



Newsletter

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Autumn/Winter 2003

Steve Thomas, N6ST, Editor

THE STORY ABOUT STØRY

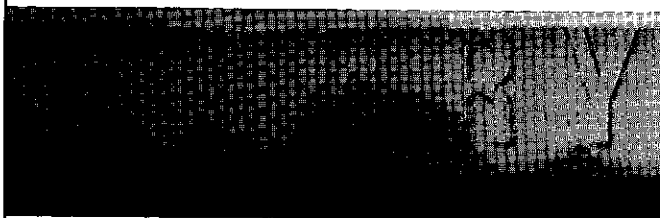
by Chris DL5NAM

After activating Eritrea twice as E3ØTA and E3ØNA we took the decision for the Sudan, one of the rarest DXCC entities. After a long planning phase, a very powerful crew was established consisting of Dietmar DL3DXX, Falk DK7YY, Felix DL7FER, Uwe DL9NDS and Chris DL5NAM. All participants have gathered plenty of knowledge and experience on all together 30 to 40 DXpeditions with some 100,000 QSOs.

We began our trip on March 17, 2003, flying from Frankfurt with a 12 hour stopover in UAE (Dubai) to Khartoum, Sudan. At our arrival in Khartoum we were picked up by two friends. This was very helpful because we could pass through customs without wasting too much time.

Our luggage (almost 250 kg without cargo) was stored in two cars and we took our way to the hotel. The next two days we were trying to find an appropriate low band location and taking care of our equipment that came via cargo from Germany. We also visited the Sudanese PTT to obtain our STØRY license. The weather was oppressive, we had 25° C at nighttime and up to 45° at daytime.

STØRY



Sudan Khartoum QTH-Loc: KK65GM Zone: CQ 34.

The search for a suitable low band QTH was much more difficult than expected. Khartoum has officially more than 7 million inhabitants. However, the reality is there are more than 12 million.

All attempts to get a place in the vicinity of the city failed either because of the price (approx. \$3,000 US for 2 weeks) or because of the extremely primitive lodging facilities we had seen. One of

the last opportunities was the property of the Khartoum Sea Scouts. By chance it turned out that one of the responsible persons there is a ham – Magdi, ST2M who is not active. He was very impressed of our project and after a few phone calls he got the permission from his boss for our project.

The property itself is situated directly on the Nile river, almost right at the point where the White and the Blue Nile join. There were business buildings, authorities and the president's palace in our neighborhood. We found out that we had enough space for our different low band antennas and so we decided to settle here. We got tremendous support by the Sea Scouts. After all this decision turned out to be the best one! Even the noise level on the low bands was acceptable.

After we passed successfully through the difficulties at customs (payment of not inconsiderable fees) we could finally begin to install our stations and antennas. The computer room of the Scouts became our shack. Setting up the antennas was no greater problem and at the end of the first day the first set of our antennas and three complete stations were installed. Now we were ready to get on the air.

Northern California DX Foundation

The last activity of the Sudan on the low bands was some 20 years ago. As a matter of fact we had set our focus (and antennas!) to these bands. RTTY was also a focus. Two Titanex V80E verticals with homebrew matching units, two Titanex LP5 log periodics for 20/17/15/12/10m, a Force 12 6Y-80, a Force 12 6Y-160, a Butternut HF6V and a 6 meter antenna were used. Every station was equipped with ACOM 1000 amplifiers. We used CT as logging software, RCKRTTY for RTTY and AIRMAIL2000 with a PTC II for e-mails via HF.

It was our strategy to neglect the high bands 20m, 15m and 10m before the WPX SSB because we wanted to take part in this contest. At the same time ST2CF served the deserving with SSB contacts on the high bands. Propagations on the low bands was very different every day. Almost 9,000 QSOs came into our logs during the WPX with a claimed score of more than 31 million. After all we had a DXpedition QSO total of more than 48,000 QSOs. The QSO statistics showed 1255 QSOs on 160m and 2880 on 80m at the end.

1-Band QSOs:	7747
2-Band QSOs:	2927
3-Band QSOs:	1664
4-Band QSOs:	1151
5-Band QSOs:	946
6-Band QSOs:	538
7-Band QSOs:	399
8-Band QSOs:	360
9-Band QSOs:	300
10-Band QSOs:	3

The number of 9-band-QSOs in our log was remarkable.

On six meters we have had propagation only on two or three days. Another problem was that we caused TVI; we knocked out the telephone and TV system in all of the vicinity of the president's palace!

Disassembling the station and the way back home back were not spectacular despite of the political situation right at that time. Parts of our equipment were left at the Sea Scouts in Khartoum with the hope that they will become active in the near future. They now have a transceiver, power supply, antenna and coax cable.

With STØRY we introduced an innovation in QSL'ing – the Online QSL Request System (OQRS). The idea comes from Chris DL5NAM and Bernd DF3CB realized it on his web page. Anyone who has worked STØRY and can be found in the log can request his STØRY QSL via an online form. All stored data is checked against the log by the QSL manager and

afterwards processed and printed by the QSL label software BV. The requested QSL cards are sent via the bureau then. This saves time because the applicant does not need to send his own QSL, it reduces the QSL bureau costs a little and it helps to reduce the QSL manager's workload.

Already after a few days it turned out to be a very popular system as we can see from all the entries and comments. We are sure OQRS will be used for other future DXpeditions too.

Many thanks to all commercial and individual sponsors who helped us! Without all this financial and logistical support we wouldn't have managed to bring our equipment into the Sudan. A special thanks goes to our four pilot stations DF3CB, K6GNX, N5FG, JA3AAW and to our webmaster DF3CB who has spent more time with STØRY affairs than he expected. We are very happy about the many positive e-mails and entries in our guest book on our website at www.df3cb.com/stØry.

Finally there is only one more question left: Where do we go next? Any ideas?

THANK YOU

From Len Gerald, K6ANP
President, NCDXF

Many thanks and our heartfelt appreciation to the organizers of the W9DXCC and WØDXCC conventions held respectively in September in Chicago and October in Minneapolis. Also, a very specific "THANKS" to ICOM America.

ICOM donated an ICOM-706 to be raffled off at each of these conventions with the proceeds to be donated to NCDXF.

The W9DXCC raised \$1,200 and the raffle in WØland raised \$1,745.

These donations were very much appreciated and will be put to good use funding our activities.

THE FT5ZH STORY

by F5PFP/FT5ZH Medhi Escoffier

The overseas territory of the French Southern and Antarctic Lands, more commonly referred to as TAAF (Terres Australes et Antarctiques Françaises), is the authority responsible for administering the four districts made up of the Crozet Islands, the Kerguelen Islands, St. Paul and Amsterdam islands and Adelie Coast.

This is by far the least well known of the overseas territories, on account of its isolation, the absence of native peoples and hostile climatic conditions that make access difficult. Often described as islands of gales and desolation, they really are the end of the world, where the elements are unleashed and adventure is guaranteed; however, they are also unique and intact ecosystems.

Besides these natural aspects, new challenges are emerging for France. The first is the assertion of French sovereignty over the fishing zone, whose surface area is three times larger than that of France, so as to avert the pillaging of increasingly sought-after under-water resources: the unauthorized vessels which fish illegally in these waters threaten the survival of species. No fewer than 14 offending vessels were inspected during 1998.

The presence of the French space agency, to help monitor and control certain satellites, is a further element.

Finally, a more recent development is the setting up of programs, following the nuclear test ban treaty, to detect any nuclear tests which might be carried out. This is done by means of three observation stations which use hydroacoustic and radionuclide detection procedures.

Since 1949, when the first missions were established, apart from the arrangements for licensed fishing quotas, philately has been the main area of communication and profit for the territory's administration. Tens of thousands of envelopes stamped annually by each district and sent to collectors all over the world justify the employment of a postal manager for each base. Representing a profit of 8-10 million francs each year, the philatelic mail is traditionally transported by helicopter as priority first-class mail, taking precedence over the mail of winter visitors, mission personnel or even supplies of all kinds on each trip.

More than ever, the territory's administration is trying to ensure that this activity remains attractive by giving careful thought to the price of the collections (280F for

about 15 stamps in 1998), the diversity and originality of the themes chosen, and the artistic quality of the graphics.

