



Northern California DX Foundation

www.ncdxf.org

Fall 2012

E51M — A little bit of paradise

Werner Hasemann, DJ9KH

A GOOD QUESTION IS “WHERE IN heaven is Manihiki?” Manihiki is hard to find on a map and jokingly I explain it like this: “Try to find Pukapuka on your map, 600 kilometers east of that, you’ll find Manihiki.” To be honest, Manihiki is one of the four islands of the Northern Cook Islands group, just halfway between New Zealand and Hawaii.

The Manihiki atoll sits on the top of an underwater mountain and consists of 40 small islands of which two are populated. These islands surround a triangular shaped lagoon about four kilometers across. There is a landing strip on the easternmost island; our camps were on the opposite side, on Tauhunu.

Getting there

It was no problem to reach Rarotonga, the main island of the South-

ern Cook Islands group; there are almost daily flights from Australia, New Zealand and California. However, from Rarotonga the only way to reach Manihiki is to book one of two monthly flights on Air Rarotonga and reserve your seats at least six months in advance. Seven passengers and a small amount of freight are all they are allowed to carry on the 1,200 kilometer flight, which, by the way, cost the seven of us almost €10,000 (US\$12,500).

History has shown that you can’t always trust the flight schedules to Manihiki because it could happen that



they run short of fuel for the flight back. The fuel has to be shipped in, but there is no regular service between the islands there.

On the way

Our team was built six months prior and was almost the same as the 3D2ØCR

team to Conway Reef. For different reasons we were unable to all travel at the same time. Leszek, SP3DOI, just finished an expedition to Tonga, so he reached the meeting point Rarotonga from there. Ron, PA3EWP; Jan, DJ8NK; Hans, DL6JGN, and Hawa, DK9KX, came via South Korea; Uwe,

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Left to right: SP3DOI, DJ9HX, DL6JGN, DK9KX, DJ8NK, PA3EWP and DJ9KH.

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From the President's desk

Since publication of the last issue of our Newsletter, NCDXF has added two new Directors to its Board, returning us to our full complement of eleven. I'm delighted to introduce to our contributors Tom Berson, ND2T, and Glenn Rattmann, K6NA. Both gentlemen have extensive backgrounds in DXing and DXpeditioning, as well as business and professional skills, which will be great assets for the Foundation. Please visit our website (www.ncdxf.com)



and click on the "Officers" button along the left hand margin to see the full biographies of Tom and Glenn. I think you will be as impressed with them as I am.

We got an interesting suggestion a few weeks ago from one of NCDXF's original four founders, Don Schliesser K6RV. Don is an active member of the Central Texas DX & Contest Club. CTDXC supports NCDXF with an annual contribution from its club treasury. The problem, Don noted, arises from the fact that if he contributes to NCDXF via way of CTDXC, then he does not get the personal income tax deduction he would get if he made his contribution directly to NCDXF. (NCDXF is a 501(c)(3) organization whereas CTDXC is not.) However, if he contributes directly to NCDXF, then CTDXC does not get the benefit of Don's contribution when it comes to CTDXC's being recognized as a contributor on the Foundation's website. We solved that problem in a way that might be applicable to other clubs that make regular contributions to NCDXF. We now recognize the contribution as coming from both the individual and the club. The way it will work from now on is that the individual should make his contribution directly to NCDXF and NCDXF will send our standard receipt letter, which he or she can use for income tax purposes. That contributor will be recognized in the listing of individual contributors on the website. If the individual also identifies on his check or web payment his affiliation with a contributing club, then NCDXF's Treasurer will credit the club's total with a similar amount. Unfortunately, this is not an automated process, so the burden will be on the contributor to clearly communicate to us that his club also should get credit for the amount of the contribution.

Do you want a beautiful certificate for your shack and help NCDXF at the same time? The Metro DX Club of Illinois issues the Worked U.S. Territories Award (WUST) to those who can prove contacts with 14 or more of the 16 U.S. Territories. The award costs \$8 and these fees help fund Metro DX Club's annual contribution to NCDXF. Check it out at www.metrodxclub.com/wust_award.htm.

I recently chatted with NCDXF's Librarian, Dick, K6LRN. He tells me we've recently added some good DVDs to our collection that you might want to use as programs for your local radio club. Check out the available shows by clicking on the "Video Library" tab on NCDXF's home page. There is no charge to use NCDXF's videos, but we do ask that you to reimburse the Foundation for the roundtrip postage.

A few days ago, NCDXF received a very significant contribution from a number of the individuals who participated in the January 2012 HKØNA DXpedition to Malpelo Island. Not only do we appreciate all the new DXCC counters this group gave us, but also their willingness to put funds back into the system, which will support other DXpeditions, speaks to how wonderful and unselfish DXers can be. To these operators and to all the rest of you, thank you so much for your support. NCDXF cannot do what it does without you!

73,
A handwritten signature in black ink, appearing to read "Rusty Epps".

Rusty Epps, W6OAT, President, *w6oat@sbcglobal.net*

DJ9HX, via Los Angeles, and Werner, DJ9KH, via Melbourne. Fortunately they all were on time.

