



# Newsletter

Winter 1994

Steve Thomas, N6ST, Editor

Northern California DX Foundation

## 3YØPI - Peter I DXpedition Update March 2 1994

"Honey, I'm hoooooommmme!"

by Peter Casier, ON6TT

*editor's note: This story was originally distributed via the Internet, PacketCluster systems and Ham Radio BBS systems.*

The battle is over. Sigh. It is difficult to summarize this 7 weeks' trial in a just a couple of words, but I'll try. One question first: "Is it true that people over here wash themselves daily?" Gee, we'll have to get used to that again. During the three weeks stay on the island, we had only two (2) occasions to freshen up and peel off our underwear.

In the first part of this update, I will concentrate on the general aspects, to give you an impression 'how it really was'. We will distribute a more detailed report on radio activities in a few days.

### Results:

VP8BZL and occasionally some other calls: 5000 to 6000 QSOs.

VP8BZL/MM: 1000 QSOs. Station was used more to monitor than to transmit.

3YØPI: 62000 QSOs (new world record for non-arm chair DXpeditions).

(35% CW and 65% SSB, 700 RTTY and 50 satellite).

4K1F, 4K1/XE1L, VP8CBE (South Shetlands): 1000 QSOs in one night.

ZD8D: 50 QSOs.

With the Akademik Fedorov while awaiting better weather during 4 days: 300 QSOs (hi).

This totals to a gross of 70,000 contacts

### Travel Details

We took commercial flights to London, followed by RAF flights over Ascension to the Falklands. The Icebreaker Kapitan Khlebnikov to Peter I, arrived January 29th in the afternoon. FB landing weather during 20 helicopter flights with two Mil-2 choppers transferring close to 18 tons of equipment, fuel, tents people and personal gear to the camp in 4 hours. Camp was set up on the north side of the island, 500 m from the edge where the glacier breaks into the sea, 30 m below.

The ship Akademik Fedor arrived on February 17th in the morning and took 2 people and 3 tons of equipment with a large Mil-8 helicopter. Bad weather set in with limited to no visibility at all, high winds and snowdrifts. There were no flights on February 18th. A small opening on February 19th took 2 more people and another 3 tons. On February 20th there were marginal fog openings with consistent high winds and snowdrifts. Camp was evacuated in 4 hours with 6 additional helicopter flights. NOTHING was left behind on the island except our foot prints. The helicopter pilot refused to take 'human waste' off the island. We said: 'Shit no go, we no go', and threw the 10 (leaking) bags into the cargo space, closed the door and got on the chopper. We arrived at King George on February 23rd. We flew by helicopter to the Russian Bellinghausen base (4K1F). The transfer was aborted due

to bad weather. Finally we were able to transfer the rest of our personal gear and tents on February 24th. We sold the tents (worth \$18,000 for half the price, and added \$9,000) for seats on a Hercules flight to Punta Arenas. Due to bad weather (again hi), the flight did not get in until February 27th. Stayed at the Russian base while waiting. Arrived at Punta Arenas February 27th around midnight. We robbed the local fish restaurant and got 3 hours sleep-in at local hotel (I still have the room keys in my pocket if anyone is interested). Our complete crew of 9 left for Santiago at 6 am on February 28th. There the team split up. Martin and I arrived (after stopovers in Miami, Washington DC, Chicago, Newark and London) at noon on March 1st. Bob, N4GCK reported still to be in Santiago looking for snow to shovel ("snow shoveling addiction syndrome"). HB9AHL reported on a Swiss Air flight above the Atlantic at this time. Stewardess unable to wake him up.

Walnut Creek (California) declared as national disaster area when Bob put his clothes in the washing machine. Major rivers are now polluted. (Just a joke, Bob!)

## Camp Logistical Details

### Shelters:

Two operating shelters of 8x8 ft (one CW and one SSB). Kitchen shelter of 8x12 ft (used to sleep awaiting evacuation of the island. Wood is hard to sleep on in case no one has noticed. But you get used to it after a while. KØIR was the lucky one, he got to sleep on the table). Sleeping shelter of 12x24 ft. Tip: if you ever go to Antarctica, do NOT (repeat: do NOT) take the bunk next to the entrance. People will put the pee-pot next to you, forget to close door-flaps, you will hear sharp sounds of zippers in your nightmares for months to come, and people tend to kick your bunk while stepping into the tent. Also, you might wake up at several occasions being covered by dust-snow blown in through Only-God-Knows small holes. Another valuable tip: the best way to melt the ice formed on the door-flap zippers are 'foot warmers': small bags with chemical substance which warms up when in contact with air. Only one hour and you're out of the tent. People will complain that it takes very long to change operators, though. Shelters were warmed with propane heaters (6 bottles of 100 kg propane each). Our separate top-

open toilet shelter with homemade toilet seat proved to be very useful.

Count on digging out 5 feet of snow before "taking a sit", after a storm. Count on clean toilet paper playing "gone with the wind". Take that into consideration BEFORE sitting down... People will complain about the long radio-silence between working the 1's and the 2's though.

### Generators

We had two 4 kW Onans and two 5 kW Hondas, with 14 barrels of gasoline (200 liters each). Tip: check ships' crew if they do not store Onans upside down on the ship, especially if there is still oil in them. Do not trust manufacturers when they say that all oil is drained. If you do not follow this advise, you will have severe difficulties starting the generators. Tip: you can find generators during snowstorms by looking for a small hole in the snow. That is where the exhaust pipe puts out hot air. When you can not find that hole anymore, try following the electrical wires coming from the shack tents.

Tip: do not worry if Onans loose parts like bolts, nuts, mufflers and pilots. As long as they keep on vibrating on their wooden crate-cover bases, while trying to mate with the Honda next to them, they tend to keep on working.

Tip: do not say to the pileup: "I'll have to refill the generator, will be back in 5 minutes." It will take you at least 30 minutes to dig them out of the snow.

### Antennas:

Most antennas were put in a straight line, facing N/NE. Wired to the SSB tent: Crushcraft 20m Yagi, 40m Yagi, 10-15-20m triband Yagi, 9G1XA-like 15m high vertical for 75-80-160, R5 (10-12-15-17-20m) and later on a 3 element wire Yagi for 160. These were occasionally used for CW and RTTY too. Wired to the CW tent: Crushcraft 15m Yagi, WARC Yagi 12/17/30, 10-15-20m triband Yagi and Battlecreek special for 40-80-160. Some of these were used for SSB occasionally. Hygain tape-dipole for schedules on commercial frequencies. 70cm/2m Yagis for satellite.

Tip: it does not matter if a triband Yagi decides to go vertically polarized after a storm. The next storm with winds from the opposite direction will turn it horizontal again. Horizontal looks better

though.

**Tip:** It does matter if a Battlecreek snaps in the middle. If you still can not get 160m going after repairing the broken section with large stakes, check the top loading wire for 160m. If after 3 re-erectations, SWR is bad on all bands, check the bottom switch box. The switch might be malfunctioning.

**Tip:** using lots of radials and chicken wire under the verticals proves to optimize performance. Do count on them being covered by 1 meter of snow after 3 weeks. Wires tend to melt into the snow and get covered up by ice. Count on 24 man hours per vertical to dig out the ground system, when breaking up camp.

**Radios et al:**

We had about 9 Kenwood rigs of various kinds. Of these, 4 died during the operation. We had four Alpha amplifiers which ran beautifully without any hiccups. Various satellite and RTTY gear was packed in one crush-free box. That box was apparently dropped from a height of at least 60 ft. Most of this gear was QRT upon arrival or went QRT shortly thereafter.

The two boxes which were meant to contain a double set of bandpass filters for all bands (including WARC from 10 to 160m), apparently only contained one set for 10-15-20-40-80-160.

