

NDB LIST CLE No. 53 Spurious Signals 16-19 July 2004

COMBINED RESULTS

For overall statistics, please see the covering email.

Reporters:

CAN ON **mf** Martin Francis, Richmond Hill, Toronto Twin K9AY 140' loops, ICOM PCR1000 + DSP-599ZX
DEU (E) **mz** Matthias Zwoch, Arnsdorf, Nr Dresden
ENG (NW) **ag** Alan Gale, Lancashire (please see note 3. at end)
ENG (SE) **bk** Brian Keyte, Surrey AOR AR7030 with 300 Hz filter, single-turn passive tuned loops
FRA (SE) **pv** Pat Vignoud, Nr Chambery, French Alps Icom R-75 + ALA-100 (150/330°)
HOL (SW) **rb** Roelof Bakker, Middelburg SPM-3, Datong FL-3 audio filter, active loop, mini-whip up 4.5 metre . .
IRL (E) **rd** Roger Caird, Dublin SkySweeper and JRC NRD-535 . . (please see note 4. at end)
NIR (SE) **ry** Robert Connolly, Kilkeel NRD525, Datong AD370 vertically polarised (please see note 2. at end)
USA OR **sr** Steve Ratzlaff, Elgin (please see note 1. at end)

For full details, please see the individual reporters' logs,
as previously posted by them to the List.

If you spot an omission or problem in your own details below
please let me know

(brian@keyteb.freemove.co.uk)

KEY:

Signal types:

CAR

DAT = Sounds like telemetry or other kind of data being sent

REP = Continuous repetition of beeps, warbles or of a single Morse character, ..

OTH = Other kinds of spurious signal.

Strength Estimates:

S5

(40 km) from you

S4 = typical of normal NDBs between about 25 miles (40 km) and 50 miles (80 km) from you



S3
and 150 miles (240 km)


S2
little difficulty

S1 = typical of NDBs so weak that their call is quite difficult to identify.

All reports from the CLE logs are included in the following list, in kHz order.

Groups of reports are separated out in **colour** where they seem to be reporting the same spurious signal from different locations.




 The ones with a green background seem to be good matches,
 yellow ones indicates less certainty.

 **2350** The **UTC**
(Strength is then less meaningful for estimating distance).

 **S** Indicates that a Sound file or Screenshot is available (see reporter's log)

For European listeners I have added above an indication of where they are within their country (e.g. SE = South East, etc..)

Occasional bracketed numbers, etc. have been left in some results, relating to more comprehensive information given in footnotes to the original logs.

	Listener	dd	UTC		kHz	Type	Details
	CAN ON mf	18	1740		189.8	REP	S4 Warbles sampled on 190.000KHz CW "
	IRL E rd	17	1004		193.52	CAR	S3 "
	CAN ON mf	18	1748		197.65	REP	S2 Warbles sampled on 198.500KHz CW "
	CAN ON mf	18	1759		203.66	DAT	S2 Thrashing sampled on 203.660KHz USB "