We had three days in Rarotonga to test the band conditions and the equipment at the Kiikii Motel, well known as a Ham-friendly hotel. Several expeditions have used this hotel and the good antenna ground there before.

Early on the morning of 27 March we left Rarotonga for the four-hour flight to Manihiki. The bad news when we arrived at the departure counter was that only 10kg of luggage was allowed per person. It took us 15 minutes of discussion with the chief operator to get all the luggage into the plane.

Except for the landing on the small airstrip on the Manihiki beach, the flight was not too exciting. When we landed almost half the inhabitants of the island, including the local pastor, met us and gave us a hearty welcome and we were invited to their Sunday service.

Our hosts, Nancy Kora and her husband, Kora Kora, were also there to meet us. They helped so much with organizing our expedition — flights, licenses, accommodation, food, bev-



E51M team after they landed on Manihiki.

erages, etc. After our luggage was loaded onto their boat, we started the ride across the lagoon to the second inhabited island and had the first look at our two camps with their bungalows. They were 3.5km apart and close to the shallow water of the lagoon. The bungalows looked ideal, as did the surrounding areas with saltwater and palm trees.

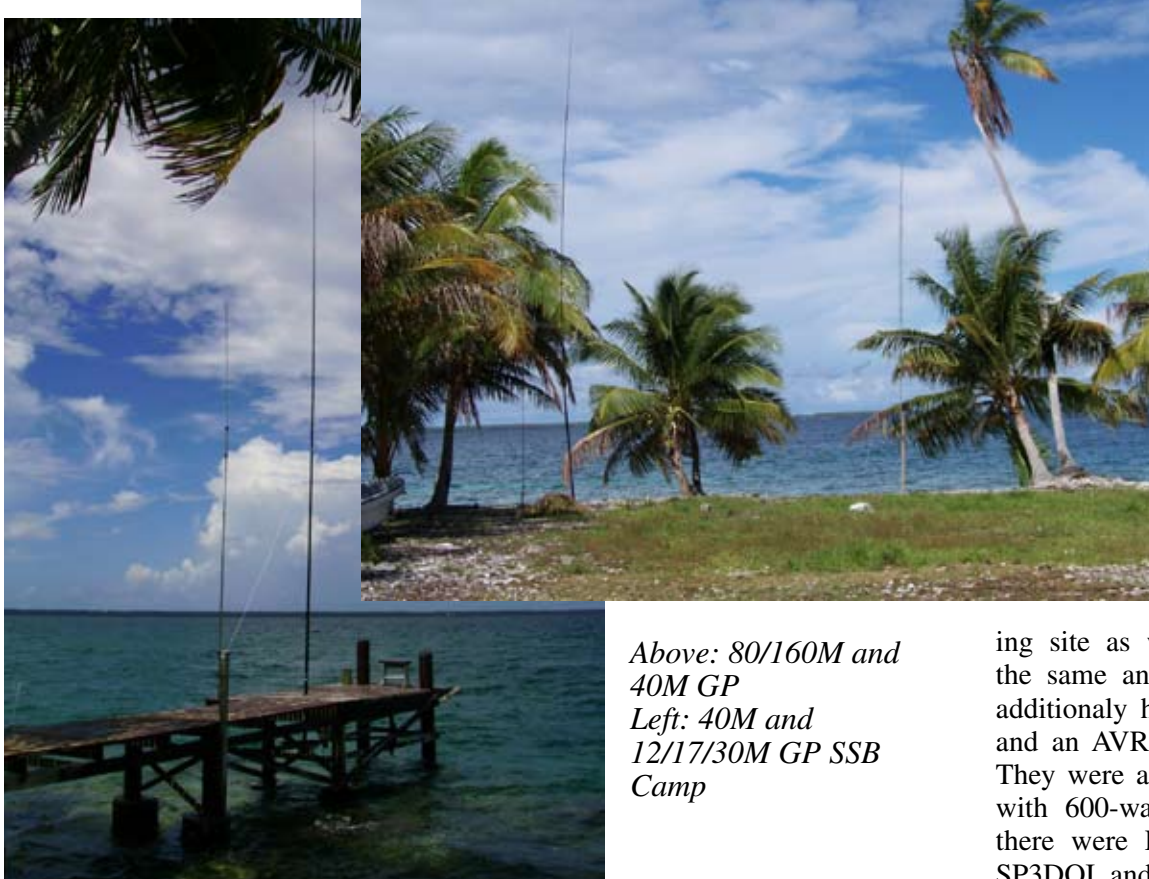
The camps

For the SSB site, we had two comfortable and fully equipped bungalows directly at the waterline, one as the operating site and one in which to sleep. There we were happy enough to set up our verticals in or just above the waterline — we had four vertical antennas for 40M to 10M, two delta loop antennas for 10/15M and 17/20M and a Windom antenna for RTTY and monitoring purposes.

Jan, DJ8NK, was our RTTY operator; DK9KX, DJ9HX and DJ9KH operated SSB. We had three Elecraft K3 transceivers with two 600-watt amplifiers and several band-pass filters, which allowed us to transmit with three transceivers simultaneously with minimal interference to each other.