Lying on a latitude of 37°S, at least 3,000 km from any continent and 1,500 km from the nearest island, the district of St. Paul and Amsterdam is one of the most isolated archipelagos on the planet.

St. Paul, the more southerly of the islands, is not inhabited but this strip of rock, approximately 3 km by 1 km, is regularly visited by a few scientists from Amsterdam island.

The current ecological rehabilitation program on St. Paul aims to eradicate the rodents introduced by man in the 19th century, which have threatened the nesting sites of albatrosses and petrels. As I write these lines, a 4-person group is ensuring the total elimination of these predators.

New Amsterdam is situated 80 km further north: the Martin de Vivies base is situated on its north coast, and is the only human habitation. Almost circular in shape, the island is no more than 9 km by 6 km wide, with a now extinct volcano rising to 800 metres above the waves.

Amsterdam has numerous unique features: its 40,000 sea-lions form one of the world's biggest colonies, and the submarine depths are brimming with crayfish and various much sought-after species.

Of all meteorological stations, Amsterdam provides the purest air and rainwater measurements and analyses.

The mission is led by a district head. Soldiers posted to the territory are assigned to the technical services. They provide radio links and maintain the electric power station and other infrastructure. A doctor trained in surgery is available to deal with medical emergencies.

The supplies office employs a cook. Three meteorologists run the Météo France station and five scientists carry out seismographic recordings and observe the earth's magnetism and the composition of the upper layers of the atmosphere.

Unlike Crozet and Kerguelen, the archipelago has a relatively mild climate (5-25°C), but precipitation may be high and the wind violent.

Sea links remain the only connection with the rest of the world for both Adelie Coast and the Southern Lands.

The Astrolabe, based in Hobart, Tasmania, provides a boat service to Dumont Durville, and the Marion

Dufresne serves Crozet, Kerguelen and Amsterdam. This 110-metre long vessel has a helicopter pad and can accommodate about 100 passengers and 30 crew members. It performs several functions. It supplies the food and equipment necessary for the bases' operations and transports their personnel.

In close co-operation with the French navy, it has also been given the task of providing information on, and identifying, any unauthorised vessels it might encounter. In addition to this, it is involved in oceanographic campaigns.

Several on-ship laboratories for submarine biology are capable of analysing samples taken at sea. Finally, a medical unit equipped with an operating theatre is available for any eventuality.

During our trip there were three instances of medical assistance: on Crozet, a Russian sailor whose hand had been crushed by a piece of fishing equipment on his boat was operated on; a South African sailor narrowly escaped intestinal occlusion, thanks to an operation on Kerguelen; and an Australian yachtsman who had suffered a dislocated shoulder in the stormy waters near the Roaring Forties was rescued and treated on Amsterdam island.

Our own journey began at Lyon Satolā airport where we boarded a night flight to St Denis de la Réunion: there, we were warmly welcomed by FR5IB and his wife FR1IC.

In mid-afternoon on 11 November, the Marion Dufresne set sail for the far south. The sea was rough but not exceptionally so (waves reach about 10 metres in the Roaring Forties). The days of 15 and 16 November were spent on Crozet and 20 to 22 November on Kerguelen. Finally, on the morning of 25 November, after three years of preparation, we were taken by helicopter to Amsterdam island. That evening, a station was operating with a triband beam antenna (10/15/20), and the following mornings were spent mounting the 10 metre monoband antenna, the 20 metre monoband ZX antenna and the TITANEX (160/80/40) antenna: this was achieved with some difficulty on account of the sporadic strong gusts of wind, measuring 80 to 100 km/h, and the uneven and slippery volcanic terrain. The flags of France and the Council of Europe were flown from the mast of the 20 metre antenna.

Our first priority was to reduce pile ups on the traditional 10/15/20/40 metre bands. Our main concern was to be "on the air" at the right times on the right band

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and on the right continent. Certain choices therefore had to be made, and we accept full responsibility for these.

With only two operators, we clearly could not provide the same level of operation as large multinational expeditions composed of 10 to 20 operators with vast, tried-and-tested logistical resources.

In all, our equipment came to no more than 600 kg for 3 m³. However, it was possible for 2 stations to operate simultaneously thanks to the DUNESTAR filters. One station was composed of a Yeasu FT920 transceiver with an HL2k amplifier and the other of an ICOM IC756 transceiver and an ICOM PW1 amplifier).

With Eric's agreement (F3SIH), we decided to maintain non-stop operation on 15/20/40 metres, so as to give priority to "all time new ones" rather than the "band points", whatever criticism this might prompt. Thus, the WARC beam (17/12) was erected after only 10 days, while the 30 metre band was covered by means of the TITANEX antenna.

We never slept for more than 3-5 hours per 24-hour period, except for one full night for recuperation every 6 to 7 days.

In addition, we had various unavoidable obligations, which included strict respect for meal times and certain duties which are inevitable for everyone, without exception, when living in a community of 20 people in an isolated spot.

My day began about noon local time, as soon as lunch was over: traffic began either with Europe on 10/15 metres or Japan on 10/15/20 metres, on two stations simultaneously. We continued until 2 or 3 in the morning local time, with a short 45-minute break for the evening meal. At around 02H30/03H00 Eric went to bed and I continued alone on the JAP/EUR/USA low bands until sunrise at about 04H00, when I concentrated on North America, since this was the best time window, and gradually increased the frequency, 3,7/7/10/14 MHz. At around 07H30/08H00 local time, I would smilingly wake Eric so that he could take my place... he wouldn't be smiling at all...

I would immediately fall fast asleep like a baby, listening to 59 59 59 59 59 59.... At 12 o'clock local time, Eric would wake me in turn, laughing... I didn't think it was funny... HI! And off we went for another round-the-clock session.

Finally, on hearing that a trough of low pressure of (963 millibars) was on its way, we decided to dismantle everything 48 hours before the planned date, knowing that for the most part we had contacted those people whom we had really tried to reach.

The counter showed 32,000 QSOs for 14,000 different call signs: 45% were from Europe, 32% from North America, 17% from Asia and 6% from the rest of the world.

The only damage to equipment was a burnt-out power supply cable.

On 25 December we left Amsterdam island for La Réunion, where we arrived on the morning of 30 December. FR5DL met us at the harbour and took us to the airport. On 31 December we arrived at Lyon Satolas, where our families and friends were waiting to celebrate the New Year with us. The return to civilization was quite a shock! Thanks to donors, sponsors and various OMs.

We should like to thank the following associations and firms which made this expedition financially possible:

Lyon DX Ganf, F6KDF, NCDXF, The Council of Europe, Clipperton (CDXC), INDEXA, RSGB, GDXF, Chiltern (CDXC), GMDX, URE, North Ohio, Lynx, ADXA, Danish DX Group, The Municipality of Bron. We also wish to thank the people who made individual donations.

Thanks are also due to the following OMs, associations or firms for the loan or gift of equipment or for the time they so generously gave up to ensure the success of this expedition:

ICOM France for the loan of a FT756 and a PW1 amplifier;

GES LYON for the loan of two FT920s and some small items of equipment;

ZX Yagi Antenna for the three-element 20M monoband antenna;

OCEAN DX GROUP for the 2x3-element 12 and 17M antennas;

TITANEX for the 40/80/160M vertical antenna;

DUNESTAR for the loan of band filters;

CTA for the masts;

FUNK for the QSL cards;

F5NZO for the WF1B(RTTY) software;

F1NGP for the 6M antenna;

F8IJV for the portable computers;

F1EQF and FT5ZI for assistance and for the radio station on AMSTERDAM island;

F5PXT, chair of F6KDF and F5NOD, chair of LDXG;

All the FRs who welcomed us in La Réunion;

All the people at the base and those who helped towards our stay on the island, including Ms MATHIAS, Secretary to Mr QUEYRANNE at the Ministry for Overseas Departments and Territories.

We would also like to thank all the OMs who contributed to the smooth running of this expedition.

