



# Newsletter

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Spring 2001

Steve Thomas, N6ST, Editor

## COMOROS 2001

by Núria Font, EA3WL

Many didn't believe that two EA stations alone could be able to achieve it, but fortunately for those who gave support to our project we did it! The first ones have had to lower their heads and recognized that D68BT & D68WL did a great job, and the results proves it: 24,500 QSO without dupes and hundreds of messages acknowledging it from all world around.



But this wasn't a operation that appeared suddenly from night to day. We had really worked hard on it for a long time. It has been a long time since this tiny country situated in the Indian Ocean was in our thoughts. But first of all was its political situation that disabled us to go, as we intended to do in 1999, so we finally had to change our destination to Montserrat Island and postponed it

until 2000. But that year there was a new intent of overthrow during the month of May and later some health problems, that obliged us to postpone it once again this time until January 2001.

And many will perhaps ask: Comoros, why? Because it was a little country that met all the requirements for making a DXpedition. It was well situated among the most wanted entities of the DXCC; actually there is no licensed amateur operator in the country and it has been a long time since D6 was on air, so there could be a great expectation with it. And so it was.

We dedicated a lot of months and nearly all our spare time to organize it: licenses, permissions, and what is much more important, the logistics. We wanted it to be a full DXpedition, as the last and most important ones that have been, and we wanted to have the maximum possible repercussion among the international ham radio community. But we couldn't forget that we were just two so we had some sort of limitations. Even so, we wanted to clarify that it was a DXpedition and not just a simple holiday journey with some radio operation, as somebody could think. So we planed to bring with us two complete stations and try to have them on air simultaneously as many hours as possible. We also dedicated a lot of hours designing our web page, where all the information could be found referring to this activity, consult the logs on-line during and after the operation.

We did a survey through the Internet reflectors and we realized that this entity was really needed. So we decided, in order to optimize our operation and have a continuous feedback with our ham audience, that we should have pilots who would be in charge of handling all these messages. Fortunately, we could count with the invaluable collaboration of Pere, EA3AJI, who would be the

Northern California DX Foundation

pilot for Europe and South America and also the coordinator; Bill, K6GNX, who would be the pilot for USA; and Yuki, JI6KVR, who would be the pilot for Asia and Oceania. While the operation was on, we daily contacted with them so we could be aware of all the needs and also the mistakes that could be, and also be aware of the general feeling, which was positive at any moment.

And finally the day of departure arrived. It was 12 January 2001 when Pere, EA3AJI, took us to the airport of Barcelona, after managing to put all 125 Kg of luggage inside the boot of his car. The luggage consisted in two transceivers, a linear amplifier, two switched power supplies, 3 laptops, a 3 elements beam for 10, 15 and 20 meters, a vertical antenna for 40 and 80 meters, another vertical antenna for the WARC bands and a 2 elements home-made antenna for 6 meters, as well as more than 100 meters of coaxial wire, ropes, masts, tools, etc. etc. We checked everything in and started our course that should bring us to our destination.

After more than 24 hours of journey and 3 different planes, making stops in Paris and Sana'ah, on 13 January we landed at the Moroni International Airport, plunged into dark clouds, which didn't presage anything good with regard to the atmospheric conditions. It was the rainy season and some cyclones could come, so the weather predictions weren't really good.

We had to battle with the rest of the Comorian passengers when having to get the visa in our passports, as there was nobody who respected a queue. I think that their favourite slogan was: "Fool the last one!" so after spending more than a day of journey with them we had learn a lot, hi hi!! We also had to wait more than an hour till our luggage was taken out of the plane. Our plane flight from Sana'ah to Johannesburg, stopping at Moroni, and they had mixed all the baggage so they had to unload everything and select which had to stay and which had to continue. A real mess! But finally it came out and after checking that everything was OK we made our way to the Maloudja Beach Bungalows Hotel that was situated in the northern part of the island of Grand Comore.

The Federal Islamic Republic of The Comores has 3 islands: Grand Comore, Moheli and Anjouan, although there is a fourth island, Mayotte, that didn't want to become independent from France and be member of the Republic. But if you ask a Comorian inhabitant which islands are the Comorese, he will always answer the four islands, as they believe that finally Mayotte will come back to the country. Since the moment of its independence in 1975, the political situation of the Republic has

been very unstable, with several overthrows, some of them successful and other failed. The last one was lead by the actual president, colonel Azali Assoumani, in 1999, although there was another failed overthrow in May 2000. During the 25 years of independent history, there have been nearly twenty attempts.

Besides this, in 1997 the islands of Anjouan and Moheli self-declared independent of the Republic, although it was not recognized by the United Nations. This meant a huge political crisis that seem to have started to being solved by recent conversations held during this last summer. Actually, the situation is stable. And, in fact, and for the comments heard, the people haven't been aware of so many changes and political problems, as while they are well, they don't mind what kind of government they have.

But let's go back to the DXpedition. After 45 Km. through the only road that goes around the island, avoiding potholes, goats and an infinite amount of pedestrians that were going by the road, we arrived at our hotel. It rained continuously, so everything looked sad and grey, and the humidity and heat were huge.

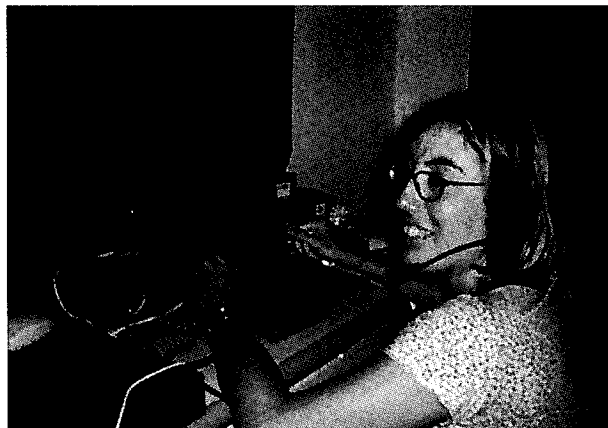
It was 2 PM local time (- 3 UTC) and we only had four hours of light for building the antennas. But it was still raining and that didn't seem to stop. We asked Sally, the manager of the bungalows, if that situation would continue like that and she told us that it had been raining without stop during the last week and the weather predictions for the next two weeks weren't better. In the face of that, we decided to start with it as soon as possible. Waiting wouldn't help, as if we had to get wet, better sooner than later. Under a terrible rain, we started to assemble the three elements beam.

After two hours, completely soaked, we were able to erect the antenna with the telescopic mast made of aluminium that Josep had self-constructed. It had a perfect location, completely free towards Europe, USA and Japan, with a direct exit towards the sea.