Our CW operators lived in Nancy Kora's house and had a very comfortable operat-

ing site as well. They used almost the same antenna configuration, but additionally had an 80/160M vertical and an AVR-620 multiband vertical. They were also using K3s and a K2 with 600-watt amplifiers. Operators there were Ron, PA3EWP; Leszek, SP3DOI, and Hans, DL6JGN.



Above: 80/160M and 40M GP

Left: 40M and 12/17/30M GP SSB Camp

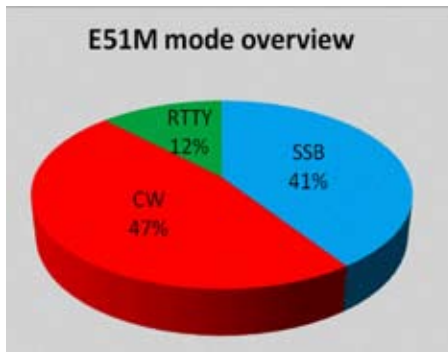
On the air

Six hours after landing, the camps were equipped, most antenna work was done and the first QSOs were made on 10M and 20M. We found the bands in good shape and were looking forward to having a successful expedition with big pile-ups on all bands.

The following morning, after finishing the antenna work, we quickly settled into our daily routine with 3-hour shifts. During daytime, with QSO rates up to 180 per hour, it was more than necessary to have a break after three hours. During the night hours, with very low QSO rates, I would rather have seen my bed, but we held through... nevertheless it was boring.

We managed to have E51M on air with at least three stations 24 hours each day, as promised; the only exceptions were on Sundays when we took part in church services.

Unfortunately we had no internet



access, so we had around 10% dupes in the log; Internet access would have been a great help to let the DX community know that we were active on a particular band. Often, especially during the night shifts, we wasted a lot of time with CQ calls.

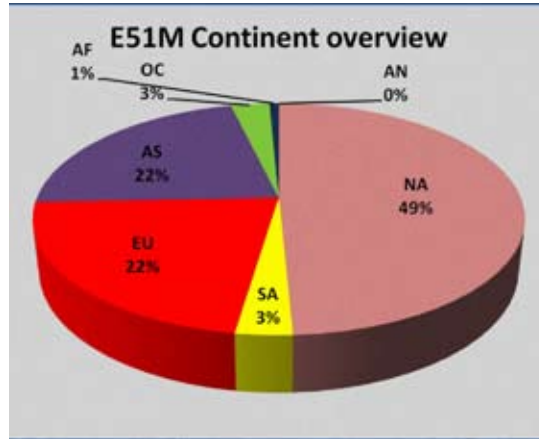
We also had no direct contact between our two camps because the tiny 2M rigs didn't work over this distance and, as a result, there was no information traffic possible regarding opening of bands, special requests from the community, etc.

Propagation

We could not complain about the conditions on HF, especially during the first days of operation. We had a few days with high K and A, but that had no

effect on the QSO rates.

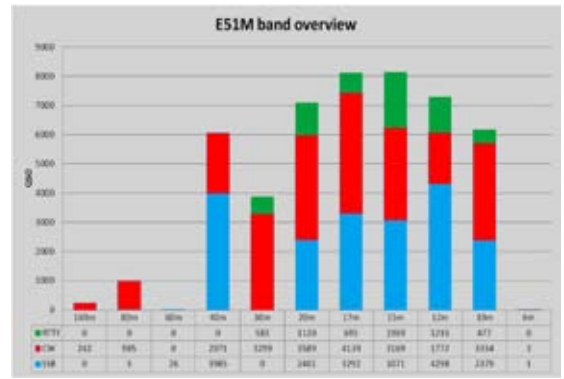
On 160M we had, as suspected, no QSOs with Europe because we were too late in the season. On 80M, we had 30 Europeans (mostly eastern Europe) in the log. Since we had no special receiving antenna for the low bands, we had problems working into the U.S. East coast.



At the end of our operation we had 48,052 QSOs in the log, with 41% on SSB, 47% on CW and 12% on RTTY (exclusively DJ8NK). Our intention was to focus on Europe, and with 22% of our contacts into Europe, we reached our goal; 49% of our contacts went to North America, and 22% to the nearby stations of Asia. We had more than 4,000 QSOs on SSB on both 40M and 12M, around 3,000 CW QSOs on 30M, 20M, 17M and 10M, and 3,000 more on 17M and 15M SSB. 1,200 QSOs were made on 160M and 80M CW. We were on 60M and 6M, but got only 30 QSOs in the log on those bands.

Getting back

We were lucky in that there was



fuel enough for the return flight to Rarotonga. We dismantled the antennas and feedlines and left all the material for building antennas (wires, feedlines, ropes, etc.) at the Koras' house for use by later expeditions. We also left three fiberglass masts, six 3-band ground planes, 200 meters of coaxial cable, one AVR 620 and some tools. If anyone wants to use this material, please contact DK9KX.

After the local pastor and a few dozen Manihikans gave us a hearty farewell, we boarded our flight back to Rarotonga, and returned to the Kiikii Motel where our antennas were still in good shape. A few of us operated with our Southern Cook callsign, E51EWP, but most relaxed.

After three days the party was over and we started home to Europe, looking back on what, in our eyes, was a very successful DXpedition.

