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# Club News and Views

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## Editorial

Martyn Phillips, G3RFX

There's a strong Indian flavour to this month's *Digest*. I'm especially grateful to S. Ram Mohan, VU2MYH, and the Indian National Institute of Amateur Radio (NIAR) for permission to publish here his article on the VU4RBI and VU4NRO Andaman Islands DXpedition 2004. Also thanks to Jose Jacob, VU2JOS, for his contribution entitled 'Andamans Calling'. Although these articles overlap in some respects, together they provide us with a fascinating on-the-spot report of operations before and after the tragic tsunami on 26 December 2004.

Christoph, DL5NAM, provides us with a report on the TX9 Chesterfield Island DXpedition. "What's your call – TX9 and?" was a frequent question heard on the air at the time. As Christoph says, "If someone got irritated and asked again for our *complete* call, we'd reply, 'We don't have that much money, so we only could buy a prefix'".

No such problems at VO2/AD5A and VO2/AB5EB doing battle with the pile-ups on... well, Battle Island, NA-044. An Arctic fox puts in an appearance too. No such problems either at XF1K, Baja California Sur 2005, NA-164 and NA-165, although they did have some heavy seas to contend with. It's thanks to IREF for both of these.

You'll find all your regular features in this issue of the *Digest* too – and more besides. John, G4IRN, takes us on a South Pacific cruise with a difference – and Alan, 5B4AHJ (G3PMR), takes us on a brief tour of two fascinating museums in Florence: the Leonardo da Vinci on the one hand and the

Museum of the History of Science on the other. Not typical *Digest* fodder, of course, but interesting reading nevertheless – and both museums well worth a visit. After all, if you take a rig with you to Florence it's unlikely you'll be glued to that all day, doing battle with the pile-ups on 20 SSB.

At the beginning of February Jane and I spent a very enjoyable long weekend in 5B4. On the Sunday we also met up for lunch with members of the Cyprus Amateur Radio Society at an excellent beachside restaurant near Pissouri. The WX was still a little on the changeable side, so we stayed inside. Anyway, thanks to Alf, 5B4AFB, George, 5B4AGC, partners and 5B4 friends for their excellent company.

After which it was back to Limassol for further demonstrations of modern-day urban driving, 5B4-style. For example, at a red traffic light gradually nudging your way forward way over the line – in some cases to half way across the junction itself – while waiting impatiently for the traffic light to change to green. Apparently this is known locally as the 'Cyprus Creep'. I certainly wouldn't like to try this sort of thing in downtown Bristol.

Some ginormous antenna farms there are in Cyprus too, with some ginormous antennas. But that's another story.

73 Martyn, G3RFX

[www.btinternet.com/~g3rfx](http://www.btinternet.com/~g3rfx)

## Chairman's Chat

**John Butcher, G3LAS**

I began my January Chat with a comment on the VU4 expedition which was still in progress at the time, just before Christmas. Since then there have been many words written on that operation, not so much as a DXpedition but as a result of the emergency work carried out by the team in the aftermath of the tragic tsunami disaster. Elsewhere in this Digest you will find an account of the operation. Few can be unaware of how well they performed in that emergency situation and what a tremendous advertisement it was for the hobby of amateur radio. One can only hope that those who were so vocal in criticising their operation before the events of Boxing Day feel suitably chastened and will think twice before being so quick to criticise in future.

Sadly, I fear that the lesson may not have been learned. Only a few days ago in mid-February, I saw comments on the cluster vilifying the efforts of the Peter 1 team. Why? – because they had, at the last minute, been forced to seek alternative transportation to the island and as a result would be a few days late in starting up or might even be forced to cancel altogether. This 'snag' had involved finding, for reasons clearly outside their control, a replacement not only for their charter ship which had suddenly become unavailable, but also for the helicopter which was needed to land them on Peter 1 itself. Somehow these difficulties were seen as the fault of the expedition team. I wonder how the critics would have coped in a foreign country seeking to retrieve a situation like that. As I write there has just been an announcement that the expedition has had to be postponed because the second ship has also let them down. One can only guess the cost to the team, in monetary, convenience and morale terms.

Let's hope they manage to resurrect the project next year.

These stories, and many others, underline the problems of organising expeditions, especially those to the more remote corners of the earth. The costs are often enormous, with the expeditioners contributing large sums of their own as well as being responsible for many thousands of dollars contributed by individuals and organisations world-wide. In addition, the risks to life and limb are often considerable, which is a further responsibility of the team leaders. Of course the participants enjoy the experience – usually – but many more of us have good reason to be grateful to them for the efforts they make so that we can make that brief contact with the much-desired location.

We can support the teams in a variety of ways, not always involving contributions of money. It seems that the Indian licensing and military authorities were influenced to some extent by the many expressions of support for the expedition which they received from amateurs in many countries. Similarly, there is now a major effort being launched in the US to mount a legal challenge to the US Fish and Wildlife Service which has strenuously resisted all recent attempts to gain access to Navassa and Desecheo Islands. US amateurs are being exhorted to lobby their Congressional representatives in support of this initiative.

Elsewhere in the world individuals and groups are waging similar battles for the benefit of us all. The entities known to be involved at the moment include Scarborough Reef, the Lakshadweep Islands and Yemen, as well as Navassa and Desecheo referred to above. An

apparently simpler destination, but one which has escaped activation recently, is Kure Island and it is to be hoped that the team which failed to make it last year will succeed in the not too distant future. We should all remember that sometimes an expedition is the culmination of years of study, negotiation, effort and persistence, and should not be judged simply by whether we, as individuals, think the members of the teams have chosen the right bands to suit us, with the right modes and the right operating technique.

On to other, more domestic matters...

Those of you who follow our website news will know that Simon Pearson, MØCLW, has joined the Committee (subject to confirmation at the AGM) following the resignation of Mark Haynes, MØDXR. Simon has already settled well into the job of picture editor for

the Digest and we are sure that he will bring the energy and viewpoint of youth to our deliberations. I would also like to thank the three other members who offered their services following our 'ad' in the Digest. Please don't think you have escaped for ever. I'm sure there will be ways in future to take you up on your offers of help.

And finally...

You won't have forgotten (how could you?) the CDXC Annual Dinner on 16 April. A mouth-watering menu has been compiled for your taste buds and all details are on the website. Please book early to avoid disappointment. The dining room is not infinitely extendable.

73 es gud DX John, G3LAS

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## President's Patter

### Neville Cheadle, G3NUG

The CDXC Annual Dinner on Saturday, 16 April, will soon be upon us, but bookings to date have been very disappointing. We know that quite a few members have said they will be joining us, but they have not yet booked. If you are planning to come, please e-mail Peter, G3SJX, [peter@g3sjx.freemove.co.uk](mailto:peter@g3sjx.freemove.co.uk), as soon as possible (and do follow up with a deposit!).

We now try and give members as much notice as possible about our social events, but this means making bookings well in advance of the event. Venues inevitably want a substantial deposit to be paid by the club on booking and the club stands to lose a great

deal of money if we have to cancel. Some members will remember that we moved the location of the dinner from the Boxmoor Lodge in Hemel Hempstead to the Pendley Manor Hotel in Tring, Herts, because there was not enough room at Boxmoor. We thought that Tring would be a popular location as it is only about five miles from Hemel and very convenient to the M1 (Junction 8) and the M25 (Junction 20). There is much more room at the Pendley Manor, the dining room is particularly delightful and there is a good size bar and separate lounge. Last year the food and service were very good and a thoroughly enjoyable evening was had by all.

This year Mark, MØDXR, will be talking about the forthcoming Kerguelen Island DXpedition, from which he returns only a few days before the dinner. Peter, G3SJX, will be talking about equipment reviews. Are these new super rigs really that much better, Peter? There will be something to interest everyone, so do come along and enjoy the fun.

David Wilkins, G5HY, of Kenwood UK will be presenting a TS-480HX transceiver to the winner of the Kenwood Challenge. Guess how many separate DXCC countries were worked by all the participants in 2004!

It would be very helpful to have some feedback from members as to why they are not coming to the Dinner. Is it a matter of cost (including accommodation), location, timing etc? We really need to know. With over 650 members I would have thought that around 10% of members would have come to the Dinner. We've had numbers like these at Summer Socials in past years. If members have views, please drop a note to Chairman John, G3LAS, or myself. This would be very helpful indeed. Thanks.

I'm still off the air! This has been a bit of a frustrating time for me, but the 3B9C QSLing has kept me quite busy. Planning applications for two masts went in last week, so fingers crossed. The planning officer visited the site before we applied and seems supportive. The Parish Council are to visit in a few days time.

The 3B9C QSLing has continued apace. We're now receiving only 50 or so letters each week at PO Box 73, so we've broken the back of the directs. Bureau cards are now flowing freely, with around 6 to 7 kg being received every 6 to 8 weeks. We passed 75,000 QSOs confirmed last week and should break the 50% figure any day.

My pet hates are claims that are not in QSO order. Some guys seem to sort their QSOs by band or by mode – and some are in a completely random sequence. This just slows down processing. One guy sent in 32 separate cards - that's such a waste of paper and money. In my view, there's nothing to beat a listing on a single sheet of paper in chronological sequence. One card was received from the US last week with only 'PO Box 73, Church Stretton' as the address. The USPO had written 'Try UK'. Well done USPO! We also received two cards without any callsign - they were of the mass-produced variety. I guess they are lucky to get their QSOs confirmed! The 3B9C QSL manager team has done a great job and StarQSL has worked like a dream.

That's all from me for the moment. I must catch the local postman, who is the Vice-Chairman of the Parish Council. I look forward to meeting many of you at the CDXC Annual Dinner on 16 April. Book now!

73



Neville, G3NUG



**CDXC**  
CHILTERN DX CLUB  
The UK DX Foundation

## New Members

CDXC offers a warm welcome to the following new member:

<b>Call</b>	<b>Name</b>	<b>Location</b>
G4KFT	Malcolm Rothwell	Cheltenham

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## CDXC Annual Dinner 2005

The CDXC Annual Dinner will be held this year on Saturday, 16 April. We will be returning to the Pendley Manor Hotel at Tring in Hertfordshire where we have the use of their large dining room. We would like to encourage as many members as possible to come along together with partners and friends to what promises to be an excellent evening.

**So far bookings have been rather slow - and unless we achieve a minimum number of 50 we will incur extra expense or be forced to cancel the event. So please send in your booking and help make this a most enjoyable occasion.**

### Menu

*Fan of Charantais Melon with Compote of Seasonal Berries*

\*\*\*\*\*

*Breast of Maize Fed Chicken with a Tomato, Mushroom and Bacon Sauce*

*or*

*Sun Dried Tomato and Basil Risotto with Brown Butter Vinaigrette (vegetarian option, no nuts)*

\*\*\*\*\*

*Profiteroles with warm chocolate sauce*

\*\*\*\*\*

*Coffee and Pendley mints*

Following the dinner we have arranged for two talks – Mark Haynes, MØDXR, will show us pictures and talk about this month's FT5X Kerguelen Island DXpedition. Mark is joining the multinational team who hope to make a big impact in reducing the rarity of this most-wanted entity.

Peter Hart, G3SJX, who has been reviewing equipment for 25 years, will also tell us about the various radios he has experienced and what we may expect for the future.

The cost of the Dinner and evening's entertainment is £29.50 per ticket and you will find a booking form enclosed with this Digest which should be returned to Peter Hart, G3SJX..

For those of you who will be travelling some distance, you may wish to stay overnight in the area. The Pendley Manor have rooms available at £55 per person sharing a twin or double, or £100 per person single occupancy. These rates include a Full English Breakfast. Make bookings directly with the Pendley Manor on (01442) 891891, quoting CDXC. Cheaper accommodation is available in the area, eg at the Rose & Crown in Tring, telephone (01442) 824071. Further information is available on the CDXC website.

### **Directions to the Pendley Manor Hotel:**

**From M25:** At Junction 20 take A41 north to Tring exit. Follow A4251 towards Berkhamsted for 200 yards. Turn left into Cow Lane. The hotel is about half a mile on the right.

**From M1 South:** At Junction 6A take M25 West to Junction 20. Then take A41 north to Tring exit. Follow A4251 towards Berkhamsted for 200 yards. Turn left into Cow Lane. The hotel is about half a mile on the right.

**From M10, M1(North):** Leave M1 at Junction 8, follow A414 through Hemel Hempstead to A41 (beware the bi-directional roundabout at the bottom of the hill in Hemel). Take A41 to Tring exit. Follow A4251 towards Berkhamsted for 200 yards. Turn left into Cow Lane. The hotel is about half a mile on the right.

**From Aylesbury, A41:** Take exit to Tring. Follow A4251 towards Berkhamsted for 200 yards. Turn left into Cow Lane. The hotel is about half a mile on the right.

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## **Chiltern DX Club - Aims and Objectives**

To promote HF operating, to encourage excellence, particularly in DX-ing and contest operating, through mutual assistance and by encouraging support of DX-peditions, the issue of achievement awards, or by whatever other means is deemed to be appropriate.

**Membership** Full details are available from the Secretary.

**Subscription** £15.00 for UK members, £20.00 for overseas members (US\$30 or 30 Euros). New members joining between 1 January and 30 June pay 50% of the annual subscription. Subscriptions are due on 1 July of each year, and should be sent to the Treasurer.

**Digest** Published six times per year. Articles for publication should be sent to the Editor by the published deadline. Please note that views expressed in the Digest are not necessarily those of the Editor or of the Committee.

**Website** <http://www.cdxc.org.uk>

# The CDXC LF Challenge 2005

**Please note the change of the month of the Challenge from January to March**

**Aim:** The aim of the competition is to work as many DXCC entities during the month of March 2005. Each DXCC entity is counted ONCE only.

**When:** 0001 UTC, 1 March 2005 to 2359 UTC, 31 March 2005.

**Bands:** Only the 1.8, 3.5 and 7 MHz bands may be used.

**Modes:** No restrictions.

**Logs:** Send a list either by e-mail or post. The list must contain the headings in this order, please.

**DXCC entity, Callsign, Date, Time, Band, Mode.**

**Entries which are not submitted in this format will be disqualified**

QSL cards are not required, but in the event of a dispute the CDXC Committee may request a photocopy or print-out of the applicant's logs.

Logs to be sent to [awards@cdxc.org.uk](mailto:awards@cdxc.org.uk) or by post to Jim Kellaway, G3RTE, 55 Ladbrooke Drive, Potters Bar, Herts EN6 1QW. Logs to be received no later than 30 April.

## **AWARDS – Multi-band.**

1<sup>st</sup> Place – The winner will receive the Penallt Trophy (returnable) plus a small engraved plaque which is retained.

2<sup>nd</sup> Place – The runner-up will receive the Tindle Cup (returnable) plus a small engraved plaque which is retained.

3<sup>rd</sup> Place – For the person in third place a small engraved plaque which is retained.

## **AWARDS – Single Band.**

The leading station on each band (1.8, 3.5 and 7 MHz) will also receive a small engraved plaque which will be retained by the winner.

Entrants who work more than half the Penallt Trophy winner's total will receive a certificate.

# DX an' all that

Don Field, G3XTT    [don@g3xtt.com](mailto:don@g3xtt.com)

Sadly, as you will all be aware by now, the Peter 1 team once again had to abandon its plans to activate that rare spot. This time the team got as far as South America, but there were persistent disappointments with regard to the ship and helicopter and eventually the decision was made to delay until 2006. Galling as this was for the DX world at large, it must have been even more so for the Peter 1 operators, who had expended considerable time, effort and expense, arranged leave from work (not easy for the extended length of time involved), etc. They must be devastated. Let's hope they finally manage to pull it off in 2006 when, although HF conditions may be down, the low bands ought to be to absolutely fantastic.

Talking about band conditions, they really have been all over the place recently. The recent ARRL CW contest weekend was a good example. Just a handful of US stations on 10m on the Saturday, but on the Sunday 10m was open at least as far as W9/Ø, and earlier in the week there had even been an evening opening to W6. And when 10m has been closed, 12m has often been in good shape, with low absorption and strong signals - while on that ARRL contest weekend 15m was wide open to W6/7 with huge signals. At the other end of the spectrum, 160m has benefited from the improved LF conditions, with W6/7 workable regularly and some loud signals from the Caribbean and elsewhere. 40m is also really coming into its own, as it always does at this stage in the sunspot cycle. I have worked US East Coast stations 3 hours before their sunset, and they are still booming in 3 hours after our sunrise. And 30m really is a 24-hour band, particularly if you have a decent antenna.