FRA SE pv	17	1215	261.3	CAR	S2 "
FRA SE pv	17	1214	262.5	CAR	S1 "
ENG SE bk	18	1145	264	CAR	S1 2 N/S Rapid QSB "
FRA SE pv	17	1213	265.6	CAR	S2 "
DEU E mz	18	1100	270	CAR	S5 1) 9) " (B/cast station?)
ENG SE bk	16	1140	270	CAR	S3 NW/SE " (B/cast station?)
HOL SW rb	17	1112	270	CAR	S3/4 100/280 " (B/cast station?)
NIR SE ry	18	2350	270.2	REP	S3 NNNN.. 0.5 "
IRL E rd	17	1015	271.68	CAR	S4 To SE "
NIR SE ry	19	0010	273.2	CAR	S4 1.0 "
IRL E rd	17	1016	273.47	CAR	S3 To South "
ENG SE bk	18	1149	274.22	CAR	S1 N/S "
ENG SE bk	18	1152	274.8	CAR	S2 NNE/SSW 'T1' carrier = 'motorboater') "
IRL E rd	17	1018	275.36	CAR	S1 To South "
ENG SE bk	18	1154	276	CAR	S1 NE/SW QSB "
S CAN ON mf	18	1808	277	DAT	S2 Thrashing sampled on 277.000KHz USB "
IRL E rd	17	1022	280.57	CAR	S3 To South "
FRA SE pv	17	1212	281.2	CAR	S1 "
ENG SE bk	18	1138	281.26	CAR	S1 N/S (associated with a very weak REP?) "
ENG SE bk	16	1135	281.28	CAR	S2 N/S "
HOL SW rb	17	1114	281.3	CAR	S2/3 Bearing not possible "
IRL E rd	18	1000	281.3	REP	to NW. NNNN.. 66/min "
IRL E rd	17	1024	281.3	REP	S4 To NW? NNNN.. 66/min. "
NIR SE ry	17	1535	281.8	REP	S4 NNNN.. 1.0 "
NIR SE ry	18	2352	281.8	REP	S6 NNNN.. 1.0 "
IRL E rd	17	1029	283.68	CAR	S1 "
IRL E rd	17	1029	283.75	CAR	S2 To NW? "
IRL E rd	18	1020	285.31	REP	to NW. "
IRL E rd	17	1032	285.31	REP	S1 To NW? "
IRL E rd	17	1033	287.68	CAR	S2 To South. quick deep fading S1 S3 "
HOL SW rb	17	1115	290.27	CAR	S2 Bearing not possible "
FRA SE pv	17	1211	292.7	CAR	S1 "

FRA SE pv	17	1210	294	CAR	S2 "
IRL E rd	17	1042	295.68	CAR	S3 To SW "
FRA SE pv	17	1210	296	CAR	S2 "
HOL SW rb	17	1116	296.88	CAR	S2 BNP QSB "
FRA SE pv	17	1209	297.3	CAR	S3 "
FRA SE pv	17	1209	298.5	CAR	S2 "
FRA SE pv	17	1208	299.5	CAR	S2 "
NIR SE ry	18	2354	302.2	REP	S2 EEEE.. 0.5 "
IRL E rd	17	1045	302.55	CAR	S4 To SW "
IRL E rd	18	1015	302.71	REP	to S. NNNN.. 68/min "
IRL E rd	17	1048	302.71	REP	S3 To South NNNN.. 68/min "
DEU E mz	18	1103	303	REP	S3 4) "
IRL E rd	17	1050	303.62	CAR	S3 no null/peak! "
IRL E rd	17	1054	303.69	CAR	S3 no null/peak! "
DEU E mz	18	1144	309.92	DAT	S3 5) "
FRA SE pv	17	1208	312.4	CAR	S2 "
IRL E rd	17	1056	312.5	CAR	S2 randomly intermittent. like slow Morse "
DEU E mz	18	1107	319.32	OTH	S3 7) "
NIR SE ry	18	2355	320.8	REP	S2 NNNN.. 0.5 "
DEU E mz	18	1109	321.3	CAR	S4 1) "
IRL E rd	18	1017	321.3	REP	TTTT.. 70/min "
IRL E rd	17	1105	321.3	REP	S1 TTT 70/min "
HOL SW rb	17	1117	328.14	CAR	S2 67/247 "
NIR SE ry	17	1539	328.8	REP	S6 NNNN.. 1.0 "
NIR SE ry	18	2356	328.8	REP	S2 NNNN.. 0.5 "
IRL E rd	18	1019	329.3	REP	to S. NNNN.. 64/min "
IRL E rd	17	1136	329.3	REP	S3 To South NNN 64/minute "
DEU E mz	18	1115	335.57	DAT	S3 1) 2) "