After installing the first antenna, we proceeded with the first station for starting to operate that afternoon. But, of course, not everything was OK at the first attempt and the problems began soon. The linear amplifier didn't work and there were some SWR. The problem with the lineal amplifier was a bit worrying, and the SWR problem could be because some rainy water could have got inside a coil during the assembly, and sure that it would evaporate when starting the linear amplifier. We tried to solve the problem, but couldn't, so Josep decided to start with just the transceiver and would try to mend things the next morning.

Finally, at 16.30z Josep threw the first *CQ CQ de D68BT, QRZ?* on 14.195, and after releasing the mike, a terrible mess was formed. It looked like if the people were waiting for us so he had to start working split. The rhythm was frantic and the number of QSO quickly increased in our log. We alternated both callsigns, D68BT & D68WL, but during the first day we only worked in the 20 meters bands as the pile-up didn't decrease and we wanted to give the "new-one" to the maximum possible number of hams. With just a little rest for dinner, we came back to continue and the pile-up continued. We couldn't go to sleep until the 3 am, when we couldn't continue anymore. We hadn't slept in nearly 48 hours!

The next day, and in spite of the weather predictions, it dawned a wonderful sunny day. We went to "work" immediately and started to raise the other two antennas: the vertical for 40 and 80 meters and the vertical for the



WARC bands. Of course, we also took a good amount of pictures for if the sun didn't come back anymore. There was a wonderful view of the Indian Ocean with a beautiful turquoise blue in front of our eyes.

We finished with our second station and then went to talk with the deputy general manager of the hotel, Mr. Parvis Kanka, who had kindly gave us permission to use one of the hotel computers for sending a daily e-mail with the logs and some pictures to add them in our web page. But due to the slowness of the server (150 KB in 10 minutes!) and also to avoid disturbing, we opted for sending it every two days.

The goal of this operation was to give the opportunity of getting the so desired "new one" to the maximum possible number of people. For that reason, the main station was continually operating in 10, 15 or 20 meters, and we didn't abandon a band until the pile-ups stopped or the conditions disappeared, although the second one

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usually happened. During the first week the number of QSO was increasing in a good rhythm. The WARC bands were activated simultaneously with the second station, which had only a transceiver with 100 watts output. From time to time, Josep tried to operate in CW, but the chaos was so great and the collaboration was null that he had to go QRT many times. We advised that this operation would be in SSB and RTTY, with sporadic CW. About RTTY, we started to operate this mode during the second weekend.

There was a great demand and expectation for D6 in 50 MHz. If our information isn't wrong, Comoros had never been activated in that band. Although in the beginning we didn't plan to work in this band, due to the persistence of many colleagues, and mainly of José Ramón, EA7KW, who gave us an invaluable help with the antenna matter, we decided to take a 2 elements self-made beam and to try to appear in the "magic band". On Wednesday we installed the antenna and followed Jose Ramon advise about the recent propagation openings. Josep threw the first CQ in the band, but although he

tried during a long time, he wasn't lucky. The next day, at 20:00z, he tried it again. We didn't have hopes of succeeding as the conditions were not the best ones. Josep called two or three times, but nothing heard. But when he called again, to our astonishment, EH7KW came to our call ... We had achieved it! And what it was the best, the first contact was with Jose Ramón. Josep continued working other stations from EA7, IS0, IT9 and 9H. He had found a little sporadic and D6 was



finally on the air. To tell the truth, this little success encouraged us a lot, and daily Josep called on 50.110 about 20:00z, although he succeeded just two or three more times. The amount of QSO was not very large, but at least we did it.

The truth is that the radio activity, mainly during the first week, was exhausting as we only slept 2 or 3 hours per day. We woke up at 8 am (5 UTC) and we went to sleep at 5 am of the next day. But the conditions were really good and we didn't want to lose the opportunity. During the morning we operated the 10 and 12 meters, bands in which we made a lot of QSO although the propagation predictions showed them with few possibilities. First of all were the Japanese stations, then Eastern Europe and later came the rest of Europe. Everyday was like this till the noon, when the USA stations came in. There were some days that we didn't leave the 10 meters band, only at the end of the afternoon when the conditions totally disappeared. The band of 15 meters opens in the afternoon, with the European stations first, and then America., till at dusk. And then we went to the 20 meters band, where the sequence was the same. We didn't stop at any moment during the day, neither for going for lunch. We only went QRT for an hour when we went for dinner. We always waited until the last moment, about 9 pm, so that we had to "quarrel" with the cookers (as they started to have dinner when all the hosts had finished) in order

to get something for dinner. We ate quickly and came back to our "business". We continued in 20 meters, as the conditions with USA were perfect, and after midnight we directed antennas to Japan.

Of course, during the night, we also worked 40 meters, although in the beginning the conditions weren't good. In the morning the weather was good, but in the night it got worse and there was a storm nearly everyday. The worst was that during one of these storms, which sometimes brought hurricane winds, the 40 and 80 meter antenna was broken. First of all we thought that the operation was finished in these bands. But then we decided that we would put some wire dipoles hung from an eighteen meters high palm tree. Of course, we were helped by a native who climbed to the top, and also gave us some refreshing coconuts!! Unfortunately, the 80 meters antenna didn't work properly but the 40 meters one did it, so we continued adding QSO to our log in this band.

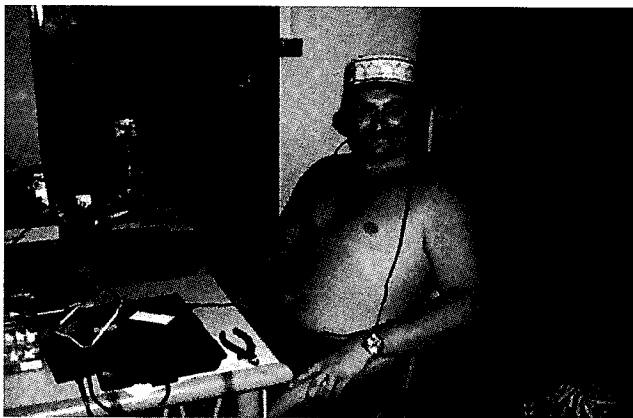
But these weren't the only problems that we had with the antennas. Curiously, during the first days the antenna for the WARC bands worked perfectly in all the bands, but mysteriously after the fifth day it didn't work any more in 18 MHz. It was taken down and assembled once again but the antenna didn't work. Finally, we decided to construct a wire dipole that worked 100%. Ah! And the linear amplifier started to work during the second day and the SWR disappeared.