## A New One?

Just as I was about to sit down to type this piece, news came of another possible 'new one'. Here is the press release:

*On March 1st, 2005, the American Samoa Amateur Radio Association will sponsor an expedition to Swain's Island, a privately owned island which is part of American Samoa and a sufficient distance from Tutuila (where Pago Pago is located) to have made it a counter according to the original DXCC 2000 Criteria. The call will be KH8SI and the QSL manager is VE3HO.*

The island falls into the same category as Chesterfield, Ducie, and the Australes and Marquesas. American Samoa's Amateur Radio Association had applied for membership in the IARU under Article II, paragraph 2 of the IARU Constitution, which states, 'There shall be only one Member-Society representing a country or separate territory'. American Samoa is in fact a separate territory of the United States, and is thus eligible.

*But two events changed the rules. Last year at a meeting of Region 3 of IARU the Association filed an application to join IARU. The Chief Executive Officer of ARRL, K1ZZ, fought to prevent this but finally he withdrew his objection and shook hands with the Association's representative to seal the agreement. But the agreement proved worthless. When the application reached K1ZZ to proceed under IARU Constitution Applications for Membership, he reneged on the agreement, and refused to forward the application to the full IARU, as he was required to do in his function as Secretary of IARU. Instead, he returned the application to*

*Region III, which had already approved American Samoa's application.*

*At nearly the same time the Board of Directors of ARRL changed the DXCC 2000 Criteria to exclude membership in the IARU as part of the criteria for determining a Political Entity. The fundamental reason ASARA is conducting this expedition and is making this release is in order for the full story to be told publicly. When ARRL agreed to admit ASARA as an IARU member and later reneged on that agreement, less than good faith was exhibited. And when the DXCC 2000 rules were changed without prior discussion, this was done only because an American territory wanted their independence from ARRL, even though other territories associated with other countries have previously been approved for IARU membership, thus becoming Parents for new DXCC Entities.*

*And that is the purpose of the trip. We want you to know what happened and who failed to live up to their agreements. If the head of a national radio society cannot be trusted, we in the hobby need to know what happened and, in the case of American members of ARRL who vote for directors, you have a voice. You are communicators.*

*The operators are JA1BK, K1ER/KH6, JR2KDN, F6EXV, N9TK, JH1JGX and W0MY (ex W0RLX)*

<http://www.swains-island.org/>

*See you in the pileup. 73 Kan, JA1BK. First CQ made at four new ones: Marquesas, Austral, Chesterfield and Ducie.*

Heavy stuff! The operation will be history by the time you read this, but no doubt the political ramifications within our hobby will run on for some time.

## **Feedback**

My ramblings last time generated several responses, all supporting the line I had taken. Eric, K3NA, writes:

*“Nice column in this month's CDXC newsletter! I always look forward to reading your stuff - very thought-provoking. And I can hear you speaking from the choice of words on the page, as if you were right here.”*

Roger, G3SXW, responds:

*“Well said, old man - BRAVO - yet again you have expressed the RIGHT feelings and in clear terms. Congrats. On the second day (of 22) of the ZD9SXW operation I was asked on-air 'When Mid-West on 17 metres?' I did manage to keep my temper - but only just! Yes, many folks are too self-centred - bound up in their own little world so they cannot see the wider picture. Columns such as yours are the only way of communicating en masse with our peers, so keep up the good work, old man. But “there's nowt s'strange as folk” - there will always be those whose ears are blocked! We just have to live with them (ignore them!).”*

Doc, ON4IZ, has this to say:

*“Don, I just finished reading your ‘DX an' all that’ and I feel exactly like you. There will always be malcontent people. However, compared to a few decades ago our Western society has become more and more egocentric and many people, including hams, are considering their own (pierced or not) umbilicus (navel, for the lay person) as the true centre of the world. One point you did not mention and which is equally despicable is the deliberate jamming as soon as a DXpedition is spotted on the Cluster. I am not hanging up my key and microphone yet, but I have thought of it.”*

Owen, GØPHY, casts the net a bit wider, picking up on several items in the last Digest:

*“There seems to be a common theme running through much of the CDXC Digest this month regarding the behaviour of the hunters and the hunted so I’ll add my bit.*

*I agree that it is all too easy to have high expectations from DXpeditions and the bigger and longer the DXpedition the higher the anticipation and expectations. Certainly I was disappointed to have only two Qs in the 3B9C log, but two’s better than none. With only a basic set-up of 100W and a dipole cut for 20m, at about 12 ft above ground, I have to be realistic and accept that at this stage of the solar cycle working into the Pacific is not very likely, although I have been pleasantly surprised at what I can work.*

*I’m all too aware that any criticism or complaints about DXpeditions tends to sound like sour grapes, particularly if you don’t work them, or just general moaning. If you have a basic station, you have to do the best you can with what you’ve got. Inevitably there will be ones that get away. These setbacks are all part of life’s rich pattern. One disappointment is usually offset by the next new one worked. Looking back through my log for the last three months or so illustrates this point.*

*One of the most frustrating sessions I’ve had recently was trying to work the TJ expedition on SSB in October on the last Sunday of the expedition. They were a good strength here on 21 MHz, but whether the fact that it coincided with the Worked all Germany event had anything to do with it I can’t say. In the end I gave up trying and took out my frustration by making the Christmas cake!*

*To counterbalance this I was successful in working S9BB, 5T5DY and also ZD7ZA. They were all worked when band conditions were*

*less than ideal. The last two were worked after only two calls. Perhaps there is a paradox here. The worse conditions are, the easier it appears to be to work the DX. Perhaps there are large numbers of DXers who give up if conditions dip a bit, leaving the coast clear for the rest of us.*

*There is only one criticism I would make of a DXpedition operation and that is if they fail to stamp their authority on the pile-ups. I can forgive them working by numbers and coming to the ‘Øs’ just as the band fades out, apparently favouring one part of the globe, but not controlling the pile-ups is a definite no-no.*

*As I write the Peter 1<sup>st</sup> DXpedition has been postponed, further adding to the suspense. I can just imagine the chaos on 14 MHz when they start. However the delay gives me time to finish work on a 40m dipole (I was an SWL at the time of the last DXpedition and heard them in the early hours of the morning on 40m). I don’t know if I stand a chance of working them, but on the positive side in the past nine months I’ve worked the Polish base in the South Shetlands three times and the Ukrainian Antarctic base twice, so the omens are encouraging. Perhaps its not surprising as the signal path is mostly over water to the UK.*

*You quoted Martti (OH2BH) so I’ll finish with another quote: ‘DXpeditions should aim for social responsibility for allowing people to go back to their daily routines in record time with another new one under their belt’. I’m sure we all agree with that.”*

## **Activity**

John, G3LAS, and I were comparing notes about last year’s band activity. I summarised our conclusions in my March RadCom column, so won’t repeat everything here, except to say that around 287 entities appear

to have been active in all, of which John and I worked 275 between us. Several of the missing ones already have activity scheduled for 2005. I also note that I received an e-mail from David Whitaker after the CQ WW Phone contest, which I appear to have ignored to date. My apologies to David for that. He noted that, despite advancing years, he managed 30 hours of listening and his friend Arthur Miller, managed 38 hours. Between them they heard 162 entities over the contest weekend, with 129 on 10m, 123 on 15m, 129 on 20m, 91 on 40m, 71 on 80m and 58 on 160m. I recall that 10m was indeed very lively that weekend and it's hard to believe it was only about four months ago, given that it has been so much quieter recently. But you never know, it may well wake up again for the CQ WPX contest at the end of March – the solstices are always good times for propagation on all bands and these contests do highlight band openings that we might otherwise be unaware of.

À propos of the above, the latest DX Magazine Most Wanted survey is out, with the results available on the magazine's website [<http://www.dxpub.com/>]. Number 2 is VU4 (Andamans), which should move down somewhat following the December operation. The rest of the Top 10 look set to retain their rarity. Crozet (at No.12) and Glorioso (No.14) are both due on in the next few months.

### **Split-frequency Operation**

Both Ian, G3SEK, and Damian, MØBKV, have raised the subject of split-frequency operation with me in recent months. Damian drew my attention to a thread on one of the logging program reflectors where the author of the logging program concerned says that he won't implement support for split-frequency operation because he doesn't believe operating split is a good thing! Well, that's an interesting perspective, though it flies in the face of reality. Anyone working DX on pretty

much any day of the week will encounter split-frequency operation, and may well want to log both the transmit and receive frequencies for future reference. The burning question, of course, is whether split-operation is actually necessary. I also suspect that the discussion confuses split operation and spreading out the callers, two rather different aspects. Reading through some of the reflector comments, the argument seems to be that split operation is over-used and is a crutch for inexperienced DX operators. I rather suspect that those who write these comments haven't operated at the DX end themselves, or they may have a different view! Our advice to FSDXA operators (9MØC, D68C, 3B9C) in the expedition handbook is that we will operate split throughout, except when the pile-ups really start to diminish, or when we are operating in a contest. Let's review some of the arguments:

1. Firstly, why use split operation? It's actually for the benefit of the callers, not the DX, as it allows them to hear the DX station clearly, so they are aware of what is going on, can hear who he has responded to, etc. The result is that the DX station is able to work callers much more quickly. You have only to hear what happens when a weak DX station is covered by incessant callers to realise that the QSO rate can quickly fall to one every few minutes rather than several stations a minute. In an ideal situation, the DX station is on one frequency, the callers on another and the QSO rate maybe six times higher (for sake of argument) than if all were on the same frequency. So the frequency utilisation is three times as high by using split. That's efficient frequency use.
2. What are the downsides? Obviously split-frequency operation is a disadvantage to anyone who has a rig that cannot be operated in this way, but I would contend

that such radios are few and far between nowadays. The bigger counter-argument is that the DX station's receive frequency is no longer available for use by other stations and, in the worst case, he may have selected a receive frequency that was already in use, and be causing QRM to those who are already there. But this is not an argument against split-operation *per se*, but an argument for doing so in a controlled manner. On most days, band occupancy is such that finding a clear frequency on which to receive is not a problem.

3. That's OK then? Yes, but... What often happens in practice is that a DX station listens not on a single receive frequency but over a range, maybe 1-2 up on CW or 5-10 up on SSB. This is a slightly different situation, and is where problems can arise. Why will a DX station do this? In the case of a major DXpedition to a very rare spot, it may well be necessary in the early days because there are so many callers that it is impossible to pick out any one callsign. By spreading out the callers, it becomes easier to do so. Believe me, there are times that this really is necessary, although you may find it hard to envisage if you haven't been at the sharp end of a major pile-up. But operating in this way places a greater responsibility on the DX operator. Finding a range of clear frequencies is much harder than finding a clear spot frequency, and the chances of disrupting an existing QSO become much higher. And listening in this way doesn't always have the desired effect as the callers rarely spread themselves evenly across the listening range. More likely, they will determine the listening pattern of the DX station, and follow it. So, for example, if he listens a little higher after each QSO, the whole pile-up will move a little higher each time. So he might just as well listen on a single frequency, because the number of callers would be

much the same. In any case, there is rarely any excuse for having a spread that is much greater than the examples I mentioned above – those DXpeditions that listen, for example, 10-50 up, should have their operators taken to the nearest cliff-top and pushed off. But that's not an argument against split-operation, rather it's an argument against excessive spreading of the callers, which truly is a crutch for the incompetent DX operator.

4. Contest operation is different. During major contests the bands will be full, and trying to operate split will inevitably cause QRM to other band users. But in practice it shouldn't be necessary anyway. Unless you are mounting your contest operation from Bouvet or North Korea (which would be a mad thing to do, in any case) you are just one of many DX stations in the contest, rather than the only game in town (as can be the case at non-contest times when a DXpedition comes on). The callers should be spread between these DX stations, and you ought to be able to manage co-channel operation without too much difficulty. Having operated contests from places such as GJ, GU, 4U1ITU, XT, 9G, 5U, HC8, 3B9 and D6, I can confirm that this really is the case, and some of those are quite rare.
5. Referring back to point 3. above, our FSDXA DXpedition software (thanks to G3WGV) does indeed log both transmit and receive frequency and we can easily analyse the splits in use at any time during the DXpedition (those operators using too wide a spread are taken to one side and shown the error of their ways!). In practice we find that, early on in the DXpedition, CW splits tend to be across a range of 1-3 up or thereabouts, and SSB splits 5-10 up, but the spread reduces as the DXpedition goes on and, a week or so into the DXpedition, most operators will be

operating split with a single listening frequency, because the number of callers is now much more manageable. By the end, it often becomes possible to revert to co-channel working, an indication that we really are getting to the bottom of the pile-ups.

## **Navassa and Desecheo**

Efforts to activate these two rare ones continue to fall on stony ground. Here's an extract from a recent Press Release:

*“The Lone Star DX Association (LSDXA) has joined the effort to get Navassa (KP1) and Desecheo (KP5) islands back on the air! As the primary DX organisation associated with this effort, the LSDXA will assist in many important ways to achieve our common goal by encouraging Amateur Radio operators to contact their Congressmen to support new legislation to re-open these islands, and to help raise needed funds for court review of the US Fish and Wildlife Service's (FWS) ban of Amateur Radio on these islands.*

*Action continues to be pursued aggressively on multiple fronts. The initial grass roots effort conducted by the DX and Contest community during the summer of 2004 has resulted in legislation being drafted to force the FWS to allow access to KP1 & KP5. As a result your help is immediately needed! Congressman Nick Rahall (D-WV) has introduced HR5361 in the House of Representatives. Congressman Richard Pombo (D-CA) has also signed on, making this a bipartisan effort. It is critical that each and every DXer and interested Contester contact their US Representative now to tell them that this legislation is important to you. With your support, this legislation will be successful and move on to the Senate and ultimately the President to be signed into law.*

*There is another very important date coming up in April. The KP1/5 Team will be travelling to Washington DC to make a presentation on Capitol Hill. The purpose of the presentation is to educate our legislators about the Amateur Radio Service, highlight the importance of Amateur Radio and the vital role it plays in national and worldwide communications, and of course focus on the facts surrounding the Fish and Wildlife Service's unjustified closure of Desecheo and Navassa to Amateur Radio DXers and contesters. The presentation will take place on April 8th in the Longworth House Office Building. Your representative can contact Representative Rahall and Pombo's offices for the exact time and location.*

*News updates, additional information and resources can be found at <http://www.dxer.org>.”*

It seems pretty clear that this is a log-jam which won't clear for some time, maybe several years. Personally, I have both on 9 bands and just need them on RTTY but, as I said last time, that would be an entirely selfish perspective on a situation which is causing great frustration to all those more recent DXers who would love one or both for all-time new ones.

## **And finally...**

Quite a meaty column this time (if the editor manages to find space for it all!). I hope you've found something of interest. And there are some nice expeditions coming up over the next month or two, including FT8X (Kerguelen) with our own MØDXR on the team. Check the DX Calendar for a full listing.

73 Don, G3XTT



## 8<sup>TH</sup> Annual GMDX Convention and Dinner

Saturday, 23 April 2005, at the King Robert Hotel, Stirling

Once again the GMDX Committee is pleased to announce that the above Convention will be held at the King Robert Hotel, Whins of Milton, Stirling, on Saturday, 23 April 2005, starting at 12.30pm. Bar lunches will be available from 11.30am.

The main raffle prize is an FT-817 plus CW filter, carry case and ATAS25 HF Antenna generously donated by Yaesu UK Ltd.

Our provisional programme is:

12:30	Registration and Welcome
13:00	Modern DXpeditioning by Roger, G3SXW
14:00	Ragchew Break
14:30	HF Radios for Successful DXing by Peter, G3SJX
15:45	Coffee/Tea Break
16:15	Kerguelen Island DXpedition by Mark, MØDXR
17:15	Convention wrap-up and Raffle draw Main Prize: an FT-817 donated by Yaesu UK Ltd
19:30	DX Dinner - please book
21:30	Hotel bar

Card checking for DXCC, WAZ and the RSGB award schemes will be available.