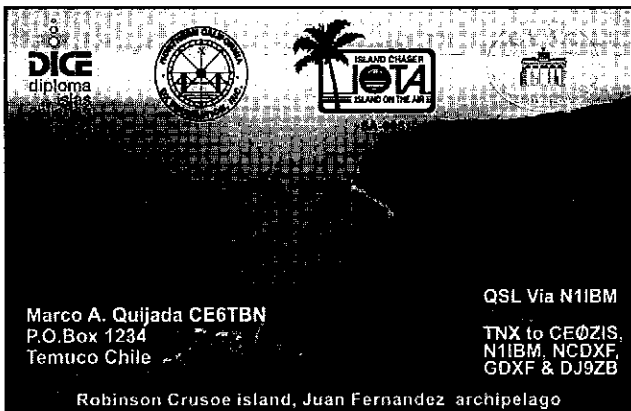
The expedition was dedicated to the following deceased OMs, FY5AN Christian, PY2PE Eva, F8RU Ted and F5JUI Jean François (member of LDXG). They are the first four in FT5ZH's log.

2002 W9DXCC CONVENTION SUPPORTS NCDXF

by Bill Smith, W9VA

The 2002 W9DXCC convention is an ARRL sanctioned DX oriented event, held annually in the Chicago area since December 1953. The first meeting was organized by Bob Baird W9NN. Unfortunately Bob became a silent key just weeks before the 2002 convention, the 50th consecutive convention in this series. A plaque was presented at the banquet to Bob's niece Betty Johnson WD9AUC, in memory of Bob and recognizing his foresight in creating the W9DXCC convention.

In addition to a great array of door prizes and grand prizes, the convention had an ICOM IC706 Mark IIG as the raffle prize. We decided to donate whatever the raffle proceeds would be to NCDXF, to further the Foundation's objective of supporting DXpeditions. We were very pleased that the raffle produced \$2,230, and a check was presented at the banquet to Bob Allphin, K4UEE, who had earlier in the day presented a program covering the good works of NCDXF. The results of NCDXF's efforts were further evidenced by two other W9DXCC presentations that had received significant support - PWØT Trindade and VP8GEO/VP8THU South Georgia and South Sandwich.



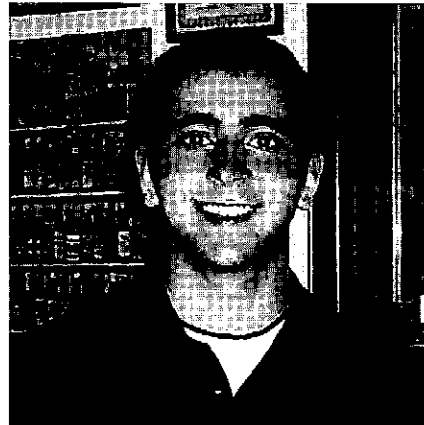
NW7DX AWARDED NCDXF SCHOLARSHIP 2003

Biographical sketch of Ben Schupack

Ben Schupack is excited to attend Whitman College this fall as a freshman. He has an interest in chemistry and environmental science, and will see where his interests take him during his first year of college.

Ben is an active CW operator and regularly participates in contests. He currently holds the CW WPX world record for the rookie category, as well as the all band, low power record for W7. Ben also enjoys operating portable QRP, and recently for a school project, he created an HF setup on a recumbent bicycle for bicycle mobile operating.

At age 13, Ben got his novice license and immediately started pounding brass on his Heathkit HW-101. After only 10 months, Ben had obtained his extra class ticket and was guest operating at the W7RM contest station.



Besides amateur radio and academics, Ben is very involved in music. He has been accepted into the United States National Honor Band as

well as the All-Northwest Honor Band. He plays the euphonium in wind ensembles, and the trombone in jazz bands and small jazz combos.

Next year at Whitman College, Ben plans to start an amateur radio club and spread his enthusiasm and passion for ham radio to other students



FACELIFT: THE NCDXF WEB SITE

By Al Burnham, K6RIM

Earlier this year, the NCDXF web site (<http://www.ncdxf.org/>) received a major design facelift. If you have not visited the site for a while, by all means check out its pretty new face!

The first thing you will notice is that the old black and white "newspaper like" days are gone. Everything is in living color! At the top of the main page appears the famous Golden Gate Bridge, which magically and seamlessly flows into a map of the world. The very first paragraph of text explains that although the words "Northern California" appear in the title of the Foundation, its activities are international in scope, rather than regional.

The balance of text on the main page provides a brief introduction to the Foundation and lists its directors and advisors. There are links for each of the directors, with a full color photo of each, along with a personal "radio" biography. Even a cursory reading of these biographies reveals that NCDXF directors are a diverse lot with a huge amount of interest and experience in DX.

Also at the top of the main page is a table of contents for the web site, allowing the visitor to easily and quickly click on the title and migrate to a destination. For example, if Joe-Dxer wishes to make an application for a NCDXF grant, he clicks on "Grant Application." He is immediately whisked to a page that explains the criteria NCDXF uses in deciding whether to make a grant. Completing a grant application is made easy and straightforward by simply filling in the blanks and answering some questions on this page. After "submit" is clicked at the end of the page, the grant application is immediately on its electronic way to the NCDXF.

On the NCDXF web site, one can join the foundation and learn about NCDXF projects and activities, such as NCDXF beacons, scholarships (how to apply for one and prior year recipients), and even borrow a video from NCDXF.

Designer of the current web site is Val, RA6YR (Octavia Company). Webmaster for the site is Doug Bender, WW6D.

NCDXF QUILT

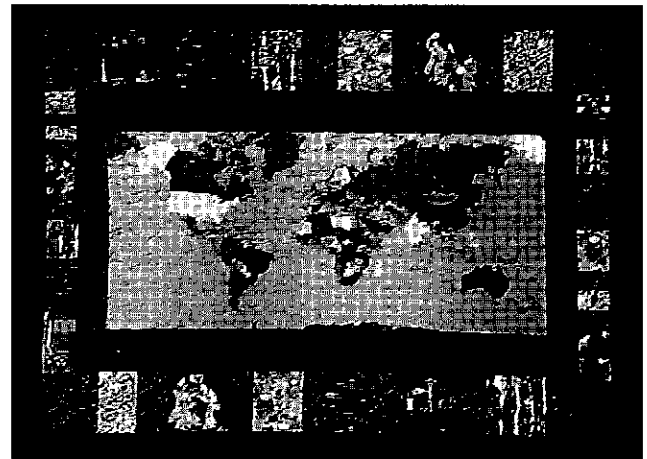
By Dick Wilson, K6LRN

On the trip home from the 2002 International DX Convention in Visalia, Carolyn (K6TKD) and I had a conversation about a 'ham radio' themed quilt. The idea sat dormant for a few weeks until Carolyn came home with some material found on a shopping excursion. (If I spent that kind of time in a ham radio store, I would never hear the end of it. But, I digress.) In a matter of days, she arranged the world map panel and several smaller pieces into the NCDXF quilt.

Visits were made to some radio clubs in an attempt to drum up some business, but the bulk of the ticket sales were at the 2003 International DX Convention in Visalia.

At the drawing on Sunday morning, Don Bozarth, W6DRB of Sacramento had the winning ticket.

Thanks to all for the kind comments and support. The Foundation cleared over a thousand dollars.



Do You Have a Backup Rig for Your Backup Rig?

Let's face it, we probably all own at least a few pieces of "underutilized" Amateur Radio equipment. Please consider donating that excess gear to the NCDXF!

The NCDXF is an IRS-approved 501(c)(3) foundation, so donations of Amateur Radio and related equipment to the Foundation are tax deductible to the extent of the law.

Under the guidance of an all volunteer, unpaid board of directors, the Northern California DX Foundation provides financial support, equipment and QSL assistance to DXpeditions and overseas hams; administers a college scholarship fund for qualified students who hold Amateur Radio licenses; and helps to support an extensive network of propagation beacons—the NCDXF-IARU Beacon Network—in 18 locations around the world. Although "Northern California" appears in its name, the activities of the Foundation are international—not regional—in scope.

Your support of NCDXF through equipment donations will help maintain the integrity of DXing and related activities!

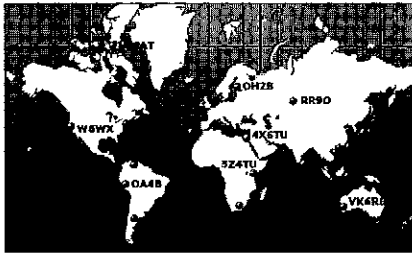
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NCDXF/IARU INTERNATIONAL BEACON PROJECT

By Peter Jennings, AB6WM

The International Beacon Project was one of the first projects funded by the NCDXF beginning in 1972. There are now 18 beacons transmitting 24 hours a day on 5 bands. The transmission cycle repeats every 3 minutes as each beacon transmits in turn on each of the 5 bands.