And the days passed by, the QSO number increased in our log and the pile-ups kept on being considerable. During the second week the propagation conditions weren't as good as during the first one, mainly during the mornings, although during the afternoon the expectation was still great. We were active during all the sixteen days that the operation lasted, with only little escapes to the capital, Moroni, situated about 45 Km. south, where we got our original licenses (by the way, we had to go to the SNPT three times, but finally we got them). We also made a tour around the island and we could enjoy the wonderful beaches and beautiful landscape, with the huge and ancient trees called bao-bab. And of course, the 25<sup>th</sup> of January we celebrated our wedding anniversary with a marvellous dinner with lobster and champagne (thanks to the hotel). Yes, for all those who are curious, it was our 14<sup>th</sup> anniversary and hope we can celebrate many more. Thank you to all those who send their congratulation.

But all good things have an end. And it was time to be QRT. Our plane had to depart from Comoros on 29 January at 1 am. On Sunday the 28<sup>th</sup>, during the morn-

ing, we started to dismantle the second station, and only left the main station with the 3 elements beam, but without linear amplifier as during last Saturday afternoon it literally exploded (it was foredoomed to have this destiny). During the morning we were active in 10 meters and ended the operation at 3 pm (12 UTC), although we would have liked to continue, as there was still many people calling us on the frequency. But we couldn't continue as we hadn't much time left and we had to take down the 3 elements and to pack all the 125 Kg once again.

After saying goodbye to Pere, EA3AJI, who was waiting us for making the last QSO, we closed down the station, not without a bit of sorrow because of the good time spent, but also happy because of the success achieved. We had made more than 24.500 QSO (although if we consider the dupes, we made more than 31.000 QSO).



Taking down the antenna was much quicker as the weather was excellent and the hotel maintenance boy helped us. We had plenty of time, so we said goodbye to all the hotel staff for their kindness. With all the luggage packed, we could enjoy a pleasant dinner and see the show that was offered daily to all the guests but that we couldn't see as we also had our dinner quickly and went back to operate.

We arrived at the Moroni airport with plenty of time for checking in. We had to take a plane to Sana'ah, and then change to another plane to Paris and then another one to Barcelona. The flight arrived more than an hour late, but we weren't worried about it, as we had to spend seven hours in Sana'ah airport for our next flight. So we didn't mind where we had to wait.

Curiously, this was a flight with no reserved seats, so we had to get a move on if we wanted to have two seats

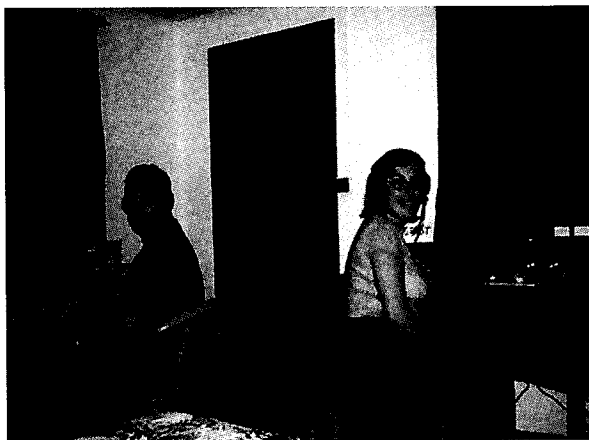
together. So when the doors of the terminal doors opened we applied the Comorian motto "Fool the last!" and quickly climbed to the plane. We were the firsts and could find the only contiguous free seats, but later we understood why as one of them was broken, hi!. We had entered in the plane so quickly that we hadn't noticed the silence around us. But when we sat down we were aware of the amount of eyes that were fixed on us. We were the only occidental passengers in a plane full of pilgrims going to Mecca. All the men were wearing their little hat (I don't know its name) and all the women and children wear covering clothes, and many of them with their faces covered. To tell the truth, it was a strange sensation for us because although we have been living in a Muslim country during sixteen days, we hadn't noticed it very much as the Comorian people are very open, and their women are quite integrated in the society, mainly in the capital.

After hearing what we suppose was a prayer in Arabic, the plane headed for Sana'ah. The flight was one of the most quiet that we have ever had as nearly nobody moved from their seats – something incredible in an 5 hours flight. We arrived at Yemen, and put all of us together in a waiting room. The pilgrims had to wait for another 8 hours – we were lucky as we only had to wait 7 hours!-. We had plenty of time to chat with some of the women, which made us realized that in fact there is not so much different with us, just their dress, and well, some costumes that, personally, I don't agree with.

During our transit we had some little problems as when we collected our boarding passes for the new flights they took our passports, something illogical in a transit. The time passed and they called us for boarding, but we still didn't have our passports back and nobody seemed to know where they were. Everybody shouted and ordered, but the passports didn't appear. Finally, when we thought that we wouldn't get them, a man with a mislead appearance came and started to distribute them. We passed the control and then was the turn to the hand luggage, but ... good gracious!! What was that suspicious thing that was appearing in the monitor? Chips, wires, ... Very suspicious! We had to open the suitcase and the backpacks, showed them all the papers and tried to explain what was all that stuff for. They didn't understand anything as they didn't speak English and we didn't speak Arabic. They fell in love with the linear amplifier and the monoband filters. We don't know what they imagine that they were. Finally a man who looked like the supervisor, who spoke English perfectly, and after viewing our Spanish passports said to the other ones that there was no problem at all. He asked

us where we were from: "From Spain, and concretely from Barcelona" was our answer. He smiled and shouted: "Ah, Barcelona! Great football team! Rivaldo is the best football player in the world! There's no problem, no problem! Come back to the Yemen whenever you want. Barcelona, Barcelona!" (We regret if somebody doesn't feel the same, although I do it, hi hi!). And we didn't have any other problem. Well, I wouldn't believe it if somebody have told me that the Barça team was known even in Yemen!

We arrived at Paris and changed of plane for Barcelona, where our friend Pere was already waiting for us and took us to our sweet home. We had finally ended the operation, after having spent 18 unforgettable days abroad.



Callsigns used: D68BT & D68WL

QSL information: Via EA3BT

Logs available at: <http://www.qsl.net/ea3bt>

Total amount of QSO (without dupes): 24.500

Days of operation: 15 days

Used modes: SSB, RTTY & CW

Activated bands: 6, 10, 12, 15, 17, 20, 30, 40 & 80 meters

We also want to thank to all the associations and people that have given their support to this project:, Unió de Radioaficionats Andorrans (URA), Northern California DX Foundation, Clipperton DX Club, Indexa, North Jersey DX Association, European DX Foundation, German DX Foundation, Unión de Radioaficionados Españoles, for just allowing us the use of bureau traffic., EA7JX, for printing the wonderful color QSL card, EA4TX, for having lent us his voice recorder.