The cost of the afternoon's Convention is £7, which includes tea or coffee. The dinner is priced at £17 per person.

Booking your dinner tickets is particularly important as numbers are limited. Booking forms are available from Rob, GM3YTS, e-mail [gm3yts@btinternet.com](mailto:gm3yts@btinternet.com).

The King Robert Hotel has a special rate for Convention delegates. This is £25 per person B & B for a double room and £35 per person B & B for a single room.

If you would like to stay at the hotel please contact them direct and mention that you are attending the GMDX Convention to get the special rates. We suggest you arrange your accommodation as early as possible to avoid disappointment.

The King Robert Hotel telephone number is (01786) 811666. Alternative accommodation is available at the Pirnhall Inn, which is one mile from the Convention hotel. Rates here are £46.95 for a room - and their telephone number is (01786) 811256.

## ***Out and About***

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### **VU4RBI and VU4NRO DXpedition 2004**

**S. Ram Mohan, VU2MYH**

*niarvu4@gmail.com*

Amateur Radio is a hobby turned profession for me. Motivating youngsters to sign up for amateur radio is the specific task assigned to me as Additional Director, National Institute of Amateur Radio (NIAR), Hyderabad. I have had the opportunity of working CW, voice, digital and satellite modes of operation since I became a ham 18 years ago. This knowledge came in handy for our DXpedition operation.

I belong to a family where amateur radio has become a tradition. More than 39 members of my family and extended family are radio amateurs. I am fortunate to be the son of the man who started it all, Mr S. Suri, VU2MY, the Founder & Chairman, National Institute of Amateur Radio, Hyderabad.

Many in India have the skill and enthusiasm to meet any challenges in amateur radio, but conducting a successful DXpedition certainly needs special skills. This I realised after being part of the 2004 VU4 DXpedition team.

Over the years amateur radio enthusiasts in India have made several unsuccessful appeals to the government of India seeking permission for a DXpedition to the Andaman and Nicobar Islands. I remember at least five appeals from our organisation in the last 10 years that did not attract favourable attention from the authorities. The last recorded DXpedition activity by NIAR ham members was VU7APR/VU7NRO in 1989. Even I had the permission to operate, but could not join as it was my first year of university study for a degree in engineering.

During the 1987 VU4 DXpedition, Mrs Bharathi, VU2RBI, achieved rare distinction for her work by logging nearly 50% of the contacts registered in that DXpedition in which more than 20 ham operators took part. She was the only person in our team to have known the formula for a successful DXpedition.

I remember it very well: all our earlier appeals would be a huge bundle of paper with a detailed list of more than 30 operators for the DXpedition activity. Bharathi made a very small team this time with only her family members and put Sarath and myself on the list. Along with Mr Suri she personally met the officials of all the relevant ministries with the backup of NIAR and managed to convince them. She and Suri then hit the right chords this time as her application started moving favourably in all places.

A beginning was made. The official intimation was given on 19 November 2004. It was a very short letter saying that the DXpedition to the Andaman and Nicobar Islands had been approved from 3 - 31 December 2004 with five operators - namely Mrs Bharathi, VU2RBI (as team leader), Mr D.N. Prasad, VU2DBP, Mr D.Varun Sastry, VU3DVS, Mr R.Sarath Babu, VU3RSB, and myself Mr S.Ram Mohan, VU2MYH.

This news came as a pleasant surprise and also a great shock. We were happy at such a positive and overwhelming response from the authorities, but given just two weeks to

prepare was a nightmare. We never expected that we would reach Port Blair in time for launching the DXpedition on 3 December.

A VU4 DXpedition was listed as 'most wanted' by DX lovers and there were huge expectations and comparisons being made with some of the successful DXpeditions conducted recently. We took up the challenge and held a series of meetings for planning logistics, equipment, antennas and raising the funds required for the DXpedition. There was not enough time for making elaborate arrangements. We at NIAR are in complete readiness with disaster communication kits packed in suitcases ready for use with HF, VHF equipment and antennas. We brought down a 4-element triband beam for 20, 15 and 10m. We were certainly not ready with the right kind of antennas for a DXpedition and packed it along with Hi-gain vertical for 40, 20, 15 and 10m. We managed to pack at least one antenna for each band.

The equipment support provided by the Indian government's Department of Information Technology for a project establishing ten amateur radio centres in various parts of the country came in handy for this DXpedition and later for providing earthquake/tsunami disaster communications.

Local equipment suppliers were contacted for the purchase of beam antennas, but they were not ready to supply at such short notice. We were fortunate that the German DX Foundation came forward and shipped antennas that arrived in Port Blair around 15 December.

Bharathi and her family arrived in Port Blair by air and established their setup by 1 December. Sarath and Myself travelled by train and sea, a journey that took five days - reaching Port Blair 12 hours before the launch of the VU4 Dxpediton. 'Time' was the only eternal, essential requirement that we never had in our control. It always moved ahead of

us. Everything else was managed to perfection.

Every member of our team worked as a single unit, willing to make personal sacrifices, but some locations were not suitable for long hours of operation. We worked our schedules well to be on the band for most parts of the day and night. TVI was a common complaint from the neighbours. Transmissions were not possible from 7 to 10pm in the evening at one location. We were informed that Sarath's voice was heard in all the telephones at the Polytechnic College, but they were very cooperative and never made this subject an issue.

As the days passed we spent most of the time on the bands. The only other time the team would meet was either for lunch or dinner. Bharathi seldom joined us, even if she called the group meeting. There were hardly five or six instances when Bharathi actually walked out of her room during the 23 days of the operation. Every member of the group except Bharathi joined us at the airport to send off Mr Prasad, VU2DBP, Mr Varun, VU3DVS, and Mahati (Barathi's husband, son and daughter). We were amazed at such dedication.

Mr Suri, VU2MY, joined us later, giving us an opportunity to create an awareness of amateur radio in these islands. The local print media also covered the DXpedition activity. Charlie, K4VUD, and Henry, SMØJHF, came to the islands to take photographs and also appreciated our efforts. We were reassured by their presence and support.

We were pleasantly surprised at the number of contacts made on PSK and SSTV. The group logged more than 30,000 contacts before the VU4 DXpedition came to a premature end due to the earthquake/tsunami. It was a difficult but nevertheless conscious decision to stop our DXpedition activity. Whenever we get the opportunity we would like to go back to the islands - to complete an unfinished task.

We hope to once again activate VU4 soon and complete the unfinished task from these islands. We are also planning a VU7 DXpedition.

I would like to take this opportunity to thank all those hams who have sent their contributions – in particular the DERA, the NCDX foundation, the International DX Association, the German DX foundation, the Danish DX Group, the GMDX Group, the Swiss DX group, the EU DX Club, the Chiltern DX Club (CDXC), Charles Harpole, K4VUD, Dr Markus Dornach, DL9RCF, Mr Bob Rylatt, G3VXJ, Mr Gerald J. Chouinard, K5YAA, Mr Frank, DL4KQ, Mr Lester, ZL4PO, the NZDXF, Mr Austin Condon,

VK5WO, Mr Fernando Fernandez Martin, EA8AK, Member of the EU Parliament - and several others. Your support ensured our stay in Port Blair beyond 15 December and made our VU4 2004 DXpedition a successful activity.

My special thanks to Frank, DL4KQ, who provided us with very good antennas (SteppIR and Cushcraft A3WS, A103) shipped all the way from the USA.

I may have forgotten to mention many others, but this is unintentional. We thank every individual for his or her valuable contribution in support of amateur radio activity.

#### **Extracts from an e-mail received from VU2MYH on 15 February 2005**

We thank you [CDXC] on behalf of the entire team and on my personal behalf for making contributions to the success of the VU4 Dxpediton 2004. [*CDXC donated £200. Ed.*]

I am happy to inform you that the draft of the QSL card has been prepared and the CDXC logo has been incorporated in it. The final print is likely in the last week of February 2005 and the despatch of QSL cards is scheduled for the first week of March.

We have received over 1,800 envelopes for the VU4 Dxpediton, which account for over 5,000 contacts.

We are putting our best efforts to make sure everything runs according to plan and schedule.

Once again, thank you very much for your kind support.

Regards

Mohan, VU2MYH

## Andamans Calling

Jose Jacob, VU2JOS

*niarindia@hotmail.com*

The Andaman and Nicobar Islands are a Union Territory of India located about 1,200 kms away to the east of the Indian mainland. They are spread over an area of more than 800 kms in the Bay of Bengal. Out of the 572 islands, only 36 are inhabited. It was a top tourist destination until the recent earthquake/tsunami there. There are several aboriginal tribes on some of the islands and some of them have no contact with other human civilisations. They have their own languages and cultures. The capital is Port Blair. It was used by the British as a penal settlement for the Indian freedom fighters from 1858. Later criminals from the mainland were also sent there. Lots of people presently there are their descendants. During World War II it was occupied by the Japanese from March 24, 1942 to October 6, 1945. After Indian independence on August 15, 1947, people from various parts of India began to settle there and it is mini-India there now. Hindi is the common language. Other languages like Bengali, Telugu, Tamil, Malayalam, Nicobarese and English are the other languages spoken there. From the mainland one can reach the islands by air in about two hours, whereas by sea it takes over two days. Entry to the different islands is restricted by the Government of India.

These islands count as a separate country for amateur radio operators and the prefix VU4 is used. For various reasons the Government of India has been reluctant to give permission for amateur radio operators to operate from there. Occasionally permission is given, but only for DXpeditions. The last one to these islands was by the National Institute of Amateur Radio (NIAR) in 1987, of which I was also a team member. Since then there has been no major

amateur radio activity and VU4 has become one of the most sought-after radio countries in the world. After a lot of effort by Mr S. Suri, VU2MY, the Chairman and Director of NIAR, and Mrs Bharathi Prasad, VU2RBI, the Government of India gave permission for a team of five members to operate from the Andamans from 3 to 31 December 2004, ie after a gap of 17 long years. They started their operations as per schedule with Mrs Bharathi Prasad, VU2RBI, as the team leader, much to the delight of all radio amateurs worldwide. The call signs of the DXpedition stations were VU4RBI and VU4NRO and the other team members were Mr Prasad, VU2DBP, Mr Varun, VU3DVS, Mr Mohan, VU2MYH, and Mr Sarat, VU3RSB.

Although I was not a member of the operating team this time, I was sent there by NIAR and joined the team on 15 December 2004 in Port Blair for logistic support. I had carried with me a Steppir Yagi Antenna donated by German hams. We installed this antenna and several others and also modified different other antennas. Mr Ramu, VU2DVO, and SWL Prashnath were also in the team for logistic support from the beginning. When the DXpedition was in full swing, the severe earthquake and tsunami which badly affected the island group turned it into an emergency communications system.

On the morning of 26 December 2004 I was seriously monitoring the radio at our rented house in Port Blair, which was on the ground floor, when Ramu, VU2DVO, who was nearby, suddenly told us that something was wrong. We saw that there was a new crack on the wall next to us and the ground started shaking and the power went off. We

understood that it was an earthquake and both of us ran out to safety into the road outside, but we were shivering in the earthquake. Everybody from the nearby houses also ran out and there was lot of commotion. Our rented house and those nearby were intact.

When the earthquake was over I immediately took out an Icom IC-T90A walkie-talkie which had a general coverage receiver and tuned to the local radio station, AIR Port Blair, which shortly gave out information about the earthquake. I also monitored the local TV station's audio on VHF Channels 8 and 10. AIR and TV were operating on generators by then. Although I tried to get our other team members on VHF 2m, I had no luck.

We were worried about our other team members and so first proceeded to the Government Polytechnic which was close by and was happy to see Mr Sarat, VU3RSB, stationed there coming to us. He had been operating ham radio on the 3<sup>rd</sup> floor of the Boys Hostel when he noticed his bed and rigs etc. moving, so he immediately rushed downstairs to safety. That building was later declared unfit and all the inmates were prohibited from even entering it.

Next we proceeded to the Government Circuit House, where our other colleagues Mr Mohan, VU2MYH, and SWL Prashanth were residing. We had to go through the beach area and saw a lot of water and damage there – and a lot of people moving to safer areas. Mr Sarat, who had taken the digital camera along with him, was able to take a lot of pictures and videos.

We were relieved that all of us - including our team leader Mrs Bharathi, VU4RBI, who was on the 5<sup>th</sup> floor of the Hotel Sinclair - were OK. She had also been operating the radio and had rushed downstairs to safety. Another visitor friend of ours, Mr Charles, K4VUD/VU3CHE/HSØZCW, who was also on the 5<sup>th</sup> floor, was also safe. All our

equipment and antennas were OK, but there was no power and the telephones were down. Later the hotel people switched on the generators and the yagi antenna was turned to the west - towards mainland India - and VU2RBI was instantly in touch with many Indian and other stations. Shortly we came to know that it was a major earthquake with tsunami and other major damage with lot of people dead or missing elsewhere. The expedition was stopped and we turned to emergency communications mode. As it was not safe to operate from the 5<sup>th</sup> floor of the hotel, we set up a shack on the lawn of the hotel with an Icom mobile antenna and contacted various stations. The army officials supplied standby batteries for our station. The first welfare messages were for the hotel staff, which were conveyed to their relatives on the mainland. Mrs Bharathi contacted the top government officials and we put up a station at the Deputy Commissioner's Office.

Although the capital, Port Blair, was not much affected, it had no power and the telephones were disrupted in many areas. Most of the shops were closed and there was flooding in many low-lying areas. As the water pipes were damaged, there was shortage of water. In the local hotels they were supplying food only as parcels as there was no water to clean the plates. The runway of the airport was slightly damaged and so big planes could not land there. Many jetties were also damaged. After the main earthquake, several other strong aftershocks were observed and everyone including us slept outside for many days. Being the end of the year, lots of tourists were on the island, but most of them left for the mainland on the many special flights which operated in the days soon after the earthquake. Most of those who were planning to come for holidays of course cancelled their trips. The only people still coming in were the press / media and the relief teams.

As there was an urgent requirement for communications from the outlying Car

Nicobar Island, which was badly affected, Mr Mohan, VU2MYH, and Mr Ramu, VU2DVO, were airlifted to there on 28 December 2004 and provided a vital link to the capital, Port Blair, and to the mainland. They also set up a link to the Deputy Commissioner's office.

I operated from Deputy Commissioner's Office in Port Blair on 30 and 31 December 2004 after the Ministry of Communications, Government of India, gave blanket permission for radio amateurs to provide emergency communications from the Andamans. VU4, which had been closed to hams for such a long time, was now open for anyone with an Indian licence!

On 1 January 2005 I was sent by ship along with students and a staff member of the Dr B.R. Ambedkar Government Polytechnic to Little Andaman, which was badly affected. At short notice I purchased some essential items such as torch, spare batteries, candles, matchboxes, some snacks and mineral water - all of which were very useful for my trip. Our ship, the M.V. Pilokunji, had taken emergency supplies and a team of Central Industrial Security Force (CISF) personnel along with other passengers and relief workers. A BBC team which tried to travel on this ship was prohibited by the officials and had to disembark. The sea was rough and water was splashing on to the deck. The relief material and our equipment were covered in tarpaulins with had the ICRC (International Committee of the Red Cross) emblem.

Our ship reached Hut Bay in Little Andaman at low tide and could not enter the port as it was damaged. So we had to wait for high tide, when some passengers disembarked onto the makeshift landing beach. I was supposed to disembark at Ram Krishna Pur, which is about 20 kms away, but due to bad weather the ship could not disembark passengers there and it returned to Hut Bay once again and all of us got off there.

The sight which welcomed us at Hut Bay was horrible. There was complete destruction to be seen everywhere. The sea had washed about 3 kms on to the shore and damaged everything there. The port and the main bazaar areas bore the brunt of the earth quake/tsunami. Only the very few strong concrete buildings had been able to withstand the waves. Hut Bay, which had been a sought after tourist destination before the earthquake / tsunami, was a ghost town now. Most of the inhabitants had been evacuated to Port Blair or the mainland. Others had sought refuge in the relief camps set up far away near the forests. Among other things I could see the damaged Doordarshan TV transmitter building, but the TV tower and antennas seemed to be intact.

