



# Newsletter

Winter 1993

Steve Thomas, N6ST, Editor

Northern California DX Foundation

## 4J1 Frozen Men A Story of MV-Island DXpedition 1992

by Edward Kritsky, NT2X

Any DXpedition begins with a fantasy. 'Wouldn't it be nice to go to...' One evening in May 1992, sitting in the Arizona home of Frank Smith AA7FM, and his Finnish wife Kirsti, we began talking about how nice it would be to do a joint trip and operation from Malyj Vysotskyj (MV) Island. Romeo Stepanenko 3W3RR, Andy Chesnokov UA3AB, Frank and myself, were certain in our desire to go ahead and do this operation, much like the first operation from MV Island. We knew that one must define a DXpedition in great detail before it will take shape. Those details include how to obtain permissions, who the players will be, where and when to meet, etc. As we parted for the evening, we decided that Frank would contact the Finnish authorities (Frank is the Consul

of Finland to the State of Arizona) and locate the OH operators to go to the island with us. Romeo and Andy were to take care of the licenses and permits, and arrange transportation to the island. I would act as a coordinator for everyone, tying everyone and everything together. The trip was set to take place in October 1992.

To be admitted into the Saimaa Canal zone where MV Island is located, permission must be secured from the Russian and Finnish members of the Saimaa Canal Commission, an administrative body that governs the use of this



4J1FM/4J1FW was operated by: OH8PF, OH6LI, OH6LK, OH6EI, OH2LVG/AA7FM, XE1VIC, 3W3RR/AH0M, UA3AB, UY5XE, NT2X (not in order shown in the photograph).

waterway and MV Island. The Russian side of this body is headquartered in Moscow and the Finnish-side is in Lappeenranta, Finland. For us to get licensed, we first had to receive the paperwork from the Russian side stating they wouldn't object to the group's operation on MV Island. This paperwork would be issued only after the Finnish side of the commission gives its own OK. For the Finns to give us the 'go ahead' we needed to present them with definite dates of the trip and the exact list of participants. In addition there would be visas to enter Russia and, for the Finns, a special entrance permit to the Canal area.

Frank immediately got to work. Many phone calls and faxes traversed to Finland to locate and recruit operators. Martti, OH2BH, offered to locate Finnish operators for our group. By September, after going back and forth, talking to the Finns and the Russians (and there were several other Russian candidates too), we had a team consisting of: Jukka OH8PF, Karl OH6LK, Tomi OH6EI (Contest Manager of the Finnish Amateur Radio League), Jukka OH6LI, Frank AA7FM, Victor XE1VIC of Revilla Ggedo fame, Romeo 3W3RR, Andy UA3AB and myself, Ed NT2X. By the time the trip commenced, George, UY5XE, joined up, making our group, technically, a Russian-Finnish-American-Mexican-Ukrainian-Vietnamese (!) DXpedition.

In the meantime, Andy in Moscow issued invitations to all the participants to come to Russia, such invitations being required for the visa applications. They were released October 7, barely two weeks before the operation. Applying for my visa in the newly-opened Russian consulate in New York was a cinch - I had my visa a week later. (Frank got his from San Francisco in just 22 hours: consul-to-consul service, evidently!). Getting-airline tickets for the date I wanted was trickier; Finnair, the obvious choice, had no seats left, and none were available on other airlines for a flight to St. Petersburg, so I had to leave a day early.

Preparations for the trip were elaborate: Frank and I came up with a list of items needed for a trip. The list consists of 57 entries and is now available for an SASE to anyone who may need it for a similar trip to a very cold QTH. It took us some time to figure out who was bringing what, but Frank ended up carrying an A3S tribander, a spare TS-930S and a Yaesu-FT-850. I got to carry a 'Battle Creek Special', a multiband vertical for 160/80/40. I also took over an antenna tuner, keyer and paddle, a handycam (I was designated an 'official' DXpedition videographer), assorted connectors and wires, and the all-important NCDXF T-shirts. Chuck, K8CH, kindly provided us a sunrise/sunset table for MV Island.

We determined it would be impractical to carry food over from the USA, so we ended up taking Victor to a Finnish supermarket to make the gourmet selections. Imagine a Mexican DXer purchasing Finnish foodstuffs for preparation in Russia for hungry Americans. We were beginning to appreciate how truly international in scope our operation was.

We couldn't have made it without the Finns. Jukka OH5PF welded two crank-up towers for us, secured another tribander, rotators, a 10-meter monobander, assorted dipoles, three generators, fuel, water, and many other small and large items. The Russians provided two other stations and took care of the boat transportation and other arrangements for us 'foreigners'. We all brought our own Arctic quality sleeping bags - each one of which would take valuable luggage space.

It looked like the Finns and the Americans resolved most of the logistics. Not so on the Russian side: Andy was still running around Moscow trying to get the paperwork completed while at the same time trying to launch a new international business journal now known as Dateline International. Unfortunately, Romeo had to leave on another business trip and could not

possibly be of help during the preparatory stage, Frank and I outlined a plan: he was to fly to Helsinki, meet up with the Finns at Tomi's house, get Victor from his hotel in Helsinki and drive a van with supplies to the Finnish-Russian border. I would fly into St. Petersburg, meet the Russian team, and then we'd take a train to Vyborg. Both parties were to meet at the border town of Nuijamaa, put equipment and supplies onto a Russian vehicle and travel to Vyborg, where gear gets reloaded onto a ferry for a 45 minute ride to MV Island. We agreed on a 2-meter simplex frequency to get in touch and to coordinate our approach to the border. But, as an old Russian saying goes: 'When trip on paper looks pristine, you neglected the ravine!'

Before Frank departed for Finland, I gave him one word of wisdom: 'Frank, we planned everything well. But Russia, as you know, is unlike any other country. Things would get screwed up, somehow. Please keep your cool and don't throw in the towel, because everything would be fine at the end'. This is how Russia works ... nothing is ever simple there.

Frank said he understood: he had traveled extensively throughout the Old Soviet Union many times in the past years, including in fact, the same area to which we were now headed.

I enjoyed a nice flight on Finnair to St. Petersburg on October 21, with a stopover in Helsinki. Miika, OH2BAD came over to say 'hello'. While wandering around Helsinki's modern airport, I was somehow reminded of a long-ago drawn conclusion: when I go to Russia I always feel like leaving my 'Western civilization footwear' at the door and tread lightly. Just to reinforce my own conviction, there at Vantaa Airport (Helsinki) I heard an American preacher giving-last minute instructions to a group of followers about to embark on a religious trip to Russia. He was warning them to expect their first impression to resemble that of America, circa 1930.

I didn't like flying into St. Petersburg. It took forever to process passengers;+ customs was slow and there were no luggage carts to be found. I had to lug heavy luggage to a line leading to an x-ray machine.

Just in front of me, an American businessman had to open his suitcase and suffer the humiliation of a customs official scrutinizing the contents. He then took two items, putting them into his own uniform's pocket, in broad daylight. I could see Romeo, Andy, George, Jacob, UA1FA and Mike, UA1AFM/RW1AI in the distance. When the same customs official didn't like my HT and wanted to detain it, despite the permit I had, Andy came forward and persuaded the officer to let me proceed without the HT. Later that day, Andy went to the local office of the Russian Communications Ministry to obtain another permit just for my HT. I had to pay \$20 storage. Just imagine, four hours of storage for a tiny HT and no receipt! Welcome to Russia! Despite all that, I considered myself extremely lucky, if it hadn't been for my Russian friends, I would probably have lost time and equipment trying to resolve the situation myself.

That night we left St. Petersburg by taxi to Vyborg, a trip that would take us about 100 miles even further north. Our cabby spent an hour circling the city looking for an open gas station to fill up the car and a spare container. Otherwise he wouldn't have been able to return home from Vyborg. A long run and not a

chance of finding a gas station faced us. On a road frequented by tourists in the middle of nowhere we finally found an open gasoline station. We paid with rubles, not some coupons which were in use everywhere else. We then took off with death-defying speed for a couple of hours along the icy road without the help of lights or reflective road markers. White snow bordering black asphalt identified our road margins.