IRL E rd	17	1143	335.68	CAR	S4 To South "
IRL E rd	17	1146	337	DAT	S1 Like idling 50b RTTY "
FRA SE pv	17	1207	343.7	CAR	S2 "
IRL E rd	17	1157	343.75	CAR	S2 To North "
HOL SW rb	17	1119	343.76	CAR	S3/4 108/288 steady car. "
IRL E rd	17	1200	345.45	CAR	S3 To South "
NIR SE ry	17	1540	356.2	OTH	S4 W/C 1.0 "
FRA SE pv	17	1206	359.7	CAR	S2 "
NIR SE ry	17	1541	362.2	REP	S3 TTTT.. 1.5 "
IRL E rd	17	1215	362.55	CAR	S5 To North "
IRL E rd	18	1030	362.7	REP	to S. NNNN.. 68/min "
IRL E rd	17	1218	362.7	REP	S2 To South NNN 68/minute "
IRL E rd	18	1145	362.71	REP	S5 to S. EEEE.. (NNNN..?) 120/min. then groups of dots "
IRL E rd	18	1140	363.12	OTH	Random dashes. 1 3 secs with 1 sec gaps "
IRL E rd	17	1245	363.68	CAR	S4 To West "
NIR SE ry	17	1542	364.2	DAT	S5 0.5 "
FRA SE pv	17	1206	366.4	CAR	S2 "
IRL E rd	17	1249	372.19	CAR	S3 To NW "
FRA SE pv	17	1206	375	CAR	S4 "
IRL E rd	17	1255	375.69	CAR	S3 FSK: Carrier breaks randomly(5 15sec)for 1sec,1sec tone is sent on 375.75."
IRL E rd	18	1240	375.69	DAT	Random (?) FSK to 375.75. 1sec tones there "
NIR SE ry	18	2359	380.8	OTH	S5 0.5 1 sec warble followed by 15 sec gap "
IRL E rd	17	1305	381.5	CAR	S1 To North "
IRL E rd	17	1309	384.24	CAR	S2 To North Possibly spur of 385.0 WL "
NIR SE ry	17	1544	386.2	REP	S5 NNNN.. 0.5 "
NIR SE ry	19	0000	386.2	REP	S4 NNNN.. 0.5 "
IRL E rd	17	1315	386.7	REP	NNNN.. 66/min. Same strength as 387.0 CML ?????? "
IRL E rd	18	1035	386.7	REP	NNNN.. 66/min "
IRL E rd	17	1337	387.06	CAR	Also same strength as 386.7 "
IRL E rd	18	1035	387.06	CAR	? "

	NIR SE ry	17	1545	388.8	REP	S2 NNNN.. 0.5 "
	NIR SE ry	19	0001	388.8	REP	S3 NNNN.. 0.5 "
	IRL E rd	17	1337	389.3	REP	S2 NNN 68/minute "
	IRL E rd	18	1040	389.3	REP	NNNN.. 68/min "
	FRA SE pv	17	1206	390.6	CAR	S2 "
	IRL E rd	17	1345	390.63	CAR	S2 To South "
	HOL SW rb	17	1120	390.64	CAR	S2 BNP. fast QSB. beating? "
	IRL E rd	17	1346	391.75	CAR	S3 To South "
	IRL E rd	17	1347	392.24	CAR	S4 To South "
S	DEU E mz	18	1121	395.42	DAT	S3 8) "
	NIR SE ry	19	0002	400.2	OTH	S2 0.5 1 sec warble followed by 15 sec gap "
	IRL E rd	17	1359	403.75	CAR	S5 To NW? "
	FRA SE pv	17	1205	409	CAR	S1 "
	IRL E rd	17	1416	411.69	CAR	S5 To West "
	IRL E rd	17	1420	414.77	CAR	S3 To North varying 414.69 to 414.87 "
	IRL E rd	17	1427	415.69	CAR	S3 To North "
	IRL E rd	17	1432	416.33	CAR	S4 To West "
	FRA SE pv	17	1205	419.7	CAR	S3 "
	IRL E rd	17	1436	419.75	CAR	S3 To South "
	FRA SE pv	17	1204	421.4	CAR	S1 "
	IRL E rd	17	1439	421.88	CAR	S3 To West: Intermittent OR fast deep fading! "
	IRL E rd	18	1240	421.88	CAR	to S. Possibly modulated with vy fast tones "
	HOL SW rb	17	1121	421.89	CAR	S3 75/255. fast QSB.beating? "
	IRL E rd	17	1446	427.25	CAR	S5 "
	DEU E mz	18	1150	427.31	REP	S3 6) "
	NIR SE ry	19	0004	427.8	CAR	S3 1.5 "
	IRL E rd	17	1449	434.55	CAR	S3 To West "
	ENG SE bk	16	1133	437.4	CAR	S1 NNW/SSE "

