is necessary so she can hear how to best orient the antenna for maximum signal. She has become quite proficient at this, and it frees me up to focus on the QSOs. As the satellite pass began, my downlink was quiet until I increased the power to 25W to hear myself and get the Doppler fine-tuned. (I don't like to operate more power than that with this setup for safety reasons.) I started calling "CQ POTA CN78" and the QSOs began. The first station was AA2HJ in California and the second was K7TAB in Arizona, so both relatively western locations and not close to South Carolina at all. But the third call was from Jonathan N4AKV, and I enthusiastically gave him his needed grid. This all occurred within the first minute after I was properly tuned in. More QSOs came in quickly, including K5WO in New Mexico who also needed CN78 as a new grid. By the end of the pass, we had 16 QSOs in the log within 11 minutes, pretty good for satellites.



The beach operating location used by Bruce VE7PTN and Andrea for RS-44 from grid CN78.

After we had finished the pass and were starting to get packed up, a curious person came by to ask what we were up to. She was very keen and peppered us with questions. I do have a couple 11"x17" placards inviting visitors and questions that I display when operating portable. She noted the NARA website address on the placard and said she was going to check it out. Perhaps she will be inspired to pursue amateur radio.

Back at the campsite, I worked FT8 most days, including some minor 6m openings. I probably handed out CN78 as a new grid VUCC grid for some of those ops. I even managed to work the Rebel DX Group as T30TTT from Tarawa, Republic of Kiribati on 12, 15 and 17m. That was a new DX for me. By the end of the trip, I had 157 POTA QSOs in my log for five activations. We also tested out a portable cell phone booster with good results. With this, Andrea was able to live stream the Tour de France bicycle race each morning even though the un-boosted cell reception was only one bar. We experimented with several placements of the booster's external antenna and not surprisingly found that the higher we got it, the better. I was able to use the booster with my cellphone to hotspot my computer and upload QSOs to Logbook of the World.

August has been excellent for progress towards my Contiguous US Satellite GridMaster award. At the end of July, I was at 484 of 488 grids. So far in August I have picked up another three grids for 487; I now have only one to go! My last grid is EM21 on the Texas/Louisiana border. A rover is planning to be there on August 31st and working an RS-44 pass.

However, I am away from my powerful home station on a boating cruise with friends on that day. I will have my handheld rig with me so may be able to work the pass and get the grid but not a given. On week-ends, RS-44 is particularly busy so getting into the satellite with my low power rig will be tricky.

That's all for this month. We have more camping and POTA planned for September. I hope to report that I have earned my GridMaster award; #74 is the next award number to be issued and I want to make it mine. 73.

Provinces are Making Amateur Radio Operators an Official Part of Extreme Weather Planning

This was a headline in Canada's *Globe and Mail* newspaper on August 27. Parts of this interesting article reads as follows:

"During the ice storm of 1998, power lines and transmission towers in Quebec and Ontario collapsed under layers of ice, taking out communications and leaving millions of people stranded without electricity and unable to communicate their plight.

As wildfires, floods, hurricanes and other extreme weather events increase, many provinces are integrating radio hams' skills into their official preparations for emergencies, especially if other forms of communications fail."

As certified radio amateurs we know that amateur radio can make a significant difference during an emergency. The issue, all over the world, not just in Canada, is that local and national authorities tend not to appreciate the power of amateur radio as part of their emergency/disaster thinking. If there is renewed deliberation in this area, then amateur radio and our communities will definitely benefit.

The volunteer group of NARA members producing this newsletter would like to thank all those that provided material for this month's issue.

The deadline for the October 2025 issue of the NARA Newsletter is noon on Saturday September 27 with an intended publication date of September 30.

News items, comments or articles for publication should be mailed to:

news@ve7na.ca