We arrived in Vyborg sometime after 1 am, wondering where we would stay. Well, there was 'Druzhba' (Friendship) multi-star hotel, built by the Finns in the 70's for Finnish tourists. At \$80 per person per night (32,000 rubles, a semi-annual salary in contemporary Russia) it was hardly a bargain. The only other alternative was 'Vyborgskaya' hotel, for the Russians. It was 140 rubles per person per night (\$.35) if you were Russian, and 650 rubles (\$1.63) if you came from one of the Baltic countries. Talk about discrimination! No mention of other foreigners, apparently they avoided the place. Another permanently affixed sign we noted claimed 'No Vacancies'. Of course there were vacancies, if you know how to talk to the hotel receptionist. Considering Romeo's diplomatic successes in dangerous Afghanistan and Burma, we let him do the talking.

The hotel's automatic elevator was shut down for the night, so we were forced to carry heavy bags all the way up to the sixth floor using the stairs. We got a three bed room for four people, a working TV with 2 channels (one of them was MTV, even in this rat hole), a telephone for local calls only, which required 15 tries before it worked and a bathroom with a broken shower, falling tiles and a half-functioning toilet. We were faring great! Besides, who said you have to always stay at the Hilton? Of course, restaurants were all closed or non-existent, so our supper that night consisted of some smoked franks, beer and M&M's Frank told me to bring from the USA. George cut the sausage with a knife hand-crafted in Chernobyl where he had volunteered for clean-up duty after the catastrophe.

My guys just wouldn't get up in the morning. Fortunately, I was still functioning on New York time and woke them up. Besides, the Finns must have been waiting already! Andy and George left to secure permits from the local border patrol post for all of us to enter the frontier area. But it turned out foreigners don't need one, and the border guards already knew about us as it was. Romeo and myself stayed behind, watching our belongings - we didn't need any surprises. After completing all the formalities, Andy and George returned a few hours later. They had to hitch a ride on a truck and drive to the border to meet Frank, Victor and the Finnish team. There are no rental places in Vyborg, so you must flag down anyone, offer them money and hope they would agree to run your 'errand'. They indeed found a truck, rode to the border post #2 (which was 25 km south of the real border), only to find out that the Finns were already turned away by the guards at post #1. Panic set in. It turned out that the Russian consulates in Helsinki, San Francisco and Mexico City had all forgotten to note on their own visa forms permission for the guys to take the vehicles into Russia. It would have been OK if they had come by hot air balloon or a Grand Canyon mule, but not by car, without this sacred rubber stamp! Indeed they were ordered back to Helsinki which would have delayed our entire

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# ISORR

Second DXpedition to Spitzbergen

Operators: JA2JFA (Gina), 4K2OT (Helen), JA7JPK (Helen), SW3RR (Romeo)

CONFIRMED QSO WITH:	DAY	MONTH	TIME	MODE	QSO CQ	QSO 398

Special thanks to JA2JFA, JA7BK, JH3DPE, JA7JPZ, JA79GV, JA6LDD, NT2J, Mr. Shin-ichiro Hata, Vietnamese Government

"INDEXA"  
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operation by a day and a half as well as clearly jeopardized the entire DXpedition. And of course, Frank and his group were wondering how they would ever get word to us. We all tried by 2 meters, but were just too far apart. Because of bureaucracy, the special orders from Moscow to give the entourage unhindered passage were late by twenty minutes at the checkpoint. Finns were on their way to Lappeenranta, Finland, all but canceling the operation. Everything was coming apart! After calling continuously on 2 meters Andy overheard a conversation between the group and John Ahlbom, OH5NZ who coordinates all MV Island DXpeditions. From that conversation Andy picked up John's home telephone number. Andy and George flagged down a Finnish trucker who had a cellular telephone on board and dialed. Andy called John's number, but by that time John wasn't home. He was with Frank, standing outside his car near John's office. Andy did get hold of John's daughter at home, who in turn knew how to patch the landline to John's cellular phone. Just about to leave the vicinity of John's car, Frank and John heard the telephone ring. John lunged for the phone, thinking it was his wife. Seeing John's face light up with enthusiasm, Frank knew it was Andy on the telephone. Andy explained that the problem at the border had been solved and ordered the group back. They wasted no time reassembling themselves and returning to Nuijamaa, where the Russian guards, all of them ex-KGB boys, saluted the 'missing tribe' through their post. They were obviously embarrassed and weren't interested even in friendly discussions. The Finnish group shared in this same lack of interest. They just sped through to Border Post #2, where Andy had already primed the customs officials, who couldn't be more friendly and cooperative, even taking orders from Frank, an American citizen. Unbelievable. Lady Luck was really merciful this time! We talked about the situation later and came to a conclusion that we should have used a random wire for antenna out the hotel window and talked to OH5NZ on 80 or 40 meters, continuously, throughout this 'border commotion'. There is nothing worse for a ham than being held incommunicado, in a country without telephones.

While waiting for the team to arrive, Romeo and I took a little stroll around old Vyborg (Viipure in Finnish), the formerly Finnish town whose history goes back centuries. It was annexed from Finland by the Soviet Union in the 1930's but even nowadays enjoys a distinctively Finnish flavor. Most of the streets were semi-empty since most of the hubbub centers around the train station. Adolescents with crew cuts seek out foreigners trying to sell them souvenirs, vodka and who knows what else.

Most buildings were built at the turn of the century. We were pleased to see a lot of renovation in this historical town. One of the most ambitious projects was a joint Russian-Finnish renovation of a building dating back to 1908. We were told how city fathers seriously planned to open an excellent 'house of ill repute' there, to attract tourists. Oh, well, lately anything is possible in Russia. Food stores had bread, meat, milk, sausage, some vegetables, few people in lines and high prices. The greatest variety was at the hard-currency 'Beryozka' store, where you could get items from French wines to smoked

mussels.

Finally at about 6pm, hours behind schedule, Karl, OH6LK, picked us up at our hotel and drove us to the harbor where the whole team met up at last. A large municipal passenger ferry, 'The Agat', makes regular trips between Vyborg and surrounding islands. It was at our disposal for a small fee. They were already loading ham radio gear onto its deck. We left our vehicles at the port and took off into the quickly blackening night. The uneventful trip was filled with toasts and more toasts to friendship, Amateur Radio and respective countries of the participants, the mood was festive, as if we were sailing into the Caribbean on a fun cruise. Victor handed out colorful Aztec calendars to everyone, including the boat captain. The wind outside was, however, strong and bitter, and the air smelled of winter.

Just as quickly as the journey began, it was over. The boat docked us into the middle of total, pitch-black darkness. The captain set his floodlight to the shoreline long enough for us to get our gear unloaded onto a couple of wooden docks. The only other source of light was a battery-driven maritime beacon atop white-colored cylindrical tower. The howling winter night embraced us, as if greeting us to MV Island. I felt like an astronaut walking on the Moon. Jukka OH5PF, immediately started one of the generators and turned on a floodlight. Soon we could see two buildings which we proceeded to occupy, one we would be our sleeping quarters, and the other - our operating site and banquet hall. Our last source of warmth and safety, the ferry, vanished into the darkness as soon as the last piece of luggage was off and we were left to our own devices.

Before we gave any thought to food and accommodations, we worked feverously to set up the first station. An 80-meter dipole was strung as if by magic. Karl, Tomi and both Jukkas unpacked and assembled station equipment. The house was wired for electricity, so when a generator was plugged directly into the AC outlet we got ourselves electric power. Frank had the honor of a first contact, with OH3PK on 75 meters, in Finnish. Suddenly, several other Finns were on line to score a contact with MV Island, a DXCC country you'd think they wouldn't need! As Victor, Andy and Romeo were getting the 160 meter dipole up, I was running around with camera, trying to commemorate everything on video. A few hours later we were all exhausted, but happy. All stations were now set up and operational. We decided to assemble the HF yagi in the morning and went to bed. Someone was to man the low bands at night, where pileups were already fierce. A good thing about Europe is that no matter how rare, or how common a callsign you have, you never ran out of stations to work.

Everyone found something they were good at. Victor, XE1VIC, possessed some serious knowledge about band openings and greatly helped with multipliers at contest time. Jukka, OH8PF, Tomi and I (thanks to the Yankee Clipper Contest Club experience) planned contesting strategies. George was very good at climbing trees, solving technical problems and keeping scores throughout the contest. Romeo found time to cook hot meals for the whole crew, while Frank, Karl and Jukka, OH6LI, assembled most of our HF antennas and towers. We all helped put

antennas up and, of course, everyone got to operate.

