



Newsletter

Autumn 1995

Steve Thomas, N6ST, Editor

Northern California DX Foundation

TN2M/TN4U CONGO DXPEDITION

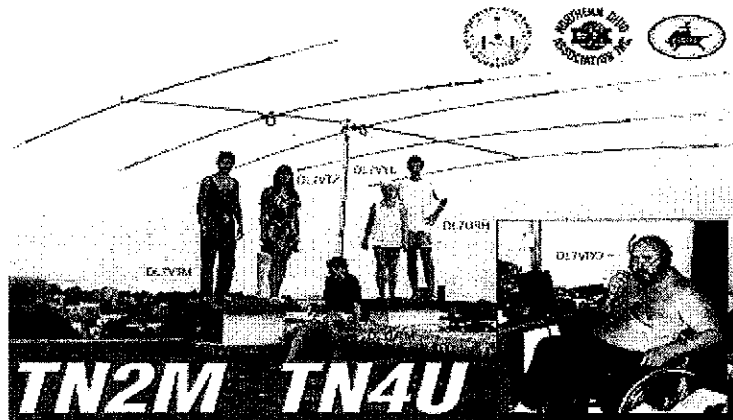
by Holger Hannemann, DL7VTM

initially translated by *Power Translator* software and rendered into English and edited by Steve Thomas, N6ST. Any translation errors are my responsibility - N6ST

We have called this DXpedition the Congo project and a week before the take-off we called we "the best - most organized DXpedition, which never occurred". Birgit, DL7VTZ, gave it this name.

Originally involved with this project were Fritz, DL7VRO, Gerda, DL7VYL, as well as my wife Birgit, DL7VTZ. Tom, DL7UTM and I had already been in the Pacific in 1992 and 1993 and so we thinking about where to go to next. Fritz formerly worked in the Congo and knew the localities. We were not quite sure of success. Not for nothing is the Congo so near the top of the "most wanted" list. Independently we sent letters to the officials in the Congo.

For a long time nothing happened. We received no answer over the telephone, only a letter with the content, that one finds that conditions are very bad for wheel chairs in the Congo, therefore not recommended. But since Fritz knows the local conditions he is in the best position to judge.



Shortly after Rudi, DK7PE, came back from his TN0CW tour, we received a letter from the ONPT. Therein it was pointed out in the most beautiful official French that we are to fill out the enclosed forms and explanations and send them back. Even a native speaker of French had problems in the translation.

Naturally we got in contact with Rudi immediately. He gave us a couple of telephone

and fax numbers that we could use. We faxed the filled-out application forms back to the ONPT. By mail we got back a letter that said we absolutely must submit the original application and two copies. Besides they wanted to have descriptions and block diagrams of the equipment we planned to use as part of the application.

From YAESU Europe we obtained the French descriptions, a box with handles for each person and the equipment block diagrams in the form Brazzaville wanted.

Simultaneously the equipment and personnel lists were being settled. We wanted to have two stations around the clock and at least 6 operators. Our choice fell on Ragnar, DL7URH. For equipment two FT-890 should suffice. Add to it two HL-1KGX linears (about 400 W out) with notebook computers for logging. For antennas we wanted to reach a highest possible redundancy, to be able to work any band with both stations. Our African experience told us that especially the Japanese openings are very short. So we had to get beside a HF6V (80-10m vertical) and dipoles that we already owned, with the help of WiMo antennas a TE 57 (TET Emtron) was made available. From Ragnars OV we could get a TH3 and an A3WS. From a Bavarian company we already had the satellite equipment which we had obtained for our Zambian DXpedition. So this time we had a good

quantity of equipment. Up to now it was always the other way around. We had always had all documents, but never the equipment. This was one of the reasons the name the "best organized" was stamped on this project.

We sent all documents in triplicate and still nothing seemed to happen. There followed several faxes to check on progress. These remained however unanswered. On 19 December 1995 Birgit and I jointly phoned Brazzaville. Birgit's French language proficiency was absolutely necessary. During this conversation we learned from Mr. Ewengue (responsible for "private radio licenses") that all documents were in order and lay with a letter for the signature of the "general director" and that we would get the licenses when we arrived in Brazzaville. He wanted a copy of the letter we had previously faxed. This is the current procedure and has become so in almost all countries. We were in high spirits. I calculated, that after about 2 weeks the letter would arrive for us. There came neither letter nor fax. We began inquiring in January by telephone and were consoled. He is not yet signed, but that is only a formality. The calls and inquiries accumulated. Soon we phoned (to the delight of German Telecom) every day.

Finally we learned that all that was missing was the OK and signature of the secret service. Where did the problem lie now? There followed further telephone calls. Mr. Ewengue spoke with a Mr. Ngoulou who is the commander of the Communications Department of the Congolese secret service. Ngoulou had also signed Rudi's, DK7PE/TNØCW Amateur Radio License. There was "no problem". Why then did he not sign our letter? Mr. Stechmann from the German Consulate on the case. He learned from Mr. Bounzeki (Technical Director) that last year a German ham radio operator was in the Congo and also operated from there and gave thereupon vexations to the local Secret Service. Any one of "important" rank felt passed over at that time and have since blocked all further activities in this area. There is no doubt of the validity of Rudi's papers. They are in order!

Now we were somewhat helpless. From my view the only way to go was directly to the secret service, since we going in circles. Again a problem: How does one get the phone number of a foreign secret service? The first idea was the telephone directory. Each institution has a main office. That counts also for secret services. After all, one finds the number of the BND in the telephone directory, like the number of the state security service was there or the KGB in each larger Russian city. Indeed the overseas information operator thought this

was a bad joke. In any case there was no central number. Some telephone calls to the Congo finally had success and I had the number of Mr. Ngoulou. Now it was January 20th. If we booked our flights today for January 25th our baggage would go on the journey with us, so they would arrive with us. Mr. Ewengue had no positive word for me nor did Mr. Stechmann. At this point whether we get a license stands in the stars. I had to cancel, with a heavy heart, all flights and reservations.

On Saturday at 09:00 we made our first call to the secret service. A Mr. Mbou accepted the call and requested a call back at 10:00. Mr. Ngoulou would be there. Our next call was at about 10:15. We were finally successful on Monday at around 9:30. Birgit asks him about a FAX number. They would have no paper answers and suddenly he was talkative. He said we should come immediately to the Congo and then would go to the ONPT and get the papers. This turn was very unexpected. All flights were cancelled. The logistics for our luggage was ruined and now the okay in the Congo! I tried to reach many different people, but the contact persons at Sabena were not available on the weekend. We called all the partners together. Now we had to decide. The chances stood 50 to 50 (or worse?) All could become a flop or a success. The decision fell in favor of going to the Congo even though we didn't have licenses in hand.

We made more phone calls and on Sunday evening I had a new solution (again with Sabena help) to get reasonable conditions for the luggage.