The trip to my destination, Ram Krishna Pur, was by a tractor trolley which carried some relief material. The original 16 km road was severely damaged and so we had to take a roundabout route which was about twice the original distance through a mud road in the dense forest. After a few hours' trip it became evening and very dark. The tractor did not have any lights and the driver decided to call it a day at a clearing in the forest. There were six passengers and they made a fire and slept outside in the open. However, I took rest in the trolley alone. Sunrise and sunset is very early on the islands as they follow the Indian Standard Time calculated for mainland India, but are located much further to the east than the mainland. Early in the morning our tractor set off again. We had to get off in several places where the road was very steep. There were also some springs across the road. On our way we also passed through some oil palm plantations. We could see the severe destruction at Butler's Bay, Netaji Nagar etc. In the morning we reached Ram Krishna Pur and put up our station at the Senior Secondary School there.

We put up dipole antennas for 20 and 40m using big bamboos. As there was no power, we used the generator and batteries which we

had taken. We had also taken solar panels for recharging the batteries. My trip, which was expected to take about only eight hours, ultimately took two days due to the various reasons cited above. My colleagues had also started worrying about me and so it was nice to be on band again contacting all of them. We mostly contacted on 7.095 and 14.190 MHz. The equipment I had was a brand new Icom 706 MKIIG just purchased by the NIAR under the Department of Information Technology Project of the Government of India. It withstood all the stress. Reception was excellent as there were no other electrical sources for over a hundred miles or so. There was a relief camp in the school grounds accommodating about 2,500 people. This included about 50 of the local tribal people, the Onges, who look like Negroes. The entire population of this tribe is only about 100. In Ram Krishna Pur and other areas I saw red flags put on top of some houses in which people were still living. This, I was told, was for attracting air dropping of material by helicopters etc.

Even though I had arrived a week after the earthquake, no communication facilities had been restored there. As soon as the news about us reached the people, they gathered in large numbers to pass on welfare messages to their loved ones in Port Blair and many other areas on the mainland. The local volunteers helped us to manage the crowds. Several official messages were also passed. Relief material was brought to this place by Indian Air Force helicopter and some officials also visited by a helicopter which landed in the school grounds. On seeing the helicopter, lots of people used to gather around it.

Besides 'tsunami', I also learned a new word, 'jadka', which means tremor. Whenever a jadka came, and that was a couple of times daily, the women folk in the relief camps would make a systematic yelling call as a warning to all. We all would rush out to safety then.

Our messages to Port Blair were handled by Mr Ram, VU2LIC, Mr Sarat, VU3RSB, and Mr Sushil, VU2LFA, who had been operating from different places there such as the Deputy Commissioner's Office, the Andaman Public Works Department Office, Government Polytechnic etc. Most of the people were Bengalis and so lots of messages were sent through Kolkata hams like Mr Horrey, VU2HFR, Mr Aashish, VU2GMT, Mr Deepak, VU2DPM, etc. Messages to CISF personnel etc. from Chennai were passed on by Mr Kumar, VU2BGS, and Mr Madhavan, VU2MU/GHX. Mr Pradeep, VU2PEB, from Kerala was always there on frequency to relay our messages. He in fact took leave from his office exclusively for this purpose. Messages for Andhra Pradesh were handled by Mrs Jaya VU2NRO/JMA from NIAR HQ station and Mrs Nirmala, VU2MYN. Mrs Bharathi, VU2RBI, Mr Sandeep, VU2NCT/MUE, and Mr Sunil VU2UKR from Delhi, Ms Sindhu, VU3CYL, from Kerala, Mr Miku, VU2WAP, from Bangalore, Mr Nilesh, VU2NLF, from Mumbai Secretariat (Mantryalaya). Mr Charles, HSØZCW, from Thailand and many others also helped us handle the emergency messages. From my station in Ram Krishna Pur, in the three days I was there, I sent about 500 messages and received about 100 enquires about the welfare of people, most of which I was able to reply to.

After three days we had a meeting with the Assistant Commissioner, Mr Gobind Ram, who praised our services, but asked us to go to Hut Bay where our services were required more. We travelled by a jeep this time through the same forest route, but during the daytime. We had to get off at several places and even push the jeep as it could not proceed properly due to the rough terrain.

On 1 January 2005 other members of the NIAR team reached Port Blair from Hyderabad. Of these Mr Sathya, VU2DSV, and Mr Chitanya, VU3MCK, were sent to Car Nicobar. Another team from the Gujarat

Institute of Amateur Radio operated from Campbell Bay and the Teressa Islands.

At Hut Bay we put up the station on 6 January 2004 in the Technical Vocational Education Training Centre known popularly as the Video Conference Center, which was very close to the sea. It is run by the Dr B.R. Ambedkar Government Polytechnic, Port Blair. Although its equipment had been damaged in the tsunami, replacements were brought by the students in the same ship in which we came. The dish antenna was intact. They were also using a generator and could provide video conferencing through the INSAT 3E Satellite to Port Blair (Polytechnic and Secretariat) and Campbell Bay (TX: 6.855 MHz, RX: 4.630 MHz). They also passed lot of welfare messages to Port Blair from where messages were cleared through telephone lines locally and to various parts of India. Normally this video conference system is used in some islands of the Andamans for educational and official purposes, but the systems on the other islands had been damaged in the tsunami.

Upon request from the officials, the next day I shifted the station to the Andaman P.W.D. Guest House which was about half a kilometre away from the Video Conference Center. I was the only 'guest' there. Although the guest house was full of debris, they cleared one room for me. No food or other services were available there. As it was a deserted place I stayed there only during the daytime and went back to the Video Conference Center to spend the night. In Hut Bay there was a shortage of water and drinking water was supplied by a lone fire engine. The VHF ship-to-shore communication facility was restored at Hut Bay on the ninth day after the tsunami. The water supply was restored there on the eleventh day, while street lights were on for some hours from the thirteenth day. The local electricity board had brought two new big generators from Port Blair to replace the damaged ones. There were no shops or any type of commercial activity at Hut Bay. There

was no value for money there! Some people were trying their luck with a barter system near the relief camps. Some local people used to come in the daytime and salvage their homes and return to the relief camps in the evenings. There were only relief and some essential staff in the area like the police, home guard, fire brigade etc. Several herds of cows who had escaped the calamity were seen searching for water and food. In some places the smell was too much and we had to use masks. On Little Andaman I noticed that a lot of places have no names and they refer the place as so many kilometres from Hut Bay, eg "16 km, Hut Bay" etc.! During my stay there we had nice tropical warm weather.

Although I was in an isolated place, I was in regular touch with my wife, VU3LMS, and father, VU2ACN, through amateur radio. For food, I managed mostly on pastries. I also took food from my companion's (Mr Deb Prasad) house which was close to my shack but was which also damaged in Ram Krishna Pur - and even from the local police station and the camp of the Maharashtra Home Guard while at Hut Bay. When mineral water was not available, we used water purified by using Halazone tablets ourselves.

I noticed that radio was very popular there. All India Radio - Port Blair had cancelled their normal programmes and was going live with telephone calls about missing persons and other information. They were using medium wave (684 kHz, 100 KW), short wave (4.760 / 7.115 kHz, 10 KW) and FM (100.9 MHz, 10 KW). They also give lots of details of ship journeys to the various islands. By the way, just a couple of days before the earthquake, a lecture on amateur radio had been given to the officials of All India Radio and Doordarshan TV by Mr S. Suri, VU2MY, and Mr Charles, K4VUD/VU3CHE/HSØZCW. Other demonstrations had also been given by them to college students at the Science Centre, Port Blair, and the local media had covered it. Mr

Suri and Mr Ram Mohan were also interviewed by AIR.

On 9 January 2005 I got instructions to wind up my station, which I did after reporting to Mr Anindo Majumdar, Special Relief Commissioner. Some satellite phones had also arrived by then and the police radio was also working.

The return trip was also by the same ship, but it was full of passengers. It started at 11.00 am on 10 January 2005 and we reached Port Blair at about 11.00 pm. The sea was still very rough. The next day we left Port Blair in an air force cargo plane along with some defence personnel and local people who were being evacuated and reached Tambaram Air Force station, Chennai. It was nice and lucky to be back home in one piece at NIAR in

Hyderabad on 12 January 2005 after one month of ham radio adventure. Once again now it has been proved that when all other communications fail, Ham Radio and NIAR 'Helps All Mankind'.

Jose Jacob, VU2JOS

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## TX9, Chesterfield Islands 2004

**Christoph Sauvageot, DL5NAM**

*christoph.sauvageot@siemens.com*

Where do we go next? That is the question every time we come back from a DXpedition. This time we kept an eye on the Chesterfield Islands under the leadership of Hawa, DK9KX. We put together a strong team made up of Hawa, DK9KX; Dieter, DJ9ON; Dieter, DL3KDV; Jan, DJ8NK; Hans, DL6JGN; Heye, DJ9RR and Chris, DL5NAM and the date was planned for March 2004.

However, due to various circumstances, the schedule had to be postponed. In fact we were lucky - in March 2004 a vast typhoon swept over the Chesterfields and caused considerable damage on different islands in the region.

What does one actually need to carry out a radio operation from an uninhabited island?

Certainly a radio and antennas! But somehow several other things are necessary. So check lists were set up, the Internet was searched for information on previous DXpeditions and contacts with other OMs worldwide were established.

At the end our equipment list was a very long one indeed. The smallest part was the actual radio equipment - 10 antennas, 3 antenna masts, 7 radios and 7 notebooks. Additionally two generators plus a spare one, over 500 liters of gasoline, 1,000 liters of drinking water, groceries and fruit, meals, several tents for the shack and for sleeping, chairs and tables, sleeping bags. The island is uninhabited - so a long way to go to the nearest hardware store!

We also needed organisational support on the spot. Not everything could be shipped from Germany. We got into touch with Kan, JA1BK. Kan had activated the Chesterfields before and was able to give us valuable support in the way of material and information. We also had another contact – Eric, FK8GM. Eric was exactly the sort of person we were looking for, an OM who lives in FK8 and who is an active ham radio operator. Moreover, Eric was already on the Chesterfields and knew the ‘game’. We got into contact with Eric and soon learned that there is ham spirit in FK8 too. There was no problem that Eric was not able to solve for us.

Leaving only the transfer problem from FK8 to FK/C. How large a boat would we need to transport seven operators and about 2.5 tons of material over a sea distance of some 800 km? After many enquiries we found a boat in Noumea which was easily able to transfer us and our equipment – a catamaran, 20m long with 11 sleeping bunks and enough room for our freight. After initial inquiries about the prices we got the impression the skipper wanted to *sell* us his boat. But it turned out that there was no alternative for us but to charter this boat for 15 days including a crew of four men.

We started our trip on 7 October 2004 at Düsseldorf airport, Germany, with 12 pieces of baggage (220 kg) and everyone had another 20 kgs of hand luggage. This made a total of 360 kgs. More than 100 kgs of antenna equipment had already been shipped to FK8 via air cargo, one kilo costing 14 Euros one-way!

From Düsseldorf we first went to Paris. We arrived late, as usual with a delay, and had a long way to the other terminal. And what happened - the terminal was closed because of a bomb alert. So things got really hectic. Our connecting flight to Osaka was due to leave shortly. But no way! The 1300 flight had been cancelled due to a typhoon over Japan.

Strangely, the 1700 flight departed, but without us! One can see how quickly a typhoon can pass by. Tough negotiations with Air France began and we finally got vouchers for an overnight stay in a hotel in the vicinity. An entire day lost.

On the following day we flew to Tokyo and not, as originally planned, to Osaka. After our arrival at 6 am we had to get through the day somehow because our flight to FK8 wasn't leaving until 9 pm. Thank God everything else went well after all and we arrived in Noumea on the Monday morning. But one piece of the luggage was missing! The suitcase with the ACOM 1000 amplifier! The next plane from Japan would be arriving in two days' time. So we couldn't count on this one.

Our skipper was already waiting for us at the airport with several vehicles for our equipment to bring it straight to the harbour. Now we saw our boat close up for the first time. 20m long, 9m wide and with a mast 26m high.

Immediately we split up our crew into different groups to sort out missing material - steel stakes for the tents, a hammer, groceries and beer. In the meantime Eric arrived with a trailer full of material. Everything was packed on the ship and we were ready to go. Thanks to Eric's very good organisation and energetic support, we caught up the lost time again and started off towards the Chesterfields on the same day, the Monday, at around 3:30 pm.

The weather was with us and we had strong tailwinds. So we were able to proceed at 15 to 20 knots the whole way. Unfortunately, due to the fast trip there were some problems with seasickness. But it was all part of the experience.

We reached the Chesterfield Islands in the morning after a 2½-day voyage. Now the difficult part of the DXpedition began. Everything was loaded onto the boat and now

had to be packed into the zodiac and transported to the middle of the island - more than 30 trips in all in light surf. For the first time we now saw the pile of equipment we had brought with us.

The island itself was some 400m long, 30m wide and 3 to 4 m high. At each tip of the island a tent for the shack had to be erected. We wanted to be able to be on SSB and CW simultaneously on the same band. Whatever was left in the middle of the island had to be identified and carried to the right side of the island. More easily said than done. The only way to walk was along the beach in the coarse coral sand. On the island itself there were thousands of birds who welcomed us noisily. As soon as anybody approached them they soared up into the air. Everywhere there were birds hatching their eggs - or little chicks. So we had to move very carefully. We didn't want to leave behind any traces. Guess what it smelt like on the island!

According to our timetable we had planned to have at least the station tents and one antenna each set up before nightfall. Endless walks followed in the steaming heat until all the equipment had been distributed and the tents were standing. All the crew members continued to need more and more water. This all went in, but nothing came 'out' - except for the sweat.

We finally got on the air in the evening after carrying the heavy generators - each needing four men - to their respective locations. Immediately the next set of problems began: "What's your call - TX9 and?". Yet thanks to the worldwide DX spotting networks, the news got round that our callsign was simply TX9. If someone got irritated and nevertheless asked again about our *complete* call, we'd reply: "We don't have that much money, so we only could buy a prefix".

We quickly got into a daily routine: operating, some sleep and operating again. In

the mornings, at noon and in the evenings we were provided with warm-ish meals by the Zodiac from the ship. Pasta with sauce, sauce with pasta; in between there was also some rice with sauce, so there was some variation!

And if you think that birds sleep at night and are quiet, then you are wrong. They are on the go 24 hours a day. At dusk we had more visitors: hermit crabs, waver crabs and turtles, attracted by the light of the station tents. The crabs could be removed from the tents by hand, but it was much harder for the operators sleeping on the ground to get rid of the crabs grasping for their potential prey.

The turtles were also a considerable problem. At high tide during the night they came onto the island to discard their eggs in deep holes. One night one of these turtles decided to discard its eggs directly under our CW tent. The guy wires for our tent or the coax cables were no obstacle for these 100 to 150 kg animals. Even after waking up the daytime shift, the 3-man group needed all their strength and a flashlight to dazzle the animals and move them a few metres away from the tent so that they could continue their burrowing there.

Time passed by so quickly. During the day the propagation was rather moderate. Only one single opening on 6m into Japan with about 190 QSOs when the band opened. Conditions permitting, we were on the air with up to five stations. On the higher bands we had various ground planes, a Titanex LP5 and a Spiderbeam. For the low bands a Titanex V160E.

After everything had been dismantled again (why does the dismantling always go a lot quicker than the setting up?!) and brought back to the boat in the Zodiac and after removing all our traces from the island, we began our return trip to Noumea. Unfortunately the weather was not in our favour. No wind - if at all, only a light

headwind. This time no sailing! The skipper had to use the engine. More than 5 knots were not possible. So the return voyage took 4½ days.

Back in Noumea the borrowed equipment was given back to Eric. We had included a considerable amount of extra time in our schedule in case of possible weather problems. So we were able to spend a few more days in FK8 and recover a bit before the return flight. One of our first jobs was to go to the airport and pick up our missing piece of luggage with the amplifier. This had been packed in a very solid suitcase. What we received was a large box and our suitcase. The faces of the Air France staff looked a little strange. We soon found out why.