The cost of this expedition was around US\$50,000. On behalf of the team, I thank all sponsors (individual amateurs and clubs) who helped us reduce some of the cost each team member had to carry. Thanks also to the Koras on Manihiki who made us feel like a part of their family. 🌐

CONTRIBUTIONS 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 US\$50 or its equivalent in foreign currency. However, we do not wish to exclude anyone from the FOUNDATION for financial reasons. If \$50 is not within your budget, then please give what other amount you can. Naturally, we welcome contributions in excess of \$50! The NCDXF is an organization 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. Send your contribution to: NORTHERN CALIFORNIA DX FOUNDATION, P.O. Box 2012, Cupertino, CA 95015-2012, USA. You may also contribute and order supplies online via our secure server, visit www.ncdxf.org/donate.

Financing a DXpedition

Don Greenbaum, N1DG



IN THE PAST FEW YEARS I WAS IN charge of fundraising for several large DXpeditions. I became acutely aware that many in the DX community were curious about the need for donations, and even worse, totally unaware of the costs involved in bringing a major DXpedition on the air. Part of the problem is the lack of transparency by past expeditions and the usual practice of once a DXpedition ends, all financial reporting also ends. As Treasurer of the Northern California DX Foundation (NCDXF), I had access to years and years of budgets submitted for grants but not a lot of data on the actual results of those expeditions. So, I decided to contact 25 of those expeditions and received 20 replies with the detail I needed to analyze the financial numbers with respect to the operational results.

These DXpeditions covered 15 years and were evenly spread over easy fly-in operations, chartered plane or boat expeditions to the Pacific and Indian Ocean targets and the super rare locations in the South Atlantic/Antarctic. They covered almost two million QSOs at a cost of \$3 million. From this study I chose to exclude the vacation or visit-a-resident Ham one- or two-man trip.

The fly-in DXpeditions

This most common DXpedition relies on commercial transportation to a location that usually has some commercial facilities for food and lodging. The DXpeditions analyzed were 4W6A, A52A, VU4PB, VU7LD and VK9DNX. These expeditions made 275,508 QSOs, with the average expedition making 55,000. The largest budget was \$90,000 and they ranged down to the smallest of \$17,000. The average cost was \$42,000, resulting in average cost per QSO of 72¢

Among the biggest concerns to putting on a fly-in expedition can be the licensing costs. In one rare country analyzed, licensing fees totaled

as much as 50% of the cost of the operation. Secondly, shipping to some of these destinations can be significant due to import duties or unreliable shipping routes. Offsetting these high costs is the fact that travel and planning times are shorter than chartered plane or ship operations. This group, on average, relied on the highest percentage of operator funding of the budget and the lowest ratio of NA stations worked.

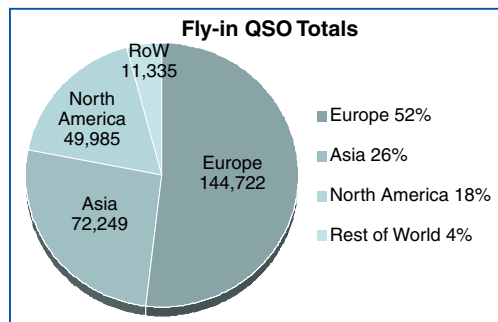
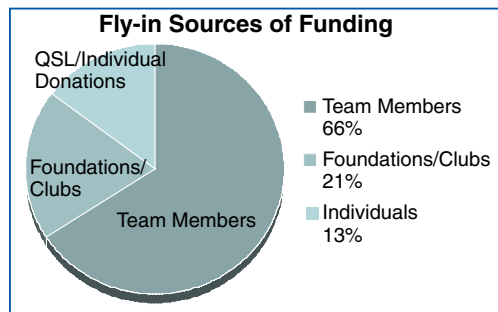
The sources of funding for the five expeditions are depicted in the Fly-in Sources of Funding chart.

This group of DXpeditions occurred mostly in Asia so it was not surprising to see the geographic distribution of the QSOs. This would also account for the low amount of funding this group received in individual donations.

The semi-remote DXpeditions

This was the largest group of DXpeditions examined. These are locations not served by scheduled commercial transportation and often required government approvals because of wildlife preservation status. That often added months to the planning process. While some had a resident population, most did not. The eight DXpeditions analyzed included BS7H, K4M, K5D, VK9DWX, VP6DX, VP6T, ZL8R and ZL8X. The average chartered transportation cost was \$78,000. These expeditions made just under 750,000 QSOs, with the average expedition making 82,800. The largest budget was \$244,000 and they ranged down to the smallest of \$54,000. The average cost was \$109,000, resulting in average cost per QSO of \$1.20.

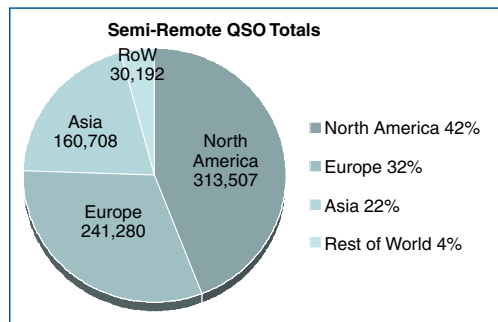
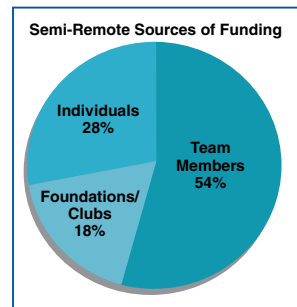
Because of the licensing, transportation charter requirements and the need for fundraising the average planning period was about a year. The average travel time to and from the location was nine days and the average time on the air was 11 days. This group, on average, relied on



the lowest percentage of team member funding of the budget and the highest ratio of NA stations worked.