The transmission consists of the callsign followed by carrier at 100 watts, 10 watts, 1 watt and 100 mW. Each station consists of a Kenwood TS-50 and a Cushcraft vertical antenna. Many

DXpeditions report that their first order of business is to listen to the beacons to understand the propagation to different parts of the world. In three minutes it is possible to check worldwide propagation for any band. For more information on the beacons, check the website at <http://www.ncdxf.org/beacons>.

OH2B Beacon Stolen

On December 16, 2002 it was noticed that the OH2B beacon went off the air. The beacon is located north of Helsinki, several kilometers from any town and access in the winter is very difficult. On January 5, OH2KMM and OH2MQK braved the elements to trek out to the site to investigate. They were surprised to see that someone had broken into the shed containing the beacon and made off with the transmitter and beacon controller. This is only the third time a beacon has gone off the air due to theft of equipment in the past 30 years. New equipment is en route to Finland and the beacon should be back on the air by the time you read this. For pictures of the damage, see <http://zmailer.org/p/mea/oh2b/>.

The Beacon Project is supported by Kenwood, HRO and funds made available by the NCDXF.

Tools for Listeners

There are now more than 30 different programs and a number of hardware projects designed to assist the listener in identifying the beacon or automatically monitoring the signal. Links and reviews of these tools appear on the Beacon web site: <http://www.ncdxf.org/beacon/BeaconTools.html>.

Recent Additions:

MFJ has introduced the **MFJ-890 Beacon Monitor** which indicates the transmitting beacon by lighting the appropriate LED on a world map. The time is automatically set from the WWVB atomic clock every night.

Beacon Prediction Wizard by TaborSoft uses the VOACAP propagation analysis engine to predict beacon reception allowing you to compare predictions with actual propagation at any time.

ACE-HF provides animated maps of beacon timings integrated with HF propagation analysis for an exciting graphic display of current propagation.

Beacon	Time
4U1UN	0:00
VE8AT	0:10
W6WX	0:20
KH6WO	0:30
ZL6B	0:40
VK6RBP	0:50
JA2IGY	1:00
RR9D	1:10
VR2B	1:20
4S7B	1:30
ZS6DN	1:40
5Z4B	1:50
4X6TU	2:00
OH2B	2:10
CS3B	2:20
LU4AA	2:30
OA4B	2:40
YV5B	2:50

Frequency	Sequence
14.100	0
18.110	1
21.150	2
24.930	3
28.200	4

Add 10 seconds to the beacon start time for each sequence slot. For example, 4U1UN transmits on 10 meters at 0:40 of each 3 minute cycle.

AH3D AND THE U.S. JOHNSTON ATOLL

by Martti Laine, OH2BH

Johnston Atoll is located in the central Pacific Ocean, between the Hawaiian Islands and the Marshall Islands, 717 nautical miles from Honolulu. The formation of Johnston Atoll began about 70 million years ago when repeated submarine volcanic eruptions built up layer upon layer of basaltic lava from the floor of the ocean to its surface.

Today, Johnston Atoll is a broad, shallow platform of about 50 square miles with four islands – Johnston, Sand, North, and East.

The atoll was discovered accidentally in 1796 by Captain Joseph Pierpoint when his ship, the American brig *Sally*, ran aground. However, it was not until December 14, 1807 when the crew of the frigate *HMS Cornwallis* sighted the atoll and named the larger island after that ship's captain, Charles J. Johnston.

Up until the late 1880s, the U.S. mined guano deposits on the atoll. In 1926, Johnston Island and Sand Island were designated as a federal bird refuge. In 1934, President Roosevelt placed the atoll under U.S. Navy control.

Johnston Atoll was the location of several nuclear test missile launches in the 1950s and 1960s, and until late 2000 the atoll was maintained as a storage and disposal site for chemical weapons. Cleanup and closure of the facility is progressing, with completion anticipated in 2004.

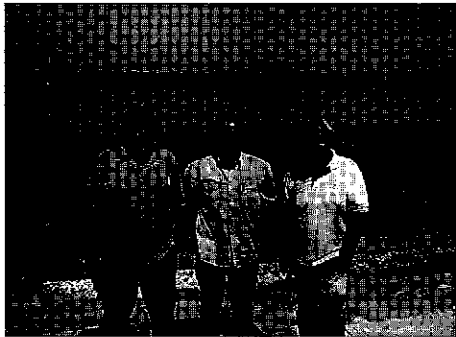
By 1964, dredge and fill operations had increased the size of Johnston Island to 594 acres from its original 46 acres, also increased Sand Island from 10 to 22 acres, and added two new

islands, North and East of 25 and 18 acres. This refuge is managed cooperatively by the U.S. Fish and Wildlife Service and the U.S. Department of Defense.

There are 33 known species of coral at Johnston Atoll; the most conspicuous species is the large table coral. Slightly more than 300 species of fish have been recorded from the reefs and near shorewaters of Johnston Atoll. Three species of marine animals are protected under the Endangered Species Act, the green sea turtle, the Hawaiian monk seal, and the humpback whale.

Then Looking at it Today

In January 2003, there were about 600 personnel assigned to the island, their mission being to support the U.S. Army chemical weapons storage and destruction program. Despite its small size, about 4.7 times the size of The Mall in Washington, DC, Johnston Atoll incorporates an airstrip with a 2.5-mile runway and lots more: a movie theater, a 9-hole golf course, an eating facility seating hundreds of people, a



post office, a supermarket, a bar, a library, etc. No natural fresh water resources are, however, available.

We learned that the U.S. Environmental Protection

Agency had approved a U.S. Army plan for permanent closure of the Johnston Atoll within the next twelve months and for a handover of the island's administration to the U.S. Fish and Wildlife Service. We knew from similar cases in the recent past that access to the atoll would be increasingly difficult. The MARS club station (KJ6BZ) building would be among the first structures to be demolished in 2003.

Through the cooperation of many people in Hawaii, specifically Gary, KH6GMP and John, K1ER/KH6, excitement was building up for a Johnston activation one more time, now using OH2BH's U.S. Extra Class callsign AH3D that had never been activated from its home base. Involving Bernie, W3UR ensured a communications link, more or less in the same time zone, to the island's administration as well to David, KH3AC, a Johnston veteran for the past 16 years. David kindly agreed to be a local sponsor, needed for any civilian visit. Access to the island is difficult for personnel other than those on a work assignment.

We Are On Our Way

On Wednesday, January 23 we were heading via Frankfurt for Los Angeles. A two-day stopover was needed to enable us to pick up additional equipment—an FT-897, an FT-857 from Chip, K7JA and Miki, WA6F at Vertex Standard (Yaesu). At

the same time, we had an opportunity to show a newly released WRTC-2002 video to Yaesu executives as part of our post-WRTC efforts. Moreover, we drove down to San Diego for lunch at the local DX club and collected some equipment and other material from Glenn, K6NA and Jim, W6YA.

Come Saturday, and it was time for a 6-hour flight to Hawaii, our final port of departure to Johnston. Another two-day stop, and meetings with locals, especially John, K1ER/KH6 for the latest update on Johnston and for ensuring the solid support of local DXers for our operation. On the way back from the propagation guru Lee, KH6BZF, we dropped in on KH6DV to collect a QSL for Martti's 75M SSB contact with Ron. Two things in particular stand out in our minds: the expression on Ron's face when a group of five men arrived without prior notice to claim a QSL card - Ron's telephone line being consistently busy with his PC connection and a modest antenna setup that can do marvels when situated near saltwater.

With extensive security clearance, the trip continued on Monday, January 27 on a scheduled Aloha Air flight with a Johnston stopover. The flight was to take a little over two hours and now the entire AH3D group was in the same place and same time zone; Bernie, W3UR, Martti, OH2BH and Pertti, OH2PM—three men with three stations, probably the maximum civilian population Johnston Atoll could tolerate at any given time.