We were asked to open the suitcase. It was empty! The box contained assorted fragments of an electronic device. We only recognised it as what was once an ACOM amplifier by the various bits of the front panel. The contents of our suitcase had probably been taken out at Paris airport and obviously blown up. Thousands of components, wires and metal parts. After this 'work' had been done, everything was packed into the box, no document or accompanying letter was included and the box was sent to Noumea.

The remains were handed out to us in Noumea by Air France without any comment and/or apology to us. They didn't regard themselves as an official point of contact and they said they knew nothing. We doubt that any legal wranglings with Air France would have got anywhere. So it was probably better to write off the 2,600 Euros.

On 30 October our 7-hour flight left for Tokyo and we arrived back in Düsseldorf after another 14-hour flight via Paris. All the operators survived the DXpedition well, some with a few minor bruises etc. Also, all our baggage arrived this time without further damage.

We would like to thank all the DX clubs, organisations and individuals who supported us and contributed to the success of the operation - also our QSL printer, Elli Print, for sponsoring our QSL cards. Special thanks to Eric, FK8GM, Bernd, DF3CB, and Floyd, N5FG, who stood us by during the DXpedition. Also, thanks to our YLs for giving us some time off. The question still is: where do we go next? For more information and pictures (also of the former amplifier) and for a list of our sponsors please visit our webpage at [www.df3cb.com/chesterfield](http://www.df3cb.com/chesterfield).

### **MMØBQI/P Treshnish Islands, EU-108, IOSA NH-17**

An IOTA expedition to the uninhabited Treshnish Islands off the west coast of Scotland is scheduled for the 2-5 June 2005. EU-108 is currently #32 in the list of most wanted European IOTAs. The operation will take place from the island of Lunga, the largest in the Treshnish group.

Activity will be on all bands 80-6m, SSB, CW, RTTY, including a fun entry in CW Field Day. QSL via the bureau or direct to Jim Martin, MMØBQI, 3 Lismore Avenue, Edinburgh, EH8 7DW. All surplus money from direct QSLs will be donated to the Hebridean Trust, who own and work to preserve the islands and whose permission to land and operate is gratefully acknowledged. For up-to-date information please e-mail me, Jim Martin: [MM0BQI@blueyonder.co.uk](mailto:MM0BQI@blueyonder.co.uk).

## VO2 Expedition to Battle Island, NA-044

Mike Crowover, AD5A [ad5a@arrl.net](mailto:ad5a@arrl.net)

DXpeditioning is always an educational activity. Not only from the radio operations perspective where you always learn something new about propagation, logistics, antenna layout, etc. DX-peditioning also has other lessons to teach. In fact it is the unique character of the places you operate from that present the most intrigue in a trip to a rare radio destination. It is the location or community or country that separates one Dxpediton from another. It is these new experiences that draw me to DXpeditioning.

If you want to learn to operate radio from a portable set-up, you can probably learn most of what you need to know during Field Day. But the full personal value of a DXpedition lies in the experience of the trip. Our trip to Battle Island, Labrador, NA-044, was a great experience. We had fun on the radio and honed our expeditioning skills, but we also learned about a part of the world that we had never experienced before.

The expedition to Battle Island, NA-044, was a father and son affair. Michael, AB5EB, and myself, Mike, AD5A, made up the expedition team. IOTA expeditioning is something that we enjoy doing together and helps to satisfy our need for adventure. This expedition was the ninth we have done together.

So why go to Battle Island? The process we use to decide where we want to go for an expedition consists of three questions. The first consideration is, of course, the rarity of island. We want to go somewhere that is needed. The second consideration is accessibility. We need to be able to get on and off the island around a long weekend. Neither of our schedules is conducive to long periods

off work. The third consideration is: do we need it? This process led us to Battle Island. This lies at 52° 19'N, 55° 28'W and is nine miles offshore from Mary's Harbour, which is a small village on the southern coast of Labrador and is designated by the IOTA program as the Newfoundland Province (Labrador) South group, NA-044. The island was needed, officially, by more than 89% of island chasers. Experience has taught us, however, that there are many more active IOTA chasers out there than the official records indicate. As an additional attraction for this expedition, we would also be operating from Zone 2, so we were comfortable that we would have a sizeable audience waiting for us when we commenced the operation.

When looking at the logistics of getting to Battle Harbour, you soon understand why the island is rarely activated. Getting to Battle Harbour was quite an experience for us and was probably the most tiring trip we have taken to put on an island. The first logistical problem is that Michael lives in Syracuse, NY, where he is doing his residency in Emergency Medicine. I live in Boerne, TX, near San Antonio. The evening before our departure, I flew to Syracuse with most of the station equipment - while Michael worked until midnight at the hospital. Our schedule required us to be on the road by 5:30 am for a 4½-hour drive to Toronto, where we would begin our eastward trek towards Labrador. We arose wearily that Thursday morning after a very short night, but the excitement of our journey helped to lighten our steps as we loaded Michael's pick-up with the luggage and equipment.

We made the drive to Toronto in plenty of time to catch our flight to St John's, Newfoundland. From there we took a 19 passenger plane from St. John's to Blanc Sablon, Quebec. Blanc Sablon is 100 miles south of Mary's Harbour, Labrador, where we were scheduled to spend Thursday night. We were to be picked up there by Margaret Pye, who was the Assistant Manager of the Battle Harbour Historical Trust and our primary contact in setting up the trip. We arrived at 9.00 pm. Michael had warned Margaret that we would have a lot of luggage and so we assumed that Margaret would bring an appropriate-sized vehicle. We were wrong. Not fully understanding the luggage requirements of a DXpedition, she brought her compact-size vehicle and at first glance my reaction was that we would not be able to get everything in the car. However, with Margaret's 'can do' attitude and after lowering the back seat we were able to squeeze everything in, with Michael sitting in a small space in the back with his nose pressed against the window.

The drive to Mary's Harbour is very interesting. The first half of it is along the coastline, up and down the coastal hills of Labrador and around many curves. The last half of the 3-hour drive is on a dirt road. About halfway through the drive, Margaret, feeling sorry for Michael, allowed him to drive while she took the small space in the back. As we drove in the darkness, there was not much to see except the occasional small fishing village and the near-zero visibility fog. The dirt road starts at the village of Red Bay and once on this super highway of dirt roads, the only life we saw was an arctic fox which we nearly hit with the car.

We arrived in Mary's Harbour at 1.00 am. It had been a long day. We found a hotel room at 'The River Inn' and settled in for a much-needed night's sleep. We were scheduled to catch an 11.00 am boat out to Battle Island the

following morning. At least we would get to sleep in.

After a good night's sleep and a nice breakfast the next morning we were anxious to get on the island. Getting to Battle Harbor requires a 9-mile boat ride from the dock at Mary's Harbor. We boarded a converted fishing boat that traveled at a maximum speed of 9 mph. For a couple of Texans this was an interesting ride, having to navigate the icebergs that have drifted hundreds of miles into the harbor from Greenland. After an hour on the boat we arrived at our destination, Battle Harbour, 28 hours after our departure from Syracuse.

Our destination was the once abandoned fishing village of Battle Harbour, which is a National Historic Site of Canada. There has been a settlement here for more than 200 years. The original town was abandoned when the Canadian government issued a moratorium on cod fishing off their coastal waters in the early nineties. Seasonal residents never returned after the fishing ban. The last permanent residents of Battle Harbour were relocated by the government between 1965 and 1970. The Battle Harbour Historic Trust has taken possession of much of the former settlement and has restored many of the old buildings to their original new condition. There is the Battle Harbour Inn (a five-room hotel), a general store, several residences and other buildings that have been restored. We stayed in and operated from the Grenfell Cottage that was the former residence of a notable doctor who resided on the island in the late 19<sup>th</sup> and early 20<sup>th</sup> century. As part of our package we also received three home-cooked meals a day served in the dining room of the Battle Harbour Inn. The food was excellent and each meal provided interesting conversation with each day's new visitors. Information on the island and accommodation can be obtained by visiting the website at

[www.battleharbour.com](http://www.battleharbour.com).

Upon our arrival we were met at the dock by several members of the staff on the island who took our luggage and delivered it to our cottage. The temperature was 45° F when we arrived, with light blowing rain. For a June day this was cold weather to us. We were then directed to the dining room at the Inn where we were served a nice warm lunch. Anxiously we ate lunch and as graciously as possible excused ourselves so that we could get the station up and running.

There are always surprises on a DXpedition and the big surprises for us were the two 150' radio towers on the island that were remnants of an old Marconi station that operated on the island back around the early 20<sup>th</sup> century. These towers were directly behind our cottage. The steps have been removed that would allow a person to climb to the top, but the towers harkened our imaginations back to time when wireless communication was the state of art in technology. It was from Battle Island that Robert Peary, the famous Arctic explorer, announced to the world that he had made it to the North Pole. He stayed on the island for several days following that historic expedition. We were bringing modern-day radio back to a place where it literally touched radio history.

The weather on the island never changed much while we were there. We had about 30 minutes of sunshine on Saturday afternoon. Otherwise it was overcast with light, blowing rain. At one time we thought the 33' push-up pole would be toppled by the wind. We had to make a trip up the hill where we had the antenna set-up at dusk to reinforce the guys to prevent it from being blown over. It is obvious that this part of the world can be a hostile place to live weather-wise. We were told that the entire island is iced in during the winter months. The temperature never got out of the 40°s F during our stay.

We did take some time to tour the island when the bands were dead. There were a couple of

cemeteries on the island with tombstones dating back to the early 19<sup>th</sup> century. We stood on the foundation of the old Marconi station and let our imagination take us back to the days when 'wireless' was something very special. We watched as icebergs floated past the island, wondering how big they really were and how long they had been afloat. We walked through the restored community of Battle Harbour and envisioned the bustling fishing community that it once was, complete with its own hospital. We also wondered if we would have ever enjoyed such an interesting place had it not been for ham radio. This was truly a delightful expedition.

For our radio operation we wanted to operate two stations without the inter-station interference that plagued our last expedition to NA-013. So we used band filters for the first time to eliminate this. We used the ICE single band filters with good success. Our operating positions were not more than 20' apart and we were able to run the amplifiers with minimal problems. The two stations consisted of a Yaesu FT-100D, Yaesu FT-857D, two homebrew solid state amplifiers (300-400W output), a Force 12 Sigma 5 vertical (20m, 17m, 15m, 12m, 10m), a DK9SQ folded vertical (80-10m) on a 33' fiberglass push-up pole, an automatic antenna tuner and all the related DXpedition paraphernalia. We were forced to put the antennas up in the blowing rain, but somehow it was bearable.

We were on the air by 1930z on Friday, June 18, 2004. Both stations came up almost simultaneously on 17m and 20m. The deserving were waiting for us despite some marginal conditions. . We used VO2/AD5A on CW and VO2/AB5EB on SSB. The first QSO was with K7DZ on 17m CW. Our initial QSO rates were 157, 156 and 212 per hour for the first three hours and so we settled into the operation.

We knew going into this operation that propagation in the northern latitudes can be

problematic. We had some forgettable experiences on two expeditions to Alaska in the mid-90s when we called CQ endlessly without success. So for this trip we used the W6EL propagation program to help us predict openings so that we could be on the air if at all possible when openings to difficult parts of the world occurred. The toughest path from VO2 is Japan, since it is a totally polar path. The propagation predictions pointed to 1000-1100z on 20m as the best possible opening. We had received several e-mails from JA hams wanting QSOs with us both for IOTA and Zone 2. On Saturday morning the opening just wasn't there. The All Asia contest was being held that weekend and I tuned the band and heard no JA contest stations. I also called CQ with no luck. The opportunity for a few JA QSOs didn't look good. The following morning I tried again. I tuned across the 20m CW band listening for JAs in the contest. This time they were there. I found an open frequency and called CQ at 1015z. Ten minutes later after a few QSOs, JA1QXY made it into the log followed by JR7TEQ. Over the next 45 minutes we logged 35 JAs. For the entire expedition we were able to work a total of 60 JAs, which given the conditions, we were happy about. The conditions to EU and NA were not great, but good enough to keep the pile-ups steady.

The QSO totals met our expectations. Given the unpredictability of propagation from the

northern latitudes we set 2,000 QSOs as a goal. We ended the expedition at 2332z on June 20, 2004 with QSO number 3,012 with SP5AKG. We operated for a little more than 38 hours. The majority of the QSOs were with Europe representing 58.3% of the total, while NA accounted for 35.8%. The mode split was 62% CW and 38% SSB.

While our boat trip to the island was on the slow boat, our trip back to the mainland was anything but slow. The Manager of the island took us back on a Boston Whaler at speed of 20-25 mph. For those not familiar with this type of boat, it is an open boat. We were given some insulated clothes to wear, but the wind was very cold as we sped through the ice-cold water. After only 20 minutes on the water, we were back at the dock in Mary's Harbour. It was time to start our trip home and start thinking about the next one.

The QSL route for this operation is via N6AWD.

If you are interested in Island-chasing and would like to help support expeditions to rare islands around the world, please take a look at the website of the Island Radio Expedition Foundation at [www.islandradio.org](http://www.islandradio.org).

*[With grateful thanks to AD5A and IREF]*

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## **XF1K, Baja California Sur 2005, NA-164 and NA-165**

**Norman Wilson, N6JV**    *nwilson@N6JV.us*

The goal of Hector, XE2K, and several operators who assisted him was to activate all the islands groups in North-western Mexico. Many of these groups were very rare in the IOTA program. The two island groups in the

northern part of Baja California Sur State were a challenge due to their distance from the Mexico – United States border. Plans to activate the Baja California Sur State North West and North East Groups were started in

the fall of 2004. There are several different islands in each of the groups, so research was conducted for the best candidates. Many Mexican islands are in protected areas, so special permits must be obtained where necessary. After postponing the operation scheduled for December 2004, the core group of operators and team members started moving people and equipment towards the border on the 6 January 2005. This group consisted of Hector (XE2K), Diana (XE2DN), Ray (XE2/N6VR), Norm (XE2/N6JV) and Fred (N6AWD). Late on 7 January the operators and equipment from the US side of the border passed through immigration and customs duties were paid on the transceivers coming into Mexico. In Mexicali, Hector's large pickup was loaded with all the equipment for the next day's trip. From other travelers it was learned that the roads south of Mexicali had been badly damaged in recent storms and the route south would require a detour of several hundred miles to the west through Ensenada.

Everyone spent the night in El Centro, California, and re-crossed the border at about 4 am and began the long trip south. We arrived just after dawn in Ensenada. It was then onto Highway 1 south to the border of Baja California Norte and Baja California Sur. After traveling all day, the truck arrived in the town of Guerrero Negro. A distance of 680 miles had been traveled. The Biosphere Reserve El Vizcaino is the agency with the responsibility for the wildlife protection in this area and the written approval for the trip to Asuncion Island had to be obtained. Biologist Benito Bermudez A. was especially helpful in getting this approval. The detour had added several hours to the trip, so it was decided to drive to Bahia Asuncion that evening and try to get on the island early in the morning. Several hours later the truck limped into the small town of Bahia Asuncion. The last 60 kms had been over dirt roads where the dirt was arranged mostly as holes, ruts and washboards. Bahia Asuncion is a town of

about 800 people, so it wasn't difficult to find the Internet Café and its owner, Jose Luis Ogawa, ex-XE2TT, who had helped us arrange transportation. We located the fisherman who would take us to the island the next morning. His name is Artemio Murillo but is known as 'Pulga' which means 'the flea'. When not fishing, Pulga is also the 'DJ Flea' at the very small local disco.

## **Isla Asuncion**

Before dawn the crew was ready and on the beach. There are no docks or launching facilities. All the boats are pulled out onto the sand with a communal one-ton surplus army truck. Boats are launched by extending a pole from the truck and then shoving the boats into the water. The boat was loaded with gear and people and pushed into the bay. Isla Asuncion is about 2 miles from the town. It is a protected island and has a large population of seals and birds. At one time there were people living there and the cement foundation of a small building is still present as well as some cement steps that have been set into the cliff. This is where we landed, to the objections of several large seals that had been using the steps. Pulga had arranged to supply a helper to assist us in carrying all the gear up the cliff to the camp site. We had to restrict our activities to the area where we landed so as not to disturb the wildlife. The seagulls that occupied this area were not inconvenienced by our presence and seemed to accept us.