**Tip:** Yes, you can run pileups even when you have interference from the 3 other stations. People will complain because you are running reasonably slow, though. Statistics prove that there are 10 QRM-free seconds per minute.

**Tip:** Alphas will continue to run even when covered with 30 cm of snow (as found after one storm where the CW tent was deserted and dust snow blew in through some - I do not know where it came from-holes).

**Computers:**

For various reasons, computers were only used for RTTY and by one operator for logging. After 5 days, we were left with only working computer power supply. Most of the logging was done on paper. People will complain that you can not check if they worked you on 20m before, though.

**Tip:** Yes you can run RTTY pileups even if the only way to switch between transmit and receive is by

**Northern California DX Foundation**

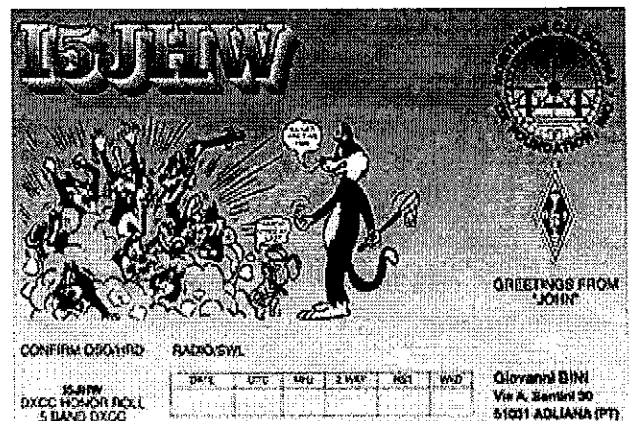
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resetting the modem. People will complain about the limited RTTY activity, though.

#### **Logistical Challenges:**

This trip was a continuous chain of "challenges".

#### **Falklands**

Overweight luggage on all airplane flights, people not on passenger lists. (We managed to persuade the RAF that my last name 'CASIER' is actually the 'Mr. Kafler' on their list). It was funny though being paged as Mr. Kafler, when they asked me to open my suitcases with coaxes, keyers and radio gear, and the boxes with the Alpha amps.

#### **Khlebnikov: "Bot whot about tho moooney?"**

The helicopter pilots asked \$1000 each (extra) to land us on Peter I. The Captain asked for an undetermined sum too. Both were refused after numerous discussions. The Khlebnikov is an icebreaker and as such does not have stabilizers. Rolls of 40 degrees to and fro are normal in good weather. The ship can take rolls of 80 degrees though. Martin fell out of bed 3 times. Bob's (N4GCK) bed was not fixed to the floor and slid 3 meters to and fro one night.

#### **Peter I**

It is difficult to describe all the challenges we were faced with on the island. Temperatures varied between +11 °C and -15 °C. The latter during the frequent storms with speeds up to 100 km/h. The wind chill factor decreased the temperature to about -50 °C. We had to continuously dig out the generators (every 30 minutes during storms), secure equipment, try to locate crates after their "disappearing" acts in snow storms. If we were not operating or sleeping, we were shoveling snow. Snow drifts of 4 m high were not exceptional. It took us 4 days (despite the excellent weather) to land, put up camp and get everything ready. As mentioned, breaking up camp took us 4 days and we needed 4 days to evacuate all people and gear from the island.

#### **Way Back:**

As mentioned, we had to pay close to \$18,000 extra for the Hercules flight to Punta Arenas, and had to wait for 4 days for the plane to arrive. Punta to Santiago was \$240 each and the flight back home was another \$1000 to \$1,500 extra each.

#### **Luckily:**

- All people involved (hams from the London area, Falklands, Punta Arena, locals from Falklands, the

Antarctic bases and South America) were \*very\* helpful.

- We were well prepared (shelters, clothing, transportation) and had extensive spare equipment.

- We had the pilot stations (**Thank You John, ON4UN, and Mark, ON4WW, for a super job as the European pilots!**) to keep us linked to the DX community, to our homes and to all kinds of people involved in this operation (transportation, manufacturers etc.). Both of you put in so much time, effort and quality in your tasks that it is difficult to thank you enough.

- As operators we were very motivated to bring this challenge to a good end. I think it was this motivation that got us through.

#### **Some Nice to Know Details:**

In the past 7 weeks, we had the following ways of transportation: Civil planes, British and Uruguyan military planes, 4x4 jeeps, open trucks, taxis, standard cars, tanks, ice breaker, cargo ship, pilot boats, zodiacs, sleds and two kinds of helicopters.

We managed to go through 5 continents (S & N-America, Europe, Africa and Antarctica)

The total cost of this trip is way above \$300,000.

Weight of all equipment, fuel supplies and personal gear must have totaled 15 to 18 tons.

#### **Conclusions for This Part**

It is really difficult to describe all of the non-radio stuff involved in such an operation. Come to one of the upcoming presentations, and you will understand. One thing: we are not complaining about the hardship we went through. On the contrary, all of us are proud, very proud of what we did. Nevertheless, the non-radio items were important enough to release them before even publishing the radio-related evaluation (which is coming up real soon now).

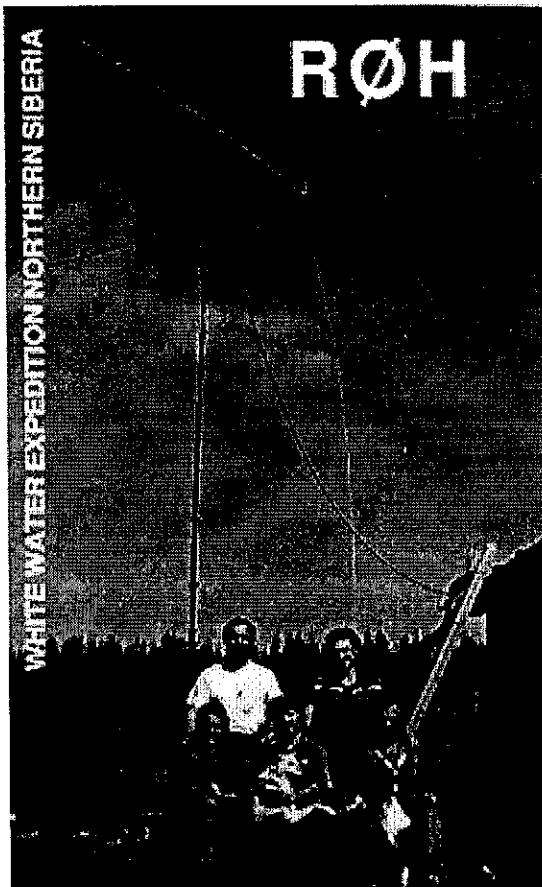
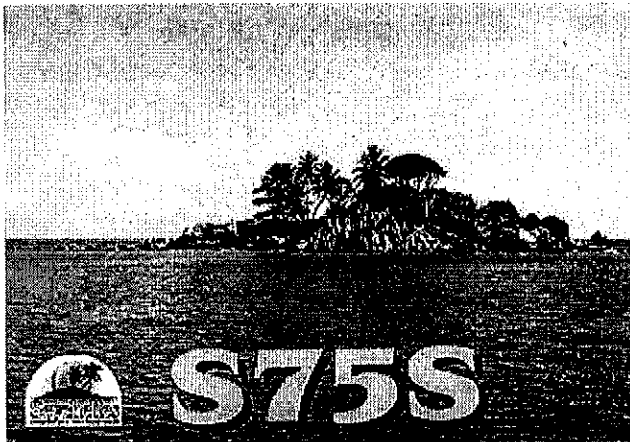
Yours,

Peter - ON6TT.

(And yes, I promise to take a bath in one of the next few days!)