We also want to thank: all the staff of the Galawa Hotel and the Maloudja Beach Hotel for their hospitality, and

specially to Mr. Parvis Kanka and Mrs. Sally Barlett.. To Mr. Ahmed Nouroudini, from the Comoros SNPT, for spending so many hours with us.. To Pere Galimany, EA3AJI, for wasting so many hours of his valuable time with us.. To Xavier, EA3BHK, for wasting his spare time in keeping our web page updated while we were on the air.. To Dr. Bill Avery, K6GNX, and Yuki Deguchi, JI6KVR, for being our pilots and accepting to be part of this project.. To all our EA friends who gave us a lot of ideas and encouraged to go on.. To all those who made a QSO with us and helped us to make these be possible.

## 3C1AG - EQUATORIAL GUINEA

Erik Sjolund, SMØAGD

On January 23rd 2001 I arrived to Malabo, the capital city of Equatorial Guinea.

This was not my first visit to this small West-African Country and I have also done some DX operations from there before.

First time was in March 1975 when I was traveling in West Africa and was able to take a few days off from my duties. The most enjoyable thing I could figure out was to go somewhere on a DXpedition. Equatorial Guinea wasn't far away and it was also a rare DX country so I decided to give it a try.

In those days the Eq. Guinea was quite closed, it was not easy to get a visa and very few visitors ever went there. So when I arrived in Malabo and was asking for a permission to set up my radio-transmitter I was sent from one ministry to another, or I was asked to come back the next day; "Mañana, mañana" was the answer I got. I was also called to the police station to be questioned. Things like amateur-radio were seen upon with great suspicion. The country was in a political turmoil and no official would risk his position by signing permission for a foreigner to make radio transmissions from there.

I had more or less given up my idea about a DX-operation when, one evening in the bar at Hotel Bahia where I was staying, I met a young captain from the army. His name was Teodoro, I later found out he was a nephew of the country's president at the time. Over a beer I told Teodoro about amateur-radio and my licence problem. He became interested and said perhaps he could help. He had the right connections and promised to see what he could do. The next day I heard from him again, he said everything was organized. I got my permission but it was on a probation and good only for one day!

So early in the morning on March 30th 1975 I was up at the roof installing my vertical antenna at the big "HOTEL BAHIA" sign. I worked some 750 QSOs as 3C1AGD that day before I had to close down and go QRT in the evening.

The following days I tried to extend my permission, but nobody was prepared to take such a responsibility. Teodoro was away somewhere and I didn't have a chance to see him again before I left the country. This was an interesting experience, but I was quite disappointed with the small number of QSOs I could work.

Four years later, in 1979, Teodoro became the president of Equatorial Guinea. His title is now: Su Excelencia Obiang Nguema Mbasogo, and today, 2001 he is still in office. Many things have changed in the country during these years. Not only can local people enjoy a better living, also small things, like licences for visiting DXers, are easier to come by nowadays.

Since 1979 several DXpeditions have been operating both from 3C1- and from 3C\*- the remote island of Annobon.

In 1989 I was operating from Malabo for the second time. While organizing a trip to Annobon I was QRV for one week as 3C1AG. This time Hotel Bahia was closed so I was staying in another hotel.

Nowadays there are two licenced hams living in Malabo: 3C5I - Alan (also KB2WF) is often QRV, but only on 50



MHz. 3C1RV - Roberto, his main interest is CB-radio on 27 MHz.

For some time there hasn't been any 3C1-activity on other ham-bands so I contacted Alan asking about the present situation and if the authorities would allow a temporary DX operation. Alan was very helpful and gave me lots of useful information. He also presented my license-application at the Telecoms office so when I arrived he took me direct from airport to the office. The document was already prepared, I just had to pay and sign it.

What a difference to 1975!

My license says maximum output power 100 watts so I didn't bring an amplifier. My equipment was my old reliable IC-735, Cushcraft AP-8A multiband vertical, and a dipole for 160m. For RTTY I used KAM tnc, DSP filter and a laptop computer.

I was staying at Hotel Bahia again. It has been nicely

redecorated since 1975.

I didn't see my friend Teodoro in the bar, perhaps he didn't know I was in town?

It was with a special feeling I installed my antenna at the familiar BAHIA sign. 26 years had passed since I was there and I don't know how many DX-QSOs I have worked from various parts of the world in the mean time.

The hotel is a perfect site for DX-operations, located high above the north shore of Bioco Island with a clear view over The Gulf of Guinea. So in spite of my low power and simple antennas I was able to work more than 10 000 QSOs during the two weeks I was QRV from there.

160m was a challenge, I have very little experience of that band and with the low power limit, my expectations were very small. But people, especially W8UVZ in Battle Creek insisted and asked me to give it a try. George was even ready to send me one of the famous BC-verticals. But I knew it would have been very difficult to install it at the Hotel Bahia. So anyhow, I made a dipole for 160, which I could install as an inverted Vee using a flagpole on the roof.

The result was a nice surprise and I must have been fortunate with the propagations especially to North America. Of the 181 QSOs I worked on 160m, 116 was with W/VE, 64 with Europe, and one with EA8AK in Africa (thank you Fernando!).

On the higher bands I have found the NCDXF beacons to be very useful. I program the five beacon frequencies in the transceiver's memory bank. Starting on 14100 KHz, I listen for a beacon in the area where I want to work. Then, while scanning the memories I can follow this beacon up to 28200. So within one minute I will know what band is the best to use into that particular part of the world.

I wish I could have worked more Oceania, VK and ZL stations. They have a difficult path into West Africa and signals are most often weak. I tried a few times asking the EU pile-up to stand by but could only work one ZL (ZL1MH on 30m) and seven VKs, one of them VK6HD, was waiting for me one night on 80m CW.



This time I also had some problems working into Japan. Especially during the first week I couldn't hear the JA2IGY beacon at any time of the day. I even sent an e-mail to JA1ELY asking if the beacon was operational or not. Toshi confirmed that the beacon was OK. Sure enough, towards the end of my operation propagations improved, there was JA2IGY and there were plenty of JA-stations filling up the last pages of my log.

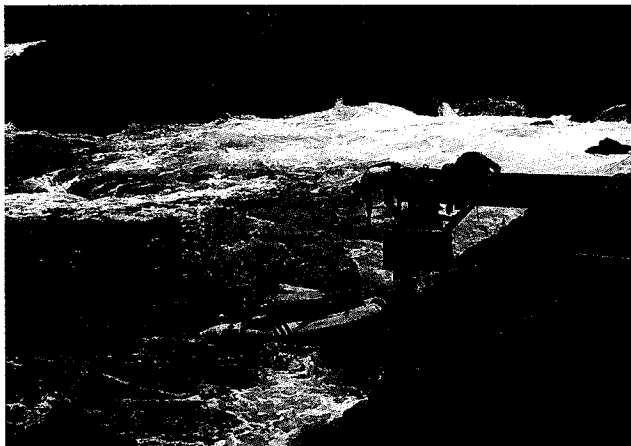
Thank you everyone for all the QSOs, I will be busy for a while answering your QSL requests.