The main tent was placed near the old foundation, with the A3S tribander on one side and a 30' mast with a 75/40 meter inverted V dipole on the other. The DX88 vertical with thirty-five 75' radials was placed about 100' south, as far as the coax would reach. The smaller tent was placed to the north, with the generators in between. A pair of R7 verticals were placed to the north of the small tent to get maximum separation from the other vertical. An IC-706 was used as the SSB station and a TS-450S was used for CW

in the main tent. The small tent had the second CW station using an IC-706 Mk2. The main tent also had the use of a 400W amplifier borrowed from Mike, AD5A. Various filters were employed to cut down interference. As soon as the tribander was up, we were on 20m SSB. The first contact was with Fred, N6AWD. The SSB station and at least one CW station were on all day and night. Shifts on 40m CW ensured the maximum number of stations in the log. The boat made extra trips to see how we were doing and brought some fresh food. Fish and lobster tacos seem to be popular.

The weather was very clear and warm during the day, but the wind never ceased. During the night the small tent collapsed in the wind several times on top of the operator and required a QRX to tie things down. In spite of the wind, the propagation was very good and exceptionally quiet. We had good openings into Europe on 40 and 20m. Europe was also worked on 75/80. By the second morning the last European was in the 20m CW log. We had made a total of 5,334 QSOs.

The camp was disassembled and equipment hauled down to the beach. Sr Pulga was back with another helper and the boat was loaded. This time it was low tide and there was great difficulty in getting the boat back into the open water. Everyone was in the water pushing the boat. Once into the sea, it was a very slow trip as the swell was very high. After the truck pulled the boat onto the beach and everything was loaded onto the truck, we all had a nice meal as the guests of Sr Pulga and his wife, Suzy, at their home. The trip across Baja took the rest of the day and we arrived in Santa Rosalia, an old French mining town and port, after traveling 160 miles. We had to present our permits to the local Port authority and inform them of our plans to stay on Santa Ines Island. The next day we traveled the additional 40 miles south to Mulege.

## **Isla Santa Ines**

Mulege is a fishing and tourist town on the mouth of one of the few rivers in Baja. It is very tropical, with many palm and fruit trees. Its mission was the first built in the Baja. An inspection of the sea confirmed what we had seen in Santa Rosalia. The weather was bad and it would be too dangerous to try to travel the 9 miles to the island. Arrangements with Jose Luis and Antonio Romero were made to take us to the island if the weather permitted. We would stay for a few days and see what happened. XE2TG, XE2Q and XE2UCT had planned on joining us for Santa Ines, but the poor weather convinced them that it wasn't worth the risk and high expense of traveling by ferry from Guaymas in Sonora to Santa Rosalia in Baja Sur, an 8-hour trip. Success at this point was very doubtful. The local accommodation and food were excellent, so we had a chance to recover from the last island. A local tour operator also showed us a website where the sea swell could be predicted. There was the possibility of making it to Santa Ines the third day. All of the equipment and supplies were sorted so that only the minimum would be taken to the island. About one third of what was used before was left with the truck. All of the batteries were given a full charge in the motel room.

On the morning of the 14 January the boat was loaded with gear and towed down to the launching area by the Mulege lighthouse at the mouth of the river. It was smooth going until we hit the open sea. The swell was high and the boat kept dropping off one wave into the next. Life jackets were used, but only to sit on. It was a very rough trip. Once we were near the island, the sea became calmer and we had little trouble unloading everything onto the beach. There are three islands in this group, but the other two were little more than small rocks. The south end of the island had a low ridge that afforded a little protection from the wind and a good place to set the beam up.

As soon as the beam was up, a station was active on 20m SSB using battery power. Pat, VE7QCR, was the first contact. During this pile-up, the main tent was built and placed over the operator. By noon, all the tents and antennas were up. Only one R7 was used on the south end of the camp and the DX88 as far north as possible. The 75m dipole was placed near the center by the generators. The coax for the tribander could reach either tent. The wind had followed us from the Pacific side of Baja to the Sea of Cortez side and never let up. The next day the sea was very rough and we were getting nervous about the trip back.

The operating pattern that had worked so well at Asuncion was used on Santa Ines. Forty meters was on all night long. A good European opening on 20m in the morning worked well using the R7. The last morning we planned to use the tribander to make sure all the Europeans that wanted us had the best chance. During the early morning, there was a flare and 40m was very good long path to Europe. When 20m was tried, only a few Northern Europeans were heard. The sea was rough and the boat arrived early to try and get us off the island. AD5A was the last in the log for a total of 4,458 QSOs. We began to tear down the camp as fast as possible. What once took us four hours, we did in two. We were very tired and had to wade into the water to get lines onto the boat so we could get it close enough to load. Equipment was carried out to the boat and stowed anywhere it would fit. Once the lines and anchor were secured, it was back into open water. The trip out was rough; the trip back was a twice as bad. We were wet when we got into the boat and managed to get a lot wetter. Nine miles had to be endured before we reached the river mouth at Mulege. If we and the boat's Captain knew what we were going to be in for, we would never have gone out.

Once the truck was packed, we had lunch and headed north. The weather was good and we made good time getting into Baja California Norte. The trip would have been uneventful except for the time after dark when we came over a hill and met a black cow standing in the middle of a black road. Hector did an evasive maneuver while braking heavily - and fortunately so did the cow. Both we and the cow were a bit shaky after that. Hector managed to get us through four or five military checkpoints without unloading the truck. A good night's sleep in Ensenada helped and we were back in Mexicali at about noon. The night of the 17<sup>th</sup>, the N6s were in Ventura and by the next afternoon, N6JV was home in Sacramento. Total travel from Sacramento, California and back was 3,240 miles.

We would like to extend our special appreciation to Ing. Moises G. Ramirez Rodriguez, Director de Emision de Licencias (COFETEL), for his assistance in obtaining the required licensing and Ramon, XE1KK, for his guidance in this complicated undertaking. The support of the Island Radio Expedition Foundation (IREF) made this trip possible.

We would also like to thank those individuals who helped finance this operation: AB6QM, AD5A, K6DT, K9AJ, KB5GL, KD6WW, N5ET, N5UR, N6AWD, N6IC, N6KZ, N6PYN, N7RO, VE7QCR, VE7YL, W1DIG, W1NG, W4DKS, W5BOS, W6ED, W6YOO, WC6DX and G3ZAY. Special thanks to N6AWD, who organized our financing, provided a generator and will be handling the QSLs. We hope that everyone who needed NA-164 and NA-165 made a QSO with us. We certainly made every effort to hear and work you.

*[with grateful thanks to IREF]*

# IOTA News

Roger Balister, G3KMA

## Update of data in IOTA Directory – 40<sup>th</sup> Anniversary Edition

### New IOTA reference numbers issued

AS-170 RØI Shelikhova Bay group  
(Russian Federation - Asia)  
SA-094/Pr CE8 Ultima Esperanza  
Province South group (Chile)

### Operations which have provided acceptable validation material

AF-037 9L1MS/P Banana Islands  
(January 2005)  
AS-021 A61Q/P Siniyah Island  
(December 2004)  
AS-059 RZØIWZ/P Nedorazumeniya  
Island (July 2004)  
AS-140 S21BI Dakhin Shahbazpur  
(Bhola) Island (February 2005)  
AS-153 VU2DPM Sagar Island  
(January 2005)  
AS-153 VU2EWS Sagar Island  
(January 2005)  
AS-153 VU2HFR Sagar Island  
(January 2005)  
AS-153 VU2SKD Sagar Island  
(January 2005)  
AS-170 RIØIMA Matykil' Island  
(June/July 2004)  
NA-164 XF1K Asuncion Island  
(January 2005)  
NA-165 XF1K Santa Ines Island  
(January 2005)  
NA-200 XF3T Tamalcab Island  
(December 2004)  
OC-079 FK/IK6CAC Art Island,  
Belep Islands (October/November 2004)  
OC-079 FK/IV3FSG Art Island,  
Belep Islands (October/November 2004)

OC-099 P29ZAD Simberi Island,  
Tabar Islands (January 2005)  
OC-121 3D2FI Beachcomber  
Island, Mamanuca Islands (December 2004)  
OC-137 VK2IAY/4 North  
Stradbroke Island (December 2004)  
OC-156 3D2FI Nacula Island,  
Yasawa Islands (November/December 2004)

Note: This list includes operations where validation material was volunteered, ie not specifically required for credit to be given. In all cases, cards now submitted will be accepted by Checkpoints if they meet normal standards. This means that the island name should be printed on the card.

### Operations from which validation material is awaited as at 20 February 2005

OC-223 VI2MI Montague Island  
(August 2004)  
SA-094/Pr CE8A Rennell Islands  
(February 2005)

Note: Checkpoints are not authorised to credit QSL cards for an operation where validation is required.

Roger Balister, G3KMA  
RSGB IOTA Manager

20 February 2005

Email: [IOTA.HQ@rsgb.org.uk](mailto:IOTA.HQ@rsgb.org.uk)

<http://www.g3kma.dsl.pipex.com>

Visit the website for the latest IOTA information

## The RTTY Column

Phil Cooper, GUØSUP *pcooper@guernsey.net*

Ah yes, it was a great Christmas in our home, and we had an extended break to look forward to, as we had both booked the three working days between Christmas and New Year as leave. The Bank Holiday Monday and Tuesday were spent relaxing, with me even getting a little time to spend in the shack.

Waking up on the Wednesday morning was quite pleasing, thinking of all my colleagues going back to work, so we had a lazy breakfast, and I went out to the shack to see what was about. After an hour or so it was time for another coffee. Coming out of my outside shack I somehow managed to trip and fall, and ended up face down on hard ground. My knee had banged against the edge of a paving slab, and my whole leg was painful. I just needed to move a little so that I could move it and ease the cramp. Oh dear, not so easy! One look at my right arm suggested that it wasn't lying at the right angle, and I thought a trip to hospital was on the cards.

It was, and it turned out that I had two fractures in the upper right arm (humerus, and no, it was not!).

The docs decided against surgery, and placed my arm in a collar and cuff, with just an elastic bandage round my upper body for support after dosing me up with morphine.

I don't actually remember the journey to the hospital, but the journey back home was very painful!

I was given morphine to take every six hours for the pain, and told not to move too much.

Was that an attempt at humour? I could not move at all, and my reclining armchair became my bed as well. Sadly it still is, as I still cannot yet move my arm enough.

The first week is now just a blur to me, and even the second is only a hazy memory. Week three was OK, with sudden muscle spasms that were exceedingly painful, and it was finally at week four that the bone started to feel OK.

Being right-handed meant that I had to start using my left hand. This wasn't too bad for things like drinking, but became a real challenge for things like brushing teeth or combing my hair!

I did venture out to the shack a couple of times, with the intention of having a little play in one of the RTTY contests, but 10 or 15 minutes of sitting in a firm chair were as much as I could take.

All of this meant that I missed out on several RTTY contests, plus the RSGB 80m Club Championships, and I also missed out on what was happening in the world of RTTY. The morphine seemed to remove any ability to concentrate on anything, and daytime TV became attractive!

I'm told it will be some time yet before the arm is back to normal, and I may have to permanently put up with some limited movement in the shoulder. All in all, not a very good start to the New Year!

If you e-mailed me and didn't get an answer, you now know why! I will try and answer what I can, but please bear with me.

I have booked my trip to Friedrichshafen this year, and this time I will fly there on the Thursday, giving me two full days at the show. One day just wasn't enough last time, but I had not realised just how big it would be. This year, there will be only 3 GUs, as opposed to the 11 of last year. Dick, GU4CHY, and Andy, GU4WTN, will join me on the trip.

From the feedback I have had, I know some of you have decided to have a go at RTTY, partly due to the 80m CC.

A few have asked about the format of an RTTY QSO. The easiest answer to this is simply to suggest that you tune around the bands and watch a few contacts in progress. However, you are likely to encounter three different styles of contact. The first is the everyday contact, then there is the contest QSO - and finally the DXpedition contact.

Let's look at them in reverse order!

If you are trying to work a DXpedition, the easiest way is to prepare two buffers. One to send your call just once, with no 'DE' in front, and the other to send a report back.

Generally, the DX will be operating split, and will be looking for full call signs. Although the 'DE' can help, you really want to get your call out as quickly as possible. If you need to send your call more than once, simply press the buffer key as many times as you need. This is much easier!

The other buffer will contain your response. All you need in this is DXCALL UR 599 TU DE MYCALL. You don't need to exchange call signs at the beginning and end of the contact, as he has called you, and no one else. Do not send your working conditions, and do not ask for the QSL route! If it is a decent DXpedition, they will announce that at regular intervals anyway.

With this type of operation, timing is the key; so don't be in too much of a hurry to send your call sign. Sometimes it can pay to wait just a few seconds, and let yours be the last call that appears on his screen. Also, look to see if there is a pattern in their working. You may find that they only ever work one station before changing frequency, or they may work in set steps.

If you manage to find some nice DX, but it appears there is a contest in progress, sit and watch a few QSOs and see what the exchange is. Or check out [www.rttycontesting.com](http://www.rttycontesting.com) and read the rules! However, if you don't plan on entering the contest as such, but just wish to make a few contacts, then watching what happens ought to give you a clue.

Just as in CW and SSB contests there is a wide variety of RTTY contest exchanges apart from the obvious serial number or CQ zone. In the Slovenian contest, the exchange is the first year you were licenced, and in the Japanese contest it is your age, unless you are a multi-op station, or a YL station. Multi-ops give 99, and YLs give 00. Last year, there were quite a few comments about the number of elderly RTTY ops!

One small word of advice here! Please don't make just ONE contest QSO! In many contests, this is likely to lead to a deduction of points for the station you work, particularly in one of the ARRL or CQ contests.

Make a few contacts, and then submit your log! You could submit it as just a check-log, but doing so will not only validate those few contacts you made, but also helps the contest organisers.

You never know, you may even end up with a nice certificate as the first G, or GW station!

In one particular contest last year, there were a total of 40+ G stations (of all varieties) but

only one G, two GM and one GU (me!) submitted logs!

The sole G entrant submitted a log with a mere 25 contacts, and yet some of the Gs worked in excess of 300. I can understand that you may not be interested in certificates, but the important thing is to get your callsign noted!

Some of those you work will be serious DXers, and may one day end up in that last country you need for the Honour Roll, and anything you can do to help them recognise your call will gain you the edge over someone else.

Now on to the basic everyday contact.

RTTY QSOs tend to follow the format of callsign exchange, followed by RST, name and QTH, then callsigns, followed by KN or BK, exactly as you would for a CW contact. CW-style abbreviations are usual, but that mainly depends on how comfortable you are with your typing.

If you are the one calling CQ, it is up to you to dictate the nature of the QSO. If you enjoy exchanging your working conditions, your age, PC details etc, then do so, and expect to get something similar in response.

If you want to achieve a reasonable rate, then the basics to exchange are RST, name and QTH. If the pile-up increases, then simply send CALL TU 599, QRZ DE MYCALL.

Responding to a CQ call is much the same, but if you get GUØSUP TU 599 DE DXCALL, then please do NOT send your brag file, as that will not be appreciated!

In general, reply with similar details as you were sent, and if the CQer wishes for more information, he will come back to you with more, thereby inviting you to let him know your working conditions.

As a GU, I generally reckon that I can make four or five reasonable contacts before I have to resort to the TU 599 QRZ? style of contact. On occasions this can be fun, but sometimes it can be a real pain, especially if I am trying to have a chat with a friend.

If you are concerned that your typing abilities aren't that good, don't worry! We all make the odd mistake when typing, and who is to say that propagation didn't have an effect on what was sent anyway?

Creative editing of buffers can be helpful, and I generally favour a larger number of buffers containing short amounts of info. It is quite easy to just tag them together, and allows you flexibility on what you send.

One large buffer containing all your personal details may just prove to be too much, and once sent, you can't edit it as it is being transmitted.

I hope that helps with the basics of conducting a QSO in RTTY, and I hope to see you on the bands!

For all contest details, see

[www.rttycontesting.com](http://www.rttycontesting.com).