The sources of funding for the eight expeditions are depicted in the Semi-Remote Sources of Funding chart.

Geographically, this group of DXpeditions occurred mostly in the Pacific so it was not surprising to see the concentration of North American QSOs. This would also account for the high level of funding this group received in individual donations.



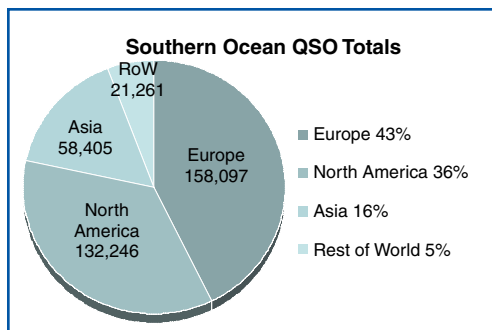
Southern Ocean DXpeditions

These are rare for a reason. Access is restricted either for specific country wildlife preservation or by general international treaty. These are locations requiring ships with a crew with specific skills and in many cases a hull with ice breaking capabilities. Helicopters are often another requirement to drop men and equipment on the island. The destinations require shelters and generators able to withstand harsh environments and the DXpedition team must be in good physical condition to participate. In addition to the obvious large direct financial contribution of the team members, they must also plan on a month or more away from their families and jobs. It is difficult to plan one of these operations in under a year and often you find they take two or more years of advance work. The six DXpeditions analyzed included 3YØX, FT5XO, VKØIR, VP8GEO, VP8ORK and VP8THU.

The average ship charter was \$260,000 (excluding team member costs to the sailing departure points). Supplies such as generators, shelters and fuel averaged \$20,000; shipping and local port charges added on average another \$25,000. These expeditions made 370,000 QSOs, with the average expedition making 74,000. The largest budget was \$475,000 with an average of \$323,000, resulting in average cost per QSO of \$4.30.

The sources of funding for the six expeditions are depicted in the chart, Southern Ocean Sources of Funding. Interestingly, individual contributions, while higher in absolute terms, was the lowest percentage of the overall funding for any of the three types of DXpeditions examined.

Geographically, this group of DXpeditions worked more Europeans



than NA which directly affected the amount of individual contributions received. However, funding from U.S. foundations accounted for the highest level of support.

The overall view

A recap of the various financial benchmarks reveals only one consistent financial trend. The harder the target of the DXpedition gets, the less operating time there is, the higher the costs, and the less predictable the support is of the DX community. Because clubs and foundations understand this, it is the Southern Ocean class that gets the biggest support. One data point that jumps

out is where U.S. stations are worked the most, the support from individuals is the most (i.e. semi-remote). And, in the Southern Ocean category, North American total support provided over 85% of the total funding to the endeavors despite accounting for only 36% of the contacts. (See *Comparing Averages table*)

Cash flow considerations

Historically most individuals waited until they have a QSO before contributing to the team's efforts. Even a few clubs and foundations will not fund a trip until after the stations are on the air or meet other operational benchmarks. With web pages and PayPal, more individuals do contribute earlier, but

the bulk of the contributions still occur after the start of operations. That is the paradox of DXpedition financing. Transportation must be booked and paid for in advance; the purchase and shipping of equipment must occur months before a DXpedition arrives and the first QSO is ever made. In effect, 90% of the monies are spent before the first QSO ever takes place. Most of this funding is met by the team, the clubs and foundations. In many cases a few team members lent funds to the teams above the planned contributions until after the QSLs arrived and paid them back.

In the case of VP8ORK, the timing of individual contributions was distributed as follows: Pre-DXpedition, 43%; on the air, 20%, and within six

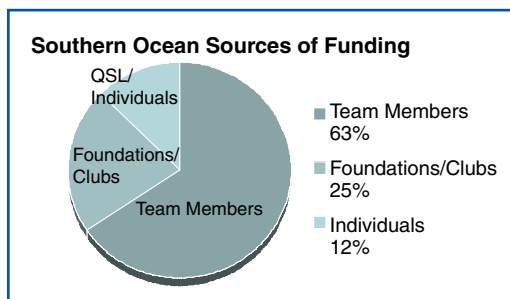
Comparing Averages

| Item | Fly-in | Semi-Remote | Southern Ocean |
|-----------------|--------|-------------|----------------|
| Total budget | \$43K | \$109K | \$323K |
| Cost/Q | 72¢ | \$1.20 | \$4.30 |
| Team % | 66% | 54% | 63% |
| Foundation % | 21% | 18% | 25% |
| Individual % | 13% | 28% | 12% |
| Individual \$/Q | 12¢ | 39¢ | 52¢ |
| Plane/Ship | n/a | \$78K | \$260K |
| %EU QSO | 52% | 32% | 43% |
| %NA QSO | 18% | 42% | 36% |
| %AS QSO | 26% | 22% | 16% |
| Operator days | 16 | 11 | 12 |
| Travel days | 5 | 9 | 20 |

months after the end of operations, 37%. By the time LOTW was uploaded six months after the expedition, 99% of the individual contributions were made. In fact, after uploading the full logs to LOTW, except for the trickle of QSL requests, all contributions ceased.