With ten operators and three stations, I wished we had more time per person to spend on the air. Still, it felt good to hear time and time again 'Thank you for a new country on this band!' or just 'Thanks for new one!' After all, that's what we were there for. We chose to spend more time on CW before the contest, where they could work us on SSB. Japanese pile-ups were particularly big, and so were American. We had rates up to 220 per hour. Being far up north (latitude of Anchorage, Alaska), we didn't get to work anyone on 75/80 from North America, despite the excellent 'Battle Creek' antenna.

From time to time we would forget to add gasoline to the generators and they would stop. In the middle of the night the active crew would run out with flashlights to do the refill. Bitter cold made us constantly yearn for hot food and drink. 'Authentic Finnish coffee', prepared by Tomi, was everyone's favorite, when consumed with condensed sweet milk we brought from Vyborg. Hot pea soup with Russian black bread never tasted better.

Jukka, OH8PF had a couple of hundred Finnish stations lined up on 75 meters to work us, and he zoomed through them with admirable speed. To be competitive, he climbed the tower and put up a 2-meter beam aimed at Lappeenranta, Finland. We were able to pick up contest DX announcements and stay in touch with Finnish operators who were concerned about our well-being. A total of about 13,000 QSOs were made, many on low bands and 28 MHz, where MV Island was still in demand. Considering this was the first ever wintertime DXpedition to MV Island, we felt quite proud of that number.

I must give tremendous credit to the Finnish operators, they came well prepared - obviously, living in Arctic climate have a lot to do with it! They brought every necessity, including an electric stove, a microwave oven and a heater. Furthermore, all were dressed in warm skiing overalls, unlike the rest of us. I was dressed in thermal pants, jeans, one pair of regular socks and two pairs of warm ones with hiking boots, a T-shirt, a warm sweatshirt and a thick sweater, 3/4-length winter coat, a cap, wore a pair of gloves with work gloves on top. Was I warm? Not really. Winter DXpeditions are fun!

We spent some time exploring the island. It is over a mile long and overgrown with trees and bushes. There have been many people who have lived on this island, including over 1000 Finns in the 1930's and some Russians in the 50-60's. Right now all that remains are collapsed abandoned buildings, blown-up foundations and forest paths, that were once large main streets. We had been warned to watch for abandoned water wells and bunkers, which are plentiful. The Ravansaari Historical Society (Ravansaari Seura) of Helsinki has hand-crafted and installed street signs there, as a tribute to the once-ebullient life and people that lived here. From where we were, we could see neighboring islands with motor boats going back and forth, big cargo vessels passing through Saimaa Canal, even some serious-looking Navy ships docked in the nearby town of Vysotsk. Occasionally, a border patrol boat would go by the island, but displayed no apparent interest in our activities. We expected no local company, but one afternoon Romeo spotted a couple of strangers prowling in the bushes near our site. He convinced

them it was in their best interest to leave and a few minutes later they were spotted hurrying away in a small boat towards Vysotsk. We were quite sensitive to this since one prior DXpedition lost several full gasoline cans to thieves in the night. So we moved most of our belongings into the 'radio building'. Our buildings were well maintained, and we were asked to leave them clean and intact. There once were bunk beds and a nice refrigerator there (all property of the Finnish government), but some locals apparently thought it was too much luxury for a small place.

We proudly flew an INDEXA banner while on the island. Aside from being our sponsor, this international organization believes in goodwill through amateur radio. It's banner became our own statement of friendship and goodwill. We had the most fantastic time on MV Island, and five short days were hardly enough for us. Despite our diversity, we haven't had a single argument. Well, as they say: 'Real DXers are true gentlemen'! Being a multinational DXpedition, we worked and lived together, put up antennas, fought the quirks of propagation, suffered together the freezing weather, worked the pile-ups, joked, ate and toasted Ham Radio together. We learned about languages cultures and each other, shared contest and DX strategies, traded DX stories and on-the-air experiences. We even celebrated Romeo's birthday while we were on MV Island. When hams meet on the air we do the same things without seeing each other. This time was different. Face to face, this was Amateur Radio Live. This was our own 'mini-Dayton' with elements of CQ WW Contest and Field Day mixed in. What an unforgettable experience in the best ideals and traditions of our hobby! Should we do it again, sometime?

We appreciate the assistance of the following groups and individuals:

OH5NZ, WB2JZK, WB2ZHB, OH2BH, OH1VR, RW3AH, RC2AR/AA3BG, UA3AF, Mr. Vasilevsky (Saimaa Canal Commission), KZ3H, KA2DMQ, UW3AX, UT5JDA, UA1FA, OH8AA, OH6NVI, OH6MRA, N2KK, K8CH, Mr. Roman Bezfamily (USA), SRAL, INDEXA, NCDXF, RF Electronics of Finland. Special thanks to W8UVZ, W0CD and K8GG for providing the 'Battle Creek Special' antenna.

The author wishes to express his gratitude to Frank Smith AA7FM, for assistance in editing this story.

4J1FM/4J1FW QSL direct to: OH2LVG, Vanhaistentie 5 E 73, 00420 Helsinki, Finland

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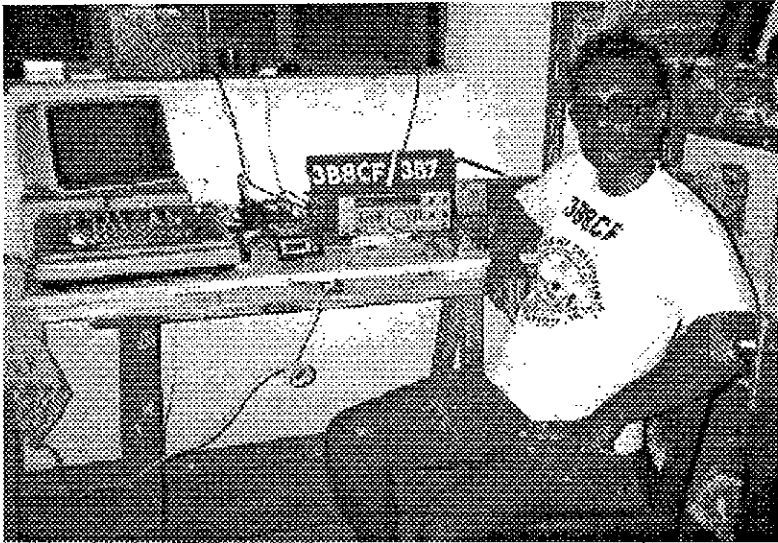
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**W5VGI**