Everything was packaged and on Monday the beams, with mast and a 40 kg cable box was ready. Our travel agency had to renew the flight reservations and the Hotel reservations. Fritz and Silke (his daughter) set out immediately to the office of Sabena. With the help of the experts there cost-effective baggage transportation was arranged. Baggage delivery and the increase of the baggage allowance by 20 kg/person was negotiated. A case of champagne should say *Dankeschön* and smooth the ways. The "medical tools" for Fritz had to be carry-on-luggage and, like the wheelchair, they must be constantly available. The HF6V and R7 were deposited immediately at Tempelhof airport.

I sent a fax to the EUDXF with the question to financial support. Mr. Löffler called back me immediately and asked doubtfully if we could get a license. DK9KX had just again failed to get one. I became somewhat weak. I read the number that Hans give and phoned it. He confirms that the secret service is the

only problem and there specially a Colonel, whose name he did not know who wouldn't sign his license. After a good week Hans then threw in the towel.

That was not the most beautiful news, but we knew that we may get no license! In the QRL some had to still be clarified, still we almost called off our vacations once again. In the evening the equipment and hand luggage were packed and everything cross checked so that nothing would be forgotten.

It is Wednesday 25 January 1995. We pack our 6 carry-on pieces, which of each weighs between 16 and 22 kg, along with the remaining luggage and Lutz (DL7VLA) takes us to Tempelhof airport. The staff members of Sabena go out of their way and everything goes smoothly. Only the medical tools cause problems in the X-ray. After approximately 10 minutes of trying to explain, everything was abruptly okay.

Ragnar is called the caregiver of Fritz and gets, as hand-luggage, the medical tools (20 kg). Both are the first on the flight and the last off. To Brussels everything goes smoothly and ultimately we arrive over Kinshasa with a hour delay to Brazzaville. In Brazzaville there is no wheelchair available to carry Fritz from the airplane. They propose that Fritz (well over 2 hundredweight) be carried from the airplane by a well conditioned man who weighed about 50 kg. Fritz refuses and after a 45 minute discussion they find 4 somewhat more robust gentlemen, who carry him off the plane. We have our hand-luggage in customs already and the airport police becomes attentive and take us together with our luggage. Our passports are stamped with an entry date of 26 November 1994. Birgit speaks with Colonel Boutsita, the boss of the airport police and after telephone calls with the DST we may go without radios. They want us to give them a copy of the licenses.

For Fritz, Sabena has provided a minibus, which takes us all to the hotel. Gerda, Birgit and I are immediately on the way to the DST, about 500 meters away. Commander Ngoulou is not there at the time. It is the New Years Celebration of the president and Ngoulou will arrive in the office at 12:00. Then he explains to us that the documents were at the ONPT (Telecom) and we must procure them first. We go to look for the ONPT. Luckily the center of town is not very large in Brazzaville and one can go everywhere on foot. When we found Monsieur Ewengue is it shortly before 13:00 which is official closing-time! Back at the hotel we discuss the situation. The hotel is very good, rooms air conditioned with refrigerator, and a beautiful plants around the building. Since it lies on the highest point of the city, it is also the best HF - situation in the whole area. The day

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MORE NEWSLETTER NAME SUGGESTIONS

by Steve Thomas, N6ST

Mr. Hal Godfrey, N6AN, sent in the suggestion that we call the newsletter simply "The Foundation" and suggested a very sturdy looking type face to bring out the idea of the strength of a good foundation. Unfortunately I don't at the moment have the type face he suggests so I can't show it to you here. It is called "Lower Eastside" and looks like wooden framing.

Mr. M.J. Street, G3JKX suggests several possibilities based on the Foundation's logo. Here they are: "DX Compass", "DX Bridge", "NCDX Bridge", "NCDX Compass Bridge", and finally "DX Compass Bridge" as a main title along with a subtitle of "The magazine of the NCDXF".



is half gone and we took our first stroll through the town and made some purchases. Brazzaville is a very pleasant city. The climate is completely to our taste, tropically warm with high clouds.

For dinner we sweep into Fritz's old regular restaurant called "Le Central". The waiters still actually recognize him after 8 years.

Friday, 27 January

Gerda, Birgit and I are around 08:00 at Mr. Ewengue's office. A short time later we have a letter to the DST and we sort out our documents together. We bring everything to Ngoulou. A letter from 28 December 1994 isn't an original and therefore Ngoulou sends us back to Ewengue. At first he doesn't want to write a new letter, however he does write it and we try to get the necessary permissions. At Ewengue's office in the room sits, among others, Monsieur Botoyeke. He is technical inspector and responsible for general radio stations. While Ewengue is on the way, we try with our meager French to engage in some conversation. In search of words and explanations Botoyeke asks us whether we speak Russian. Many of the higher employees have studied in the former Soviet Union. Tom (DL7UTM) and I were in Russia in 1988 for a long time and then spoke it very well. So after a time the words come again. Now we learn somewhat more about the situation and relationships in the country. By virtue of the Communist past the secret service has a very strong position in the country.

There are about 2.2 millions people in the Congo of which 80,000 are in the civil service. A very large number for so small a land! There is a significant quantity of middle managers and important bosses, but only a few people to do the work. Since the cash registers are empty, most have been paid in the last 12-13 months only sporadically if at all. That lowers morale and corruption blooms. To get signed a letter from that "real" boss one must have previously overcome 3-4 lower level managers and get, from each, his permission. The rank and sequence of permissions must be observed, making this procedure rather drawn out. And exactly this experience we now have. An upper official was not to be found and ultimately we went around the one that wouldn't perform. Our friends at the hotel are just as frustrated as we are. But there was never the statement that we get no licenses. The afternoon is spent at the pool and in the evening go we again to Le Central to eat. Since we eat every time with 6 persons, we are easily their best customers and at times there is something on the house.

On Saturday we wait the whole day in vain in the

entrance hall of Bounzeki, to get his signature. It feels extremely frustrating and shows us clearly how unimportant we are. There are conferences, receptions etc. and we leave at the noon closing-time Failure again. At the hotel we call in reference to the antenna installation. We are told that we may set up everything. The first partial success! We are finally able to do something, Ragnar and Tom have already put together the R7 and the HF6V, so we lose no time.

Then again the usual midnight program, pool, strolls through the town and meals at the Le Central.

For Sunday we have arranged to meet with Monsieur Mbou of the DST. He wants to show us Brazzaville. After an hour delay he comes and we take a several-hour stroll through the center and Poto Poto, a part of town where both residential areas and market streets exist.

In the afternoon we look at the airfield for the responsible cargo handler so we can get our luggage. Naturally it is closed, but we learn at least what we must pay (in addition) and that our luggage is still there.

Monday, 30 January

Around eight we are phoned by the ONPT. We hope today finally the last signature will come. A secretary said we should come around nine. We do not go to the ONPT, but go directly to the entrance hall of Mr. Bissila, the decisive man and ask about our letter. Naturally everything is signed already. Now the letter mentions various entrance and exit reservations and we looked for a messenger, whom we should bring with us to the DST. Alfred, the messenger, goes with us at top speed to the DST. Indeed he does not bring us and the documents to Ngoulou but to another secretariat. These "extremely sympathetic gentlemen without names" want to send us to the hotel and "would report to us, if everything is in order." We naturally want to speed up the matter and decide to wait and suddenly they bury themselves in work. No one must talk with commander Ngoulou. At this point we wonder if we should go to the hotel when suddenly arrives (for us like a saving angel) Mr. Stechmann of the German consulate. He had not yet inquired if our documents would be finished and why one would make such a play around such a trifle. In any case he gets us to leave and gets that (not very valuable) promise, that our papers will be quickly finished.