While on the subject of individual contributions, a breakdown by the countries with the largest QSOs with VP8ORK bears some interesting analysis concerning the origination of the funding. (See *table at top of next page.*)

Clearly Hams in various countries have different views on what level of support to give DXpeditions. The numbers above include foundation and club support in the country totals.



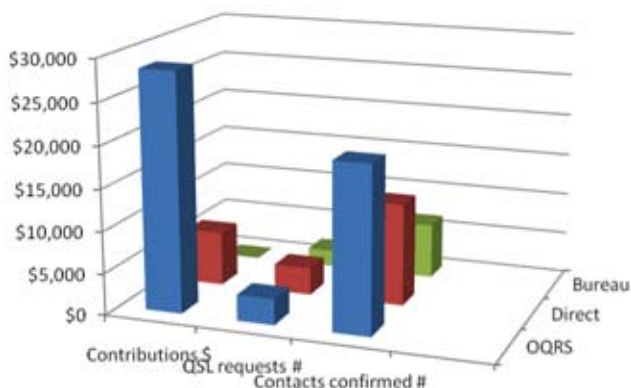
Donations by country at VP8ORK

| Country | Uniques | Total QSOs | % Total QSOs in Log | % Total Income | \$ per Q all sources |
|------------|---------|------------|---------------------|----------------|----------------------|
| USA | 5,754 | 21,566 | 34 | 80.8 | 11.137 |
| Italy | 1,243 | 4,902 | 8 | .8 | .486 |
| Germany | 1,295 | 4,646 | 7 | 1.5 | .973 |
| Russia | 1,001 | 3,181 | 5 | 1.1 | 1.009 |
| Japan | 1,211 | 2,838 | 4 | 1.3 | 1.387 |
| Spain | 989 | 2,681 | 4 | .4 | .416 |
| Poland | 586 | 2,146 | 3 | .3 | .373 |
| France | 388 | 1,643 | 3 | .5 | .975 |
| Canada | 379 | 1,442 | 2 | 4.9 | 10.153 |
| England | 398 | 1,436 | 2 | 1.6 | 3.240 |
| Czech Rep. | 344 | 1,373 | 2 | .1 | .312 |
| Brazil | 296 | 1,277 | 2 | .2 | .504 |
| Finland | 253 | 977 | 2 | .6 | 1.914 |

The growing use of OQRS and LOTW

In the past few years many DXpeditions have adopted the online QSL request system and uploads to LOTW after around six months. OQRS has increased the amount of funding DXpeditions receive from those QSLing direct due to the minimum fee requested (see the chart below). 54% of the direct requests for VP8ORK came through the OQRS system. North Americans used it for 60% of their direct confirmations while the rest of the world is around 50%. A significant amount (over 80%) of those having LOTW matches also requested direct and bureau cards, so the desire for a card isn't necessarily replaced by LOTW. The table below shows that although a similar number of OQRS and direct routes were used to request a card, the bulk of the QSOs and the bulk of the donations came through the OQRS system.

QSL routes and income distribution



QSL routes at VP8ORK (after 17 months)

| Location | QSOs | Direct | % | Dir. VIA OQRs | LOTW | % | Bureau | % |
|---------------|--------|--------|----|---------------|--------|----|--------|----|
| All | 64,173 | 30,092 | 47 | 54 | 31,766 | 49 | 6,368 | 10 |
| North America | 23,673 | 11,654 | 49 | 60 | 13,200 | 56 | 1,008 | 4 |
| Europe | 31,966 | 14,504 | 44 | 51 | 14,789 | 47 | 4,351 | 14 |
| Asia | 3,973 | 2,078 | 52 | 45 | 1,668 | 42 | 440 | 11 |
| South America | 2,830 | 900 | 36 | 48 | 1,223 | 43 | 158 | 6 |
| Rest of World | 1,368 | 613 | 45 | 49 | 527 | 38 | 63 | 5 |

Final thoughts

Looking over the data of DXpeditions during the last two decades a few trends stand out. Ship charters to the South Atlantic destinations have doubled in the past 10 years due to higher fuel costs, a weakened dollar, higher insurance costs and skyrocketing port fees around the world. Technology enables each DXpedition to make more and more QSOs. This technology also brings added cost for computers, networks and Internet access (sometimes costly satellite Internet). But increasingly, those contacts are for competition on online leader boards or yearly DX marathons and don't necessarily result in new ones for the community and increased income for the teams. In the 1990s, the average DXpedition made 25,000 unique Qs; in 2011 it was not much higher.