Comments welcome to:

ON6TT > ON4DXB or to  
ON6TT@ON4AWP.BEL.EU



## 1993 Big Hitters

We hereby extend a big thank you to the following who made large contribution during 1993. Our hope is that we have not missed anyone who should be here. If your call is missing and it should be here, please let us know. Our antiquated database manager sometimes has a mind of its own. If someone is listed more than once that is because that individual contibuted more than once during the year.

### \$100 or more

AA6MC, AA6T, AD6P, AH9B, CADXA, DL2HQH, G3LQP, HC2HVE, JA3BKP, JA3BKP, JA3XED, JA8IYI, K2PLF, K4IIF, K4KUZ, K4RZ, K6DC, K6DC, K6HHD, K6ITL, K6MA, K6OHM, K6OZL, K6OZL, K6PU, K6RK, K6TMB, K8CFU, K8DD, K8MFO, KA6ING, KE3AY, KG6WU, KH6WZ, KI6T, KI6WF, KI6WF, KK6QM, KK6TE, LA1EE, LADX Group, N6HL, N6HR, NZ6Z, OH5NQ, PAØGAM, PA3DZN, REDXA, SARL, SCDXA, SWL-DL-312WW, TF3CW, VE3MR, VE7GV, VE7VR, VK5WO, VP2ML, WØCD, WØMLY, WØYK, W1K SZ, W1PCD, W1PNR, W4AI, W4WJ, W6AQ, W6AQ, W6AXH, W6DU, W6DU, W6EEN, W6EUF, W6GO, W6GO/K6HHD, W6ISQ, W6OAT, W6OSP, W6OSP, W6PVE, W6QHS, W6RJ, W6RR, W6RR, W6SQL, W6WKE, W6ZH, W7NCO, W8FLA, W8UVZ, W9QBJ, WA2HZR, WA4DAN, WA6HXM, WA8LLY, WB6RZK, WB6ZKD, WB6ZUC, OHØXX, YBØEBS, JA1EM, JA2MNB, YV5L TR, N8CEO, NK6F and the Yaesu Trip.

### \$200 or more

I1-50156, K6JYO, LA7XB, W5ZPA, W5ZPA, W6JZH, WB6UOM, AB9O, DK6AS, N8ALJ, W6YFW, AH9B, WB6UOM, WB6WCW

### \$500 or nore

KØIR, N6HVZ, N6HVZ, W5FS,

The Northern California DX Club donated a portion of the surplus from the 1993 International DX Convention to the NCDXF. We sincerely thank the NCDXC for \$2500!



## Odds and Ends

by Eric Edberg W6DU

I want to thank those of you who have been sending their address changes. It has helped make our mailing jobs much easier. Unfortunately, there are still many who have not been so helpful. It is a little disappointing to send out a large Newsletter mailing and have many returned because they are no longer deliverable. With some of the returns we get a new address from the Post Office and are able send out a second copy. A second mailing requires more individual attention and also it is necessary for us to send it as first class mail which costs four times the original postage. Not only that, but today we received one of those newsletters we had already sent to a new address. That seems a little much. If you wish to continue to receive the Newsletter on a timely basis, please, please, keep us informed of your current address! The Post Office only forwards mail for a six month period. Each domestic newsletter we have to re-handle costs us just about a dollar. We would rather use it to promote DXing and I'm sure you would feel the same way.

We continue to get requests for NCDXF Tee shirts. I have previously written on the subject but would like to restate. We are just not very well equipped to handle merchandising and feel that our mission is to promote DXing.

The items we provide as a convenience to the membership, namely logo rubber stamps, logo labels and logo pins are reasonably simple to handle in that they are all similar. There are no size or individual characteristics involved. Our pricing for the items is based upon a no profit, member convenience basis. Tee shirts do not fall in this category. We all come in many size categories, (unfortunately mine is extra large), and all of us have different calls. Reacting to these differing size requirements leads to inventories. Not only that, but there would still have to be individual handling to add call signs.

Indeed, we have provided Tee shirts for DXpeditions that we have sponsored. This was due to the kindness of one of our Directors who volunteered his services to do this job. We are hesitant to ask him to extend his services to others.

If we were to be able to provide a large NCDXF logo suitable for usage on Tee shirts and at nominal cost so that you could make your own, would any of you be interested? I would very much like your comments. While I can not guarantee individual letters in answer, I can assure you that your Board of Directors would certainly react to your wishes.

We often get notes along with your contributions. Many of them are highly supportive, some are less so. Some suggest new courses and ideas. The ones which have specific suggestions are normally answered individually. Whatever the case, we appreciate them all. Keep them coming.

## QRV as ZL7FD - A DXpedition to Chatham Islands

by Alexander Wilhelm, DK8FD

How does one come to think of undertaking a DXpedition to the other end of the world; to the "Island which sees sunrise in the morning of a new day at very first", in other words to Chatham Islands (Amateur radio prefix: ZL7)? After having finished all my studies I planned to spend some time on an extended trip overseas. During the European winter, the most attractive part of the world for me was the fifth continent - the Antipodes. So I made a decision in February 1993 to travel to the "Country with the long white clouds": New Zealand. But what benefit to me to visit such an attractive country and have a holiday without experiencing my hobby with a little pileup?

As well as visiting the main New Zealand islands I had to choose between three other small groups of islands for one additional visit. These were: Auckland and Campbell Island (ZL9), Kermadec (ZL8) and Chatham Islands (ZL7).

Due to the fact, that in Germany I could only obtain sufficient and suitable information material about Chatham Island, the decision was easy: ZL7 it was to be! Information from the New Zealand Tourism Board had indicated, that it was only Chatham Island that had any population at all and was the only one of the three which was open to tourists. In fact, the other two islands - ZL8 and ZL9 - hosted just a small exploration station and were served at irregular intervals by rather small boats.

CHATHAM ISLANDS, UTC +12.75(+13.75) hours, is located in the South Pacific, 768 km southeast of Wellington, the capital of New Zealand. Due to this isolation, both the islands of Chatham and Pitt are two of the few places in the world which so far are not affected by the wave of international

tourism.

Being an area of only 963 square km., just 750 people live on Chatham Island and some 50 on Pitt, both groups earning their main income from sheep farming and fishing (i.e. Crayfish). Because these small islands are in the middle of the open ocean, the climate differs from that experienced on the main islands of New Zealand. According to official records, the average rainfall for these small islands is about 913 mm per year with sunshine helping the grass grow for roughly 1472 hours each year. The temperatures ranges between 12-18 degrees Celsius in February and 6-10 Celsius in their winter months around July. Heavy stormy winds are not infrequent.

The native people of Chatham Islands, called Moriories, came over from eastern Polynesia, probably by canoes which had been blown off course from their intended destination. In 1791, after having survived a heavy storm, the English mariner Lt. Broughton landed by chance on Chatham Island and then claimed the island in the name of his king, George III of England. Some years later in 1835, Maories who were the indigenous people of New Zealand, came to Chatham Islands and fought with the native Moriories, massacring so many that their population was reduced considerably. The last of the true Moriori people, Tommy Solomon, died in 1933.