At 10:30 Gerda, Birgit and I are again on our way to the secret service. Around 11:00 Ngoulou comes and says the Colonel would give his "okay". We begin to settle formalities, forms to fill out, as the discussion begins around the price. Ngoulou demands per license

(4 applied for) 100,000 CFA (approx. \$200 US) and for each piece of equipment a further 100,000. Even the main power adapter and computer count as equipment. For the HF stations this amounts 10 pieces of equipment altogether. About satellite we have still not thought at all. We tell him clearly that this is highway robbery and no person can pay so much for a couple of days, since ultimately we earn no money with it. He makes us a "peace-offering" and we know where things stand. We get only two licenses, pay 200,000 now and 200,000 for our equipment which we take home with us. Since we have no other choice, we are naturally persuaded. The licenses should be issued to Birgit and me. Again the same game. Forms on which they always ask for the same data in different sequences. Last name, first name, born when and where, school when and where, study when and where, name of parents etc. Ultimately the same question game once more. Now he still needs copies of our passports and then everything went very quickly.

We whizz to the hotel, make copies, and whizz again back. Ngoulou is just then closing. He evidently wanted to be gone before we returned. He takes the documents and orders us to be there at 10:00 the next day.

We return to the hotel and are discussing the day when the telephone rings. At the other end a robust woman's voice says in most beautiful American with: "Hello I'm Hazel from Alaska". In the lobby we met with Hazel (AL7OT) and Bill (WL7JX). Since we had been in the Congo only a short time and they worked for a year on a church mission in the north, they had known of us and our efforts. Brazza is just a town. We gave them all important contact persons to try and gave them a message of recommendation. Since neither speak French, they would have otherwise had very great difficulty. For us this encounter was a regular motivation booster. We were not alone and to know that was

good! This eternal optimist situation is rather wearing down, especially since one must always look good and sees what is happening as one is played with. In any case we gained new courage and the will to see the matter through, so that for Hazel and Bill it would become simpler.

Since we were ordered to be at the secret service at 10:00, Birgit and I drove early to the airport. We wanted to try to get the luggage out. We got our long cases and a customs inspector looked rather helplessly at the equipment. We clarified the duty, whether this equipment will be altogether exported and which is to be paid. His colleagues are just as helpless and want the license. Then we got the long cases, but not the radios. Meanwhile it has begun to rain. It pours like from pails. We drive to the secret service. There is nobody there and nobody comes. We wasted another day. Mr. Stechmann can not help either. With whom should he talk if none is there?

Shortly after closing-time a new visitor comes. It is Hans-Jürgen Bartels, DL1YFF. He has been in the Congo for a year and also has a license problem. We have seen his papers at Ewengue. Indeed they had not been pushed further and Hans didn't have a license either. In the afternoon the rain stops and we go on a stroll through the town and take a drive. Fritz shows us his early homes and where and what he has built, when he was in the Congo. Our gang of six finds a small market for handy crafts to the delight of all partners. All



Birgit running TN4U in operating position.

deploy to look for small presents like masks or other wood-carving. Indeed nobody buys directly but rather negotiates. First Fritz must appraise the items and naturally everything is trash and much too expensive. Fritz gets upset terribly and threatens to reject their "product". Soon a handful of dealers mutually underbid each other. The matter gets a certain momentum, but apparently makes it a joke on the partners. In the end we think that we have bought inexpensively but certainly the dealers made a good profit.

In the evening at the Le Central meet we again with Hans. He lives directly opposite in a little house and has hung on the roof an FD4. The wire hung less than one day, he said, when he had a visit. After endless discussions and with the persuasiveness of 10,000 CFA he heard from a gentlemen from the secret service who decided that it was no crime to listen to a German shortwave station.

At 22:00 we head in the direction of our hotel, we are stopped on the way by soldiers. They want money and beer and search our pockets. The wheelchair confuses them somewhat and after some time they leave us alone.

Wednesday, 1 February

We go with the complete team to the DST. Ngoulou is not there and Mbou writes on his typewriter a multilateral memo about us. That should be signed by the Colonel and thereby cause our licenses to be issued. At 11:30 Ngoulou comes and signs the memo and brings it to the Colonel. After noon he comes again and says we have lied and cheated him. He didn't know that there were six of us. Now everything must be done again and naturally everything will be expensive. We get his two (no one knows what they do all day) secretaries in and ask them how many persons we are. The answer is unanimously six! I become angry and Birgit tries to keep me quiet, so that shortly before the goal everything isn't ruined.

Finally we negotiate for ourselves. He gets 200,000 CFA and says we will get the licenses tomorrow.

Prompt around 09:00 Thursday we are at the DST. Ngoulou isn't there! Only Mbou the secretary is there and shows us copies the memos which he has written. He says we would get the licenses. Everyone has said yes. I call the hotel and tell the other about it and that

nobody is here for the appointment. Fritz tells the German consulate. A short time later Ngoulou arrives. Mr. Stechmann phones him and he appears to listen carefully. In any case he comes very meekly to us and apologizes. But the Colonel is not yet there. He wants to wait in his office for him. We wait also. Finally we go personally to the entrance hall of the Colonel. The secretary there explains to us it be everything ok "tomorrow!!" They will give us a referral from the Colonel so we could get the papers at the ONPT. They will send the documents to the ONPT. Mr. Stechmann confirms this.

There appears to be a problem with the mysterious Colonels, the secretary says we should come again around 12:00. We go first to the German consulate. Mr. Stechmann phones Ngoulou to learn where the problem lies now. The Colonel needs now a memo, because we are suddenly six and Ngoulou must write this. Therefore we again go to the DST. We are again take the larger team there. Birgit and I get the new memo signed by Ngoulou and it goes to the Colonel. Everything is in order and tomorrow the papers at Bissila, the Telecom boss, should be finished. Since we want to leave nothing more to chance, we are short time later at Ewengue. Also he has his concerns and phones Ngoulou. Ultimately he says we should pick up the documents



Holding the licenses for TN4U and TN2M at the ONPT. left to right, Hans-Jürgen, TN1M/DL1YFF, Mr. Ewengue and Holger, TN2M/DL7VTM.

ourselves. But only two people!!! We do not quite believe what we hear. Birgit and I whizz again to the secret service and they actually hand us a thick envelope. Naturally is it now already again too late for the ONPT. Therefore we guard the envelope carefully and

personally in the evening we have it with us.