Good DX and 73

Phil GUØSUP

**CDXC**  
CHILTERN DX CLUB  
The UK DX Foundation

# Contest

Lee Volante, GØMTN

Hello and welcome to this edition's 'Contest'. Below I have some details of domestic contest reports, some thoughts about changing the way contests are scored, and a report of the Contest Club Finland meeting which saw a healthy turnout from the UK.

## AFS 2005

This year's 80m AFS contests were again very lively. Reports from the UK Contest reflector backed up my own experiences that a lot of 'new' callsigns were active. I don't necessarily mean brand new licensees, but newcomers to AFS, or perhaps contesting in general. This was particularly prevalent in the SSB contest, but it was also pleasing to hear confident CW being sent from more of the old Class B licensees this year. The leading stations were climbing towards having 400 QSOs on SSB, indicative of the increased activity this year. Special mention must be made of 17-year-old Simon/M3CVN's 370 QSO tally operating as G3RCV.

If we are seeing a surge in activity, we will perhaps also see an increase in frustration as more people try to occupy the limited frequencies available. While it would unfortunately seem that some view being 'wider' as being 'better' in terms of QRM management for transmit, which might be managed via peer pressure and sometimes actions from contest organisers, an interesting point is also thrown up on receive. Owners of the new range of top-flight radios are finding the big increases in selectivity, which means they can be closer to their neighbours on the band and operate effectively. However, their neighbours are not likely to be able to cope as

well - you can almost see the on-air disagreements brewing! While we can't expect everyone to buy an Orion next week, has there been enough improvement with operators setting their processing levels correctly, or removing key clicks with their current radios? As more people graduate to the next level of receiver performance, we can hopefully see an increase in the entrants/kHz ratio we need to support higher participation. This is not particular to AFS of course.

Many areas of the country had suffered from gales over the New Year period, right up to and including the CW contest weekend. I'm sure many entrants did not have their antennas at full height, like myself. As I write up this column over the RSGB 1.8 MHz / WPX RTTY weekend, yet more reports of broken antennas or towers are commonplace after the recent storms and gales.

In the AFS CW contest CDXC was represented by a four man team comprising G3RTE, GØCKP, G4DJX and G3WPH. Many thanks for your support, guys. Many other CDXC members were active, but most have long-standing commitments to other groups. Mike, G3GMS, did kindly offer a log, but even with a big stretch of the imagination I couldn't fit it around the 50 mile radius stipulated in the rules - sorry Mike!

## 80m Club Championship

The first couple of months' sessions are now complete. The first thing to note was the activity seems to be as high as last year, and increasingly so for the data contests. It's no good fielding a strong team just for one or two

of the modes – overall success depends on all three.

The second point about the events so far is that the conditions, which have generally favoured longer skip to Europe (and beyond!), have made inter-UK QSOs difficult. In the February SSB event, a Ukrainian station was calling CQ Contest and doing well, and a couple of the UK entrants were spotted on the cluster in Canada.

Some people enjoy the extra challenge and variety of having the events at this time of the year, and others have longed for the better inter-UK conditions that give rise to higher rates. When propagation is like this, it does make sense that the international preferred contest bandplan is followed, despite it being notionally a domestic UK contest. And before anyone asks, I've not got any bright ideas about co-existing with the SSTV allocation!

### **On-line Scoreboard**

The CQ WW contests always generate a flurry of activity on the contest reflectors, and to the letters pages of amateur radio magazines. Normally the focus is on the QRM generated, the little room available for non-contesters, or who was cheating by using the DX cluster. These and other similar subjects that are fervently discussed annually, with no sign of abating!

One interesting thread that was started on the CQ Contest reflector as an alternative discussion was that of on-line scoring. The idea was to see what might be possible to make contesting more interactive, allowing contesters to see their progress relative to other entrants whilst the contest is still in progress, and for spectators to keep track and possibly even listen in.

There have been some attempts in the past to bring this to fruition. A Writelog module has been written that enabled contesters to upload

scores to a webpage in real time. The system worked, although it didn't attract much attention when it was advertised. Now that more people have the benefits of an 'always connected' link to the Internet, this could gain momentum. WRTC 2002 in Finland also had team scores reported in hourly, and displayed on a webpage as the contest progressed.

While many contest organisers are to be congratulated for decreasing the time it now takes to adjudicate and present results for targets, many people like to get a more immediate idea of how they've done after a contest. The increasing use of the 3830 claimed score services are providing this, if enough entrants submit scores immediately after the event.

Going to the next level – if all of the scores can be displayed in the same place, then why can't the logs be collected there too in the same time frame? Although there are still many flavours of Cabrillo produced by logging software around the world, if this were eventually to consolidate to a completely standard format, the scope for completely on-line automated checking, and the almost immediate presentation of the final results may not be too far away.

I will need to return to the Cabrillo 'problem' in other Digest, which to me seems to be caused by both non-conformity to the contest template by software writers, and in other cases, a lack of providing a template at all by the contest organisers.

WRTC has shown us that real-time reporting and checking is almost possible now – currently we still need the additional human element to resolve the IT problems we face, and to make adjudication decisions that are too complex to put into programming.

It remains to be seen how much of a 'spectator sport' contesting can or should become. Being able to watch the score change hour by

hour, or watching a shack webcam update is where we're starting from. With a little more bandwidth and ingenuity, we might be able to see the logs themselves populated QSO by QSO, or watch the operators themselves, and listen to the audio feed and be able to experience what it's really like for DX operators running a pile-up.

We already see contest webcams from the big multi-multi teams, and post-contest audio can often be found on the Internet. Perhaps lots of people who do not like contesting do not really understand it, and almost certainly have not been able to experience the thrill of a race to the finish. Such contest education and demonstration is another possible benefit to promoting radiosport.

On the other hand there's another group of people who can't see a high demand for this developing, considering what it might take to set up. Advertising and promoting contesting might be much better done by actually taking part in an event, rather than by being a bystander, albeit a very high-tech one.

The analogy is the ever growing options available on digital television to give the viewer a choice of camera angles or commentaries to sporting events. In ten year's time will there be a 'red button' to press on your radio?

## **WRTC**

Speaking of WRTC, the first press releases have been published for the Brazil 2006 event. There is a visually impressive website at <http://www.wrtc2006.com> which is being developed. The draft contest rules are given on the site. They are not yet confirmed, but there is a strong possibility of a multi-single section being added too, which should add to the interest.

Oms, PY5EG, gave an update at the CCF meeting (see below) and gave some practical

information about the Florianopolis region and what competitors, and general visitors to the event, should expect. July 2006 will be in the middle of winter, of course, with Brazil being in the southern hemisphere, but we should still expect pleasant sunny days with temperatures in the mid 20s Celsius. Being 'out of season', accommodation and transport costs will also be reduced. So with this in mind perhaps a trip to South America might be possible for some of you next year?

## **CCF Meeting**

The Contest Club Finland have organised very popular mid-winter DX and contest meetings for the past 10 years. In recent years these have been held in hotels in the cities of Helsinki or Tampere.

For the special 10<sup>th</sup> anniversary meeting, the CCF teamed up with the OH DX Foundation (OHDXF) and held the meeting while cruising between Helsinki and Stockholm. This ferry trip is a popular weekend social activity for the Finns and Swedes, with a real party atmosphere on board. We don't get the same level of restaurants and nightlife on our own cross-channel ferries!

UK attendees this time were: G3AB, G3LZQ, G3SXW, GM3YTS, G4BWP, G4IRN, G4FSU and family, and GØMTN. The events see up to 100 contesters and DXers present, from many European countries, and usually a few from further afield too.

As the 10<sup>th</sup> anniversary milestone had been reached, a number of the presentations were themed around looking back into history, considering how different elements of DXpeditioning and contesting have changed over the years.

Roger, G3SXW, gave an insight into the golden days of DXing and how organising DXpeditions has changed over recent years. Many people are fortunate to have more

disposable income these days which, combined with the relatively cheap costs of international air travel, has meant travelling to far-flung places has become easier. What was once a 'trip of a lifetime' is now acceptable to make 'just' for a contest.

Licensing has also become a lot easier, partly thanks to the power of the Internet – the world is becoming more open. It's not true everywhere, of course, but it's still going in the right direction.

There was much interest in the presentation from Ville, OH2MM, looking at four decades of CQ WW scores, with some projections at what we might have to reach in 2010 to claim the #1 spot. While some variations with the solar cycle can be seen, there was a definite upward trend.

Leading Single Ops must now stay awake for the full 48 hours and be using two radios. Multi-Multi's can't get away with just three stations any more. The effects of better radios, on average bigger and better antennas, more countries being active during the contest, and an overall increase in participation are also driving up the scores.

We were also treated to a view of Radio Arkala by Veijo, OH6KN, on the new superstation in Northern Finland. Of most interest was the results received by their 20m station which possibly lays claim to the highest 20m yagi in the world – 130m above the ground!

Other presentations included a history of OH contesting and DXing by Jukka, OH2BR, the life of Guglielmo Marconi by Rich, K2WR, WRTC 2006 by Oms, PY5EG, and a preview of the much-awaited Peter I expedition by Pertti, OH2RF, complete with a satellite phone call to Ralph, KØIR, in the USA who gave an update on the progress to date.

Apart from the presentations, the visitors had plenty of time for socialising at the dinners, and some made an excursion to Stockholm on the Saturday morning, braving the cold winds coming in from the sea. Congratulations to the organisers for the bold idea of moving the event out to sea – it was a great success.

There are also some unconfirmed reports that the UK party briefly invaded the Aland Islands (OHØ) during the very short stop to let off passengers. If only someone had brought an FT-817 along with them....

Send in your reports!

The last few months may have been relatively quiet in terms of DX contests, with only the CQ and Stew Perry 160m contests delivering some surprises. The ARRL 10m contest was a challenge from here at this stage of the sunspot cycle.

But with the ARRL DX, CQ WPX and the likes of the Russian DX contest coming soon, I expect we'll see lots of good scores from our leading single op and contest group teams. Drop me a line and let me know how you fared.

73, de Lee GØMTN

**CDXC**  
CHILTERN DX CLUB  
The UK DX Foundation

## Notice Board

### **Top QSL Managers of the World Award**

John Shelton, K1XN, from The GoList/GoWin has announced that the following five QSL managers received the most nominations for the above award:

Phil Whitchurch, G3SWH  
Roger Western, G3SXW  
Nigel Cawthorne, G3TXF  
Antonio Cannataro, IZ8CCW  
Joe Arcure, W3HMK

John says each of these managers will receive a plaque from the DXers of the world for the honor of being one of the Top 5 QSL Managers of the World for 2004.

### **from MMØALM**

I am looking for someone to join me on an expedition to Rockall in June. Boat organised to do the job and an ex-mountaineer skipper who has already been on top of the Rock and attached 60 pins. There have been more people who have walked on the moon than here.

I need someone who is fit and has good radio operating procedures. I am also looking for QSL managers as I do not want to get involved in this side of things. There is far too much to list. All will go to children's hospital charities. Please could someone call me regarding this challenge. My telephone number is (01569) 765224.

Thanks, David.

E-mail: [dwoodtrading@btinternet.com](mailto:dwoodtrading@btinternet.com)

*[David assures me that this one really is a going concern! Ed.]*

### **from RV3LZ**

Dear Chiltern DX Club friends!

I am sending you this information because many CDXC members and about 300 UK stations worked special event stations R2ØØMIG and UE3LMG – celebrating the 200<sup>th</sup> anniversary of the great Russian composer Mikhail Ivanovich Glinka (1-6 June, 2004).

In October 2004 all QSL cards for R2ØØMIG and UE3LMG were extracted according to the logs and sent to all via the Russian QSL bureaux. For QSOs/SWLs with these special event stations, UK radio operators and SWLs can apply for the 'Composer M.I. Glinka' Award.

Please send your application and payment – six IRCs - to the Award Manager: Vladimir Ivanov, PO Box 350, Smolensk 214000, Russia.

Thanks to all CDXC members and UK amateur radio operators who sent to me QSL cards for the expedition R2ØØMIG and UE3LMG expedition. Best DX! GL, 73 and a Happy New Year!

Award and QSL manager Vladimir (RV3LZ).

E-mail: [rv3lz@mail.ru](mailto:rv3lz@mail.ru).

### **from K1BV**

The 2005 edition of my DX Awards Directory has just been picked up from the printers and is ready to go. A complete description of the changes and features can be found at:

<http://www.dxawards.com/2005edition.htm>

## South Pacific Cruise

(with thanks to John, G4IRN)

There was this DXer who, in the valley of the sunspot cycle, decided to take a cruise ship trip in the South Pacific for the first time. It was wonderful, the experience of a lifetime. He was being waited on hand and foot. But, it did not last. A typhoon came up unexpectedly. The ship was blown on to some uncharted reef and sank almost immediately.

The man found himself, he knew not how, swept up on the shore of an island. There was nothing else anywhere to be seen. No person, no supplies, nothing.

The man looked around. There were some bananas and coconuts, but that was it. He was desperate and forlorn, but decided to make the best of it. So for the next four months he ate bananas, drank coconut juice and mostly looked to the sea mightily for a ship to come to his rescue.

One day, as he was lying on the beach, stroking his beard and looking for a ship, he spotted movement out of the corner of his eye. Could it be true, was it a ship?

No, from around the corner of the island came this rowing boat. In it was the most gorgeous woman he had ever seen, or at least seen in four months.

She was tall, tanned, and her blonde hair flowing in the sea breeze gave her an almost ethereal quality. She spotted him too as he was waving and yelling and screaming to get her attention. She rowed her boat towards him.

In disbelief he asked, "Where did you come from? How did you get here"?

She said, "I rowed from the other side of the

island. I landed on this island when my cruise ship sank"

"Amazing", he said, "I didn't know anyone else had survived. How many of you are there? Where, did you get the rowing boat? You must have been really lucky to have a rowing boat wash up with you?"

"It is only me", she said, "and the rowing boat didn't wash up, nothing else did."

"Well then", said the man, "how did you get the rowing boat?"

"I made the rowing boat out of raw material that I found on the island", replied the woman. "The oars were whittled from gum tree branches, I wove the bottom from palm branches and the sides and stern came from a eucalyptus tree".

"But, but, asked the man, what about tools and hardware, how did you do that?"

"Oh, no problem," replied the woman, "on the south side of the island there is a very unusual strata of alluvial rock exposed. I found that if I fired it to a certain temperature in my kiln, it melted into forgeable ductile iron. I used that for tools, and used the tools to make the hardware. But enough of that," she said, "where do you live?"

At last the man was forced to confess that he had been sleeping on the beach. "Well, let's row over to my place, she said."

So they both got into the rowing boat and left for her side of the island. The woman easily rowed them around to a wharf that led to the approach to her place. She tied up the rowing boat with a beautifully woven hemp rope.

They walked up a stone walk and around a palm tree. There stood an exquisite bungalow painted in blue and white.

"It's not much," she said, "but I call it home. Sit down please, would you like to have a drink?" "No," said the man, "one more coconut juice and I will puke."

"It won't be coconut juice," the woman replied, "I have a still. How about a piña colada?"

Trying to hide his continued amazement, the man accepted, and they sat down on her couch to talk.

After a while they had exchanged their stories, and the woman asked, "Tell me, have you always had a beard?" "No," the man replied, "I was clean-shaven all of my life, even on the cruise ship". "Well if you would like to shave, there is a man's razor upstairs in the cabinet in the bathroom."

So, the man, no longer questioning anything, went upstairs to the bathroom. There in the cabinet was a razor made from a bone handle.

Two shells honed to a hollow ground edge were fastened on to its end inside of a swivel mechanism. The man shaved, showered and went back downstairs.

"You look great," said the woman, "I think I will go up and slip into something more comfortable." So she did.

And the man continued to sip his piña colada. After a short time the woman returned wearing fig leaves strategically positioned and smelling faintly of gardenia.

"Tell me," she said, "we have both been out here for a very long time with no companionship. You know what I mean. Have you been lonely? Is there anything that you really miss? Something that all men and woman need. Something that it would be really nice to have right now."

"Yes there is," the man replied, as he moved closer to the woman while fixing a winsome gaze upon her. "Tell me... do you happen to have a 20m rig around? This place has to be a New One for DXCC!"

**For Sale**

Yaesu FT-470 transceiver – 2m/70cms – in good working order, plus 5/8<sup>th</sup> mag mount and ¼-wave Hoxin with fitting bracket.