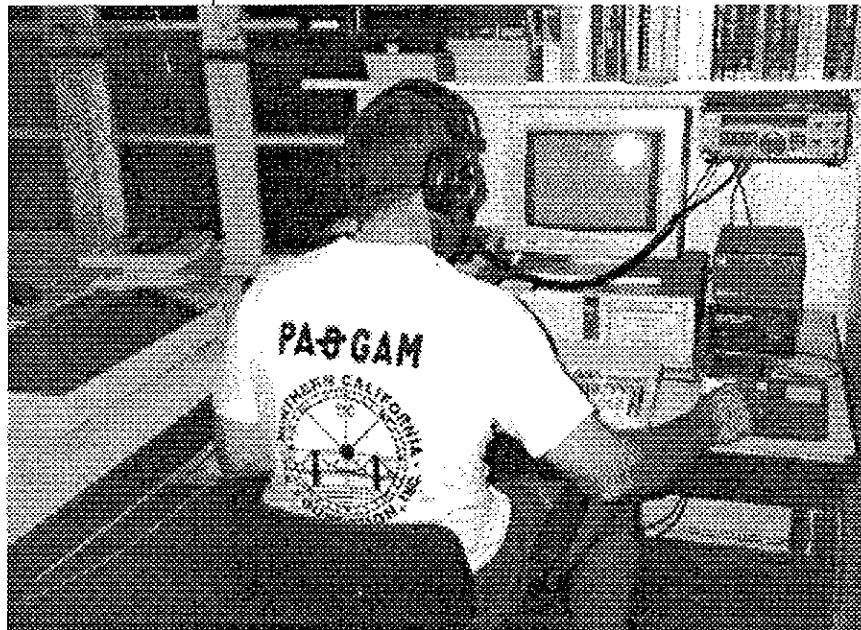
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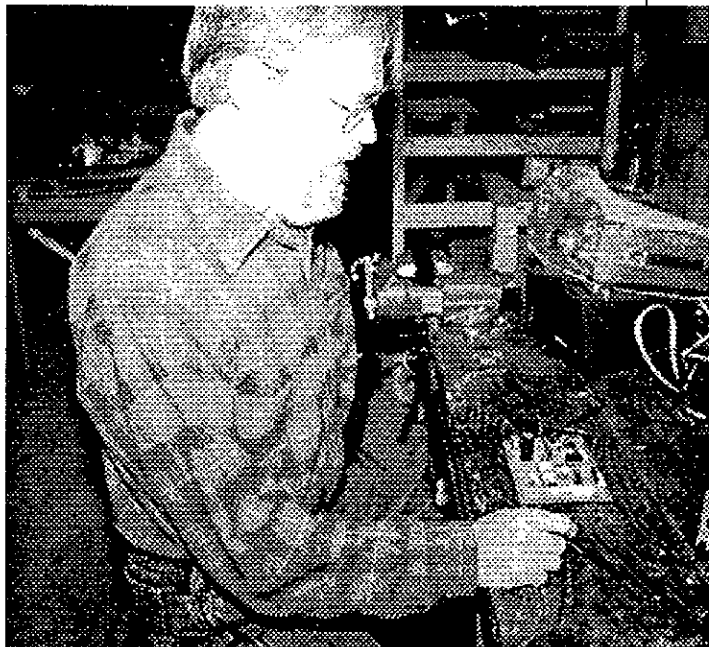
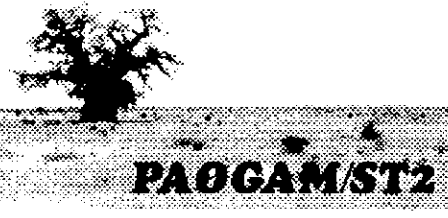


Jacky, 3B8CF/3B7 during an operation from September 6 to October 10, 1991.

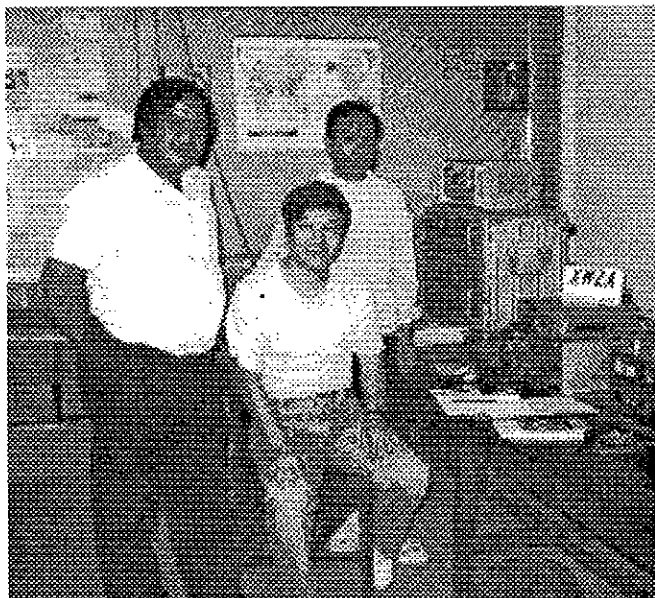
PAØGAM operating from a very tidy shack in Khartoum as PAØGAM/ST2. This operation took place from 1987 to 1991. He used a TS-440S, a Butternut vertical and the WB2DND logbook program.



**SUDAN**



N6EK working on the controller for the new NCDXF three-band beacon



In the middle, Hiroo Yonezuka, JA2EZD, operated at XW2A in January 1992.



Lanny Phillips, W5BOS on Christmas Island. I wonder what he did when he caught the crab - cd.

### Big Hitters 1992

The following people have donated generously to the Northern California DX Foundation in the last year. We sincerely thank each and every one of you for your continuing support of our work. If you see a call listed more than once, that means that person has contributed more than once.

#### \$100 and up


AA6KX, AA6MC, AB4JI, AF6S, AF6S, CX4HS, HC2HVE, I2BUH, JA1EM, JA1EM, JA1NUT, JA2MNB, JA3AFR, JA3BKP, JA3BKP, JA7RHJ, JA8YI, JP1BJR, K2AZ, K2PLF, K4KUZ, K6ANP, K6CBL, K6ILM, K6JG, K6MA, K6OZL, K6PU, K6RK, K6SQL, K6TMB, K8GG, K8MFO, KA6W, KBØKK, KC7LZ, KE3AY, KE3AY, KI6WF, KJ6LD, KL7AF, N1EDN, N2DT, N4BIG, N4BPP, N4LS, N6HL, N6HL, N6IZM, N6LDQ, N8CEO, NK6F, NW6P, NZ6Z, SM7CRW, SM7DMN, VE3MR, VK5WO, VP2ML, WØCD, WØYK, W1KSZ, W1PNR, W3LPL, W4AI, W6AXH, W6DU, W6EEN, W6EUF, W6FAH, W6ISQ, W6ISQ, W6JZH, W6KH, W6KPI, W6OSP, W6OSP, W6OSP, W6OTC, W6PVE, W6ZH, W6ZQD, W7NCO, W8UVZ, W9QBJ, W9ZR, WA2BKO, WA2HZR, WA6HXM, WA8LLY, WA8MEM, WA9WYB, WB6UOM, WB6UOM, WB6ZUC, WB6ZUC, WN4G

#### \$200 and up

DK6AS, II-50156, JE3AKE, K6DC, LA7XB, VE3MR, W6OAT, W6OAT, W6OTC, W6YFW

#### \$500 and up

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## Odds and Ends

by Eric Edberg, W6DU

In reading Foundation mail I find comments and questions on subjects which recur often. This is certainly an indication that we have not done a very thorough job of informing the membership of our plans or methods of operation. Let me touch on some of them now.



Periodically I am called to account because some of our contributors only receive two Newsletters per year. This is a completely fair and reasonable comment because our issues are usually identified as winter and summer of the appropriate year. This may well cause members to feel that there should be four issues per year just as there are four seasons per year.

Actually, our intent is to provide two issues per year and that in itself is a rather difficult objective. I am sure that N6ST, our editor, finds himself in complete agreement with that. Like so many other amateur publications, the readers find themselves looking forward to the next but few provide necessary inputs to make that possible. We normally try to find innovative subject matter rather than republish inputs from other amateur publications.

Perhaps even more important, each issue turns out to be quite expensive. Total costs for the two annual issues turns out to be in the neighborhood of \$7000 when we consider printing and mailing costs. That is a significant portion of our annual income.

Our objective is to reduce our non-expedition costs to a minimum so that the greatest portion of your contributions can be devoted to supporting DXpeditions and worthwhile operations on the part of residents of rare countries. Our support of upgrading of beacon systems falls in the same category.

We find that our contributions income seems to be directly related to our Newsletters because they serve as reminders to our contributors. Obviously there is a law of diminishing returns. We feel we can manage two issues per year and also that more would not make any appreciable difference in income.



We often receive letters asking whether we have any arrangement for life memberships. We do not. When you consider our stated role, it becomes obvious that we are not a club. We have no meetings. We do not have a group of elected officers except that the 11 directors do elect the officers from the Board. We are really a large group of DXers who have banded together in order to further DXing and the DXing art on a world wide basis. While we operate under the name of the Northern California DX Foundation we are not provincial but truly international in scope.

For us to be able to continue supporting future important

operations we must rely on the generosity of our contributor members. Our interest income from our capital these days has dropped to minuscule proportions due to lower interest rates so contribution income has assumed even greater importance. When you consider this, I expect you will understand why we have little interest in the concept of life memberships.