On Saturday early Tom, Ragnar, Birgit and I are at Ewengue. The license form goes immediately for the signature of Bissila. Mr. Botoyeke drives with us and the positive permission of the DST to the airport. There he and Birgit of the Colonel get the equipment from Boutsita. The Colonel expresses himself gallantly and nobly. Evidently aimed more at Birgit. At customs things are more difficult. They do not trust the document and send us to the customs headquarters in the city. Botoyeke drives us, but all is OK and around 11:00 we are back. After we brought Ragnar and Tom with the equipment to the hotel, we go again to the ONPT. There the signed licenses meanwhile appeared. Ewengue gives us the documents. Really we must pay also here still 104,000 CFA = \$200 US, but the cash register is closed already and we put it off to Monday. Birgit and I whizz to the hotel. There we make copies of the licenses for customs, the hotel and for us. Besides all documents are filmed and still photographed. Sure is sure. While Ragnar and Tom set up the first station, Birgit and I are on the way to customs. After some discussion they are

or duties. Indeed the Regional Director is really responsible. There one informs the responsible principal (the first woman in higher position, which we meet) and sends us on our way again. At the Regional Director we get that "okay" with corresponding note on the delivery document and take the next cab to the airport. Here the procedure is the same. First to the local high level manager, then to the lower level manager then once more the okay of the police and as we have all "okays", it is closing-time at the cargo handler. It is Saturday 12:30 and we are almost to the goal. We have no power distribution box, no main power cable, no coax besides two small pieces of 7 m and 14 m, and no antennas besides the "medical tool verticals."

Totally exhausted we come back to the hotel. The first station is QRV with Fritz operating. Fritz was so excited that his voice trembled and he could not even type the call signs into the computer. The station was seriously improvised to get it on the air. To top it off even the power connectors were wrong. Only the PA had a proper plug. The R7 was on the roof between a light shaft and the tower of the air-conditioning with wooden sticks fastened with wedges. The straps of the trunks were connected to a rope, the only safety, that at storm the antenna would not be blown away. The coax extend just in the window and the SWR meter hung in the air between final stage and antenna. But TN2M was QRV.

The pile-up was immediately gigantic and Fritz did well. We deployed again and found everything, which somehow became useful. On the roof were also commercial antennas, such as the flight radios for Sabena and Air France and also antennas for the DST. Two antennas were no longer in service and we borrowed from them at least 30 meters of RG213. With it we could set up the HF6V. As radials every available wire (2 x 5m) was used. Surely not optimal, but it functioned

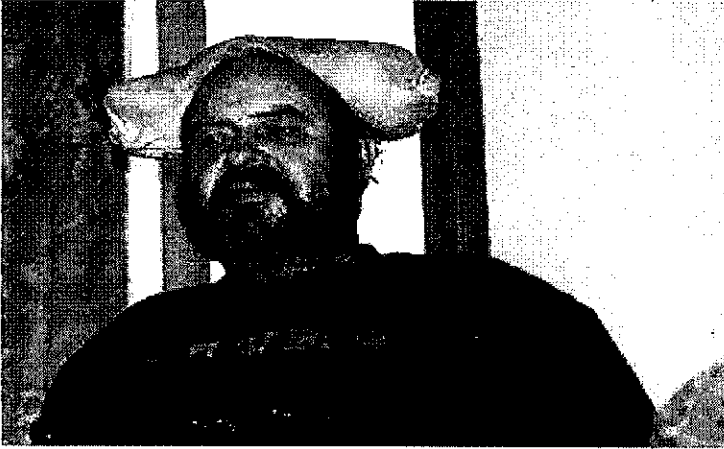
and gave us a good enough signal. In the late afternoon TN4U went on the air. Both vertical antenna stood about 7 meters apart. The interference was accordingly large, but we gladly lived with it. It was the first day which we did not go to eat at the Le Central.



Birgit, DL7VTZ, Ragnar, DL7URH and Holger, DL7VTM preparing the HF6V on the hotel roof.

very open-minded. The license with a gigantic stamp of the secret service amazingly appears to work. They do not understand of course what we want to do. They understand however, that we earn no money and one can raise for 4 days use of our own equipment no fees

We had not yet experienced such pile ups. In part we were uncertain, whether the stations heard 20 kHz above our transmitting signal were always for us, but it



Fritz, DL7VRO after a few pile-ups.

was so. While both stations are pursued, we tried to create further improvements. On Sunday we moved the HF6V. Between the antennas there is now an elevator shaft made of reinforced concrete. That brings better reception, specially on the higher bands. On Sunday all other prominent radio amateurs arrive. Hazel and Bill come with cakes and are amazed at the radio operation. Also Hans, DL1YFF arrives bringing his Collins KWM-2A. But we have no resources for technical work, which he understands. On Sunday night we eat in shifts. In the meantime 5000-6000 QSO's are logged.

On Monday early Birgit and I drive to the airport and get the equipment from customs. It is hardly worth it since we must, theoretically, send everything back again on Wednesday at the latest. We bring the equipment to the hotel and immediately begins constructing the Tet TE57 which covers all bands from 40 through 10 meters. Two stations are operational, three people build antennas and I go to the ONPT, to pay for the licenses. Suddenly Ewengue wants to have 100,000 per license. I do not have so much. Therefore I put off it to the next day. I must first exchange money and that is a completely separate problem. At Sabena I confirm our return flights for Thursday early, purchase tickets and whizz back to the hotel. There the beam has been assembled. We set it up and connect it. It plays well the first time. The stations bother each other no more and we can even operate CW and SSB on the same band.

Next we set up the satellites station and with an hour delay TN2M is on Oscar 13 for a scheduled QRV. We spend an hour on the satellite with no more calls and go back on the HF for fast QSOs In the lobby I put up a sign

for DHL shipping. The 125 kg of aluminum and cables appear to be thoroughly interesting. So on Thursday morning the managers and a colleague visit us at the hotel. DHL has a large advantage, that they deliver door to door, i.e. we could have our shipment picked up Thursday night at the hotel. Indeed the service is accordingly expensive. We debate and after some discussion with DHL we decide to use DHL.

The beam works well and brings us larger QSO numbers, as well as allowing operaton on 10 meters and 12 meters.

On my way to Ewengue I meet Hans Barthels. We go to the leader of the finances at Telecom. The formalities are settled, a couple of photos made and Hans takes me to the office the of GTZ. There he has an encounter with an official of the secret service. There are the usual discussions, but in the end Hans receives the authorization as TN1M and we make sure the paperwork is settled. We arrange to meet for the afternoon so I can help him put the station in service. Back at the hotel I must play the relief, although I am dead tired. But Ragnar, Tom, Gerda and Birgit take an invitation of Ingo, a staff member of the German consulate. There is some FM radio equipment with problems and they want to help him. Unfortunately is so broken, that they can't fix it. When the four of them are back, Hans is already there to pick me up. We install his Collins and make the first QSOs under TN1M. Since he has been a ham radio operator for only a short time and can't operate split with this rig. I do not recommend that he immediately attempt to engage large pile up's and and to call the DX-nets, which he uses better in the beginning.

At the same time are set up dipole for 80 and 160 m and at night we work many stations on 80 meters.

Meanwhile on Wednesday we pass the 10,000 QSO mark. Birgit and I go to the secret service, to cover our retreat. Ultimately we would like to take our stuff. Ngoulou is very affable and, that he would like to become a ham radio operator also. He collects, smiling, the 200,000 CFA and promises us, that on our next visit things will go more quickly. He refuses to have a photo taken however. After all he is from the secret service.