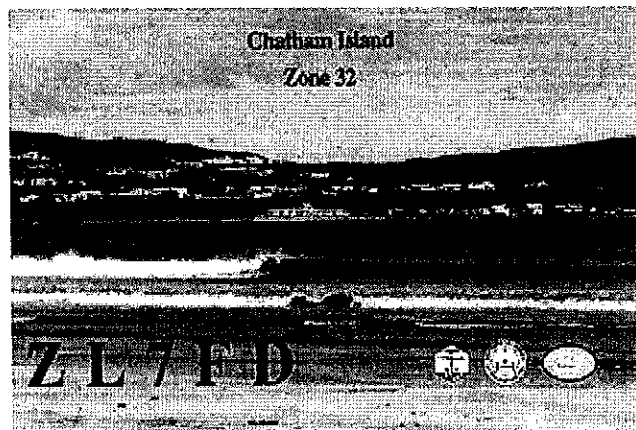
Coming back to my journey story; how does one reach Chatham Islands? According to the original information I received, it seemed that there are only two flights a week by small aircraft from New Zealand. However this is not the case as I found that in fact there are five flights each week operated by "Air Chathams" using a small seven seater airplane out of several cities in New Zealand. Furthermore, another airline, "Mount Cook", also offers a regular service to Chatham by a bigger aircraft, starting from Christchurch. Additionally a supply boat serves Chatham Island but this does not carry passengers. Bearing in mind my further holiday plans I decided to book a flight from Wellington to Karewa Point (airport on Chatham) with *Air Chatams* and for the return flight with *Mount Cook Airline* back to Christchurch. Both airlines allowed me free excess baggage which was a great help to me, given that it

is unavoidable to have extra baggage on a DXpedition.

My plans were to participate in the CQWW-DX-CW-Contest. Therefore the question arose as to which antenna would be the right one? It must be usable for all bands and also had to send proper signals as far as Europe. In spite of having had in the past very good experiences by using longwire antennas, I decided to install an all-band-vertical (80-10 meters) for the first time.

Planning the complete journey to Chatham and New Zealand took about 6 to 7 months. During this time many tests were undertaken, especially antenna tests, and among other things for example was the contacting of the twelve largest and most well known DX Foundations. However, I received answers only from NCDXF and EUDXF. I doubt that all other Foundation's addresses I used were insufficient...

Coming nearer to the departure date I had to sort out the equipment which was absolutely necessary, and that which was only "useful". Being a one man-DXpedition I needed to be aware of the strict weight limit that could be handled. Therefore, a PA



and a beam had to be forsaken. However, the 100 Watt transceiver with a 20A power supply, CW-key, a small antenna-tuner, the all band-vertical, 50m RG58, G5RV-Antenna and various accessories seemed reasonable, and these I took with me. Departure day November 20, 1993 came. Some 70 kilos luggage was carried to Rhein-Main Airport at Frankfurt. Check-in and all customs formalities were completed very quickly and at 3.45 p.m. local time the *Air New Zealand* Boeing 747-400 took off

for it's 26 hour flight via Los Angeles to Auckland. Another one hour connecting flight brought me to the first place I was going to visit, Wellington. Customs formalities in New Zealand were as Ham operators most like them to be. The full equipment caused no problems at all. According to regulations, the first step was to collect the pre-ordered ZL7 Radio License from the Ministry of Commerce. The remaining bright days before moving on were used for sightseeing in and around Wellington.

*Wednesday November 24.* After check-in with *Air Chathams*, I was the only one in the waiting room, but shortly before take-off an additional four passengers arrived. Once inside of the aircraft it became obvious, that there was hardly space for two pieces of cabin luggage. But this was compensated by the fact that everybody on board had a window seat and a direct view into the cockpit with it's two pilots. After a very enjoyable three hours flight all passengers gave a hand unloading baggage from the aircraft. Chatham Islands had been reached!

Due to the fact, that on the island no public transportation is available, Val, the hotel owner had arranged for his daughter to pick me up at the airport and bring me to the "Hotel Chatham", located at the beach of Waitangi, capital of Chatham Islands. This proved to be a small but very nice hotel used by the inhabitants of Chatham as their main meeting point and I found it to be a most hospitable place. The ride by car was undertaken with reasonable speed over metalled roads, but having passed over each single pothole I thought of my sensitive radio equipment! Immediately after arrival, however, a function test showed that all had survived without damage except the SWR meter. Having installed the antenna on a little rise ZL7FD was, at 6.18 UTC, for the first time, on the air (6Y5 on 7 MHz was the first QSO)!

Dinner had to be taken jointly with other guests, but unfortunately dinner time was at the exact time when conditions begin to open for Europe. Due to this I have a minus of at least one hour Europeans per day in my log, but this was more than compensated by a really excellent cuisine. After dinner the first hours were for contacts to Europe on 20m and then on 30, 40 & 80m, mostly to W/VE and JA. At

3 a.m. I finished my first night under callsign ZL7FD. Next morning nothing to hear except a strong "rustle". This proves that all bands will be open only during the evening. So, besides always having a short nap during the day, I had plenty of time for some chats with 3D2, 5W, ZK, T3, VR6, KH6 etc., and of course, extended trips through the island. In spite of always having a clear reflecting direction to Europe, NA, and JA, most of the pile-ups could be made only in CW. Possibly the signal for SSB was too weak. 10m and 12m were closed for all directions and 18 MHz as well as 21 MHz brought only weak signals. The opening of 14 MHz in the direction of Europe was equal to the opening for Japan.

I planned to operate in the CQWW-DX-CW-Contest in 40m single/single. Starting at 5 p.m. local time, I received the first strong signals from W and a little while later from Europe, but in spite of many efforts no one could hear me. Even ZL2K in Wellington seemed to have the same problem. Nearly three hours elapsed with operating as "SWL" only until the band opened also for me. In the morning the same game; shortly after sunrise I was able to hear quite a lot of strong signals but my own signal could not be heard. Contest-day two. Conditions decreased a bit. Having only 100 watts available I was dependent on the Multies who could hear my own pile-up and of course can break in. I was unable to work my own into their pile-ups in spite of all my best efforts.

In the evening, after the contest, conditions more and more declined. I could hear a pile-up calling me but all the signals were so weak and disturbed by QRM that I was hardly able to read them. After about 200 QSOs I gave up for that night.

During the following morning we had a really strong storm and it became necessary for me to install my antenna again! In the evening I had some SKEDS with Europe on 80m, but after a short time a third station began to disturb all contacts. Considering the kind of signal, this station might have been located either in New Zealand or in Australia. This shows, that even also in this part of the world radio-chaos are in the air!

Besides this QRM an additional rustle was registered for a few more hours on all bands. In spite of



the noise blanker I could take up only a few strong stations and had to be satisfied with a limited number of QSOs. During the following night there were excellent conditions on 40m and 80m to USA and Japan, but then the transceiver seemed to cause some trouble. Always during the first two hours my VFO switches around. But that was not the sole instability! The flickering light reminded me that electricity was produced by a generator which from time to time stopped functioning completely!

After nine nights on the air, during the morning of December 4, I took my antenna down and prepared my 70 kilos for the further trip through New Zealand. An also very enjoyable flight with Mount Cook Airline brought me to Christchurch, my next stop in New Zealand.

Considering all circumstances I think the number of 5326 QSOs under the call-sign ZL7FD was quite reasonable. Of this number 30% were Europe; 36% were North America; 31% were Asia, and the remaining 3% were South America, Oceania and Africa. On 10m I did only 4 QSOs and on 12m only 12 QSOs. The rest were on 80-15m including WARC bands.

Now at the end of my travels to the southern hemisphere and being back in my own QTH, I wish to take this opportunity to express my grateful thanks to all who assisted me by word and deed. My special thank you is addressed to NCDXF, EUDXF, Air Chathams, Mount Cook Airline, DL1FCU and last but not least to my parents. I am sure that without their assistance and kindness my DXpedition would have proved much more difficult for me to achieve than was the case.

## Dayton & Visalia

Look for the Northern California DX Foundation at the International DX Convention in Visalia, California and the Dayton Hamvention. Drop by our booth, say hello and meet some of the NCDXF board members and advisors. Board members and advisors pay their own expenses to represent NCDXF at these conventions; that includes all transportation and lodging as well as any convention entry fees or other out of pocket expenses.