Finally Landing Some 6000 Miles From Home

Is this the westernmost part of the U.S.? Life on the island is subject to U.S. law, where applicable, and local regulations. We were briefed on the details by local police before actual entry documents were checked and we were registered as members of staff, as it were, and were shown our quarters. David, KH3AC drove us around the island, acquainting us with its history and sights—we had settled in. The island ID card turned out an important item indeed. It was used to pay for our meals, among other things. The local cuisine was varied and plentiful, and for price/quality ratio we would give five stars.

From our quarters, it was less than a mile to the club station, and roughly an equal distance to the eating facility, in an opposite direction. Hence, the need for daily exercise was there, particularly because we never had that coveted golf cart at our disposal for intra-island transport.

Standing around the station building were three wooden masts, one adorned with a long-boomed five-band Mosley trapped yagi, another sporting a mechanically bruised tribander, with nothing mounted on the third, a 75-ft. pole.

The ham shack was packed full of junk that a smart guy armed with suitable instruments and spare parts could have used to build a reasonable multi/multi station. We managed to get the latest one working, an FT-1000D was up and running—albeit only on SSB—and also one small Ameritron amplifier was put

on line. Another two HF stations plus 6M were assembled from the equipment we had brought along.

Then it was time to have a look at the big yagi and repair it. What was needed was a crane truck – which again required a bit of pleading and cajoling. But good manners and patience were ultimately rewarded: a crane truck was made available.

The rotator was damaged, the coax was broken, with 15 runs of the cable twisted around the mast pipe. After a couple of climbs to a height of 60 feet, the cabling was fixed. A rope halyard was used for raising 40, 80 and 160M dipoles on the tallest pole.

Daylight hours during the first couple of days were spent by two operators erecting and fixing antennas, but one station was kept constantly on the air. Installing a WARC beam turned out the most exciting phase of the trip. The plan was to climb to the roof of the club house and mount the yagi on the mast pipe of a 144/430 MHz satellite antenna. Only the coax was still missing when a local security officer turned up and ordered us to climb down. We had breached several regulations – unknowingly, of course. We offered our apologies, and were spared a night in police custody, or worse, deportation.

There Needs to be Strategy

The aim was to give a maximum number of stations in the U.S. and Japan - given their close proximity - some low band QSOs out of Johnston. But ultimately, KH3 being extremely rare in Europe, special attention was to be devoted to Europe on any band with any propagation. Indeed, propagation was lousy on all bands during the entire week. There were no high band (15/12/10M) openings into Europe. Low band QSO totals were fine, but when conditions peaked briefly into Europe, both short path and long path were often open simultaneously, with echo and flutter making it difficult to sort out multi-path signals.

To sum it up, you can say that, in the absence of propagation, it takes a lot of signal at both ends of the circuit and a lot of persistent effort.

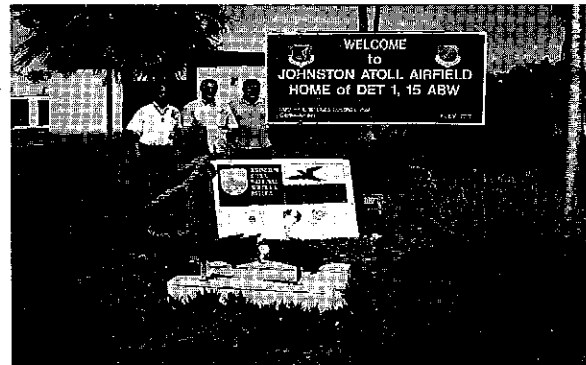
A very precise strategy was drafted – we were after all on the doorsteps of the U.S. and Japan. So this was our chance to put up a decent showing with operators making their way into everyone's log and heart. Three cornerstones were considered:

1. Manage pileups tightly at every signal level from all parts of the world and make it all easy.
2. Have everyone enjoy the show by giving their first QSO in record time with the elusive feeling that he is then free for other life obligations or alternatively wait for more bands. No sweating – no pain.
3. Get the maximum benefit from the practice of operating by numbers so that important, positive learning can be experienced at DX end of the circuit.

Controlled Pileup Vs. Unruly Pileup

“The pileup behaviour is a mirror of the DXpedition operator. There is no such thing as an unruly pileup alone, rather an unruly DXpeditioner that cannot control the crowds”.

In contrast with many DXpeditions, OH2BH has asserted this rule throughout his career as a DXpeditioner. Simply, not all DXpeditioners are skillful operators – they cannot be. They often claim that the pileup is unruly specifically from Europe. Pileup is what the DXpeditioner makes of it. Unclear operating procedure, failure to understand the volumes of each country and loss of tempo and unfair geographical distribution of QSOs are often the easiest ways of generating a messy pileup.



This was proven again; there was no hassle at any time, and those 3000+ Europeans found their way into the AH3D log in marginal propagation conditions.

Relaxed Operating Mode and Orderly Fashion

“The best mode of the waiting pileup is the feeling that one's turn will come in due course in orderly fashion. It is called the DX relaxation mode”.

Pertti, OH2PM comes almost exclusively from the CW ranks and a clear observation is quite obvious - not many people active in the DX hunt do not come from the high speed CW contesting arena. DXers are casual CW operators. If one would take a timer, it would show that for productivity, the most efficient hourly DX rates do not come from high speed telegraphy. Productivity or efficiency comes from clear procedure which accomplishes everything at once with a relaxed feeling. No one need to ask that ultimate question: “Did I work the DXpedition station? Tell me.” Sending at a well paced speed in a highly clear operating mode, specifically on the low bands, keeps everybody on board in a relaxed mood.

Working By Numbers With Precise Knowledge

“Working by numbers can be a satisfying experience to all. – allowing the weaker ones to surface in no time at all, against working no-number Big Guns day-in and day-out”.

There are people who claim this should not be used at all. W3UR took the bull by the horns, running by numbers for many hours. It is an ultimate challenge but it can be done and it should be done. Working low bands, following the sunrise

across the United States, for example, would suggest that you work those at sunrise at a given time. Spending a well defined period of time with each number would allow small stations to surface already at the beginning of the operation. In the case of AH3D, it was those small signals that needed their contact desperately. What is a correct length of time which each number? Only the experienced DXpeditioner will know – it is a moving target and there are no textbooks to spell it out.

So it was six days of hard work, resulting in some 28,000 QSOs and making more than 11,000 individual fellow hams happy. Those used cornerstones were captured nicely by Roy, K4HGX in his letter:

"I have never heard a finer DXpedition. Your signals were excellent, and more importantly, your operators were most professional. I never heard anyone complain about anything, and the traditional QRM'ers were missing which made the operating so much better. That was so much better than "lecturing" them about their operating habits. After 47 years of hamming, if I were going on a DXpedition, I can only think that going with you would make the trip really special." Roy, K4HGX.

Take the Props Down and Go Home

On Monday, February 3, the antennas were taken down, but 10M SSB pileups were run through Tuesday morning using the club's equipment. QSO rates averaged 200 per hour during six days of operating. Two stations were often on at the same time – sometimes three. The operators did not travel halfway round the world to rest, so they had sweet dreams even in uncomfortable positions on the route Johnston-Hawaii-Seattle. Bernie, W3UR stayed in Honolulu to recover. Aloha!

We were heading home via Seattle. The American premiere of the WRTC-2002 video was hosted by the Western Washington DX Club in Seattle. A record number of local DXers and contesters showed up for the occasion on our homecoming. The 60-minute video opened up new perspectives for the assembled audience and the presentation was given a huge round of applause. Martti was presented with the Norma Schultz Memorial Award. Many were wondering who this mysterious lady was and what she had to do with amateur radio? The answer was found later – she had also hit most of the bowls!

It was time to leave the U.S. mainland and head back to the Far North with another operation successfully completed. The curtain closed on another DX performance, leaving the lonely actors again to ask that ultimate question: "Where do we go next?" Being on the DX stage once will make anyone wish to be there time and time again. DXers would return to their daily routines with another DXCC country under their belts on one or more bands.

This was just another DX adventure out in the Far West. In this wonderful world, there are many of its kind, but one finds less often attempts to unravel the mysteries of operating philosophy.