We have often been asked about the purchase of the Foundation T-shirts. Here again we have not been able to provide the service. Actually we are not equipped to handle merchandising. Shirts are individualized items with given sizes and calls. One of our directors has been able to handle this, but only for NCDXF sponsored operations and even that puts a heavy burden on him. Please remember that we are a group of volunteers. We have no paid staff to do this work. We are all DXers who also like to spend some of our time in pursuing our hobby - working DX. If we can find some additional advisors and aids to handle T-shirts we will let you know. Our present materials available to you are lapel pins, NCDXF labels, and NCDXF logo rubber stamps, all of which are available at the cost of six dollars from K6UD. All of these items are similar with no problems of size or individuality. For that reason we have been able to handle them without unusual problems. There is no income from these items. Prices merely cover acquisition and handling and mailing costs.



Many of you do a fine job of keeping us aware of your changing addresses and we are truly thankful. Yet we are distressed when we go to the post office and find the large number of Newsletters that have not been delivered because addressees have moved and either the forwarding period has expired or no forwarding address was filed with the Post Office. Not only do we have to pay return postage, but in sometimes contributors never get their newsletters because we can't find a good address. Sometimes the post office returns the issue with a new address included. On several occasions we have sent out three issues of the same newsletters to the same member. This is a small point overall, but if you are interested in timely receipt of your mail, please keep us aware of your current address.



1992 Was a busy year for the Foundation. Disbursements slightly exceeded income. Some \$48,000 was contributed to some fifteen different DXpeditions. Many countries who occupied high positions on the "Most Wanted" lists were represented in our group of supported DXpeditions. The sum is higher than one would expect because we account for our expenditures of a yearly basis. Sometimes the money is needed on an up front basis and sometimes it is forwarded after completion of an operation. That has been the case this year.

Some of the highest cost operations were to spots that could



only be reached by chartering ships. When the destination is an uninhabited island one must contend with the fact that there are no ports, airports or other conveniences. The South Sandwich operation is a good example. More power to the intrepid group who made that possible. It was an expensive one, not only on their part, but also on the part of the Foundation. There were others proposed whose costs were beyond their and our abilities to fund and as a result did not come off.

As mentioned earlier, our intent is to reduce our general and administrative expenses to lowest number possible. We have no paid staff and we do not intend to have one. In order to keep the work load in bounds this past year we spent some \$3500. dollars for a new computer and also a FAX system which makes our job a little easier. Our major non operating expenses are in the area of postage, telephone and FAX expenses. Because of the speed of obsolescence of computers and electronic equipment acquisition costs of the computer and have been written off as an expense this year. Due to that general and administrative expense is in the region of ten percent this year. It should and will be less next year.

While on the subject of expenses let me add this. You probably know that we often participate in some conventions during the year. All travel expenses are borne by the participating Directors themselves. The only charge to the Foundation has been for the booth at Dayton. We feel that this has been justified by the added membership received thereby.

Perhaps I shouldn't belabor the point but many computers are used for NCDXF which are owned by individual Directors. Obviously they are not used full time for this purpose, but it should be mentioned. Notable among those is the highly sophisticated desk top publishing unit owned by our editor, N6ST, and which is undergoing continual upgrading. The Foundation owned computer is used full time for Foundation business only.



I am embarrassed to admit that in the last Newsletter we published a "Big Hitter" list, which unfortunately, was far less than complete than it should have been. When I realized the enormity of this omission I wrote letters of apology to each of the group. Even so, I want to list those very patient contributors. AF6S, K2PLD, K4KUZ, K6ANP, K6CBL, K6ILM, K6OZL, K6PU, K6RK, K6SQL, DK6AS, HC2HVE, I-150156, 12BUH, JA1EM, JA2MNB, JA3AFR, JA3BKP, JA8IYI. Please accept our thanks and also apologies for not recognizing your kindness when it should have been done. We have made a few omissions in the past but this one really got my attention. While not fully at the stage of slitting my wrists should there be future omissions, you can be sure that there will be more checks made prior to future publication.

**BANGLADESH**  
FIRST LICENSED AMATEUR OPERATOR

# S21A

TO STATION	CONFIRMING QSO						
	DAY	MONTH	YEAR	UTC	MHz	2-WAY SSB CW RTTY	RST

Verified by: W4FRU

A W4MPY QSL

**Salf Shahid**  
S21A/G1NWJ  
PRESIDENT  
BANGLADESH AMATEUR  
RADIO LEAGUE  
G. P. O. Box 3512  
Dhaka - 1209, Bangladesh



C9RAA DXpedition, 1991, by Rudi, DK7PE



*The following article comes from the Spring issue of Focus, the journal of the First Class CW Operators Club. It may well explain just what happens when we go to another shack and use a keyer that is new to us.*

## Dot-Dash Memory

by Roger Western, G3SXW

Dot-dash memory is well understood by all good CW operators who use electronic keyers - or is it? The keyer is clever enough to complete the dot or dash that is keyed but also to remember whether the next one has already been instructed from the paddle and is to produce it at the right time, with the correct spacing.

Experimenting with this facility set to the slowest code speed will clearly demonstrate the function. Hit a dash and immediately follow with a dot whilst the (really slow) dash is being produced and out will come a perfectly spaced letter "N". A keyer with no dot-dash memory will ignore the dot because it can only accept the next instruction when it's ready, so in this case we hear a "T".

So if all good CW operators know this already what's the point of writing about it in FOCUS? The answer is simple; it seems to be not at all well understood and nearly everyone who has ever "guest operated" in my shack has NOT been aware of the difference.

What happens is that we are raised and become accustomed to a particular keyer, whether it be one with or without dot-dash memory, and don't realize that the other modus operandi even exists. Then when coming across the other type in someone else's shack we are blown out of the water because suddenly our code comes out sounding like garbage.

Either way around it causes total destruction; if you are used to operating with memory and then start using a keyer without that function you find uncompleted letters appearing all over the shop ("T" instead of "N"), and the other way around lots of extraneous dots and dashes appear where they are not supposed to.

### Using the Wrong Type

So first is comprehending the cause of the problem. I've witnessed folks tearing their hair out with frustration and embarrassment at the lousy code they are producing when it's really not their keying at all. Second overcoming the situation.

To adapt from one to the other is very difficult. You know how long it can take for most of us to switch between iambic and non-iambic, or worse still from electronic keying to side-swiping (those great long dashes that keep appearing!). To adapt to this far more subtle and invisible feature is horrendous, and can take days. Never will I forget that time I operated at K5VT's QTH. It took nearly a whole week to get the code appearing the right way and everyone thought the beer must be flowing too freely.

In my case I have always operated without memory and I

can't send accurately with a keyer that contains dot-dash memory. These days I suspect that this is the minority situation and it certainly seems to be that our friends in USA have never come across keyers without it.

### Help at Hand

But - NIL DESPERANDUM - a keyer is available which caters to the problem and many thanks to DJ2BW for the foresight to build in a feature which allows you to switch dot-dash memory on and off. I refer to the ETM-8C.

No doubt other keyers have this facility too but I haven't run across it. For example, the extraordinarily clever Kansas City keyer which has every feature imaginable by the human brain, does not cater to this idiosyncrasy, perhaps demonstrating how universal dot-dash memory is in the USA: even the guy on the stand at Dayton confessed to never having considered the problem. Or am I a minority of one, ALL other CW operators always using keyers with dot-dash memory? Let me know!

Meantime anyone visiting my shack is assured of being able to produce good code with the benefit of that little slide switch - always assuming they go on the the air before starting into my beer!

## New Photo Processor

by Steve Thomas, N6ST

Starting with this issue, I am using a new Windows-based scanner control and photograph processing software called Ofoto. This software gives me much greater control over the appearance of pictures. I can control contrast and brightness much greater level of finesse than previously was possible. Let me know what you think of the results.

I do have one plea if you send photographs to this or any other publication. Please make sure the pictures are properly exposed and printed. A low contrast color picture is exceedingly hard to make look decent when translated to black and white. I struggled with one photograph I wanted to include in this issue, but there was just not enough contrast to work with. If you look at the pictures on page 6, you will notice that the best looking picture is that of PAØGAM. It was by far the best original of the bunch and took almost no work to get good printed results. The other two represent over an hour of work to get them to look even as good as they do.