## Letter

Dear Steve,

I have been a member of the NCDXF since Dec. 1989. Then I was a student in the town of Svistov in the Higher Institute of Economics. My specialty was Finance and Credit.

My Student's callsign was LZ2ZO from Sept. 1989 to May 1990. There was a radio club in Svistov and its callsign was LZ2KSQ. Our club members use special contest call of LZ6W.

I graduated the institute in the Summer of 1990. I have got my new license since June 1990 and the call is LZ3DX. That is the reason why I write you this letter. I would like if you'll be so kind to change my membership certificate number #4097 for LZ2ZO and to write new one with new number for my new callsign LZ3DX. I really would like to continue my membership although I haven't got possibility to send any contribution nowadays.

I hope you know that the economical situation in Bulgaria isn't very good and this is one of the reasons for my problems. They are very serious because I haven't got my own radio equipment. There aren't any specialized shops in which someone can buy equipment, special literature, Callbooks, magazines and print QSL cards in Bulgaria. My salary monthly is 2300 Leva (1 U.S. dollar = 25 Leva!) and it's impossible for me to buy any commercial radio transceiver from Kenwood, ICOM, or Yaesu. All these things force me to look for sponsors, colleagues - radio amateurs who can help me and send me any radio equipment even though used and old model.

So, I read about the NCDXF collection of rocks in your newsletters and I would like to enrich the collection with a Bulgarian rock. It's from my birthplace Karlovo. Our town is known as center of Rose Valley and production of rose oil. Karlovo is the birthplace of Bulgarian national hero Vasil Levski, too. I think it will be interesting to have such rock for the collection from LZ land, from me LZ3DX. Maybe 100 of DXCC-Rock Award?

Dear Steve I will be waiting my renewal NCDXF membership number and any good new for the equipment. My address is:

Zlatko Kochev, LZ3DX  
Radkoska 2 Street  
4300 Karlovo, Bulgaria, Europe  
My phone is 0359-0335-40-53

I believe that my letter will be interesting for the members of the NCDXF.

73 & DX!

Yours truly,

Zlatko

## Building Global Friendship

by Larry Vogt BV/N4VA, S21ZK, HSØZAX FAIRS  
Training Director ITU Region 3

"Building Global Friendship" is the purpose of the Foundation for Amateur International Radio Service (FAIRS) and this is just what a team of 8 members did during March 1993 in Bangladesh.

The group of FAIRS members from the USA, Ukraine, and Russia met in Dhaka to provide training for prospective amateurs from Feb. 27 through March 17, 1993. The team consisted of: David Larsen KK4WW, UB5WUS & S21ZJ -Executive Director, FAIRS Expedition Leader, Instructor, Volunteer Examiner; Gaynell Larsen KD4GMV, UB5WMV & S21ZH -Vice Director, FAIRS Team Coordinator; Larry Vogt BV/N4VA & S21ZK - FAIRS Training Director, ITU Region 3 Instructor, Volunteer Examiner; Victor Goncharsky UB5WE, KC1VF & S21ZM -FAIRS European Operations Director Chief of DXpedition Team; Helen Goncharsky RB5WA, KBØKNC & S21ZM (2nd Op.)-FAIRS Europe Secretary DXpedition Team Operator; Yuri Katyutin UA4LCQ, KD4STR & S21ZL -Director of Operations, FAIRS Russia DXpedition Team Operator; Serge Tarasov UA4LLQ, KD4QAU & S21ZL (2nd Op.)-

FAIRS member Russia DXpedition Engineer & Operator Representative; Vyacheslav Sergeev, Vice Rector Ulyanovsk Polytechnical Institute, Russia CIS, Team Sponsor, FAIRS Member Russia.

The FAIRS representatives were able to obtain five amateur licenses from the Bangladesh Government and installed three stations at different locations around Dhaka. Two stations were used to provide QSOs during the period, while the third position provided training (including "hands on" experience) for the students. A few of the students were lucky enough to also get to learn about antenna installation in the 32°C heat!

All five call signs were used during 11 "working" days to overcome the "7 day-per-license" situation. Total score was more than 25,000 QSO on all amateur bands except 160 meters. There was no space for a top band antenna in the urban area, unfortunately.

There were thirty students present at the first day of five intensive afternoons of code practice and technical training. Of these, seventeen successfully learned the Morse code at 5 words per minute. It was an enthusiastic group, which reflected their desire to learn about amateur radio. One of the students told of listening to hams on his short wave receiver for ten years with hopes of one day getting a license. It was impressive that some of the students had

never heard Morse code and were copying it only five days later. To be sure, they were practicing for many hours, but we also believe that they had never been told that code might be difficult. This showed that code can be taught easily to open-minded students. David, Victor and Larry all possess Volunteer Examiner Credentials from the Amateur Radio Relay League. This allows them to administer US amateur examinations anywhere in the world. 16 new Novices (and one new Technician) will soon be able to use their U.S. licenses as a means of obtaining their Bangladesh call signs. This is a temporary procedure being used by the Bangladesh government until their own testing procedure is established. Mr. Dick Baldwin W1RU, President of the International Amateur Radio Union

was also in Dhaka during the first week of the FAIRS training. His purpose, separate from the FAIRS effort (although the training was coordinated by FAIRS, ARRL, and IARU) was to provide a workshop for BTTB government officials and Administrations on the international regulations governing amateur radio. The simultaneous presence of both groups appears to have



Helen Goncharsky, RB5WA/KBØKNC makes our first DXpedition contact using S21ZH which was issued to Gaynell Larsen, KD4GMV/UB5WMV/S21ZH. Helen is a very well known DXer with many DX and contest honors including DXCC #1 honor roll and 5-band DXCC. Helen and Gaynell share an interesting first for Bangladesh amateur operation. Gaynell was the first YL licensed and Helen made the first YL contact in the history of Bangladesh.

been a success, as high government officials gave assurance that amateur radio would be recognized in Bangladesh.

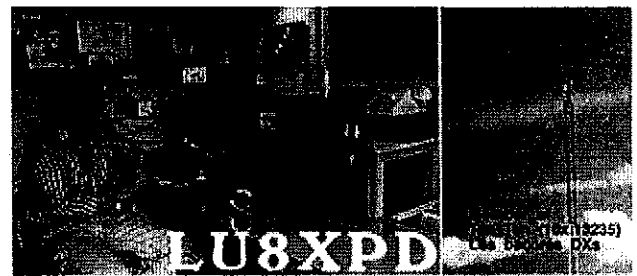
The trip was a lot of work, but also very enjoyable. The FAIRS Volunteers made many new friends, saw an exciting mosque-filled city and learned much about cultural differences.

FAIRS Bangladesh hosted a reception for the international team members, who joined in for the fast-breaking meal taken at sunset during the holy month of Ramadan. A complete station consisting of a Yaesu FT-757 Cushcraft A3 Beam IBM-XT computer and AEA PK232 was left in Dhaka to be used as a FAIRS club station and for additional training. Watch for them soon with their new S21 callsign!