Then, let's do it again, sometime, somewhere!

## PWØS — ST. PETER AND ST. PAUL ROCKS

By Bill Smith, W9VA

The PWØS DXpedition is now history. This is a review of the NCDXF sponsored operation in February 2001 to St. Peter and St. Paul Rocks. The "Rocks" is actually the rim of a submerged volcano some 700 miles off the coast of Brazil in the middle of the Atlantic Ocean. The Rocks are situated just north of the equator at 0° 55' North, 29° 22' West, almost directly south of the Azores. The closest DXCC country is Fernando de Noronha, about 400 miles to the southwest. The actual land mass is a small irregular broken volcanic reef. The Rocks were number 26 on the DX Magazine 2000 "Most Needed" list, and number 29 on the latest ARRL List. There is a



good reason for this high ranking. Under optimum conditions the Rocks are difficult to get to, difficult to land on, difficult to find a level area to set up a station, just plain difficult. The risk of damage to equipment and bodies is not insignificant. Trips to the Rocks have been few and far between, with unusual problems associated with virtually every attempt. PWØS would be no different.

In July 1978 I worked a station on 15 meters CW with the strange call of PWØPP. Not just another Brazilian, this turned out to be Jim Faria, PY7BXC – now PY7XC, and Rolf Rasp, PY1RO, on a DXpedition to St. Peter and St. Paul Rocks, actually a new country for me at the time. Two years later I would be in Rio de Janeiro on business and meet Rolf. Eight years after that I would have the opportunity to go to Fernando de Noronha and meet Andre Sampaio, PYØFF. Who would also be there but – Jim, operating as PYØFC. Wow – small world – all of this had to be more than a coincidence.

I would have many subsequent opportunities to meet with Rolf, Jim, Andre, and Fred Souto, PY7ZZ. Of

course the conversation always eventually turned to the Rocks and Trindade, Brazil's other obscure Atlantic "country." Trindade, and close-by Martim Vaz, are actual inhabitable islands. The Brazilian navy has a permanent village on Trindade with a year around crew of about 40 sailors. Trindade is sort of difficult to get to and land on, but once you get there you can stand on solid ground, get out of the rain, and calmly play radio. On the other hand, the Rocks represent close to the ultimate challenge, reminiscent of Okino-Tori-shima and Scarborough Reef. Well, there was much talk and little action, until December 2000. Jim and Fred, along with Ciro PY7ZY, announced that they had decided to go to the Rocks. I had planned to go to Brazil anyway to operate PYØFF in the ARRL Ten Meter contest, so we all got together in Recife and the serious planning began. The fellows in Brazil would round up the equipment, find a suitable boat, and get the necessary approvals and license. I would handle the publicity and funding, and maybe find another operator. Indications were that approval would be for only three or four operators and specifically for the month of February. The Brazilian government had environmental concerns, and the space available for multiple stations would be severely limited in any event. Not much time was available, but we had a plan.

By mid-January, the team in Brazil was making real progress getting their end of the plan completed. The contract was signed for the 50 foot motor-sailor "Old Smuggler" and the construction of an operating platform was under way. Written permission for landing had been obtained, and the special callsign PWØS had been issued. But I didn't seem to be making much progress with my assignment. That changed with Bruce Butler's e-mail that NCDXF might have some interest. At about that same time, veteran QSL manager Steve Wheatley, KU9C, joined the team to handle that end of the operation. The combination of NCDXF support and KU9C's renowned QSL management skills seemed to give the whole project momentum. By the planned departure date of February 9, Jim had assembled a complete arsenal of equipment, including capability for RTTY and 6 meters. At the last minute, veteran Brazilian DXer Eli Pinheiro, PT7BZ, joined the team as a replacement for PY7ZZ, who was not able to go along for medical reasons. Fred would continue to serve a vital role as the principal mainland contact, pilot, and web master. This may well have been the best planned and best equipped assault on the Rocks in history. What could go wrong?

The Old Smuggler left Recife on schedule bound for Fernando de Noronha, where a short rest stop had been planned. While there, Noronha's only resident ham,



Andre Sampaio PYØFF, decided to join the crew. Besides being an excellent operator, Andre was bringing along additional expertise in the digital modes as well as SSTV gear and other equipment. Wow! What good fortune! My mental projection of the number of PWØS QSOs leaped forward. What could possibly go wrong?

Late on the evening of Thursday February 8 the Old Smuggler crossed the equator and the group was poised for a landing Friday morning. This information had been posted on the PWØS website, so we were all listening for



P W Ø S .  
Where were they? The suspense continued all day Saturday and Sunday. We knew they were at the Rocks. What

was happening? At least we knew they were safe, as the website was updated daily with information. The seas were too rough to attempt a landing. Thanks to the SSTV equipment, there was a dramatic photo of the waves crashing against the rocks, the spray rising many feet in the air. Imagine the frustration at arriving at one of the rarest DX sites in the world with a boat full of equipment and being unable to land. Then imagine bobbing around in a small boat for three more days (Dramamine, anyone?) waiting for a break in the weather. At this point, many (most? all?) of us would have said "To Hell With It" and headed for home. They didn't.

The seas subsided enough on the morning of Monday February 12 to attempt a landing, and they were able to get some equipment ashore. Fred had sent me an e-mail earlier in the day to be on 21.270 at 1600Z. Fred and I met there but the guys were not set-up yet. The first QSO came at 1935Z, appropriately with PY7ZZ. The bad weather continued with high winds, lightning and rain frequently interrupting operations. If you were searching and not finding PWØS during these periods, now you know why. The wind at times threatened to pull the tent off of the platform and into the sea. As a result of the weather there were assorted problems with the generators and other equipment, but they persevered. Finally, on Friday morning the sun appeared. Because of the three-day delay in landing, the group was already way overdue getting home to their families and jobs. The weather was now again becoming threatening, but they could safely get themselves and equipment off the Rocks, and the sensible decision was made to leave. The bad luck

continued as the Old Smuggler developed some problems on the trip back, and remained in Fernando de Noronha while Jim, Ciro and Eli had to return to Recife by plane.