WITH ONE CALL QRV FROM 2 DXCC- ENTITIES AND WORK TWO TIMES DXCC ZK1AXU, JULY 2000

In Western Samoa in 1999 operating as 5WØGD, I was given a wonderful book; "Pacific Travel, Fact File". It had extensive data on the Pacific Islands including accommodations. The xyl and I decided that after activating 3D2(1997), A35 and 5W (1998) and 5W (1999) a nice target for the 2000 holidays could be ZK2.

Going to a travel agent in a nearby village and investigating the possibilities of getting to ZK2 resulted in the question: "Where is that?". It turned out to be a rather risky travel proposition. Bookings were only possible on the basis of "if" and "when". This was later also confirmed by W7TVF/ZK2VF, who said after his DX-pedition to ZK2, that he and his group had waited 4 days in Auckland (ZL) for a plane.

An alternative would be ZK1 and, looking for something special, ZK1/N was an appealing spot. I posted a question on the "dx-list" moderated by KH2D: "What are the islands belonging to the South Cooks and what are the islands of the North Cook group?"

From all over the world I got answers, including an answer by Tom, N4XP. He gave a complete overview of the islands. He was an expert! In my collection of QSLs I found a card of a contact I had with Manihiki Island. The internet gave the information that Manihiki had been partly destroyed by a hurricane. I mailed this info back to Tom. His answer on was: "We can do better. I have contacted Warwick (ZK1WL) on Penrhyn and he is willing to . . ."

I could go to Penrhyn and operate from ZK1/N if I wanted!

So back to the travel agent, and again the same question . . . "Where is that?". However, we soon got it worked out and after some e-mails to the KiiKii-motel on the Northeastern coast of Rarotonga, the Cook Island Telecom Authority and to ZK1WL, the outline of the trip was easily made: Go to Rarotonga, settle in the motel, pay your licence fee, fly to Penrhyn and back, return to the motel and then fly back to Amsterdam.

Some details had to be arranged: try to reserve the call ZK1AXU, get seats on the weekly flight by Air Rarotonga to Penrhyn, including a child seat to allow more than 10 kg of luggage; and try to find some sponsorship.

With the help of Warwick the flight from Rarotonga to Penrhyn (which was pre-paid by ZK1WL) was smoothly arranged ...He was a wonderful host - even



Eyeball QSO with ZK1JD and his antenna farm



Heineken was thought of . . . and it appeared as cargo on our plane into the remote atoll.

Some sponsorship was found: the NCDXF and the GDXF provided some funding; the QSL-shop would partially print the QSLs for free; Chromapix and DX base 2001 licenses were provided for free by the authors; and my 50 MHz friend, Peter, PY5CC, showed his great heart by ordering a 3 el M² 50 MHz beam, which unfortunately never turned up.

On July 1st, my xyl Ria and I left Amsterdam with about 90 kg of luggage. What does one take on such a trip? My Kenwood TS-450S, an ICOM 706 MkII, and an Alinco DX-70; 2 power supplies; 2 laptops; 1 GPA-30 groundplane and 2 meters of aluminium piping (= mast) all cut in pieces to fit in a suitcase, an FD-4 window, 60 meters of coax, tools, 1 cw-straight key, 1 DSP 232 TNC, 1 antenna tuner, tools, soldering iron, spare parts and, last but not least, Dutch coffee! Ria took a load of books.

On July 3rd, at about 06.00 hrs local, after stops in London, Los Angeles (with 1 night rest), and Papeete, an Air New Zealand Boeing 767 delivered us to the 'airport' on Rarotonga. It was nice not to have to change my watch as the time difference from home was -12 hours.

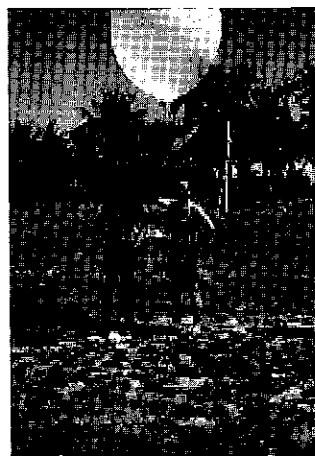
Off to the KiiKii Motel. The location proved to be a perfect one; right on the beach overlooking the Pacific, no other guests interfering with the activity, and continuous power, (240 V).

The first QSO of ZK1AXU was logged at 19.08 GMT. It was AC5TF who answered the CQ on 21 MHz to test the ground-plane. But I did not have my license in hand...

The only licensing person of Cook Telecom had a day off — he would be in 'tomorrow'. Nevertheless I decided to go on the air.

Real activity started at 21.36 GMT. Arnold W2HCW started the first pile up on 28 MHz, which lasted till 23.45 GMT. After 174 QSOs were logged, K6TA asked to QSY to 21 MHz. Here the show continued with another 200 QSOs....Even ZK1/S turned out to be a real wanted DXCC-entity!

On Tuesday, my second day, my S-meter went over the top...40dB over S-9 and several hundred more QSOs. A highlight of the day was when ZK1JD, Jim showed up. He lived only 400 meters away from my temporary QTH! Soon he was having his cup of Dutch coffee and we had a eye-ball QSO discussing my first impressions of operating habits including the QRM-ing, the insults, the whistling and so on, said Jim, "Oh that is not unusual and one of the reasons that I mostly operate on lists."



assisting ZK1WL with the launch of the weather balloon

Although it was not always a pleasure to face the pile ups it gives you a thrill when well known DX-ers like OH2BU politely ask you to give him number 300 in RTTY, or when people ask you where are the Cook Islands?

After 2634 QSOs, PAØWRS was the last station worked for ZK1AXU South's first stage of operations and

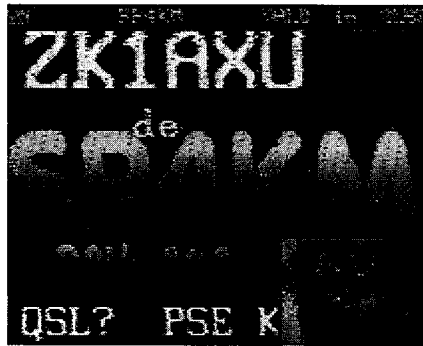
late on Friday afternoon we were packing again and preparing for the four hours flight to Penrhyn.

Air Rarotonga operates on a regular basis the inter-island flights with the Brazilian built Embraer Bandeirantes — an 18 seat, 2 engine plane. After a stop on Aitutaki to refuel, the arrival on Penrhyn on

July 8, at about 22.00 GMT was an event! A good part of the 600 people who live on this tiny atoll showed up on the airstrip to welcome the visitors with prayers, singing and the famous Pacific flowers.

Initially I put up the windom – quite the task in temperatures of over 30°C — but it worked and on July 9th, at 02.53 GMT, Jim, WA6HZY was the first to answer the CQ call on 18 MHz. Soon the pile up grew enormously and at a rate of about 90 QSOs/hour the demand for ZK1/N on 17 meters was satisfied.

It happened to be the weekend of the IARU World Championship and it was almost impossible for a station with just 100 Watts and an omni-directional antenna to survive the QRM. Apart from that, only a few contest stations were beaming to the South Pacific, so I decided to focus on RTTY and WARC that weekend...In the



spare hours Warwick and I put up a 5 element beam for 50 MHz. Unfortunately 6 days monitoring 50110 and a number of known beacons on my 'spare' ICOM IC

706MkiIG resulted in nothing but noise.

That week the disaster that is most feared by DX-peditioners appeared. Hours of noise resulting from solar activity with only a few short openings and very unstable signal strengths...On July 9, I logged 590 QSOs, The following days 455, 290, 485, 270, 275, and the final score was 2831 QSO's. And again the Europeans were the most difficult to find on the bands. USA/West Coasters that have not ZK1/N in their logs either have not been alerted by the DX-clusters or just are not interested.

Although conditions were really bad, only little time was spent on discovering Penrhyn. With Warwick ZK1WL as our guide we crossed the wonderful water of the lagoon, and went out to the blue Pacific for a while. And of course some black pearls had to be bought, as that is what Penrhyn has made really famous.

Between my thoughts about conditions, rudeness towards a DX station and fighting the flies, it is so wonderful to give a former DX-peditioner to Penrhyn a new country in CW (N4XP), or have a RTTY contact

with the grey old man of my local radio club (PAØALO who is 89 years old). A surprise was a QSO with ZK1AND, Andy and his xyl ZK1SCD; they had taken over the South Cook activities.