## Return to Bangladesh

J.B. Smith, VK9NS

The telex from BTTB, Dhaka dated the 23rd July 1992 was received on Norfolk Island early on the morning of the 24th. The telex was addressed to J.B. Smith, Norfolk Island and the Subject - Introduction of the Amateur Radio Service in Bangladesh. The opening lines were highly significant - "BTTB is pleased to inform you that the Govt. of the Peoples Republic of Bangladesh has approved the Amateur Radio Service in Bangladesh. You are requested to FAX the following documents for having a license in Bangladesh ..."

So it was that slightly over two and a half years, down my particular track, Amateur Radio had officially arrived in Bangladesh. My interest had started simply enough, as a DXer. Bangladesh was needed (but the country did not permit amateur radio) could anything be done? As it happened starting in late December 1989/early January 1990 the path became very easy or at least so it appeared. After numerous letters, telephone calls to both the Bangladesh High Commission in Canberra, to the office of the Prime Minister in Dhaka, I had an invitation to go to Dhaka. It appeared that something could be done for me and permission for amateur radio.

By this time it was February 1990 and -out of the blue- came the telex from Bhutan - which permitted my amateur radio activity from the country. (this had taken several years but

station told me that S21U was active with a JA group and that Vince Thompson, K5VT was active as S21VT. On thinking things over in the coming days it seemed pointless for me to go to Dhaka. After all Bangladesh was on the air and so as things turned out I headed straight for Norfolk Island on the completion of my stay in Bhutan.

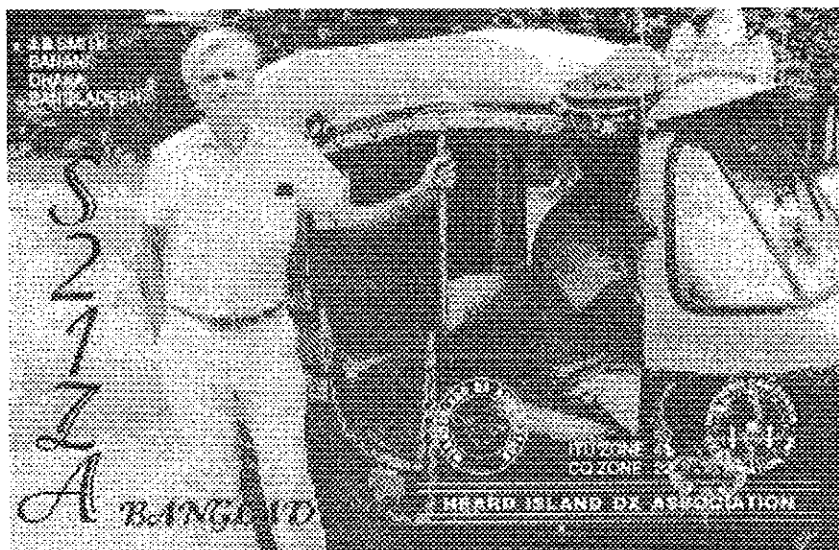
It was later in the year, around October, that I received an official letter asking what had happened to my interest in amateur radio in Bangladesh. It was as a result of this letter that I started to look towards Bangladesh once again. After all the S21U operation had been very restricted and Vince, at this time, had still not submitted any documentation for S21VT to DXCC. A few months later I received a telex of invitation to visit Dhaka from the Ministry of Information.

In making my arrangements to travel to Dhaka, I was aware that Bangladesh was in a turmoil. The eventual results as we all know today was a cry for free elections which were held in February and the election of a Democratic Government. The first for many years.

The immediate effect was a telex from BTTB advising me that amateur radio activity was not permitted and "any inconvenience was regretted". To me the significance was two fold - one was it had been sent by BTTB (who now had control over all telecommunications areas) and the other point was that they now held my file.

On the advice of Canberra and after much discussion with Kirsti I decided to go to Dhaka anyway. In the view of Canberra my telex of invitation was (or had been) official and the advice was "go and see for yourself". I spent 14 days in Dhaka, during Ramadan, the new government was just in place. In visiting both BTTB and NBA daily I finally received permission to operate S21U for a few days. The authorization, cleared by both NBA and BTTB, took place in an office of NBA. The documentation sent to ARRL, DXCC from Dhaka was accepted. Despite the low 731 QSO total, the operation was a success since so many people came to see what was happening.

However these 14 days in Dhaka, despite the frustration, were to lay the foundations of my relationship with the authorities in Bangladesh. When I



then that is another story)

Plans were made to travel to Bhutan immediately and since Dhaka was on route, arrangements were made to stopover in Dhaka on my return leg from Bhutan. I had hoped to make a couple of telephone calls on the way through but this did not happen. The reason was very simple. Through passengers were not allowed off the plane at Dhaka.

Some days after I had started my operation as A51JS a JA

next wrote, telephoned or sent a FAX, most of the time I had met the person concerned. The rest of the story becomes easier. Despite the several interludes, the path to amateur radio in Bangladesh continued to be fairly well defined.

It was in Bhutan that was I to undergo a major change of outlook in DXing and amateur radio terms. The change was basically this: A DXer trying to get permission for this country or that, which does not permit amateur radio cannot really

justify the permission in the name of DX and the position of the country on the wanted list.

To prove my outlook there are many examples of countries (DXCC) being left in a worse state or at the very least no better than before the DXpedition type activity. Thousands of DXers don't know and don't care about any background details - if it's okay for DXCC then fine.

So, in Bhutan and Bangladesh I set out to help, if I could, in order to repay some of the trust they had shown in me. In the case of Bangladesh, which had never permitted amateur radio in all the years since its Independence, how could I possibly justify amateur radio in terms of a DXpedition pile up?

Any assistance, real or imagined which I have extended to Bangladesh has been given to people that I regard as friends. The results must eventually reflect the tremendous effort of the staff of BTTB and their application to the idea of the amateur radio service. In many cases my input was easy, the project started from scratch. With the election of a Democratic Government the idea became a possibility and finally reality. There were few preconceived ideas as they had simply no idea of what amateur radio was about. Of course there were strong voices from security related personnel but in context even this is understandable. The amateur radio service is well documented and it has considerable clout and international standing. In writing the basic amateur radio type Rules and Regulations, outlining frequencies, power and communication modes etc. the material fell on fertile ground.

The first major breakthrough came in August when at a meeting of the BTTB Board all members voted in favor of the introduction of the amateur radio service. In a letter to each member of the BTTB Board I had requested that the Amateur Radio Service become an agenda item. My view was that any discussion would highlight any perceived problems and then these could be tackled.

Shortly after this decision, The Director Frequency International, BTTB told me that they were issuing licenses and that S21A and S21B had already been issued. With the assurance that licenses for Kirsti and I would also be okay we left for Dhaka. Kirsti and I had been promised S21ZA and S21ZB. It was of course hoped that during the stay our help would get Saif and Nizam started. We carried equipment for this.

The events of the three days between the IARU meeting at Bandung and our arrival in Dhaka does a few people little credit. The offer by BTTB to allow Kirsti and I to sign VK9NL and VK9NS was declined for the following reasons: I did not think it would be legal in terms of our DOTC, VK9 Licenses, that without the S2 indicator it would also be illegal in terms of the IARU, and we both agreed that in terms of the future of amateur radio in Bangladesh - nothing would be achieved.

Incidentally on the count of legality, it is interesting to note that on raising the matter with DOTC, Canberra later, they indicated in writing that they had no objection to the use of

the VK9 callsign in Bangladesh with the indication of location.

In any case those few weeks in Dhaka were not wasted and a number of important areas were tackled, discussed and clarified with BTTB. When I left for home some four weeks later I was confident that the Amateur Radio Service file, now on its way to the Minister of Communications for approval, would be cleared quickly. As we now know this took several months to clear a few more hurdles and finally surface with the statement given in the opening paragraph of this article.

I have been asked to comment on the HA5BUS operation. It is important to note that the permission did not come from BTTB. The Amateur Radio Service file had stalled and they had forwarded the HA request to another government office.

On arrival in Dhaka, the formalities for the issue of the first amateur radio license issued involving a foreigner were soon completed. There remained the task of paying for the license and was based on existing government arrangements for the licensing of fixed stations in Bangladesh. The BTTB account rendered to me included a charge for the Callsign and a charge for the Equipment License. (The license itself authorizes the equipment being used). The significance of the Z in my callsign S21ZA was that it indicated that it had been issued to a foreigner. The total cost of about \$100.00 is not cheap for a seven day license but the license can be readily renewed for the next visit.