Also at DHL the formalities are settled. On Thursday around 05:00 the pickup van should come. After that we go to the airport. Ultimately our passports are stamped wrong. We are assured it should be no problem. We hope so and leave again. In the afternoon the dismantling begins. first the Satellite antenna and the HF6V are

dismantled.

Around 01:00 local time TN4U goes QRT. The beam is disassembled in the darkness, taken apart and packed. Around 03:00 we must also switch off TN2M. There are over 13,000 QSO's in the computers. The 80 m dipole and the R7 go into the boxes. By 04:00 all antennas are stowed.

Tom, Ragnar and I jump one last time into the pool. Around this time is a crowd in the night bar beside the pool, thus we soon we have the interest of several the young girls from the oldest trade of the world. Around 05:00 DHL comes to get the antennas. By 06:00 everything is packed and we are more than tired. Hardly any of us has had more than 3 hours sleep these past few days. There remains a hour before the hotel bus takes us to the airport. The flight leaves at about 10:00, but the checking procedures take some time. There are wrong stamps in the passports, the equipment in our carry-on luggage, for which we have licenses. Our carry-on luggage is checked once more before we get on the airplane.

On the airplane we have gin & tonic, then sleep the most of the way to Brussels. When we arrive at Tempelhof Airport, there is a small greeting committee with champagne.

To the conclusion once more a *Dankeschön* to all who have helped us. We especially would like to mention the Sabena team in Berlin managed by Mrs. Klinger, who have helped us with the luggage which can be unpleasant for ham radio operators and for the transportation of Fritz.

All direct QSL's are answered and in the mail.

We personally could use from Germany some QSO's with TN1M. Unfortunately Hans is also back in Germany. For those who would like to go to the Congo, contact me to get the contact persons telephone and Fax numbers. With safety there is still much to do!

E S P A Ñ A
ANDALUCIA

EA7XC

CQ(14) ITU(37) Locator IM78TR 36°43'N 4°21'W

CONFIRMING QSO WITH		DAY	MONTH	YEAR
UTC	Mhz	RST	2-WAY	QSL

PSE TNX QSL 73° *cup* Alfonso "ALFO" Villaverde
P.O. Box 01-01-1300
Cuenca-Ecuador S. A.

ex EC7YK **PACO AGUILERA**
 ex EA7CPB **P.O. Box 6097**
 EH9IA Member **29080 Málaga, SPAIN**

NCDXF 1995 BIG HITTERS

We sincerely thank the following members for their generosity.

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W6PVE

E C U A D O R CQ 10
ITU 12

HC5AI

AWARD:
AJD 7753
WAJA 1844

EX - HD8G, EX-HC3AV

CONFIRMING QSO WITH	DATE	UTC	Mhz	RST	2 WAY
	DAY MONTH YEAR				

PSE TNX QSL 73° *cup* Alfonso "ALFO" Villaverde
P.O. Box 01-01-1300
Cuenca-Ecuador S. A.

REC: YA8BU 101-20, KENWOOD 1305, ANT QUAD, 2EL

United States of America

N6ST

Steve Thomas 13707 Skyline Blvd. Los Gatos, CA 95030-9514
Santa Cruz County

QSO with	Confirming QSO						
	Day	Month	Year	UTC	Mhz	RST	2-way

CQ Zone 3 ITU Zone 6
 ex-WB6BRN, VP2MKU
 VP2KAU and N6ST/VP2A
 Thanks QSL Please

DXPEDITION & FAMILY VISIT TO PUKAPUKA ISLAND, NORTH COOK ISLANDS

by Ken Holdom, ZK1KH

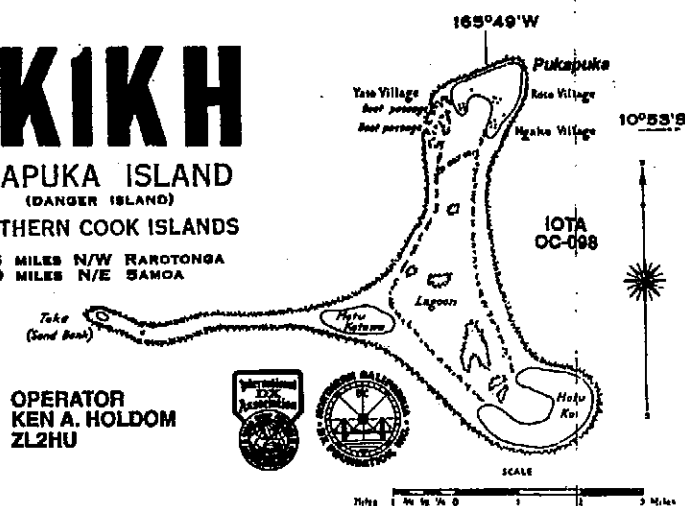
Having been planning our visit to the Cook Islands over the preceding 18 months we were still somewhat unsure until we arrived in Rarotonga (South Cooks and

ZK1KH

PUKAPUKA ISLAND
(DANGER ISLAND)

NORTHERN COOK ISLANDS

715 MILES N/W RAROTONGA
390 MILES N/E SAMOA



OPERATOR
KEN A. HOLDOM
ZL2HU

the main island and business centre for the whole Cook Islands) whether we would actually get to PUKAPUKA although we did have a confirmed return flight Pukapuka - Rarotonga before we actually left New Zealand.

It does not give one a great deal of confidence or satisfaction to have a confirmed return flight without actually being confirmed to get to the DXpedition QTH in the first place.

On arrival in Rarotonga on Saturday 10 December (local date) and after some one and three quarter hours waiting for our baggage we proceeded through Customs with no problems. Our baggage far exceeded the allowance and our thanks goes to Air New Zealand for getting this to Rarotonga at very minimal cost.

Settling back into life in the Cook Islands we did not experience the same severe climatic changes that Dan Brown N7WTU and his group did some months earlier when they visited both Rarotonga and Aitutaki as my XYL Imela originally comes from Pukapuka, albeit some 20 years ago and I myself worked in the Cook Islands for a period of 2 years in the early 1970's and we have both visited the islands on a number of occasions since, the last of which was some 4 years

previously.

On my last visit to Rarotonga in December 1990/January 1991 I also operated as ZK1KH for a period of some 6 weeks and made some 1000 plus contacts with 106 different countries of which I have 76 confirmed as at the time of writing. All QSL cards received to date for this DXpedition have been replied to.

The following Monday we proceeded to the Deputy Prime Minister's office to check flight details with Peter Marsters, the Chief Executive in that office and who had given us a great deal of assistance whilst we were in New Zealand. Peter's efforts were greatly appreciated and without his continued assistance we may not have got to Pukapuka.

Not only was Peter able to advise us that there had been a flight to Pukapuka the day before we arrived but that there would be another flight on 27 December which we were confirmed on, much to our relief.

Peter was also very instrumental in arranging the shipping via the M.V. Cape Don of our antennas and other accessories from Rarotonga to Pukapuka. This vessel was on charter by the Catholic

Church in Rarotonga to enable Catholic representatives from the Northern Cook Islands to attend their Centenary Celebrations which were being held in Rarotonga.