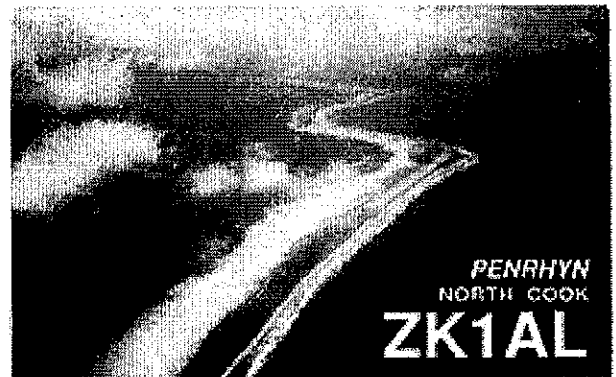
We thank the following amateurs, Dhaka friends and sponsors for their support: U5WF, UB5WCV, UB5DH, UB5WBP, UB5WPR, RB5WL, UB4WAD, UA3ADG, UV3CX, UA4LGD, VE3WHE, N4YYU, KC4DY, KC4ZEN, RT4UF, UB5UT, RB5WG, UB5EW, Dr. Toufig Ali - Minister, Taimur Rahman, M. Saiful Islam, Syed Shabiul Ahsan, Sharif Ahmed, Ahm Shamsul Islam-Dipu, Manjurul Haque, Enamul Haque, Mohammed Arif, Saiful Amin Bhuiyan, Muneen Hossain Rana, Abul Bashir, Gazi Golam Mobin, Abdul Alim Chawdhury, Alauddin Al Azad, Abdul Majed, Mahmudul Gani, Muhanimad Obaidul Gani, Sohel Awrangzeb, Talukder Pavel, A.B.M. Ferdous, Saiful Bari, Rais Uddin Ahamed, Mohammad Siddiqueer Rahman, The Accsees Pvt. Ltd., The Hunger Project and Ulyanovsk Polytechnical Institute, Russia, The Canadian DX association (furnished QSL cards).

QSL info: Hanna Osuch SP5IUL ul Lowiecka, 14,05-400 Otwock, Poland.

For information about FAIRS and how you can help, please contact International FAIRS headquarters at PO Box 341, Floyd, VA 24091 USA. FAX. 703-382-2935.



P.BOX81  
USHUAIA 9410  
TIERRA DEL FUEGO  
ISLAND Rep. Argentina



PENRHYN  
NORTH COOK  
ZK1AL



ON6HE

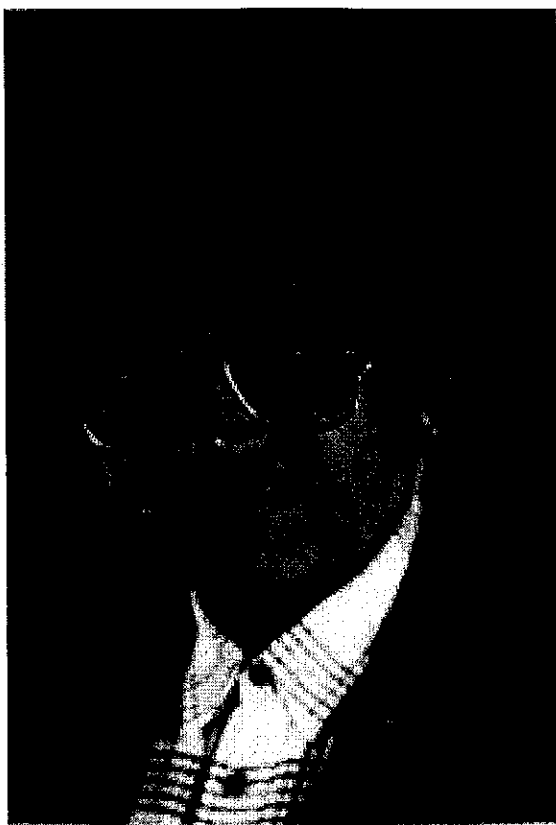


BELGIUM



## The Amateur Life of Karl H. Hille, DL1VU

I was born the 15th of May 1922 in Berlin, Germany. Father, mother and me, lived in the fourth story of a very small flat. Two of my uncles were heavily involved in radio, both building radio sets as a hobby. Uncle Hans had constructed a superheterodyne receiver in 1926 with a big loop antenna. In 1927 we got our first radio receiving set with dry battery and acid cells. Since my father understood a lot of foreign languages he was interested in DXing which was restricted to Europe only. I read in Uncle's radio book and was fascinated with detec-



Karl H. Hille, DL1VU

tors. coils, tubes and Morse letters. So in 1931 I built myself a morse key from wood. Because I had no transmitter, no tone generator this key was quite useless. In 1932 I built my first detector receiver and this worked in receiving two broadcasting stations. The same year I entered college and one of my teachers was a splendid radio scientist. So I began

to learn Morse code in 1938 and joined the then DASD (German Ham Radio Club).

In a course I accepted all necessary things concerning Ham radio. I learned a lot from D4GXF and D4ADF. There a friendship with the fellow Harry M. Lilienthal, DL7AH and F6DYG started and is in best order until today. In Germany no licenses were issued to young people like me. So I began my career as an unlicensed operator and did my first QSO with ES5D (still on the air) with completely homebuilt receiver (2 tubes) and transmitter (1 tube). The antenna was a 10 meter piece of wire, laid down on the roof. Although transmitting was punished very hard during wartime I operated until February 1941 often changing callsigns mostly on 3.5 and 14 MHz.

Then I was taken to a paramilitary organization, the "Reichsarbeitsdienst". After some months I was taken to the German Army in Dresden in December 1941. This was a wireless operating unit and I passed the courses in a short time. In Dresden there lived D4YUM. In my spare time I visited him and was informed about all in DXing. In May 1942 we were sent to Russia. I was radio operator in CW and this was in very fast circuits up to 25 words per minute with simple handkeys. In December, 1942 I had the opportunity to change from CW operator to radio technician. I changed and had to learn in lessons and courses until I was a real radio technician. There in Stalino I contacted also Russian hams. I did my duty in Russia and the Eastern countries until the big breakdown May 1945.

I rescued some necessary things: pliers, screwdrivers, soldering iron and a Volt-Ohm-Meter. Working in a small farm I erected my first after war station in the building of a bread baking oven. Receiver was a military set and transmitter a Hartley circuit producing about five watts on 3.5 MHz. The antenna was a 40 meter wire camouflaged as a clothes line. So I started Ham radio again and collected the dispersed hams in the vicinity. In 1948 I passed the license examination in Munich, where ex D4GXF examined me. The great day came: the 23rd of March 1949 I was licensed the first time in my life as DL1VU. The later years I founded two local clubs in Bavaria and was their first chairman. I

served also in different positions in the DARC. In 1979 I retired from my duty as a teacher. This was the opportunity I had waited for for years to undertake long DXpeditions:

1963:M1VU,9A1VU (San Marino)

1980/1981:A35VU, ZK2VU, ZK1XG, FO0VU, 5W1DC, FW0VU, 3D2VU,

1981/1982: VK2EAJ, FK0VU, YJ8VU, 3D2VU, 5W1DC, ZM7VU, ZK2VU, ZK1XG

1983/1984: KH0/DL1VU, C21NI, T30CT, AH8/DL1VU, 5W1DC, ZM7VU, ZL0AKD

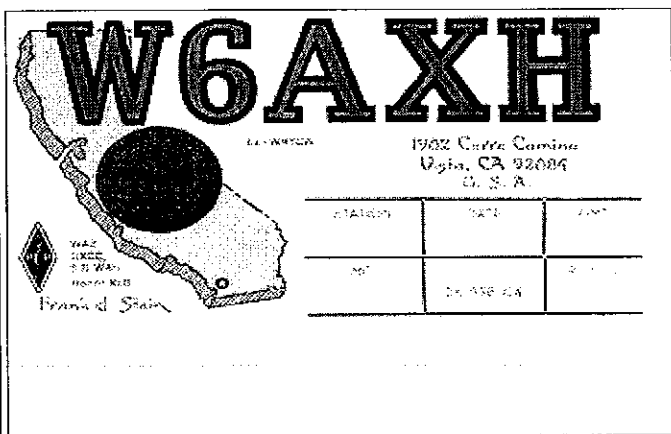
1988: AH2/DL1VU KX6/DL1VU, C21NI, 3D2VU, T22VU, OK8AEH

1991: T30CT, T31AF, H44VU, FO0VU, W6/DL1VU

1992/1993: KH6/DL1VU, T32VU, T31AF

So I lived nearly 3 years in the Pacific Islands and did more than 150,000 QSOs. On the other hand I worked in the scientific field of antennas and was granted the following patents: British Patent 1 45 4 1 0 1, T-shaped Antennae with folded dipoles. German Patent DE 38 40 105 C2, Kurze Vertikalantennenanordnung, and two "small" German Patents concerning copying QSL-cards and a switcheable antenna tuner. A third German Patent worked out together with DL2EO is pending now: Wideband Hybrid Antenna. I have published these books: Vom Elektron zum Schwingkreis, Einstieg in die Amateurfunktechnik Vol. 1 & 2 and Antennenlexikon (together with DJ0TR) and I wrote plenty of articles in CQ-DL, FUNK and Funkamateu.r.