Incidentally the actual payment of the license fee was an education in itself. I was already an old hand in this sort of bureaucratic area. Nevertheless without the assistance of BTTB I think that it would have taken me at least one full day to complete the payment. Finally I had my receipt and we headed back to BTTB where now my license could be completed.

For the visiting foreigner, the license is valid for 7 days and this was based on input given by local amateurs-to-be in November. The input was aimed at limiting extended operation making thousands of QSOs. My view, expressed at the time was that the visitor license should be valid for the length of the visa. A visitor can get a 15 day visa with little formality and it is also fairly easy to get an extension of a week or so. In the case of the foreigner working in the country, then my recommendation was that the license should be valid as long as the work permit visa was valid.

The license document is a small 18 page booklet and leans heavily on existing documentation for fixed and land mobile stations. I really think the license is a collectors item in its sense of importance in amateur radio terms. The document is headed Amateur Radio License and written into the pages is the language of permission.

Among other things the license states where the station is to be located. The private location, in Dhaka, which I gave was accepted without question. This clearly demonstrates the confidence of BTTB that amateur radio matters are under control.

Moving from the Sheraton Hotel, where I had spent two nights, I soon had all my equipment in place at my planned location. Travel in Dhaka is always full of surprises and thrills, certainly not for the weak in heart. A start was then made to setting up the S21ZA station.

On the roof, as I unpacked my Butternut HF6V vertical, the temperature was about 30 degrees C and my mind turned back to the events of November the previous year. There on a roof a few hundred meters away Kirsti and I had unpacked the same antenna, confidently expecting to be active the next day. My modified HF6V can be assembled by one person and up and ready for operation within 30 minutes. The coaxial cable was soon running down from the roof to the ground floor window below and a few minutes later available at the operating position.

In the corner of an office which had kindly been allocated to me, a small writing desk had been set up and I quickly started to unpack my gear. I soon had the basic station connected together. I had to make a quick trip to a local electrical shop to purchase 10 M of three wire power cable. \$20.00 poorer I returned and soon had the station connected to the power source and switched on. The receiver sounded fine and I quickly tuned in a fairly loud VU station on 20M SSB but as I moved the rig back a few inches, everything went dead. Dial lights still on but silence. My heart literally sank and as I bounced the rig, hit the sides etc. the rig remained stubbornly 'dead'. I removed the top and bottom covers of the ICOM 751 and went through the routine of checking plugs and sockets. Nothing happened up top but on turning over the rig and continuing the routine touching a small board coax lead brought things back to life. Meanwhile the VU station had gone, unaware of the drama. Hallelujah! With the plug now firmly in place and a completion of the checking routine, the rig was soon back together and in place. I heaved a sigh of relief.

My license was valid for exactly 7 days and during this time I gradually got on all bands. It was a couple of days after I started that I ran into S21ZC on 20M CW. Initially I thought it was Eric, WZ6C, as S21ZB had been reserved for Kirsti. However after listening for a few minutes the operator was giving his name as Rudi. So it was that Rudi, DK7PE and I met and we had several interesting chats over DXing etc. Rudi was set up at the Sheraton Hotel (my old stomping ground) and with his low band activity certainly took a lot of weight off my shoulders. Rudi also came over to visit the S21ZA shack and we took many photographs.

Also on the second day I had some more equipment problems this time involving the ICOM AT500 auto antenna tuner. It was very erratic in operation and finally during a quiet spell I took the cover off. I finally located the problem the drive coupling on one of the variable capacitors was loose. Needless to say I had no Allen wrench and nothing that could really tighten the set screw. I removed the screw and headed out into the world outside. My idea was to show the screw and try to get a key. I ended up at the small stall of a road side

locksmith. By signs I asked if he could help and a few minutes later I had a solution. This is what he did. He took a short length of old bicycle spoke (he had several pieces in his junk box) and with a hammer and a small anvil he shaped the end to fit the set screw. The other end he turned into a small loop so that it could be held. For about 50 cents I could then fix the AT500, the device worked just fine.

Band conditions were very poor for a couple of days and in this sort of position, the 7 day license looks fragile. However, I had a few exciting openings to East and West coast USA but did not make many QSOs in those areas. Of course Europe and Japan were very good and at the end of it all, with some 6,500 QSOs in the log I felt reasonably happy. After all it was not the usual DXpedition with nobody active in the country after the DXpeditioners leave. With amateur radio a reality in the country and with a couple of Nationals in place the demand for Bangladesh will soon be met.

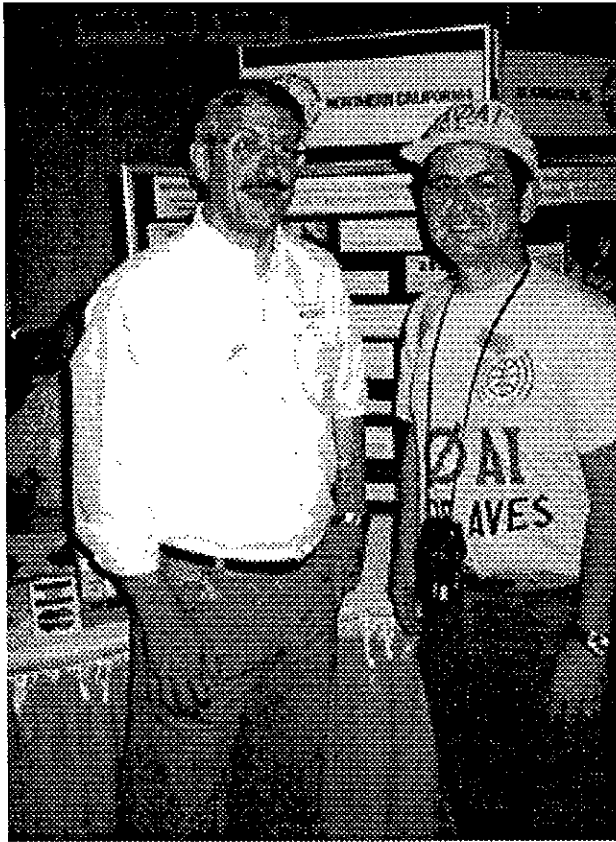
One further area requires comment - it is a requirement of the license conditions that a copy of the log is given to BTTB on completion of the operation. In my case I opted for a page logging 60 QSOs, date, time, frequency, callsign etc. and a piece of carbon paper with another log sheet underneath. I numbered each page and prepared these in batches of 6 pairs holding them together with a paper clip. The system worked fine but it was sometime awkward to stop operating to make up another six batches. I would also use a thinner paper next time and edge glue them - taking the pages off two at a time. I then clipped these carbon copies in a file folder and gave this to BTTB. I have an identical file folder with the original log.

I have many pleasant memories of my stay, it is partly due to having confidence and knowing my way around. That very first arrival in Bangladesh can be very daunting, it is very busy and even worrying if you are not used to the high activity. These days I feel an "old hand" and I enjoy Dhaka - maybe coming from Norfolk Island has something to do with it. There is so much to see, life around one is very busy.

The happiness and sincerity over the issue of the S21ZA license was obvious. That finally they could prepare this document of authority for amateur radio activity in Bangladesh. Their genuine disappointment that Kirsti was not with me. The personal kindness of Muhammed Ismael, of Frequency Management, coming to the S21ZA shack to wish Kirsti a Happy Birthday. His invitation extended, once again, to her to visit Bangladesh so that she too might operate amateur radio. The get together at S21ZA with a small group of Bangladesh Nationals interested in amateur radio. We were all secure in the idea that they will soon be active on the amateur radio bands.

Thanks are due to many people but perhaps if I just thank BTTB Board in general and specifically; The Director Frequency International, Mr. Fazlur Rahman and Muhammed Ismael of Frequency Management as of course it is their day. They were the "true believers" in the Amateur Radio Service in every sense of the words.

## Look for the NCDXF in Visalia



## New Shows

Josephine Clarke, WB6ZUC

No new slide programs were received during the last 6 months but we do have new materials in the Video format.