The 27 December finally arrived and we proceeded to check in for our flight. Being considerably over our weight allowance of only 10 kg per person, baby excluded, we were very fortunate to have pre arranged with the Chief Executive of Air Rarotonga to allow for us to take some 35 kilos of excess baggage on the flight. Not only was our baggage weighed but also all hand luggage and passengers because of the distance we were travelling and the maximum amount of fuel that could be carried. Our very sincere appreciation goes to Air Rarotonga for not only allowing us to take this excess baggage on the flight free of charge to Pukapuka but also on the return flight as well. Thanks Ewan.

We boarded our flight at 6am local time bound for Pukapuka via Aitutaki (South Cooks) and Manihiki (North Cooks). The purpose of calling at these other two islands was to re-fuel the aircraft.

For those interested in aviation the aircraft was a 20 seat Bandairante which only carries a maximum of 10 passengers plus crew because of the necessity to refuel

on long inter- island flights and because of the locality of navigational beacons for positioning of aircraft.

It was necessary to travel towards Manihiki (another of the Northern Cook Islands) because of poor weather conditions at Pukapuka at the commencement of our flight and during the course of this long 5 hour flight these conditions improved dramatically and we diverted our course and headed direct to Pukapuka thus avoiding a call at Manihiki.

I can assure readers that this was the longest flight I have ever experienced without all the normal comforts like inflight refreshments etc. although a very welcomed snack was served and greatly appreciated by all on board as most had not had breakfast before departure. As we were travelling at only 9000 - 10000 feet in a turbo prop aircraft there was no cabin pressurisation, however, the temperature inside the aircraft was very comfortable.

Finally arriving at Pukapuka at 11am local time we disembarked the aircraft (after spraying) into a sweltering heat and the perspiration problem immediately became imminent.

A welcoming ceremony was held in the sole airport building which was constructed of local materials in the traditional island style with a number of wooden poles supporting a thatched roof. Following this welcoming ceremony we then proceeded on the back of a truck to the wharf from where we were to be ferried by an aluminium run-about boat to the main island of Pukapuka, which took some 40 minutes. This was most welcome as it gave us all the chance to get some really fresh salt air into our systems and to cool down a little. The reason for the boat trip is that the airport is located on one of the normally uninhabited islands and the main inhabited island, Pukapuka is across the lagoon.

Late in the afternoon we attended our first of many island style feasts (or dinners) which lasted for approximately 2 hours and was hosted for all those who had travelled with us on the flight from Rarotonga to Pukapuka plus other invited guests. A very important and enjoyable traditional custom on the Island. Due to total physical exhaustion and the lack of sleep no thoughts were even given towards installing antennas etc. until the following morning when the first G5RV was installed running East/West and then the radio was set up. By the time all this was completed the local generator had closed down.

The generator is owned by the Cook Islands Government and with special permission from the Ministry of Energy in Rarotonga and with the very kind generosity

and co-operation of the Government Representative (GR), Mr Peua Taingaru, I was not only allowed to use the generator during generating times but I was accommodated in one of the bedrooms of the GR's house for the duration of our visit for the sole purpose of using the radio as we were staying with my XYL's parents some 300 meters away.

The generator is used to supply electricity to the majority of Government buildings on the island including the hospital which are all located in close proximity of each other. Local generating times were from 0600-1200 and 1800-2359 which equates to Zulu time as 1600-2200 and 0400-1000 (12 hours per day maximum).

Without the kind hospitality offered by Peua I would have been at a somewhat dead-end and would have had great difficulty in obtaining other suitable accommodation to house the radio equipment within a reasonable distance of the generator. My sincere appreciation for their tolerance also goes to the guests who were staying with Peua for the duration of our visit.

Most local houses on the island until recently did not have any form of electricity whatsoever and a result of French Government aid to the island all houses have their own solar power supply which in the main provides for lighting at 24 volts. Whilst there is a single power point in each house (there is supposed to be only one) these were not adequate for two reasons, the first being the sockets were of a European style with no suitable adapters being available and secondly the batteries would not sustain heavy usage from ham radio equipment.

Actual operation began at 0553 Zulu on 29 December with the first contact being Yama, JA8XOK.

Although the official generating hours have been mentioned above the actual times were dependant on when the Power supply worker arrived to physically start or close down the generator. Being in a land where time is not so important the actual generating times varied significantly hence there may be some readers who thought they were in with a good chance to make a contact when suddenly the generator would be turned off, as much to my disappointment also.

To make things even worse, on day 3 of the operation severe winds took down the second G5RV which was installed in a North/South direction. As the following day was a Sunday and in respect of local customs, especially Christianity, I was unable to get this back up again until the 2nd January. I should like to point

out that in Pukapuka, like many other islands in the Pacific, nothing apart from church and eating takes place on a Sunday. Cooking and food preparation normally takes place on Saturday evening in readiness for Sunday meals.

With temperatures constantly in the 30's (Celsius) and humidity in the high 90's operation at times was rather exhausting. As fast as one could drink vast quantities of water to keep the throat reasonably well oiled (so to speak) perspiration would take over. I have never consumed so much liquid with so infrequent visits to the WC in my entire life.

There were occasions when I was obliged to close the station down for family and other reasons and I hope

The sports include tennis, cricket (island style), puapua (island style bowls using a string to toss a flattish discus like bowl), tika (throwing sticks along the ground for some considerable distance), husking coconuts, traditional canoe racing, volleyball, toto (coconut frond rib, dried and singed to make it light for tossing, similar to tika.)

With three villages competing in each sport competition is very keen. The village names are ROTO (America), YATO (Japanese) and NGAKE (Holland). One can only presume that these represent the visiting American Warships, Japanese fishing boats and Dutch Catholic Priests who have all played an important part in the life of Pukapukans.

My XYL Imela was selected to be the ladies singles tennis team member for her original village of Yato and was very successful in winning this championship for which she was very proud. For the second game, I was watching in a sheltered spot with a slight breeze blowing and the temperature was 42 degrees Celsius. I would not like to have guessed what it was like on a concrete tennis court in the direct blazing



ZK1KH operating in the heat at Pukapuka

that this did not disappoint too many DX hunters. Incidentally when band conditions always seemed best there would be a landline call for a meal or some other family activity which at times was very frustrating but after all the visit was as much a family affair as it was a DXpedition and this had to be taken into account and I hope readers will understand and appreciate this.

One very important aspect of life in Pukapuka is the annual sporting competitions which start immediately after Christmas day and last for approximately 4 weeks. The sports are played Monday through Thursday with Friday being a rest day, Saturday for fishing and food preparing and Sunday as previously mentioned. Sports take precedence over ALL other activities and the island virtually closes down for the 4 weeks. Even the local Policemen find it difficult to find a reason to work.

sun. Yes she did complain about the heat but only after she had won. Imela also won the Pukapukan ladies singles championship held in Rarotonga on the 26th December. This is also an annual event played amongst Pukapukans who live or are in Rarotonga at the time of the sport.