Some of the increased costs of a DXpedition have been offset by

higher revenue from the use of OQRS which increases revenue per unique callsign. The sad fact remains, that more funding from the Ham community is needed if we are to see DXers continue to activate those rare ones for our benefit. Foundations and clubs remain the most important source of funding after the team members for enabling DXpeditions to rare places. In the case of the most expensive category of DXpeditions, the Southern Ocean locations, the NCDXF accounted for 60% of the foundation and club support. Without contributions from the members, these foundations and

clubs cannot continue to bring us the new ones. Another glaring fact is that the overwhelming funding continues to be concentrated in North America. Europeans still believe in the bureau system, which costs expeditions money to provide cards and does not provide support for the expeditions.

The next time you work that new one, check out the website and look up the list of individuals and foundations/clubs supporting the team. If you are not listed, maybe it's time you contributed or joined your national DX Foundation and/or local DX Club. Help make the next one happen. 🌐

About the author

Don Greenbaum, N1DG, first became licensed as WN2DND at age 11 in 1962. Don has been on several major DXpeditions including VP8ORK, K4M and A52A. He has also operated as A61AD, A51DG, A73A, and /KH9, /VP9, /VS6, /BV2, /4X and /9V. In 2005 Don was honored at Dayton by CQ Magazine by being inducted into the CQ DX Hall of Fame. He is Treasurer and a Director of the Northern California DX Foundation.

NEW DX WAVES AND TERMS COMING UP

The DXPP and outer space

Martti J. Laine, OH2BH

★ THANKS TO NCDXF TREASURER Don Greenbaum, N1DG, and his excellent financial study of several mega-DXpeditions, 2012 will be remembered as the year that financial openness began to make inroads into the domain of the DXpedition. This comes as a number of DXpeditions, including recently announced mega-expeditions, are expanding the DXPP concept: Inviting able — but not always well-qualified — team members to supplement DXpedition funding.

What is a DXPP? The term describes the Paying Passenger. An operator, with only a minimal degree of operating expertise, who contributes to DXpedition financing to help the DXpedition overcome its budget deficit. The typical profile of a DXPP is that of a person with a deep yearning for adventure and a burning desire to experience the flashing limelight of a huge pileup in return for substantial financial participation; like buying a ticket. For my part, I say fine. Since many sectors fall short in helping to provide funds through contributions, we have reached a point where the DX world is ready to welcome the DXPP in the same way that we offer trips to outer space.

Different perspectives

Let's first consider the DXPP's perspective. Many DXPPs are aware that a first time experience can be far from pleasant. If not approached with care, that "wall of sound" can almost kill you. This often-hopeless situation, in a multicultural setting far from home and in the presence of ominous icebergs or scorching sunshine, can be psychologically mind-blowing. At this point, however, the DXPP could assume that the DXpedition leadership is prepared to assist with the selection of his operating bands and

hours as well as assistance with his operating techniques. Unfortunately, this doesn't always happen. The result is one-QSO-per-minute, busted calls or even worse.

From the DXpedition's perspective, and that of the audience, DXPPs may seriously damage the credibility of the operation and throw the show into uncontrollable chaos. We have seen this occur more and more recently. As a result, the temperamental multitudes, primarily in Europe, may begin to hurl tomatoes onto the stage as is their usual style. In many cases, however, there is a good reason for this response.

It is well-known that even seasoned DXpeditioners often have difficulty with an unruly European pileup. More qualified operators, on the other hand, are capable of meeting and mastering any contingency, making it a smooth ride. The European pileup simply mirrors the quality of the DXpedition operator, and serves to measure the DXpedition's resource management skills. The DXPP must be carefully tutored.

From a DX foundation's perspective, the issue is more complex. Any foundation must offer its financial support in terms of the operating ability of the whole DXpedition team, not just that of its most qualified performers. If the percentage of DXPPs is high, the DXpedition may not be able to meet established standards and therefore should not qualify for foundation support. The education of aspiring DXPPs does not justify assistance.

Solutions


We have a few solutions on hand. DXPPs can and should be accommodated. It is reasonable that the DXpedition management can set aside some bands and hours exclusively for DXPPs. They can spell out the plan with this in mind: that less experienced

operators be assigned to appropriate bands, so that the thundering multitudes will understand that there is a "driving school" underway. Club Log band-slots for the DXPP bands could be disabled, to relieve the pressure on these ops.

Listening to the recent K5D operation, where the team's most powerful operator was scheduled back-to-back with the least experienced operator, gave the impression that WWIII was in progress. This change was made between Europe #3 and #4. What a shame it was to see part of this well-prepared DXpedition going down the tube just a few minutes after the operator change, with lots of tomatoes tossed onto the stage — and maybe some pasta, too. The proper allocation of operator skills is essential.

Changing times

New times are coming for the business of DXpeditioning. Implementation of the DXPP concept will require far greater attention to operator scheduling and guidance. When considering the support of mega-DXpeditions, foundations must impose a fresh and more comprehensive evaluation of these efforts. The role of DXPPs must be well understood by all concerned. In this way, their experience — and that of the pileup audience — will be more pleasant.

Finally, the DX audience (Hola!) is faced with the challenge of understanding the need for DXPPs. DXPPs are likely here to stay because of the rapidly increasing cost of mega-DXpeditions and because the DXing community has failed to contribute adequately to them. I hereby challenge the first mega-DXpedition to present openly their DXPP plan to the general public and to the supporting organizations. 