If you would ask me: "Would you do in a new life so much for ham radio?" My answer is a straight: "Yes, I would do it."



## Letter

*editors note: this letter was received in April of 1993. There hasn't been room for it until now.*

Dear Sirs,

Thank you for your donation to our DXpedition OH1AF/OJ0 5th - 12th October 1992. Despite very bad weather condition we survived and made 18,612 QSOs in 150 hours. We were QRV on all HF bands, 50 MHz, VHF, UHF and OSCAR AO13.

Operators were Ari OH1EH, Ilkka OH1LXF, Timo OH1MRR, Jarmo OH1MRR and Timo OH1NOA, all members of OH1AF. Our club has been behind recent OH0W and 4J1FS DXpeditions. Our QSO table:

Band	Sum	JA QSOs	W QSOs
160m	157	-	-
80m	2265	135	79
40m	2420	70	441
30m	560	117	93
20m	4675	940	1228
17m	1432	233	461
15m	3845	1278	1117
12m	958	242	300
10m	1696	520	238
Sum	18008	3535	3957

(JA+W 7492 or 41.6%) also 41.6 % CW QSOs

RTTY	293
OSCAR	76
144 MHz	157
432 MHz	29
50 MHz	49
Sum	18612

If someone needs a QSL card, you can send it via OH1NOA Timo Klimoff, Metsäkulmanraitti 292, SF-28760 PORI, Finland (CW + RTTY) or OH1EH Ari Korhonen, Sarrpsankatu 1 D 28, SF-29200 HARJAVALTA, Finland (SSB + others).

73, Timo Klimoff, OH1NOA



## The Jim Rafferty Memorial Fund

The Northern California DX Foundation is pleased to announce the results of the memorial fund raising effort last fall on behalf of Jim Rafferty N6RJ.

Approximately 125 individuals and organizations contributed almost \$8,000 to the foundation as a result of this effort. The callsigns and names of the organizations were each affixed to a plaque which was presented to Mrs. Rafferty by Bob Ferrero, a former president of NCDXF, and the owner of Ham Radio Outlet; at the company's annual Christmas party in Anaheim California.

The board of directors and advisors of the foundation wish to extend their thanks to everyone who participated in this effort. We particularly want to thank Mrs. Rafferty for agreeing to this and for personally writing and thanking each donor.

## Letter to our Treasurer

Dear Bruce (W6OSP),

I was invited to present the AH1A slide show at the New Orleans International DX Convention on August 28.

I took the opportunity to make a bit of a speech at the banquet, and raffled off a giant clam shell that I brought home with me from Howland Island. The understanding was that the proceeds from the raffle would be sent to NCDXF-for the Jim Rafferty memorial fund.

The high bidder was Michael Mayer, W5ZPA, who bid \$200! After the raffle, K5LM gave me an additional \$20 for the N6RJ memorial. So I'm pleased to enclose a total of \$220 for the N6RJ memorial.

I knew Jim for 15 years or so, and found him to be a gentleman DXer - a quality that seems lacking in today's world. It was a pleasure for me to make this small effort in Jim's name.

Thanks to you and NCDXF for your support of the AH1A operation.

Best regards,

Michael J. McGirr, M.D., K9AJ



Bob Ferrero, W6RJ, presents presents donor plaque to Mrs. Jim Rafferty

## Slide Shows and Videos

The Northern California DX Foundation has a number of slide shows and videos available for loan to organizations wishing to show them at meetings. Clubs borrowing materials are responsible for postage in both directions. The amount involved can be learned from the postage on the package when it comes to you and is usually about \$2.90. Please give the name of your club, the day of the month you meet and more than one choice of program in case there is a great demand for the item. Correspondence should be addressed to Josephine Clarke, WB6ZUC, P.O. Box 788, Kentfield, CA 94904.

### Available Slide Shows:

1. Kingman Reef and Palmyra Island expedition of 1974 (148 slides)
2. K5YY on Africa of 1978 (62 slides)
3. Colvins on Easter, Galapagos, San Andreas, etc 1984 (140 slides)
4. W6REC & ZL1AMO, Kermadec 1984 (58 slides)
5. AH0C (Saipan) CQWW Contest Operation of 1983 (82 slides)
6. 1985 Clipperton expedition (191 slides)
7. Ponape Island by N6HR, travelogue (81 slides)
8. Pribilof Island operation of 1982 (48 slides)
9. Midway by NA6T & KD7P (120 slides)
10. Antarctica, Arctowski, Palmer, Peter, Macquarie stations (101 slides)
11. VR6, Pitcairn, Mar/Apr 1979 by ZL1AMO & ZL1ADI (51 slides)
12. SM0AGD 1982 Pacific DXpedition (150 slides)
13. 9U5, Burundi by ON5NT (57 slides)
14. TYA11, Benin by ON5NT (61 slides)
15. VK3DXU/2, Lord Howe Island by K2UO (52 slides)
16. 3A, Monaco, by F6EYS & F6HIX of 1984 (43 slides)
17. 5X5, Uganda by DJ6SI of 1985 (115 slides)
18. Market Reef, July 1983 by PA0GAM/OH0/OJ0
19. KX6DS, Marshall Island (34 slides)
20. Andorra, by DL1HBT, DL3HAH, DL5BAD, DL4BBO, DL4BAH (50 slides)
21. 1986 Clipperton Dxpediton (176 slides)
22. Peter I Island, 3Y, of 1987 (127 slides)
23. KP2N, 1986, CQWW DX CW contest (55 slides)
24. OF0MA, Market Reef, 1987 (28 slides)
25. Abu Ai, AI5AA, by DJ6SI, 1988 (65 slides)
26. XX9CW by DK7PE, 1986 (16 slides)
27. 1988 Palmyra by K9AJ, KP2A, WA2MOE, W0RLX, F6EXV, JA5DQH (93 slides)
28. 1988 Kingman by the above operators (96 slides)
29. 1988 4U, KC4, VK9Y, VK9X and 9V1 by W7SW (73 slides)
30. Banaba Isl, T33JS+T30 & T27 by KN6J & VK9NS (80 slides, 80 minutes)
31. XF4L by XE1L, XE1OH, XE1XA, OH2BH, OH2U, JH4RAF, W6RGG & N7NG
32. Publishing the DX Bulletin by Chod Harris 24 min
33. Rotuma 1988 by W6SZN, 73 minutes
34. 4J1FS, MV Isl, 1989 with Finnish, Soviet & American DXers by K7JA 16 min
35. ZS8MI, Marion Island by Peter Sykora, ZS6PT 1 hour
36. Y63-KC6-P29, Micronesia/Melanesia by KQ1F & K1XM 20 min
37. YL DXpedition to Wallis Isl June 1989 by NM7N, N7HAT, N4DDK, KA0MX 20 min
38. A51JS, Bhutan by VK9NS, Jim Smith 1 hour
39. HC8X, Galapagos by KQ1F 34 min
40. Faroe Island May 1991 by N6HR 28 min
41. Palmyra Island, KP6AZ, 1963 by W6FAY