The real family highlight of our visit was to have our son William christened on the 8th January in the Cook Islands Christian Church in Pukapuka. This church is the follow on from the days of the London Missionary Society some years ago. William being only 5 months old handled the 2 hour service very well with no signs of any child noises. Although his part only took 15 minutes we stayed for the full church service, something we will remember for the rest of our lives.

Apart from our family, sporting and my radio activities,

combined with eating and drinking there was little time to do anything else, however for those who that are interested I managed to find enough time to walk completely around the main island of Pukapuka which took a total of 95 minutes and believe me it was no easy task on the hot sand and in the direct sun, even though I undertook this task in the early morning. The temperature was about 32 degrees Celsius and humidity was about 90 per cent. Not something I would recommend to any prospective visitor to the Island should you be able to get there.

In the 1920's and 1930's Pukapuka was once the home of American author Robert Dean FRISBIE (to whom my XYL is related by marriage) who occupied his time by operating a trading store on the Island and writing books and articles about the Pacific. Both of his two storey houses are still evident, the latter still being occupied. FRISBIE's books include "The Book of Pukapuka" first published in 1929, "Island of Desire", "Mr Moonlights Island", "Dawn Sails North" and "Amaru". All these books make excellent reading and give very vivid descriptions of the island lifestyle in general.

We were fortunate enough to meet Frisbie's son Charlie whilst there and this added a little interest to the visit as he is a delightful person to be with and full of jokes and of course his ability to get a smile or laugh from anyone is something he will be remembered by in years to come.

For those interested in brief details about the island, the position is approximately 165 degrees West and 10 degrees South. Population is approximately 760 of whom there are some 100 public service employees. At this number, this brings in a significant income for a majority of families. There is now no income derived from the production of Copra. This income in the past was very significant. A number of families still rely on financial support from relatives living abroad.

The food supply on the island consists mainly of local products such as fish, pork, chicken, taro and coconuts, all of which are supplemented by overseas products in the form of canned meat, canned fish, rice, sugar, flour, cabin bread and a number of other essential foodstuffs. To those who prefer green vegetables you would need to rely on taro leaves and breadfruit. A small amount of limes and papaya are also grown. The most delightful island food is the KAVEU or Coconut Crab. (This is very similar although slightly richer to lobster or crayfish). The costs of food which is shipped to the island is very expensive compared with the costs in

New Zealand.

With the exception of one local dance put on for the return of the Catholic people who went to Rarotonga there was no other night entertainment during our visit. As previously mentioned most people were pre-occupied with the sporting events.

During the last week of our stay we were very fortunate to be able to go to both the other islands in the group which are normally uninhabited. These two islands are now mainly used for growing taro and coconuts for local consumption only. Some years ago they were a source of considerable income derived from the production of copra.

Because of the infrastructure of the island and the custom to keep them uninhabited except at crop harvesting time, it is necessary to get permission to go to these islands which we got without any problems. Having the right family connections always helps.

Although I mentioned that these two islands are normally uninhabited, the island on which the airport is built does have two watchmen there on a village rotation system whereby they spend two weeks on the island and are then replaced by another two from the same village. This is to ensure that no harm is done to the airport.

The recently constructed coral airstrip and building is a real credit to the Pukapukan people and will be of tremendous benefit to those who require urgent medical treatment in Rarotonga. No longer will they have to wait weeks and sometimes months for a ship to take them to Rarotonga to get this treatment as they will run emergency flights to solve this problem.

Having had such an enjoyable stay the 26th January seemed to be upon us before we realised, although we were looking forward to getting back to the normal comforts of life like a variety of green vegetables and meat, the not so expensive luxuries in life and more importantly hot and cold running water for showers and flush toilets.

In total I made 1616 contacts with 60 different countries during the 26 days of operation. This was a little disappointing, however considering propagation the way it was and without a beam antenna and a linear amplifier this may not have been so bad after all. There is no doubt some very pleased readers will have had the North Cooks confirmed by now. All QSL cards received as at date of publication of this article have been replied to.

Again we had the joys of the boat trip back to the island where the airstrip is located and this seemed to take a lot less time than the original trip. Maybe there was some

real deep down feelings of anticipation of getting back to normal that made the time go faster. At the airport we were given a farewell (and I must admit not without a few tears) and we boarded our direct flight back to Rarotonga which took exactly 4 hours.

Whilst in Rarotonga both at the beginning and the end of our holiday we were very fortunate to have had the use of a motor car belonging to Trish and Teariki Kamana. Teariki (ZK1TK) is the local issuing authority

family in the Chatham Islands.

Without the use of their vehicle we would have had to rely on the public transport which at times is not the most suitable. In all honesty I think it may have been cheaper in the long term to hire a rental vehicle as the costs associated with the high level of consumption of amber coloured liquid refreshments was quite staggering. Not that we minded in the least.

If there are any readers who would like more information about Pukapuka or would like an eyeball QSO with us in Wellington, NZ then please feel free to contact us at our home QTH, 31 St.Johns Terrace, Tawa, Wellington, New Zealand. (Home Call ZL2HU, Phone 04-2326478)

Finally, to all those organisations, individuals and companies who made this DXpedition possible we would like to take this opportunity to express our sincere appreciation for their support and trust that similar support will be available for our planned visit to the Kermadec Islands (ZL8) in November/December this year. Donations and support can be sent to the above address of ZL2HU.



XYL Imela and son William on a causeway between two villages

for ham radio licences in the Cook Islands and has been a personal friend of our family for over 20 years. Trish who is originally from the Chatham Islands (ZL7) was not in Rarotonga during our visit as she was visiting her

NCDXF 1995 NEW MEMBERS

We welcome these new members to the Northern California DX Foundation.

7N2UTO, AA7WP, AA8GX, AB6IV, AB6ZV, AD4IL, BV7WB, CX6VM, DJ3NK, DJØVT, DL3FCG, DL5AVJ, DL5XAT, DL6GV, DL8RB, EA3EQS, EA5BY, EA5YJ, EA8AFJ, F11DX, F5OIU, GØTYV, IK2UEX, IK7NXM, IKØPRG, IØJBL, JA29ØØ1, JA3AAW, JA8GTO, JA8UBV, JI1DBV, K3GGN, K4FOM, K7RDH, K9OAH, KA1SAW, KE6RJW, KE7CX, KG6LF, KP4RF, LA1BJA, LA7DHA, N1BUA, N4AA, N6FUP, N6JVW, N6QI, N7IRR, N7JB, N7KZJ, N7KZJ, N9ICE, NØOSS, OH2BR, ON4AWH, PY4HQ, UT1ZZ, V44KF, W4NXE/DU3, W5YKB, W7HR, W7HUY, W7SFF, WA2CDD, WA4FLZ, WB3ECU, WB6PCJ, WB6UTY, WQ5H, WV2B and XE2Z

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 \$3.00. 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 Ron Steiner, K6KEO, 3154 Dominic Dr, Castro Valley, CA 94546.