FRA SE pv	17	1203	437.5	CAR	S2 "
HOL SW rb	17	1123	437.5	CAR	S3 105/285 * "
HOL SW rb	18	0842	437.5	CAR	S1 antenna: DCBAW "
DEU E mz	18	1123	437.5	CAR	S2 1) "
IRL E rd	18	1240	437.5	CAR	to S. Deep fading. poss. mod with vy fast tones "
IRL E rd	17	1449	437.5	CAR	S3 To South: Intermittent OR fast deep fading! "
ENG SE bk	18	1134	437.5	REP	S1 N/S TTTT.. 90/min Very weak "
ENG NW ag	17	1111	441	CAR	S2 carrier. very weak. no modulation "
ENG SE bk	18	1133	441.74	CAR	S2 N/S "
ENG SE bk	16	1132	441.74	CAR	S2 NNW/SSE "
ENG SE bk	17	1123	441.74	CAR	S2 NNW/SSE "
IRL E rd	17	1500	441.75	CAR	
HOL SW rb	18	0843	441.79	CAR	S2 antenna: DCBAW "
ENG NW ag	17	1110	441.8	CAR	S3 carrier. stable. no modulation "
ENG NW ag	17	1110	442.7	CAR	S3 carrier. stable. no modulation "
IRL E rd	17	1520	443.68	CAR	S2 To West "
ENG SE bk	18	1130	443.74	CAR	S1 N/S "
ENG SE bk	17	1121	443.75	CAR	S1 N/S "
ENG NW ag	17	1109	443.8	CAR	S4 carrier. stable. no modulation "
ENG SE bk	18	1129	444.78	CAR	S1 N/S Very unstable and drifting "
ENG SE bk	16	1131	444.91	CAR	S1 N/S very unstable "
ENG NW ag	17	1108	445.5	CAR	S3 carrier. stable. IF type signal "
ENG NW ag	17	1106	445.9	CAR	S5 carrier. fairly local. audible on all aerials slight upwards drift. Prob. IF source "
ENG SE bk	16	1130	446.66	CAR	S1 NW/SE "
ENG SE bk	17	1117	446.66	CAR	S1 NW/SE "
ENG SE bk	18	1127	446.66	CAR	S1 NW/SE "
ENG SE bk	18	1126	447.74	CAR	S1 N/S "
IRL E rd	17	1450	448	OTH	S3 from 448.0 501.0 Vy wide Noise centered on 446.69 all PC PCU generated "
ENG SE bk	18	1125	448.66	CAR	S3 157/337 approx. Slightly warbly tone "
ENG SE bk	17	1117	448.66	CAR	S3 NNW/SSE "
ENG SE bk	16	1129	448.66	CAR	S3 NNW/SSE "

ENG SE bk	17	1116	450.65	CAR	S4 NW/SE "
ENG SE bk	16	1127	450.65	CAR	S4 NW/SE "
HOL SW rb	18	0843	450.65	CAR	S1 antenna: DCBAW "
ENG NW ag	18	0238	450.65	CAR	S4 carrier. slight modulation and QSB "
ENG SE bk	18	1123	450.65	CAR	S4 105/285 "
ENG NW ag	18	0237	450.9	CAR	S3 carrier. weak but stable. no QSB "
ENG NW ag	17	1104	451.3	CAR	S2 weak carrier. probably IF "
IRL E rd	17	1530	451.69	CAR	S3 To North "
ENG NW ag	18	0236	452.7	CAR	S3 carrier. weak but with slight QSB "
ENG NW ag	17	1103	453.1	CAR	S2 weak carrier. probably IF "
DEU E mz	18	1131	453.14	CAR	S3 1) 3) "
HOL SW rb	18	0844	453.14	CAR	S1 antenna: DCBAW. t er? "
FRA SE pv	17	1203	455.7	CAR	S1 "
IRL E rd	17	1537	455.8	CAR	S2 "
ENG SE bk	18	1121	456.62	CAR	S1 E/W "
ENG NW ag	18	0235	456.7	CAR	S3 carrier. weak but stable "
ENG SE bk	17	1115	457.74	CAR	S2 NNW/SSE "
ENG SE bk	16	1126	457.74	CAR	S2 NNW/SSE "
HOL SW rb	17	1125	457.75	CAR	S2 BNP "
ENG SE bk	18	1121	457.75	CAR	S2 NNW/SSE "
NIR SE ry	19	0006	458.2	CAR	S4 0.5 "
NIR SE ry	17	1548	458.2	CAR	S2 0.5 "
ENG NW ag	18	0234	458.7	CAR	S4 carrier. slight QSB "
ENG SE bk	17	1112	459	CAR	S1 N/S "
HOL SW rb	18	0845	459.01	CAR	S3 antenna: DCBAW. beating? "
IRL E rd	17	1540	459.69	CAR	S1 To West "
HOL SW rb	17	1127	459.73	CAR	S2 BNP. steady carrier "