### Available VHS videos:

1. XU1SS (plus BV0YL and BV0JA) (35 minutes)
2. 7J1RL of 1976 and 1978 (includes ZK9ZR, Mellish Reef)
3. VK9ZR DXpedition of 1978 (plus Ogasawara)
4. Frankford Radio Club ARRL phone parody + JH7YFL WWCW
5. JF1IST/7J1 DXpedition to Okino Torishima of 1979 (25 minutes)
6. Australian travelogue - Climbing Big Ben, Heard Island (55 minutes)
7. Ham Radio in the South Cook Islands by ZK1CA & ZK1CT (70 minutes)
8. VR6 by ZL1AMO & ZL1ADI (copy of slide show above)
9. Looking Up in Rio Linda, 1986 by W6GO/K6HHD (45 minutes)
10. Revillagigedo, XF4DX, of 1987 (15 minutes)
11. Northern Texas Contest Club - towers and contesters (45 minutes)
12. It Started With A Broken Fence - JH3DPB Tall Tower tale (15 minutes)
13. Pile Up Busters, Humorous. (10 minutes)
14. FGAW2QM/FS, French St Martin, DXing Senior Style - Another Wrinkle to DXing
15. 1984 Laccadive Island DXpedition, VU7WCY, plus 1983 VK0HI from TV (60 minutes)
16. The K6UA contest station story (25 minutes)
17. HK0TU DXpedition of 1983, Malpelo (25 minutes in Spanish)
18. The Ship That Shouldn't Have - VK0JS Heard Island DXpedition (90 minutes)
19. The New World of Amateur Radio (28 minutes)

20. S0RASD 1987 by the Lynx Group, The Western Sahara Story (37 minutes)
21. Auckland Island 1988 by ZL1AMO, ZL1BQD, N7NG (60 minutes)
22. Dr. Owen Garriot's First Talk to hams about the Space Shuttle
23. Russian Ham Radio Tour by WA6WXD, Oct 1986 (45 minutes)
24. 3Y DXpedition 1987 - W4VVA copy of the slide show
25. Peter I 1987, from JA7ARW
26. 1979 Spratly Isl DXpedition by K4SMX, K1MM, VK2BJL, N2OO, N4WW & KP2A
27. 1988 Malay Vysotskij Island by OH2BH, UZ3AU, OH5NZ, UR2AR, OH2RF, UW3AX 23 min
28. 3W8DX & 3W8CW by HA5MY, HA5WA, HA5PP, HA5BBC, Nov. 1988 Produced by W4BRE
29. Aruba, P40V CQWW Test (12 min)
30. A Message from Barry Goldwater, K7UGA (12 min)
31. Navassa of 1988 by N2EDF, K2SG, KE4VU, KD2NT, N4GNR, KT2Q, W3GH (38 min)
32. Rhodes, SV5, by N2OO & SV0AA, April 1989 (40 min)
33. NO1Z/KH1, Howland Isl 1988 by NO1Z, 7J3AAB, TR6JLD, VK9NS & VK9NL (20 min)
34. Boaling ARC at the Electronic Convention and Great Wall of China (audio tape + VHS 30 min)
35. KC Club DXpedition to Tonganoxie Island (30 min)
36. Tuvalu 1989 by K6EDV and ZL1AMO (27 min)
37. Visalia Convention of 1990 recorded by W6NLG (2 hours)
38. Rotuma, 1988 copy of the slide show (73 min)
39. XW8CW & XW8DX 1989 by HA5PP & HA5WA (27 min), produced by W4BRE
40. XU8CW & XU8DX 1990 by HA5PP & HA5WA Produced by W4BRE (27 min)
41. All China Amateur Radio Dfing Competition + BY1PK (32 min)
42. ZS8MI by ZS6PT, partial copy of the slide show (40 min)
43. Jim Smith, A51JS, VK9NS, visits the SF Bay Area by WA6BXV (80 min)
44. R9ZF/NN7A, NN7D & W7YS, Aug. 1989 Lake Teletskoye, Siberia (30 min)
45. VU7, Laccadive Isl 1984 (65 min)
46. VU7, Andaman Isl 1987 by Combatore Radio Club (30 min)
47. 3Y5X Bouvat 1989. Video by JF1IST (in Japanese, good photography) 35 min
48. VR6TC speaks to the Turlock ARC. 1991 by K6IMN (125 min)
49. 1990 World Radiosport Team Championships in Seattle (25 min)
50. ICOM's "More Than Radios" The legacy we leave to the young. (25 min)
51. T33R-T33T Banaba, Nov 1990 by SM7PKK, TF3CW, OH1RY (22 min)
52. This is ATV by Western Washington AT Society (12 min)
53. New Horizon: South Pacific Adventure by AA6LF (55 min)
54. YB3ASQ: Indonesian Stations and Sightseeing by W7TSQ 25 min
55. XF4L of 1989 by JH4RHF, XE1OH, OH2BH, W6RGG, XE1L, OH2BU and N7NG 25 min
56. ET2A by W4IBB, Jack Reeves May 91 12 min
57. IS0XV by UW3R et al July 1990 35 min or 2 hours (your choice)
58. Jarvis 1990 by K3NA and KN3T 35 min
59. 3C0CW, Annobon 1991 by the Garroba Club of Spain
60. Araucaria DX Group of Brazil, about contest stns and ops 30 min
61. 9L1US by Dave Hail, K8MN Ed. by Jim Hurst, West Ga College & W4VVA (45 min)
62. Dave Hail, K8MN visits Finland. Edited by Jim Hurst & Henry Owen, W4VVA (35 min)
63. Penguin Isl. 1990 from a slide show by Wayne Mills, N7NG, Produced by MoBre (15 min)
64. PJ9W-1990, "Spirit of Victory", Radioteam Finland, Produced by WA7LW (48 min)
65. Empire of the Air; The Men Who Made Radio Recorded by K16YB
66. Contest Night Live, by the Kansas City DX Club (30 min)
67. DXing Kansas City Style, by the Kansas City DX Club (30 min)
68. VP8ANT/G3CWI The story of Richard Newstead on Adelaide Isl (45 min)
69. H44 Solomon Island DXpedition (12 min)
70. VP2EOH 1992 by Northern Ohio DXA (29 min)
61. Christmas Island March 1990 by JH1LBR. English audio by WB2CHO
62. VP8SSI South Shetlands 1992. (46 min)
63. More About Rados by Zman Productions - an intro to the hobby (28 min)

# 1994 Contribution

The Northern California DX Foundation relies heavily upon the generosity of its members to fund various projects. We urge each member to consider making an annual contribution of \$25 U.S. or its equivalent in foreign currency or IRCs. However, we do not wish to exclude anyone from the Foundation for financial reasons. If \$25 is not within your budget, then please give what other amount you can. Naturally, we welcome contributions in excess of \$25! The NCDXF is an organization as described in Section 501(c)(3) of the Internal Revenue Code and all contributions are tax-deductible to the extent permitted by law for U. S. taxpayers.



Name: \_\_\_\_\_ Callsign: \_\_\_\_\_

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\_\_\_\_\_ \$50   
\_\_\_\_\_ \$25   
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Please also send me the following Foundation supplies:

		<i>quantity</i>
NCDXF Pin	\$6.00 ea.	_____
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NCDXF Rubber Stamp	\$6.00 ea.	_____

Signature: \_\_\_\_\_

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W6ZM    Jan. 94  
Bill Stevens  
2074 Foxworthy Ave.  
San Jose, CA 95124