Available Slide Shows:

1. Kingman Reef and Palmyra Island expedition of 1974 (148 slides)
2. K5YY on Africa of 1978 (82 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 Ail, 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
42. Dominica 1993 by N6EK & KB6VX
43. 1984 Laccadive Island DXpedition, VU7WCY, plus 1983 VK0HI from TV (60 minutes)
44. The K6UA contest station story (25 minutes)
45. HK0TU DXpedition of 1983, Malpelo (25 minutes in Spanish)
46. The Ship That Shouldn't Have - VK0JS Heard Island DXpedition (90 minutes)
47. The New World of Amateur Radio (28 minutes)
48. S0RASD 1987 by the Lynx Group, The Western Sahara Story (37 minutes)
49. Auckland Island 1988 by ZL1AMO, ZL1BQD, N7NG (60 minutes)
50. Dr. Owen Garriot's First Talk to hams about the Space Shuttle
51. Russian Ham Radio Tour by WA6WXD, Oct 1986 (45 minutes)
52. 3Y DXpedition 1987 - W4VVA copy of the slide show
53. Peter I 1987, from JA7ARW
54. 1979 Spratly Isl DXpedition by K4SMX, K1MM, VK2BJL, N2OO, N4WWW & KP2A
55. 1988 Malaj Vysotskij Island by OH2BH, UZ3AU, OH5NZ, UR2AR, OH2RF, UW3AX 23 min
56. 3W8DX & 3W8CW by HA5MY, HA5WA, HA5PP, HA5BBC, Nov. 1988 Produced by W4BRE
57. Aruba, P40V CQWW Test (12 min)
58. A Message from Barry Goldwater, K7UGA (12 min)
59. Navassa of 1988 by N2EDF, K2SG, KE4VU, KD2NT, N4GNR, KT2Q, W3GH (38 min)
60. Rhodes, SV5, by N2OO & SV0AA, April 1989 (40 min)
61. NO1Z/KH1, Howland Isl 1988 by NO1Z, J73AAB, TR8JLD, VK9NS & VK9NL (20 min)
62. Boeing ARC at the Electronic Convention and Great Wall of China (audio tape + VHS 30 min)
63. KC Club DXpedition to Tonganoxie Island (30 min)
64. Tuvalu 1989 by K6EDV and ZL1AMO (27 min)
65. Visalia Convention of 1990 recorded by WENLG (2 hours)
66. Rotuma, 1988 copy of the slide show (73 min)
67. XW8CW & XW8DX 1989 by HA5PP & HA5WA (27 min), produced by W4BRE
68. XU8CW & XU8DX 1990 by HA5PP & HA5WA Produced by W4BRE (27 min)
69. All China Amateur Radio Dfing Competition + BY1PK (32 min)
70. ZS8MI by ZS6PT, partial copy of the slide show (40 min)
71. Jim Smith, A51JS, VK9NS, visits the SF Bay Area by WA6BXV (80 min)
72. R9ZF/NN7A, NN7D & W7YS, Aug. 1989 Lake Teletskoye, Siberia (100 min)
73. VU7, Laccadive Isl 1984 (65 min)
74. VU7, Andaman Isl 1987 by Combatore Radio Club (30 min)
75. 3Y5X Bouvet 1989. Video by JF1IST (in Japanese, good photography) 35 min
76. VR6TC speaks to the Turlock ARC. 1991 by K8IMN (125 min)
77. 1990 World Radiosport Team Championships in Seattle (25 min)
78. ICOM's "More Than Radios" The legacy we leave to the young. (25 min)
79. T33R-T33T Banaba, Nov 1990 by SM7PKK, TF3CW, OH1RY (22 min)
80. This is ATV by Western Washington AT Society (12 min)
81. New Horizon: South Pacific Adventure by AA6LF (55 min)
82. YB3ASQ: Indonesian Stations and Sightseeing by W7TSQ 25 min
83. XF4L of 1989 by JH4RFH, XE1OH, OH2BH, W6RGG, XE1L, OH2BU and N7NG 25 min
84. ET2A by W4IBB, Jack Reeves May 91 12 min
85. IS0XV by UW3R et al July 1990 35 min or 2 hours (your choice)
86. Jarvis 1990 by K3NA and KN3T 35 min
87. 3C0CW, Annobon 1991 by the Garrotxa Club of Spain
88. Araucaria DX Group of Brazil, about contest stns and ops 30 min
89. 9L1US by Dave Heil, K8MN Ed. by Jim Hurst, West Ga College & W4VVA (45 min)
90. Dave Heil, K8MN visits Finland. Edited by Jim Hurst & Henry Owen, W4VVA (35 min)
91. Penguin Isl. 1990 from a slide show by Wayne Mills, N7NG, Produced by MoBre (15 min)
92. PJ9W-1990, "Spirit of Victory", Radioteam Finland, Produced by WA7LNW (48 min)
93. Empire of the Air: The Men Who Made Radio Recorded by KI6YB
94. Contest Night Live, by the Kansas City DX Club (30 min)
95. DXing Kansas City Style, by the Kansas City DX Club (30 min)
96. VP8ANT/G3CWI The story of Richard Newstead on Adelaide Isl(45 min)
97. H44 Solomon Island DXpedition (12 min)
98. VP2EOH 1992 by Northern Ohio DXA (29 min)
99. Christmas Island March 1990 by JH1LBR. English audio by WB2CHO
100. VP8SSI South Shetlands 1992. (46 min)
101. More About Radios by Zman Productions - an intro to the hobby (28 min)
102. Navassa Isl., Jan 1992 by WA4DAN, AA4VK, N0TO, KW2P & AA4NC (25 min)
103. Getting Started In DXing by CQ Communications (52 min)
104. The Radio Ham, starring Tony Hancock English Comedy (26 min)
105. Project Irma, The DX Truth-O-Meter, Northern Cal DX Convention, 1993 (25 min)
106. ZL9DX, Auckland Isl '93 by ZL1OK, ZL1AVC, ZL2TPY, HH4RFH & JR4DUW (28 min)
107. V63-KC6-P29 by KQ1F & K1XM slide copy by Jim Hurt & Harry Owen W4VVA (25 min)
108. Descecho, KP5, 1992/3 with KW2P, N0TG, WA4DAN, W0RJU & AA4VK (28 min)
109. E35X, Eritrea, May 31-June 10, 1993 by LA6VM, LA1EE, JF1IST, LA9DL, LA7XK (17 min)
110. AH1A, Howland Isl '93 by ON6TT, W0RLX, K9AJ, W0CP, K0EU, W9IXX, K4UEE, F6EXV, G4LJF (2 hr)
111. 9G1AA, Ghana by PA3AWW, PA3FUE, PA3ERA, PA3DEW & PA0TUK (55 min)
112. 9M0S Spartly Islands 1993 by N7NG, WA6AUE, OH6DO, JA5DQH, OH1NYP, 9V1YW, 9M2FM, OH2MAK & OH2BH (30 min)
113. Journey to Peter I, 1994 (30 min)
114. ZD8SXW, Tristan da Cunha, 1994 by G3SXW (18 min)
115. Last Voice from Kuwait, 9K2DZ (25 min)
116. Malaj Vysotskij Island 4J1FM/4J1FW October 1992 by AH0W ex: 4J1FM

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 mintes)
13. Pile Up Busters, Humorous. (10 minutes)
14. FGW2QM/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)



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