ENG SE bk	16	1124	459.74	CAR	S2 NNW/SSE QSB S3 S1 "
ENG SE bk	18	1119	459.74	CAR	S3 1 NNW/SSE QSB "
ENG SE bk	17	1112	459.74	CAR	S2 NNW/SSE QSB S3 S2 "
ENG NW ag	18	0233	460.6	CAR	S4 carrier. stable no QSB "
IRL E rd	17	1544	462.17	CAR	S2 To East varying to 462.25 "
IRL E rd	18	1130	463.17	CAR	Varying to 463.21 "
NIR SE ry	17	1550	464.2	REP	S3 NNNN.. 1.5 seem like a slight fax distortion "
NIR SE ry	19	0007	464.2	REP	S4 NNNN.. 1.5 seem like a slight fax distortion "
IRL E rd	18	1255	465.31	REP	NNNN.. 62/min 1 sec breaks now and then "
ENG SE bk	16	1123	465.65	CAR	S2 E/W "
ENG SE bk	17	1111	465.65	CAR	S2/3 E/W "
ENG SE bk	18	1118	465.66	CAR	S3 E/W "
ENG SE bk	16	1122	467.66	CAR	S4 ? (strong on all loops) "
ENG SE bk	18	1117	467.66	CAR	S4 54/234 "
ENG SE bk	17	1111	467.66	CAR	S4 ? (strong on all loops) "
ENG SE bk	17	1110	468.65	CAR	S2 NNW/SSE "
ENG SE bk	18	1116	468.65	CAR	S2 NNW/SSE "
ENG SE bk	16	1120	468.65	CAR	S2 NNW/SSE "
FRA SE pv	17	1203	468.7	CAR	S2 "
HOL SW rb	17	1129	468.75	CAR	S2 BNP "
DEU E mz	18	1135	468.75	CAR	S2 1) "
ENG NW ag	18	0229	468.8	CAR	S3 carrier. slight modulation and QSB "
ENG SE bk	18	1115	470.65	CAR	S1 NW/SE "
ENG SE bk	17	1109	470.67	CAR	S1 NW/SE "
ENG SE bk	16	1118	470.67	CAR	S1 NW/SE "
IRL E rd	17	1547	471.69	CAR	S3 No null/peak "
NIR SE ry	17	1555	472.2	REP	S3 NNNN.. 1.5 "
NIR SE ry	19	0008	472.2	REP	S2 NNNN.. 1.5 "
IRL E rd	17	1549	472.5	CAR	S2 To West "
IRL E rd	17	1550	473.3	REP	NNNN.. 60/minute "
IRL E rd	18	1010	473.3	REP	NNNN.. 60/min "