£150-200 o/n/o.

Pat McVey G3GMC

Weston-super-Mare, QTHR

(01934) 620130

**Solution to Digest Prize Crossword 8**

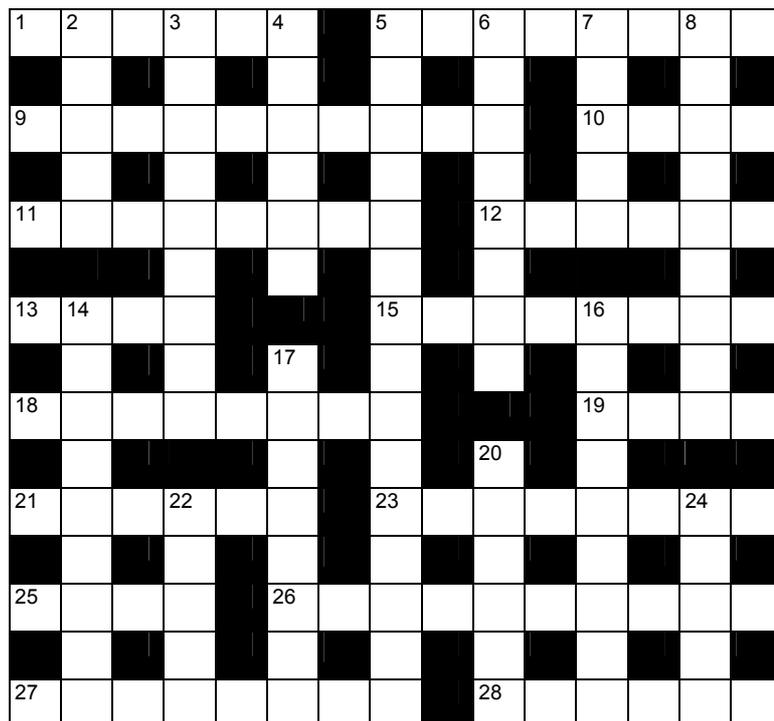
H	O	B	B	I	T	O	N		E	U	C	L	I	D	
A		R		N		V			G		U		N		
M	B	E		G	R	E	Y	H	O	U	N	D	S		
F		S		L		R			T		E		P		
I	N	C	R	E	A	S	E		R	A	I	S	I	N	
S		I		S		P			I		F		R		
T	E	A	S		H	E	A	D	P	H	O	N	E	S	
E			T			N		A			R			T	
D	U	M	B	L	E	D	O	R	E		M	A	Y	A	
	C		E		C			K		P		R		R	
I	C	A	R	U	S			P	H	A	R	A	O	H	S
	E		N		T			O		A		U		I	
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	L		R		S			S		E		E		N	
M	O	N	D	A	Y			H	E	B	R	I	D	E	S

## Digest Prize Crossword 9 by RFX

8 across, MBE, caused a few problems in Crossword 8. Based on the clue, 'MDE' would have been possible too, of course, but what 'order' is that? Or 17 across: DUMBLEDORE, Headmaster at Hogwarts School of Witchcraft and Wizardry (Spelling?). Indeed it was the spelling of this name which caused the problems!

Anyway, have a wizard time with Crossword 9. You'll be pleased to hear that Harry Potter is on holiday this month.

The winner of Prize Crossword 8, January 2005, and that brand-new tenner: Martin Atherton, G3ZAY, Cambridge.



### ACROSS

- 1 Fragrances left behind by coin on board (6)
- 5 Collision narrowly avoided with the young lady next door? (4,4)
- 9 Film the area where night and day meet (10)
- 10 Told stories in song (4)
- 11 Force someone into going to BY? (8)
- 12 Starts to get restive after politicians prohibit alcohol? That's the spirit! (6)
- 13 Revolvers making a comeback in report on the cluster (4)
- 15 Welshman giving priority to info for HB9ers (8)
- 18 Plants featuring in good Dalí oil reproduction (8)
- 19 A ceremony that's vernal, as noted by Stravinsky (4)
- 21 Country girl returned after women's support (6)
- 23 Specialist who's never tongue-tied? (8)
- 25 Healthy source of water (4)
- 26 Electronic device that sorts train out (10)
- 27 Gifts, we hear, for being there (8)
- 28 Plant generating CW and AM in the Home Counties (6)

### DOWN

- 2 OK payment, by the sound of it (5)
- 3 Proposed accommodating bird in well-known surroundings (9)
- 4 Nachos cooked for Don Quixote's squire to his friends (6)
- 5 Film entrance to Underground station (7,4,4)
- 6 Awful guarantor, non-U, is stuck-up (8)
- 7 Country listed under Ghana (5)
- 8 Give extended consideration to what you do on the 2350 from Paddington to Penzance? (5,2,2)
- 14 Animal emerging from the Rev. Spooner's two hats (5,4)
- 16 Master bowmen, say? (9)
- 17 Incorrect old language used by Afghans and Alsatians? (3,5)
- 20 Union as advocated by SV5B! (6)
- 22 South Africans following the Yankees on the radio (5)
- 24 Hill in Sweden causing violent weather (5)

Deadline for entries: 20 April
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# DX and Events Calendar

Compiled by G3XTT

(thanks to the 425 DX News for most of this)

till 31/03	3Z75, HF75, SN75, SP75, SQ75: special prefixes (Poland)
till 31/03	8J1ODA: special event station
till 31/03	T98AQL: Bosnia-Herzegovina by IZ4AQL
till March	R1ANN and RU3HD/ANT: Novolazarevskaya (Antarctica UA-08)
till March	ST2T by S57CQ
till end March	VKØMT: Macquarie Island (AN-005)
till 30/04	KP2/KL7JR: US Virgin Islands (NA-106)
till 30/04	VE7JZ: Kaien Island (NA-061)
till April	DXØK: Philippine Spratly Islands (AS-051)
till April	J2ØFH: Djibouti by F5PRU
till May	6OØJT: Somalia by VA6JWT
till May	FH/F6AIG: Mayotte (AF-027)
till November	HFØPOL: Henryk Arctowski Base (SP-01, AN-010)
till 31/12	EIØ5CCC: special event call
till 31/12	HA2ØØCVM: special event call
till 31/12	HA8ØIARU: special event station
till 31/12	OE5Ø: special event prefix (Austria)
till 31/12	OO: special prefix (Belgium)
till 31/12	ZS75PTA: special call
till ??	4N35CW: special event station
till ??	5Z4ES: Kenya by IV3SBE
till ??	CA8WCI/9: Frei Montalva base (CE-03), S. Shetlands
till ??	CE6TBN/P and CE6/HA1AG: Mocha Island (SA-061)
till ??	LU1ZAB: 'Teniente Matienzo' base (LU-16, AN-016)
till ??	LU1ZC: 'Decepcion Detachment' (LU-04, AN-010)
till ??	LU1ZS: 'Juan Camara Deatchment' (LU-17, AN-010)
till ??	LU4ZS: 'Vicecomodoro Marambio' (LU-13, AN-013)
till ??	R1ANC: Vostok Base (UA-10) by UA1PAC
till ??	ST2PN: Sudan
01/03-31/03	IQØVL: Velletri (Camellia Festival)
01/03-31/03	LZ127LO: special event call
01/03-30/03	ZV2PHG: special event call
10/03-24/03	CT3/DL3KWR and CT3/DL3KWF: Madeira (AF-014)
10/03-19/03	III1TPG: special event station
14/03-28/03	TM1PHG, TM2PHG, TM3PHG: special event calls

15/03-02/04	FT/X: Kerguelen Islands (AF-048)
17/03-27/03	II*PHG: special event calls
18/03-20/03	AL5A/NH2: Guam (OC-026) by JHØMGJ
18/03-23/03	BW2/JA9BV & BX2/JA3DYU: Taiwan
18/03-28/03	V73JY, V73KJ, V73HE, V73OP: Majuro (OC- 029) by JAs
19/03-01/04	FM: Martinique (NA-107) by F5TGR
19/03-20/03	Russian DX Contest (CW/SSB)
20/03-21/03	JA1AMP/6: Amami Islands (AS-023)
24/03-27/03	IQ7TA: ARI Taranto (Holy Week)
24/03-28/03	SV1QN/8, SV1AIN/8, SV1EQU/8, SV1GYG/8, SW1GYN/8: EU-060
26/03-27/03	YE3K: Kangean Islands (OC-217)
26/03-27/03	CQ WW WPX Contest (SSB)
from March-April	R1ANT: Mirny base (UA-07), Antarctica by RW1AI
02/04-03/04	EA WW RTTY Contest (RTTY)
02/04-03/04	IYLRC Elettra Marconi Contest (CW/SSB/RTTY)
02/04-03/04	SP DX Contest (SSB)
07/04-11/04	VK: St Peter Island (OC-220) by VK3s
09/04-10/04	Mediterraneo DX Club Convention
10-Apr	UBA Spring Contest (CW)
15/04-17/04	II3CC: special event station
16-Apr	EU Sprint Spring (CW)
16/04-17/04	YU DX Contest (CW/SSB)
21/04-10/05	JT1Y: Mongolia by I0SNY
22/04-25/04	LX/ON4BAG, LX/ON4LO, LX/ON6QX, LX/ON6UM: Luxembourg
23/04-24/04	Helvetia Contest (CW/SSB)
23/04-24/04	Strange Radio Team Meeting
30/04-06/05	F5SGI/P: Batz Island (EU-105)
01-May	GMØGRC/P: Great Bernera (EU-010)
02/05-06/05	GBØSK: St. Kilda (EU-059)
02/05-19/05	YJ: Vanuatu (OC-035) by VE7YL and VK3DYL
03/05-10/05	ZA2: Albania by Is
07/05-08/05	ARI International Contest (CW/SSB)
14/05-21/05	9AØCI: Lastovo Isl. Struga LH (EU-016) by 9As and DLs
16-May	European Castles Day
23/05-07/06	A3: Tonga (OC-049 and OC-064) by VE7YL and VK3DYL
May	FR/G: Glorioso Islands (AF-011) by Fs

## Letters to the Editor

**from G3GMC**

Dear Martyn,

Reading through the January issue of the Digest I noted thanks from Nigel, G3TXF, for my efforts in sorting his and other users' QSL cards. Thank you, Nigel. Your appreciation is very gratifying.

I would add, however, that without the help that he, G3SXW and others give me in providing details of their next DXpedition, venue, callsign etc. the job would be far more complex.

My thanks to all of you. It really does help.

Pat

RSGB QSL Bureau Sub-manager for the G3R-T series of callsigns

**from 5B4AHJ (G3PMR)**

Dear Martyn,

This may be a little off-topic for the Digest, but here goes anyway.

Should any members find themselves in the wonderful city of Florence and find that they need a break from all the art, architecture and sculpture, I can recommend two excellent museums which, I am sure, will appeal to most CDXC members.

### 1. Leonardo da Vinci

My XYL and I came across this wonderful museum when walking from the Duomo towards Piazza Della Santissima Annunziata. This is a relatively new museum (my son and his partner, who have lived near Florence for several years, were unaware of it, and it isn't mentioned in my guide book), and is entirely

devoted to da Vinci's machines. Using da Vinci's original drawings and sketches, Italian engineers have created working models of many of the machines that da Vinci designed, but never built. All the models are accessible to visitors, and you can try most of them out for yourself. My favourite was a tank (military variety), the model of which is big enough to stand up in, and can be made to move forward, backwards and also to turn. There was no way to fire the numerous armaments though! There are models of wings, helicopters, flying machines, winches of various types, cranes, looms, rolling mills and so on. Absolutely fascinating (my XYL thought so too), and well worth a visit.

### 2. Istituto e Museo di Storia della Scienza (The Institute and Museum of the History of Science)

<http://www.imss.fi.it/museo/index.html>

Another museum of great interest to anyone with an interest in science. This museum, on two floors of one of the oldest buildings in Florence (located near the Ponte Vecchio), houses important collections of scientific instruments from the Medici era and later.

There is a room devoted to different subjects, for example mathematical instruments, the instruments of Galileo, the beginnings of telescopic astronomy, optics, the microscope, meteorological instruments, astronomy in the 18th & 19th centuries, clocks, electrostatic and electromagnetic instruments and numerous others.

The very impressive thing was the fantastic condition that the instruments are in. The collections were actually started by the Medici family, so many of the instruments have been cared for since the 16th century. A number of Galileo's own instruments can be found here (eg an astronomical telescope). We only got

round the first of two floors (which took two hours), but will see the other floor on our next visit later this year. The staff are very helpful, and knowledgeable, and were willing to spend time explaining the finer points of the exhibits. I thoroughly recommend this

museum, and, again, my XYL enjoyed it as much as I did.

73

Alan 5B4AHJ, P3J, G3PMR

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## CDXC Goods

The following CDXC goods are available from the Secretary.

### PAPERWEIGHT

This is a square marble effect paperweight, fitted on the front face with an enamel CDXC logo. As this item is heavy it is not available mail order, but can be purchased at the various functions, e.g. RSGB HF Convention, CDXC AGM, etc.

### KEY FOB

This is an imitation black leather fob fitted with an enamel CDXC logo.

### RUBBER STAMP

This is a rubber hand-stamp with the CDXC logo. Use for all your amateur radio correspondence.

### REPLACEMENT MEMBERSHIP BADGE

Replacement membership badges can be provided on request in the event of loss or change of call sign. As the engraving of badges is normally undertaken in batches, delivery may extend to a number of weeks.

### PRICING

Paperweight:	£2.50	not available mail order
Key Fob:	£1.50	including post/packing to UK (see note)
Rubber Stamp:	£6.00	including post/packing to UK
Replacement Badge:	£2.50	including post/packing to UK

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Cheques and Postal Orders should be made payable to CDXC and drawn on a UK bank. No foreign cheques please.

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Peter Hart, G3SJX, The Willows, Paice Lane, Medstead, Alton, Hants GU34 5PR

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To: ..... Bank

Branch : .....

**Please pay:**

Bank: **NatWest Bank**  
Branch: **Kingston-upon-Thames**  
Sort Code: **60-60-02**  
Account: **44532385**  
Account name: **CDXC**

Reference: ..... (Please write your **callsign** here)

The amount of £15.00 (fifteen pounds) / £20.00 (twenty pounds)  
(Delete as appropriate)

1. starting with an **initial payment TODAY**
2. followed by an **annual payment on 1 July** thereafter,  
starting with 1 July 2005 and until further notice in writing.

Please debit my/our account accordingly.

Name of account to be debited : .....

Account number : .....

THIS REPLACES ANY EXISTING STANDING ORDER PAYABLE TO  
'CDXC' or 'Chiltern DX Club' (Delete if this is a new Standing Order request)

Name(s) : .....

BLOCK CAPITALS PLEASE

Signature : .....

Signature : .....

(For accounts where two signatures are required)

Date : .....

Address : .....

Postcode : .....

**After completion of this Standing Order Request Form,  
please send the signed form to the bank branch looking after your account.**

## How to fill in the CDXC Standing Order Request Form

1. The form should be addressed to your own Bank and branch.
2. Write your CALLSIGN after 'reference'. This is very important as it is the way your subscription is identified in the CDXC bank statements.
3. Delete one of the amounts (£15.00 is the 2004-05 subscription for UK members; the subscription is £20.00 for those living abroad.)
4. The form has been pre-filled with "today and on 1st July annually thereafter".
5. Enter your account details after 'Name of account to be debited' and your account number.
6. Complete the lower part of the form with your name, address, date and don't forget to sign it.
7. THE COMPLETED FORM SHOULD BE SENT DIRECTLY TO THE BANK BRANCH WHICH LOOKS AFTER YOUR ACCOUNT.
8. It helps the CDXC Treasurer if you also tell him that you intend to pay by Standing Order in future.
9. Check your bank statements after the first payment should have been made to ensure that your bank is executing the order correctly.

Thank you for helping CDXC by paying your subscription by Standing Order!

### On-Line Banking

If you use **On-Line Banking** then you can make a transfer directly to:

Sort-Code : 60-60-02  
Account : 44532385  
Account Name : CDXC  
Reference : [your callsign]  
Bank : NatWest - Kingston-upon-Thames Branch