The final QSO count was over 7,300. Obviously the final tally is well below expectations, but still a significant number that would not have been made at all without incredible courage and devotion to our hobby. Even though the team was on the Rocks for four days, the weather limited the effective operating time to less than 50 hours. Still, many picked up an "all time new one," the real objective of this operation. Others gained a rare country on a new band or mode. An effort was made to spend at least a little time on all bands, all modes, including RTTY. I have particular respect for the DXers who were not in the pileups so that others would have a better shot at a "new one."

Many of us have carried or shipped our FT1000's and Alpha's down to a Caribbean island or walked into a well-equipped air-conditioned turnkey shack for a little fun in the sun and the thrill of being at the other end of the pile-up. Now picture the other end of that continuum – PWØS was a grass-roots, low budget operation to one of the rarest and most difficult uninhabitable pieces of rock in the world. Well-used equipment was scrounged together from many sources, laptops were borrowed, and favors were called-in. The call signs of these four fellows may not have had instant recognition, but they should now. PY7XC – PY7ZY – PT7BZ – PYØFF. When you hear them on the bands say hello – and give a big Thank You. This has to be what DX'ing is all about.

The team gives special thanks to the Northern California DX Foundation in general, and to Bruce Butler W6OSP in particular, for looking beyond previously disappointing PYØS ventures, seeing the merits of this operation, and stepping up to the plate with badly needed and greatly appreciated support.

The PWØS Team –

Operators: Jim Faria, PY7XC (leader); Ciro da Silva, PY7ZY; Eli Pinheiro, PT7BZ; Andre Sampaio, PYØFF.

Support: Fred Souto Maior, PY7ZZ; Rolf Rasp, PY1RO; Steve Wheatley, KU9C; Bill Smith, W9VA, PYØZFO.

PWØS QSL via:

Steve Wheatley, KU9C  
P O Box 5953  
Parsippany, NJ 07054

PWØS website and on-line log:

[www.soutomaior.eti.br/mario/paginas/dx.htm](http://www.soutomaior.eti.br/mario/paginas/dx.htm)

## WITH ONE CALL

### QRV FROM 2 DXCC-ENTITIES AND WORK TWO TIMES DXCC, ZK1AXU, JULY 2000

by Gerard Dijkers, PA3AXU

In Western Samoa in 1999 operating as 5W0GD, I was given a wonderful book; "Pacific Travel, Fact File". It had extensive data on the Pacific Islands including accommodations. The XYL and I decided that after activating 3D2(1997), A35 and 5W (1998) and 5W (1999) a nice target for the 2000 holidays could be ZK2.

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

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

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

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

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

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

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

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

Some sponsorship was found: the NCDXF and the GDXF provided some funding; the QSL-shop would partially print the QSLs for free; Chromapix and DX base 2001 licenses were provided for free by the authors; and my 50 MHz friend, Peter, PY5CC, showed his great heart by ordering a 3 el M<sup>2</sup> 50 MHz beam, which unfortunately never turned up.

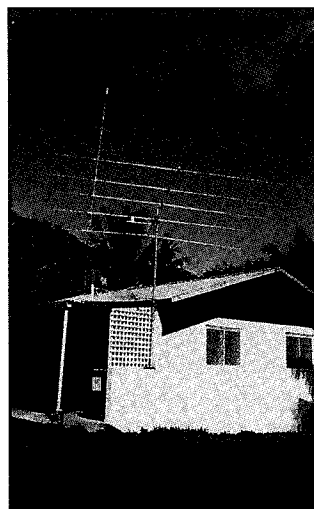
On July 1st, my XYL Ria and I left Amsterdam with about 90 kg of luggage. What does one take on such a trip? My Kenwood TS-450S, an ICOM 706 MkIIIG, and an Alinco DX-70; 2 power supplies; 2 laptops; 1 GPA-30 groundplane and 2 meters of aluminum piping (= mast) all cut in pieces to fit in a suitcase,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

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

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

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

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



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

On Tuesday, my second day, my S-meter went over the top...40dB over S-9 and several hundred more QSOs. A highlight of the day was when ZK1JD, Jim showed up. He lived only 400 meters away from my temporary QTH! Soon he was having his cup of Dutch coffee and we had a eye-ball QSO discussing

my first impressions of operating habits including the QRMing, the insults, the whistling and so on., said Jim, "Oh that is not unusual and one of the reasons that I mostly operate in lists"

eyeball with ZK1JD his antenna farm

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

After 2634 QSOs, PAØWRS was the last station worked for ZK1AXU South's first stage of operations and late on Friday afternoon we were packing again and preparing for the four hours flight to Penrhyn.

Air Rarotonga operates on a regular basis the inter-island flights with the Brazilian built Embraer Bandeirantes — an 18-seat, 2-engine plane. After a stop on Aitutaki to refuel, the arrival on Penrhyn on July 8, at about 22.00 GMT was an event! A good part of the 600 people who live on this tiny atoll showed up on the airstrip to welcome the visitors with prayers, singing and the famous Pacific flowers.

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



It happened to be the weekend of the IARU World Championship and it was almost impossible for a station with just 100 Watts and an omni-directional antenna to survive the QRM. Apart from that, only a few contest stations were beaming to the South Pacific, so I decided to focus on RTTY and WARC that weekend... In the spare hours Warwick and I put up a 5 element beam for 50 MHz.

Unfortunately 6 days monitoring 50110 and a number of known beacons on my 'spare' ICOM IC 706MkIIIG resulted in nothing but noise.

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

ZK1/N in their logs either have not been alerted by the DX-clusters or just are not interested in assisting ZK1WL with the launch of the weather balloon

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

Between my thoughts about conditions, rudeness towards a DX station and fighting the flies, it is so wonderful to give a former DXpeditioner to Penrhyn a new country in CW

(N4XP), or have a R T T Y contact with the gray old man of my local radio club (PAØALO who is 89 years old). A surprise was a QSO with ZK1AND, Andy and



SSTV QSO with SP4KM

his XYL ZK1SCD; they had taken over the South Cook activities, hi ☺

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

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

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

This all resulted in 5084 QSOs from South Cook, with KQ0B as the absolute top scoring station : 13 QSO's, 8 bands and 3 modes.