Martti Laine, OH2BH, has organized dozens of rare and successful DXpeditions, from which 11 new DXCC countries have resulted. More recently he has invented the "Missionary DXpeditioning" concept, adding more human elements to the rare DX country visits. Mr. Laine is a member of the CQ DX and Contest Halls of Fame."

DX Code of Conduct

Richard Johnson, W6SJ

YOU MAY HAVE HEARD ABOUT THE DX Code of Conduct (www.dx-code.org), but you might not know its history or the current state of the project. The genesis was *DX Etiquette*, an article that appeared in *QST* early in 2010. It aroused a groundswell of support and people asking, “Why can’t we do something about it?” So we did.

A small committee of world-renowned DXers got behind the idea of developing suggestions about how to promote ethically based operating. These were not new; in fact The Amateur’s Code (Creed) was formulated in 1928. ON4UN and ON4WW even wrote a book about it. We wanted to revitalize the concept of good sportsmanship and carry that message to every DXer in the world.

Accordingly, our first objective was to translate the code into other languages, currently 35, enough so

The Code


- I will listen, and listen, and then listen again before calling.
- I will only call if I can copy the DX station properly.
- I will not trust the DX cluster and will be sure of the DX station’s call sign before calling.
- I will not interfere with the DX station nor anyone calling and will never tune up on the DX frequency or in the QSO slot.
- I will wait for the DX station to end a contact before I call.
- I will always send my full call sign.
- I will call and then listen for a reasonable interval. I will not call continuously.
- I will not transmit when the DX operator calls another call sign, not mine.
- I will not transmit when the DX operator queries a call sign not like mine.
- I will not transmit when the DX station requests geographic areas other than mine.
- When the DX operator calls me, I will not repeat my call sign unless I think he has copied it incorrectly.
- I will be thankful if and when I do make a contact.
- I will respect my fellow hams and conduct myself so as to earn their respect.

that every operator can find it in a language he can read. At the same

time, we spread the word to the various clubs around the world.

Our next objective was to get the DXpeditions on board. After all, as pileup behavior improves, the DXpedition operators are the prime beneficiaries; they have more fun. The same holds true with the DXers at the other end. Operators returning home tell us we are making a difference.

We also want to help every DXpedition operator become fully proficient in pileup management skills. We have gotten help from Hams who have been on many DXpeditions who have helped create a portion of our website with suggestions that every team leader can use for training newer operators.

Promoting ethics isn’t the easiest of tasks. In fact, it can seem rather stuffy, as if we are preaching to people. The term “good sportsmanship” seems easier to swallow than ethics. We hope each operator will see the logic and say, “That’s what I believe too.” With that attitude comes support, and with that support the Ham radio community will be the beneficiary. 

Heavy Hitters 2011

We sincerely thank these supporters of the Northern California DX Foundation for their generous contributions during the calendar year 2011.



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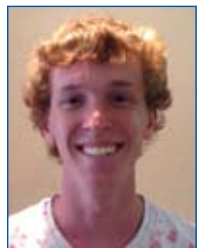
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2012 Scholarship recipients

ALEXANDER SCULLIN, KI6LXD, of Running Springs, CA, carries a 3.83 grade point average at Rim of the World High School in Lake Arrowhead, CA. He is an ARRL member and holds a Technician Class Amateur Radio license and has been licensed since 2007. Alex has been recognized by his school as a Scholar Athlete for three years and has received Academic Letters for those same years. He has been a member of the National Honor Society since 2010 and has served as Treasurer in his senior year. He is active in Track and Field and is an Eagle Scout.



His volunteer activities include his church youth group, service to the local Rotary and at the annual Tournament of Roses Parade. Alex hosted an active weekly net and is engaged in public service as a member of the Southern California Intermountain Repeater Association (SCIRA). Alex will attend Brigham Young University to pursue studies in Biophysics with a career goal of being an engineer involved in building prostheses and genetic engineering.



BLAKE SCULLIN, KI6LWV, of Running Springs, CA, carries a 4.16 grade point average at the Rim of the World High School in Lake Arrowhead, CA. He is an ARRL member and holds a Technician Class Amateur Radio license and has been licensed since 2007. Blake has been recognized by his school with Academic Letters for three years and received the AP Scholar award for his achievements in Spanish, Chemistry and Calculus. He has been a member of the National Honor Society since 2010. Blake is active in Track and Field and served as captain in 2011.

He is an Eagle Scout and his volunteer activities include his church youth group and at the annual Tournament of Roses Parade. Blake hosts an active weekly net and is engaged in public service as a member of the Southern California Intermountain Repeater Association (SCIRA). Blake will attend Brigham Young University to pursue studies in Biology to follow a career in medicine.

DXPEDITION LENDING LIBRARY

The **NORTHERN CALIFORNIA DX FOUNDATION** has a number of VHS/DVD videos and Microsoft® PowerPoint presentations on CD-ROM



available for loan to organizations wishing to show them at their meetings. There is no charge to use the programs in the **FOUNDATION'S** library, but clubs borrowing materials are responsible for postage in both directions. To view the complete listing of programs available for your club's use, please visit our website, www.ncdxf.org, and click on "Videos."

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