The hospitality of Warwick, ZK1WL was unsurpassable, and after a week, with regrets, we had to say good-bye to Penrhyn and our fine host.

The deal with Ria, my xyl, was that during the last period of this trip, more emphasis would be on behaving like 'normal tourists'...whatever that would be...So on the Kawasaki 100, the 2 oldies toured Rarotonga, had a look at the waterfall (about 20 meters high); attended an "Island Night" with traditional dancing; and had a look at the Saturday market. A tour of the Rarotonga National Museum took about 30 minutes, and a look around the library revealed the ARRL Handbook for 1989. Of course another eyeball QSO with Jim, ZK1JD and a very pleasant lunch with ZK1AND and ZK1SCH.

And back to Ham Radio — late afternoons it was 20 meters with Europe, and in the evenings it was CW, RTTY or SSTV time while the xyl was asleep....This resulted in nice QSO's with stations such as: 5N3CPR(cw); again PAØALO (RTTY); and SM5EEP and SP4KM (SSTV) — and I will never forget my last SSB-QSO with Walt FOØPT, who told me about his fighting the intruders on the amateur radio bands.

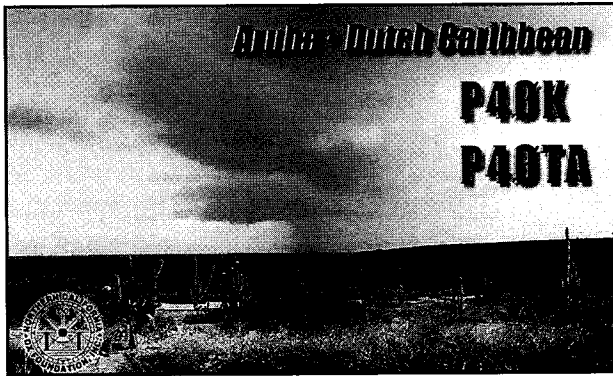
Three weeks operating from 2 DXCC entities using one call was really an experience. Sometimes I was really annoyed about the QRM, which prevented me from finishing QSO's, and people making dupes. After 3D, A3, 5W and ZK1/S and ZK1/N I am already thinking about my next stop in the Pacific – perhaps C2 or T2 or indeed ZK2 if Air Rarotonga proves to have a reliable service Rarotonga-Niue with their new SAAB plane.

However, after 3 trips in a row to the South Pacific I have some observations. Some operators behave as if the traveler should obey them — the DX-station should finish the QSO the way "he" wants to do, unless it is "his" QSO; the DX-station should handle the pile-ups the way "he" wants it, split, by numbers, by country as long as "he" gets his QSO, the DX-station should work the mode "he" needs. What does 'he' forget? Simply that the traveler pays (most) of all his travel, takes his time off and spends money and time on the QSL'ing, even when the single IRC does not cover the costs of 2 cards and the postage.... Sometimes it gets so ridiculous: Andy ZK1AND told me that one night somebody in

the pile-up told him that : "if the DX-station cannot handle the pile up he should go QRT", which he (=Andy) indeed did – working only 30 stations when he might have worked many more. *It is sad when the rudeness of a few poor operators makes hamming so unpleasant that it takes away the opportunities for the many courteous operators who are patiently awaiting their turn.*

Generally speaking I enjoyed all the fine QSOs, they will be remembered as my holiday 2000 experience.

Gerard Dijkers
 e-mail : dijkers@molyvos.net
www.qsl.net/pa3axu



KUWAIT

9K2/KB2DQE

CONFIRMING QSO WITH	DATE			UTC	MHz	RST	MODE 2-WAY	QSL
	DAY	MONTH	YEAR					
								PSE TNX

QSL via:
KB2DQE
 P. O. Box 168
 Utica, NY 13503
 U.S.A.

SFC JAMES RYCRAFT
 27th RAOC
 Camp Virginia, Kuwait
 APO AE 09327

QSLs courtesy of NCDXF & W4MPY

NCDXF VIDEO LIBRARY

By Dick Wilson, K6LRN

In the year and a half I have been responsible for the Foundation's video library, we have been presented with some great videos. Thanks to DL7DF & DL7UFR for a DVD on their trip to 3XY7C-Guinea in 2002, 9V1YC for the VP8GEO-South Georgia 2002, VP8THU-South Thule 2002 and WRTC 2002, to I2MOV and crew for a power point (not Microsoft Power Point) presentation on TX4PG-Marquesas Islands in 2003, to I2UIY for a Power Point presentation on his trips to Niger in 2001 and 2002 and to Bob K4UEE for a highlight video covering some of the Dxpeditions he has been on.

Also available are D68C-Comoros and K5K Kingman Reef 2000. See list at back of newsletter for a complete list or visit the NCDXF's new and improved web site ncdx.org for the latest information. Click on services, then on videos.

IRAQ

YI/N20BM

CONFIRMING QSO WITH	DATE			UTC	MHz	RST	MODE 2-WAY	QSL
	DAY	MONTH	YEAR					
								PSE TNX

QSL via:
Anna Bronson
 713 Riyhad Road
 Fayetteville, NC
 28314 U.S.A.

TRENT BRONSON
 Baghdad, IRAQ

QSLs compliments of NCDXF & W4MPY



VIDEO LENDING LIBRARY

Clubs borrowing materials are responsible for postage in both directions. The amount can be learned from the postage on the package when it comes to you, and is usually about \$3.20. Please give the name of your club, the day of the month you meet, and more than one choice of programs in case there is great demand for the item you want. Please return all material promptly, so it will be available for others. Request should be mailed to: Dick Wilson, K6LRN, P. O. Box 273, Somerset, CA 95684-0273. E-mail to k6lrn@arrl.net