**QSO'S BY MODE SSB CW RTTY PSK SSTV TOTAL**

ZK1AXU-SOUTH 3682 1051 309 29 13 5084

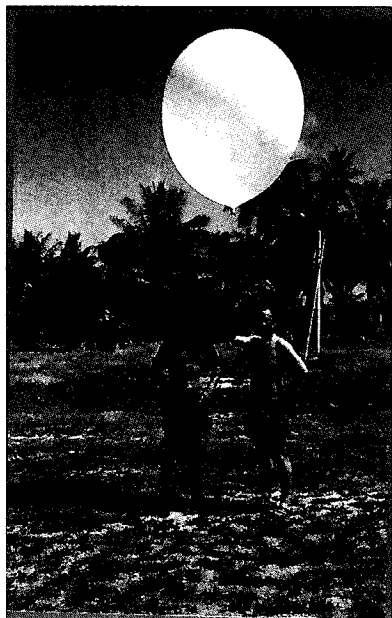
ZK1AXU-NORTH 2326 355 131 10 6 2828

**DXCC/BAND DXCC 28 24 21 18 14 10.1 7 3,5**

ZK1AXU-SOUTH 111 411 221 1450 594 2108 120 164 6

ZK1AXU-NORTH 104 310 3 86 399 1816 28 186 -

Three weeks operating from 2 DXCC entities using one call



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

However . . . after 3 trips in a row to the South Pacific I have some observations. Some operators behave as if the traveler should obey them—the DX-station should finish the QSO the way “he” wants to do, unless it is “his” QSO; the DX-station should handle the pile-ups the way “he” wants it, split, by numbers, by country as long as “he” gets his QSO, the DX-station should work the mode “he” needs. What does ‘he’ forget? Simply that the traveler pays (most) of all his travel, takes his time off and spends money and time on the QSL’ing, even when the single IRC does not cover the costs of 2 cards and the postage. . . . Sometimes it gets so ridiculous: Andy ZK1AND told me that one night somebody in the pile-up told him that: “if the DX-station cannot handle the pile up he should go QRT”, which he (=Andy) indeed did – working only 30 stations when he might have worked many more. *It is sad when the rudeness of a few poor operators makes hamming so unpleasant that it takes away the opportunities for the many courteous operators who are patiently waiting their turn.*

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

e-mail :

## 4W/K7BV & 4W/N6FF – A TIMOR LOROSAE DXPEDITION

By Dennis Motschenbacher K7BV

*Since becoming a new DXCC entity in March 2000, in-country operators and several DXpeditions have made thousands of contacts from East Timor – nearly all on the high HF bands 20 through 10 meters. Dick Wolf N6FF and I traveled to Timor Lorosae (East Timor) in October 2000 to make this new country available on the Amateur Radio low bands – 160 through 30 meters.*

One can easily find Timor on a map by first locating Darwin at Australia’s northern tip and then looking northwest a few hundred miles. The island is bathed by the Indian Ocean (Timor Sea) on its south side while the Pacific Ocean (Banda Sea) laps at its northern shores. Timor Lorosae with a population of about 800,000 people covers an area approximately 155 miles long with a maximum width of 54 miles. The small enclave of Ocussi-Ambeno, although part of Timor Lorosae, occupies a piece of West Timor’s northern shore. Offshore, the island of Atauro and the tiny isle of Jaco are also part of this new DXCC entity.

### Tough Decision

Just weeks before our scheduled departure we found ourselves repeatedly asking each other “Do we go or do we call it off?” Fighting and killings in the region continued to grab international headlines. Only weeks before we were to arrive, two hams, Pero Simundza, 9A4SP / 4W6SP and Carlos Luis Caceres, KD4SYB, and four others working for the United Nations High Commissioner for Refugees were savagely murdered. This terrible atrocity occurred just across the border in Atambua, West Timor – the side of the island that is still part of Indonesia.

Fortunately we established contact with Thor Stefansson TF1MM / 4W6MM. Thor offered to assist us find shelter and to give us access to rigs belonging to him and the *East Timor Amateur Radio Association*. Steve Gregory VK3OT also put us in touch with Ross Ballantyne, VK1UN / VK8UN / 4W6UN who was serving as Border Service Controller for Timor Lorosae (Customs, Immigration, Quarantine, etc.) Ross offered some very wise advice regarding entry into the country.

I am a follower of the ideology: *True Adventure Requires an Uncertain Outcome*, but I most certainly do not go on DXpeditions carrying a death wish. I do enjoy going to exotic places and encountering challenges radically different than what I might run into in my considerably more mundane “normal” life. Such was the case with this trip. Dick feels the same way but, make no mistake, we very seriously assessed the risks we might place others and ourselves in by going on the trip.

As word quickly spread around the world of our decision to go ahead with the DXpedition, a bit of paranoia set in with us – probably an overreaction to the recent deaths of fellow hams by machetes welded by clearly brutal elements in the region. Choosing caution over being the next possible source for international recognition for those terrorists, we decided to publicize false information about our arrival and departure schedule and our intended operating site. Those fabrications were maintained throughout the DXpedition – sorry, Gang. Only a few select individuals including family and our Pilot Station Rod Ingram, WC7N knew exactly where we were.

### Anxious Arrival

When we landed at the airport in Dili, the capital of Timor Lorosae, we saw numerous UN helicopters, airplanes, and vehicles. UN soldiers from all over the world were armed with handguns and automatic weapons – something we would strangely become accustomed to as the trip advanced.

Not knowing what to expect as we deplaned in Dili, we were delighted when Ross, 4W6UN, greeted us at Customs and Immigration. Ross swiftly ushered us outside to a taxi and got us started on our long somewhat nerve-wracking trip to Baucau, not Dili as advertised. We did not see much of Dili as we departed, but what we did see included many many heavily damaged burned out buildings and homes. Rebuilding projects could be seen in motion in all directions.

### Operating

Thor, 4W6MM, a no-nonsense kinda guy, met us in Baucau after a hot 4-hour drive and we immediately began getting ready to get on the air. Thor did an incredible job supporting the DXpedition by putting the stations together and giving us access to a 220-foot tower to support our 160 and 80 meter full-sized dipole slopers. The tower was already sporting a C-3 at the top and marvelous working full-size 30 and 40 meter loops hanging off the side legs. For the next three days, nearly all daylight hours were spent putting up antennas for 160 and 80 meters. When not performing his job functions, Thor, with Dick's assistance, spent hours aloft on the tower pulling up hardline and doing a tower climber's dangerous dance amongst the steel members. I did ground crew chores and the one thing I do best in the southern latitudes, turn sunshine into blistering sunburn.