VP8ANT/G3CWI, the story of Richard Newstead who spent time between 1981- 1984 on Adelaide Island in the Antarctic area. You see living conditions as well as his operating scene during that period. (45 mins).

Another new program is the H44, Solomon Island, video of a trip by three British operators who went to this island on expedition. You see them going through the planning process of evaluating various possibilities of operating sites and then watch them putting up antennas and operating and, finally, performing the final courtesy of answering QSLs, Photographed by one of the group who is a professional. ( 12 mins)

The Northern Ohio DXA gave us a video of their VP2EOH, Anguilla, DXpedition of 1992. Six operators from this club (KO8O, K8BL, KB8WC, WA8MEM, N8DJX, K8KR) planned and executed this trip to Anguilla and share with us the experience of "putting one on". (29 mins)

This video of a DXpedition to Christmas Island (March 1990) was sent to Chod Harris, WB2CHO, who was one of the operators and it was in Japanese (JH1LBR did the photography which is excellent). Chod prepared an audio narration of the action on the tape and this tape was added to the video copy which we use for circulation. The result is not always perfectly synchronized but Christmas Island is a rare spot because it is a bird sanctuary and this is a good story. (45 mins)

Next is the VP8SSI, South Shetlands story of 1992 on tape which makes you appreciate even more the tremendous effort and possible danger which some of our DXpeditions suffer in order to put on a New One for us. Well done and exciting. (46 mins)

Lastly, we have a new program from Zman Productions who produced the "More Than Radios" which so many people enjoyed). This one is called More About Radios and is a listing and description of the many subdivisions of our radio hobby and suggests ways to get started in them. This is a basic and appealing account of how to get into ham radio: one you would want to show a neighbor or anyone interested in the hobby. ( 28 mins)

Happy Viewing!

## Slide Shows and Videos

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

### Available Slide Shows:

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

### Available VHS videos:

1. XU1SS (plus BV0YL and BV0JA) (35 minutes)
2. 7J1RL of 1976 and 1978 (includes ZK9ZR, Mellish Reef)
3. VK9ZR DXpedition of 1978 (plus Ogasawara)
4. Frankford Radio Club ARRL phone parody + JH7YFL WWCW
5. JF11ST/7J1 DXpedition to Okino Torishima of 1979 (25 minutes)
6. Australian travelogue - Climbing Big Ben, Heard Island (55 minutes)
7. Ham Radio in the South Cook Islands by ZK1CA & ZK1CT (70 minutes)
8. VR6 by ZLIAMO & ZLIADI (copy of slide show above)
9. Looking Up in Rio Linda, 1986 by W6GO/K6HHD (45 minutes)
10. Revillagigedo, XF4DX, of 1987 (15 minutes)
11. Northern Texas Contest Club - towers and contesters (45 minutes)
12. It Started With A Broken Fence - JH3DPB Tall Tower tale (15 minutes)
13. Pile Up Busters, Humorous. (10 minutes)

14. FG/W2QM/FS, French St Martin, DXing Senior Style - Another Wrinkle to DXing
15. 1984 Laccadive Island DXpedition, VU7WCY, plus 1983 VK0HI from TV (60 minutes)
16. The K6UA contest station story (25 minutes)
17. HK0TU DXpedition of 1983, Malpelo (25 minutes in Spanish)
18. The Ship That Shouldn't Have - VK0JS Heard Island DXpedition (90 minutes)
19. The New World of Amateur Radio (28 minutes)
20. S0RASD 1987 by the Lynx Group, The Western Sahara Story (37 minutes)
21. Auckland Island 1988 by ZLIAMO, ZLI1BQD, N7NG (60 minutes)
22. Dr. Owen Garriot's First Talk to hams about the Space Shuttle
23. Russian Ham Radio Tour by WA6WXD, Oct 1986 (45 minutes)
24. 3Y DXpedition 1987 - W4VWA copy of the slide show
25. Peter I 1987, from JA7ARW
26. 1979 Spratly Isl DXpedition by K4SMX, K1MM, VK2BJL, N2OO, N4WW & KP2A
27. 1988 Malj Vysotskij Island by OH2BH, UZ3AU, OH5NZ, UR2AR, OH2RF, UW3AX 23 min
28. 3W8DX & 3W8CW by HA5MY, HA5WA, HA5PP, HA5BBC, Nov. 1988 Produced by W4BRE
29. Aruba, P40V CQWW Test (12 min)
30. A Message from Barry Goldwater, K7UGA (12 min)
31. Navassa of 1988 by N2EDF, K2SG, KE4VU, KD2NT, N4GNN, KT2Q, W3GH (38 min)
32. Rhodes, SV5, by N2OO & SV0AA, April 1989 (40 min)
33. NO1Z/KH1, Howland Isl 1988 by NO1Z, 7J3AAB, TR8JLD, VK9NS & VK9NL (20 min)
34. Boeing ARC at the Electronic Convention and Great Wall of China (audio tape + VHS 30 min)
35. KC Club DXpedition to Tonganoxic Island (30 min)
36. Tuvalu 1989 by K6EDV and ZLIAMO (27 min)
37. Visalia Convention of 1990 recorded by W6NLG (2 hours)
38. Rotuma, 1988 copy of the slide show (73 min)
39. XW8CW & XW8DX 1989 by HA5PP & HA5WA (27 min), produced by W4BRE
40. XU8CW & XU8DX 1990 by HA5PP & HA5WA Produced by W4BRE (27 min)
41. All China Amateur Radio Dfing Competition + BY1PK (32 min)
42. ZS8MI by ZS6PT, partial copy of the slide show (40 min)
43. Jim Smith, A51JS, VK9NS, visits the SF Bay Area by WA6BXV (80 min)
44. R9ZF/NN7A, NN7D & W7YS, Aug. 1989 Lake Teletskoye, Siberia (30 min)
45. VU7, Laccadive Isl 1984 (65 min)
46. VU7, Andaman Isl 1987 by Combatore Radio Club (30 min)
47. 3Y5X Bouvet 1989. Video by JF11ST (in Japanese, good photography) 35 min
48. VR6TC speaks to the Turlock ARC. 1991 by K6IMN (125 min)
49. 1990 World Radiosport Team Championships in Seattle (25 min)
50. ICOM's "More Than Radios" The legacy we leave to the young. (25 min)
51. T33R-T33T Banaba, Nov 1990 by SM7PKK, TF3CW, OH1RY (22 min)
52. This is ATV by Western Washington AT Society (12 min)
53. New Horizon: South Pacific Adventure by AA6LF (55 min)
54. YB3ASQ: Indonesian Stations and Sightseeing by W7TSQ 25 min
55. XF4L of 1989 by JH4RHF, XE1OH, OH2BH, W6RGG, XE1L, OH2BU and N7NG 25 min
56. ET2A by W4IBB, Jack Reeves May 91 12 min
57. IS0XV by UW3R et al July 1990 35 min or 2 hours (your choice)
58. Jarvis 1990 by K3NA and KN3T 35 min
59. 3C0CW, Annobon 1991 by the Garrotxa Club of Spain
60. Araucaria DX Group of Brazil, about contest stns and ops 30 min
61. 9L1US by Dave Heil, K8MN Ed. by Jim Hurst, West Ga College & W4VWA (45 min)
62. Dave Heil, K8MN visits Finland. Edited by Jim Hurst & Henry Owen, W4VWA (35 min)
63. Penguin Isl. 1990 from a slide show by Wayne Mills, N7NG, Produced by MoBre (15 min)
64. PJ9W-1990, "Spirit of Victory", Radioteam Finland, Produced by WA7LNW (48 min)
65. Empire of the Air; The Men Who Made Radio Recorded by KI6YB
66. Contest Night Live, by the Kansas City DX Club (30 min)
67. DXing Kansas City Style, by the Kansas City DX Club (30 min)
68. VP8ANT/G3CWI The story of Richard Newstead on Adelaide Isl(45 min)
69. H44 Solomon Island DXpedition (12 min)
50. VP2EOH 1992 by Northern Ohio DXA (29 min)
61. Christmas Island March 1990 by JH1LBR. English audio by WB2CHO
62. VP8SSI South Shetlands 1992. (46 min)
63. More About Radios by Znan Productions - an intro to the hobby (28 min)

# 1993 Contribution

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