We have the following VHS programs

1. XU1SS (plus BVØYL & BVØJA), (35 mins.).
2. 7J1RL, Expedition of 1976 & 1978, (includes ZK9ZR, Mellish Reef).
3. VK9ZR, Expedition of 1978, (plus Ogasawara, 1978).
5. JF11ST/7J1, Expedition to Okino Torishima of 1979. (25 mins.).
6. Australian travelogue, Climbing Big Ben, Heard Island. (55 mins.).
7. Ham Radio In The South Cook Is., by ZK1CA & ZK1CT. (70 mins.).
8. VR6 by ZL1AMO & ZL1ADI, copy of above slides by Jim Hurt, W Geo College & W4VWA.
10. Revilla Gigedo, XF4DX, of 1987, Produced by WA8MAZ. (15 mins.).
11. North Texas Contest Club, towers and contesters, by K5TCK. (45 mins.).
14. FG/W2QM/FS, French St. Martin, DXing Senior Style - Another wrinkle to DXing.
15. 1984 Laccadive Is. DXped, VU7WCY, plus 1983 VKØHI from TV. (about 60 mins.).
17. HKØTU DXped of 1983, Malpelo. (25 mins. with audio tape translation by KB6MZC).
18. The Ship That Shouldn't Have - VKØJS Heard Is. DXpedition. (90 mins.).
19. The New World Of Amateur Radio. (28 mins.).
20. SØRASD, The Western Sahara Story, 1987, by the Lynx Group. (37 mins.).
21. Auckland Is., 1988, by ZL1AMO, ZL1BQD, N7NG. (60 mins.).
22. Dr. Owen Garriot's first talk to hams about the Space Shuttle.
23. Russian Ham Radio Tour by WA6WDX, Oct. 1986. (45 mins.).
24. 3Y DXpedition, 1987, copy of slides by Jim Hurt, West GA College & W4VWA. (40 mins.).
25. Peter I, 1987, video from JA7ARW.
26. 1979 Spratly Is. DXpedition, by K4SMX, K1MM, VK2BJL, N2OO, N4WW & KP2A.
27. 1988 Mal'jy Vysokij Is., OH2BH, UZ3AU, OH5NZ, UR2AR, OH2RF, UW3AX. (23 mins.).
28. 3W8DX & 3W8CW by HA5WA, HA5PP, HA5BBC, Nov. 1988, Produced by W4BRE.
29. Aruba, P4ØV, CQ WW Test 1988. (12 Mins.).
31. Navassa of 1988, by N2EDF, K2SG, KE4VU, KD2NT, N4GNR, KT2Q & W3GH. (38 mins.).
32. Rhodes, SV5, by N2OO & SVØAA, April 1989. (40 mins.).
33. NØIZ/KH1, Howland Is., 1988, by NØ1Z, 7J3AAB, TR8JLD, VK9NS & VK9NL. (20 mins.).
36. Tuvalu, 1989, by K6EDV & AL1AMO. (27 mins.).
37. Visalia Convention of 1990, recorded by W6NLG. (2 hours).
38. Rotuma, 1988, copy of the slide show bby Jim Hurt, WGC & Henry Owen W4VWA. (73 mins.).
39. XW8CW & XW8DX, 1989, by HA5PP & HA5WA, Produced by W4BRE. (27 mins.).
40. XU8CW & XU8DX, 1990, by HA5PP & HA5WE, Produced by W4BRE. (25 mins.).
41. All China Amateur Radio Direction Finding Competition, plus BY1PK. (32 mins.).
42. ZS8MI, by ZS6PT, partial copy of the slide show. (40 mins.).
43. Jim Smith, A51JS, visits the Bay Area, videotaped by WA6BXY. (80 mins.).
44. R9ZF/NN7A, NN7D & W7YS, August 1989, Lake Teletskoye, Siberia. (30 mins.).
45. VU7, Laccadive Is., 1984. (65 mins.).
46. VU4, Andaman Is., 1987, by Combatore Radio Club. (30 mins.).
47. 3Y5X Expedition, 1989, Video by JF11ST. (In Japanese, good photography, 35 mins.).
48. VR6TC speaks to the Turlock ARC, 1/8/91, VHS by K6IMN. (125 mins.).
49. 1990 World Radiosport Team Championships in Seattle. (25 mins.).
50. ICOM's More Than Radios, The Legacy We Leave To The Young. (25 mins.).
51. T33R-T33T. Banaba, Nov. 1990, SM7PKK, TF3CW & OH1RY. (22 mins.).
52. This Is ATV, by Western Washington AT Society & Seeing Is Believing, by AEA. (47 mins.).
53. New Horizon: South Pacific Adventure, by AA6LF. (55 mins.).
54. YB3ASQ: Indonesian Stations and Sightseeing, by W7TSQ. (25 mins.).
55. XF4L of 1989, by JH4RHF, XE1OH, XE1XA, OH2BH, W6RGG, XE1L, OH2BU & N7NG. (25 mins.).
56. ET2A, by W4IBB, Jack Reeves, May 1991. (12 mins.).
57. ISØXV, by UW3R, et al, July 1990. (35 mins. or a 2 hour version, your choice).
58. Jarvis 1990, from K3NA & KN3T. (35 mins.).
59. 3CØCW, Annobon, 1991, by the Garrotxa Club of Spain. (20 mins.).
60. Araucaria DX Group, Brazil, Contest Station and Operators. (30 mins.).
61. 9L1US, by Dave Heil, K8MN, ed. by Jim Hurt, West GA. College & W4VWA. (45 mins.).
62. Dave Heil, K8MN visits Finland, edited by Jim Hurt & Henry Owen, W4VWA. (35 mins.).
63. Penguin Is., 1990, from a slide show by N7NG, Wayne Mills, produced by MoBre. (15 mins.).
64. PJ9W, 1990, Spirit Of Victory, Radio Team Finland, produced by WA7LNW. (48 mins.).
65. Empire Of The Air: The Men Who Made Radio, recorded by K16YB. (110 mins.).
66. Contest Night Live, by the Kansas City DX Club. (30 mins.).
67. DXing Kansas City Style, by the Kansas City DX Club. (30 mins.).
68. VP8ANT/G3CWI, Adelaide Is., Antarctica. (45 mins.).
69. H44, May 1991, by G3WVG, G3IXT & G3SXW. (12 mins.).
70. VP2EOH, Anguilla Is., by Northern Ohio DXA, 1992. 29 mins.).
71. T32T, Christmas Is., WPX SSB Test, Mar. 1990, narrated by VP2ML & video by JH1LBR.
72. VP8SSI, South Sandwich, 1992. (26 mins.).
73. More About Radios, Zman Productions, (How To Get Started In Amateur Radio). (28 mins.).
74. Navassa Is., Jan. 1992, by WA4DAN, AA4VK, NØTO, KW2P & AA4NC. (25 mins.).
75. Getting Started In DXing, by CQ Communications, Inc.. (52 mins.).
77. Project Irma: The DX Truth-O-Meter, Northern Cal. DX Convention, 1993. (25 mins.).
78. ZL9DX, Auckland Is., by ZL1OK, ZL1AVC, ZL2TPY, JH4RHF & JR4DUW. (28 mins.).
79. CYØDXX, Aug. 1989, Sable Island by the Breton DX Group. (18 mins.).
80. V63-KC6-P29, by KQ1F & K1XM, slide copy by Jim Hurt & Harry Owen, W4VWA. (25 mins.).
81. Desecheo, KP5, 1992/3, with KW2P, NØTG, WA4DAN, WØRJU & AA4VK. (28 mins.).
82. E35X, Eritrea, May 31 - June 10, 1993, by LA6VM, LA1EE, JF11ST, LA9DL & LA7XK. (17 mins.).
83. AH1A, Howland Is., 1993, by ON6TT, WØRLX, K9AJ, WØCP, KØEU, W9IXX, K4UEE, F6EXV & G4LJF. (45mins.).
84. 9G1AA, Ghana, by PA3AWW, PA3FUE, PA3FUE, PA3ERA, PA3DEW & PAØTUK. (55 mins.).
85. 9MØS, Spratly Islands, 1993, N7NG, WA6AUE, OH6DO, JA5DQH, OH1NYP, 9VIYW, 9M2FK, OH2MAK and OH2BH. (30 mins.).
86. Journey to Peter I, 1994. (30 mins.).
87. ZD9SXW, Tristan da Cunha, 1994, by G3SXW. (18 mins.).
88. Last Voice From Kuwait, 9K2DZ. (25 mins.).
89. Mal'jy Vysotskij Island, 4J1FM / 4J1FW, October 1992, by AHØW ex 4J1FM. (43 mins.).
90. 3CØGD, Annobon, 1989 by LA8PV. (20 mins.).
91. IAØKM & HV4NAC. (30 mins.).
92. H44IO, South Pacific DX-pedition, by DL7IO ex DL7VTM. (46 mins.).
93. The Congo, TN4U & TN2M, 1995, by DL7IO ex DL7VTM (40 mins.).
94. 3V8BB, 1994 (17 mins.).
95. Mission to Jordan, The joint Israeli/Jordanian DXpedition, JY74Z, in July '95. (43 mins.).
96. The Kermadecs DX Adventure, ZL8RI - DX AT ITS BEST (30 mins.)
97. World Radiosport Team Championship, 1996 (23 mins.)
98. VKØIR Heard Island 1997, by Peter Casier ON6TT (51 mins.)
99. Bell Lab's video. "Similarities in Wave Behavior" (27 mins.)
100. "Eric Edberg, W6DU Memorial Pacific DXpedition" by WA4FFW
101. Legends of Amateur Radio - W6EA, W6HX & K6OJ - Southern California DX Club (42 mins.)
102. DXpedition to the Sprattlys - 1996 - Slide show on video (30 mins.)
103. H40AA, The Temotu DXpedition - April 1998 - (10 mins.)
104. 3BØRF, Saint Brandon, 1998 by K5KG (38 mins.)
105. ZL9CI, Campbell Island, 1999 by 9V1YC (60 mins.)
106. FOØAAA, Clipperton Island, 2000 by 9V1YC (60 minutes)
107. A52A, Bhutan 2000, Written & Filmed by James Brooks, 9V1YC (60 mins.)
108. XZ0A, Union of Myanmar, 2000 DXpedition, Central Arizona DX Association (35 mins.)
109. Timor Lorosae, K7BV
110. Ham Radio Olympics (WRTC 2000)
111. K5K Kingman Reef 2002
112. D68C Comoros Is.
113. Power Point I2UIY Niger/5U 2001 & 2002
114. VP8THU S. Sandwich 2002
115. VP8GEO S. Georgia 2002
116. WRTC 2002 Finland
117. 3XY7C Guinea 2002
118. K4UEE Top Expeditions

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