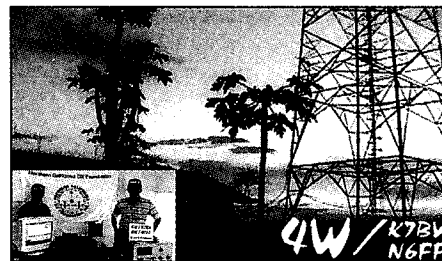
*At night, Dick and I would pick signals out of the static crashes and manmade noise. We signed 4W/K7BV on all bands except 80 and 160 meters where Dick's 4W/N6FF callsign was used. We grabbed catnaps on the floor by the radios after sunrise before the UN personnel made their noisy arrival. Throughout our stay on the island, these short moments of restless sleep were generally our only source of rest.*

Thanks to rugged ½ wave 160m sloper complete with

Amidon balun built and donated by N7JW and K7CA tied off at 220 feet, we clearly were being heard on the low bands a lot better than we were hearing our callers because of our terrific transmit antennas. *And did we ever have noise* including typical Equator QRN, sunspot storms galore and local lightning. A countryside full of crude twisted-together electrical connections feeding energy to glaring bare light bulbs in nearby dirt-floor grass huts added to the receiver hash that even Dick's low noise antennas could not overcome.

Dick put up two low-noise Deltas – one aimed north and the other south. We could not get much separation away from the transmit antennas because our fenced compound was only 80 feet by 120 feet with much of that a parking area. No Beverages could be put up - anything put outside the fenced area could be expected to disappear not long after dark; becoming the prized possession of a thrilled scavenging local inhabitant.

It seemed that each day of our operation found us presenting



Thor with a new station or antenna problem to be solved. Unhappy and frustrated with the situation, he nevertheless was always up

for the challenge. Although the trip proved to be challenging in several ways, Dick and I left Timor Lorosae feeling satisfied that we had accomplished our goal of providing a new country for DXers on the 160, 80, 40 and 30 meter bands. Some 5,400 QSOs were made on those formidable low bands.

With the three population centers of the world all well over 5,000 miles away, logging 160 QSO was nothing less than a labor of love. We did manage 439 Qs there broken down by continent as follows:

North America -115 Asia - 217 Europe -79 Oceania - 23

We trust the NCDXF members had as much fun working us as we did logging them. We wish to thank YAESU since we were able to use the FT1000MP they had donated earlier to the East Timor Amateur Radio Association. We also want to thank YAESU and Kan JA1BK for their efforts in insuring that Thor had a new fabulous FT1000MP Mark-V transceiver in time for us to use it during this adventure. Rod, WC7N did a great job as our Pilot Station absorbing the sometimes-angry hits from the frustrated masses trying to break through our layers of QRN. Andy Stafford, W6/G4VPM, kept our website current and posted our logs as we operated. Steve Wheatley, KU9C has answered all SASE QSL requests using a terrific card put together for us by Wayne, W4MPY.

### We Are Home - Many Are Not

I supposed we were exposed to some potential danger. We should all remember that there are UN personnel from around the world and local citizens in Timor Lorosae who live with that anxiety every day of their lives as this nation pulls itself together.

We understand that Thor has been reassigned to an even more uncomfortable, remote and arguably more dangerous location. Regrettably it may be a long time before anyone again hears a huge signal from Timor Lorosae equal to that put out by 4W6MM from Baucau.

Please remember all of these people in your prayers.

If you are interested in receiving an entertaining video of the trip, contact Dennis Motschenbacher at k7bv@aol.com. Visit website <http://www.qth.com/k7bv> to learn more about this DXpedition as well as others by K7BV.

## HEAVY HITTERS REPORT

These are the heavy hitters for the year 2000. We give our sincere thanks to these stalwart supporters. Without them, we would be less able to support worthy DXpeditions.

### Over \$5000

N6EK

### Over \$1000

KI6CG, Southern California DX Club, and W6OSP.

### \$1000

San Diego DX Club, K6RIM, N6HVZ, W6EUF and W6JZH.

### \$500

Anonymous, KØIR, N6TQS, W6KW, W6OAT and WB6ZUC.

### \$200 or over

Redwood Empire DX Club, K6ANP, AI6V, K6UM, KI6T, LA7XB, N5UR, NW6P, W5ZPA, W6OOL, WJ7R, AA6IR, G3NOH, K6ITL, K6XT, KE6ZSN, KI6WF, N1CYA, NE5S, PA3DZN, W2JGR and W6ISQ.

### over \$100

KØCL, W1LW, K7BV, N7DV, WA2HZR, KH6JVD, W4LYV, KU5S, and I4-1Ø11Ø.

### \$100

AJ6V, DJ7CY, I4BNR, JA1EM, KØJUH, K2PLF, K5KR, K5TT, K6DC, K6GFJ, K6LRN, K6MA, K6MD, K6RK, K6SQL, K6TA, K8GG, KA6C, KG6S, KH6IJ, KH6WM, KH7U, KQ1F, KU9C, LA2IR, LU3AZ, N3BB, N4JJ, N6AD, N6FUP, N6HR, N6OJ, N6QI, N7NG, N7ZA, N9EN, NI6T, OHØXX, OK2BNC, ON4LBV, SP5ULD, WØCD, WØGJ, W1JR, W1PNR, W1SRD, W4DK, W4UM, W6AQ, W6OTC, W6RR, W6RT, W6TEX, W6TX, W6VTK, W6WKE, W6YA, W7HUY, W8UVZ, W9CEO, W9UOM, W9VA, WA6CDR, WA6TJM and WW6D.

## NEW VIDEOS

Ron Steiner, K6KEO  
NCDXF Slide & Video Librarian

It had been awhile since we have received any new material. Then in a short period of time we received three new videos. All of which are exceptional in content and well produced.

We are fortunate that two of the videos are from James Brooks, 9V1YC. His two videos are: FOØAAA, Clipperton Island and A52A, Bhutan. A year ago James sent us his ZL9CI, Campbell Island video. It was well received. On quite a few occasions on receiving the return of the ZL9CI video there would be a note stating: "How much the group had enjoyed the video and commenting on how professional it was." The FOØAAA and A52A videos are of the same caliber as his ZL9CI video. If your club has not seen one of James videos, I highly recommend that you do so.

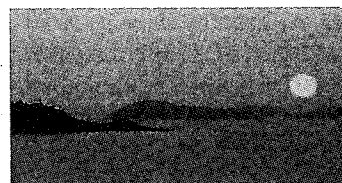
The third video is: XZØA, Union of Myanmar, DXpedition. It was produced by the Central Arizona DX Association. This video as well was a pleasure to watch. It was well narrated and had good continuity.

On behalf of the Northern California DX Association. I want to thank James Brooks, 9V1YC and the Central Arizona DX Association for the donation of their videos.

When returning videos please include the cardboard sleeve that the video was sent to you in. With over two hundred videos, this sleeve helps me in storing the videos.

A complete list of the Northern California DX Foundations slides and videos can be found at the Foundations web site: [www.ncdxf.org](http://www.ncdxf.org).

# XZØA



Thohtoy Kyun Island, Mergui Archipelago  
UNION OF MYANMAR



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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.



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