ENG SE bk	18	1113	473.75	CAR	S1 E/W "
ENG SE bk	16	1117	473.75	CAR	S1 E/W "
ENG SE bk	17	1108	473.76	CAR	S1 E/W "
ENG NW ag	18	0227	475.5	CAR	S6 carrier. slight modulation. no QSB "
IRL E rd	17	1552	475.69	CAR	S4 Weakest to East "
ENG NW ag	17	1101	475.9	CAR	S6 sounds like fairly local IF type carrier "
ENG SE bk	18	1112	476.64	CAR	S1 N/S "
ENG SE bk	18	1111	476.9	REP	S1 NNE/SSW TTTT.. 76/min (FSK?) "
IRL E rd	17	1554	478.48	CAR	S2 To West "
ENG SE bk	18	1106	478.65	CAR	S1 N/S "
ENG NW ag	18	0226	478.7	CAR	S2 carrier. weak but stable "
IRL E rd	18	1315	479.04	DAT	S1? 'Dots' on 479.04 + data bursts 478.72 479.04 "
IRL E rd	17	1557	479.04	REP	S1 dots 2 seconds apart+ random data pulses. "
IRL E rd	16	2256	479.68	CAR	S3 "
IRL E rd	17	1600	479.68	CAR	S5 To North "
FRA SE pv	17	1202	479.7	CAR	S3 "
HOL SW rb	18	0850	480.01	CAR	S1 antenna: DCBAW "
ENG SE bk	18	1103	480.66	CAR	S1 N/S "
ENG SE bk	18	1101	481.74	CAR	S1 N/S QSB "
ENG SE bk	17	1106	481.74	CAR	S1 N/S "
ENG SE bk	16	1115	481.74	CAR	S1 N/S QSB "
ENG NW ag	18	0221	481.8	CAR	S2 weak but stable "
ENG NW ag	18	0220	482.7	CAR	S3 carrier. stable but weak "
IRL E rd	17	1602	483.08	CAR	S1 To East "
IRL E rd	16	2249	483.38	CAR	S2 "
IRL E rd	16	2250	483.68	CAR	S2 "
IRL E rd	18	1130	483.69	CAR	"
ENG NW ag	18	0219	483.7	CAR	S5 carrier. stable and strong on E/W Loop "
HOL SW rb	17	1131	483.74	CAR	S2 BNP "

IRL E rd	16	2250	483.8	DAT	S1 RTTY? "
ENG NW ag	18	0218	484	CAR	S3 carrier. stable. no sign of any sidebands "
IRL E rd	16	2250	484	CAR	S1 "
FRA SE pv	17	1202	484.3	CAR	S3 "
DEU E mz	18	1141	484.38	CAR	S2 1) "
HOL SW rb	17	1132	484.38	CAR	S2 BNP "
IRL E rd	18	1130	484.38	CAR	"
ENG NW ag	18	0216	484.7	CAR	S4 carrier. slight QSB on signal. strong on E/W loop "
IRL E rd	16	2248	485	CAR	S1 "
IRL E rd	16	2246	486.17	CAR	S1 "
ENG NW ag	18	0222	486.7	CAR	S2 carrier. weak but stable "
FRA SE pv	17	1204	490	CAR	S2 " (see note 5.)
CAN ON mf	18	1800	490	DAT	Navtex " (see note 5.)
IRL E rd	16	2235	492.01	DAT	S1 RTTY? "
IRL E rd	17	1604	495.68	CAR	S4 To NW "
IRL E rd	16	2232	495.68	CAR	S3 "
IRL E rd	16	2231	498.73	CAR	S1 "
HOL SW rb	18	0853	500	CAR	S1 antenna: DCBAW18 "
IRL E rd	16	2230	500	CAR	S1 "
IRL E rd	16	2227	504	CAR	
ENG NW ag	17	1100	504	CAR	S4 carrier. weak but stable " (252 kHz B/cast harmonic?)
ENG NW ag	17	1100	508	CAR	S3 carrier variable. some QSB noted "
ENG NW ag	18	0224	509.8	CAR	S7 carrier. some slight modulation. but no QSB "
IRL E rd	16	2226	510.51	CAR	S1 "
FRA SE pv	17	1200	515.6	CAR	S3 "
ENG NW ag	18	0225	515.7	CAR	S3 carrier. weak but stable "

CAN ON mf	18	1800	518	DAT	Navtex " (see note 5.)

Notes:

1. Steve commented from Oregon: "I've listened several times in the past month, and on this past Saturday at the 17-18utc time. Nothing heard that I would class as a propagated spurious signal. I listened particularly in the 420-530 kHz range." This really is a meaningful 'negative' report. Combined with earlier comments from others in N. America and with Martin's results, it does seem that Europe has lots and N. America very few. (Why?)
2. Robert's loggings seem to be 0.5 kHz LF compared with Roger's and Alan's. I have therefore flagged several which only match well after adding 0.5 kHz to Robert's figures.
3. Alan seemed to be using the more traditional S scale of 1-9 instead of 1-5. His S-readings should be interpreted accordingly (possibly Robert's too).
4. Roger's 'Final CLE53 log' (his detailed Sunday loggings) needed to be converted misunderstandings or typos.
5. The results for 490 and 518 kHz relate to the NAVTEX system (Martin gave a reference with his log and I can supply details too, included a general list of Navtex Broadcasts, kindly provided by Alan)