



Northern California DX Foundation

www.ncdxf.org

Fall/Winter 2005

The K7C Kure Atoll 2005 DXpedition

Robert W. Schmieder, KK6EK

The bottom line

K7C went QRV Kure Atoll 24 September-6 October 2005, on schedule. Total QSOs logged: about 51,000, with 15,000 (30%) unique call signs. Emphasis was given to Europe, of which there were 9,000 QSOs (18%), compared to NA (16,000) and JA (23,000). Dupe rate was 7.5%. The most productive bandmodes were 40M/30M CW and 20M/17M SSB. There were about 1,300 contacts on 160M. The 11 operators averaged 5,600 QSOs each. In addition, the

K7C operation implemented the new quasi-real time web-site called DXA, which enabled DXers to see

the call signs of the most recently worked stations, the total number of Qs logged, the bandmodes currently being worked by K7C, and most importantly, a graphic version of the online log server that showed the DXer's logged bandmodes. By now, you're familiar with the "greenies," those cute little green squares that confirm (or deny) that you are in the K7C log for a particular bandmode.

The team had to work hard for this one and the project was rewarding, but it wasn't easy.

The rest of the story

Getting to Kure wasn't easy. First, politics nearly stopped us. Basically, if you hadn't already done it, you couldn't. We were fortunate to be able to walk in the footsteps of Kimo Chun, KH7U, who, together with his Pacific DX Group,

had activated Kure and Midway Island in 1997 when the politics were easier.

Now, there is such bureaucratic rigidity and positional insecurity that the agencies (and there are several) that have jurisdiction over Kure are really only interested in management of the sanctuary. Sound familiar? We got the landing permit on the strength of Kimo's goodwill with the Hawaiian State culture, and on the promise that our team would contribute labor to Camp Kure.

The boat

We originally contracted with the *Searcher*, a luxurious vessel that had taken my friend Jean-Michel Cousteau up the Northwestern Hawaiian Islands all the way to Kure in 2002. Upon reaching an agreement, I flew to Honolulu to sign the contract. Once there, the price skyrocketed and the skipper eventually backed out completely.

I started working on a contract



The K7C team — (kneeling, from left) AD6E, NØAX, WA1S, DJ9ZB and NI6T; (standing) K6SRZ, N7CQQ, W6KK, N6HC, DJ5IW, VE7CT and KK6EK.

with our backup boat: a large fishing vessel. The day before the contract was to be signed, the Hawaiian officials said we couldn't take a fishing boat to Kure.

Finally, I signed the *Machias*, a 65-foot motor schooner, familiar around the Pacific. Three of our team members had been on her for a previ-

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Alan, K6SRZ, operating K7C.

ous DXpedition; they should have known better. The *Machias* rocked and rolled in 10-foot seas, keeping us constantly off balance and soaked. It was cramped, with foul smelling heads that failed and monotonous food (rice, rice and rice).

Our team was so battered, sick and malnourished on the 7-day voyage to Kure that we were exhausted and in poor condition when we arrived.

Our return voyage to Honolulu took nine days — pounding day and night in 10- to 12-foot seas. It was the ride across hell. By the time we reached Oahu, I heard mutterings like “Never again,” and “Worst time of my life.” Everyone was just kidding, I hoped.

Getting started

Once we arrived at Kure, we discovered another set of problems that had been put into play a week earlier. As part of our agreement to help prevent alien species from arriving at Kure, we paid \$800 to have all our gear — radios, generators, tents, sleeping bags, antennas, tables, chairs, computers, everything — frozen (yes, frozen) at -5°, for 48 hours.

The results of the freezing soon became apparent: as we unrolled our inflatable boat, it fell into shards as every seam failed, the adhesive reduced to crystalline powder. Fortunately, we had two additional inflatable boats and we were able to land

our gear in two days using them instead.

If the voyage had been terrible, the beach was worse. The heat was indescribable. You couldn't walk more than a few hundred yards without desperately needing something to drink. Raising the verticals (and they were all verticals) was made all the more challenging by the brilliant white sand that not only was blind-

ing, but it reflected the heat — so you were effectively on a planet with two suns!

It was so hot inside the tents where the poor ops had to sit to work pile-ups you could bake bread. The whole experience was a bit Finnish — a half



Above: The DXA control station, where the data packets were formed and sent via satellite to the central DXA website. Left: A typical DXA window



as seen worldwide during the K7C operation.

hour sauna followed by a soak in the cool lagoon, then back to the sauna for another session.

Camp Kure

We went to Kure to do radio, but Cynthia, the sanctuary manager, exacted her kilogram of flesh. We fixed the picnic table, dug and lined a new latrine, expanded a duck pond, painted the roof of the house with aluminum paint and wired fluorescent lights all over the house. The work was not optional, and it cut into our operating/rest time, not to mention the significant impact it had on our energy level.

We started most days droopy,

dropped into dragging, slid into stumbling and ended the day comatose. We were effectively in a work camp. After a week, no one had seen anything of Kure beyond the house, the stations on the beach and the 500-foot path that separated the two. The worst punishment was that we had no beer — none — the entire month of the expedition.

Trials and tribulations

Gear failure was well beyond all reason. The CW generator stopped, and then the brand-new 8kW Honda backup generator stopped. We had a backup to the backup generator sent in from the boat.

The Iridium satphone failed after two calls and the backup Inmarsat satphone failed after one day. It's a good thing we brought an *extra* Inmarsat (\$2,000).

After a week we determined our gasoline would run out early, because of the excessive requirement of holding reserve for the inflatables, so we burned Cynthia's three-year-old gasoline reserves.

The difficulties notwithstanding, the project was actually going swimmingly. The number of logged Qs rose nicely, eventually passing 50,000. We did what we promised: we were ready to work every opening to Europe, and we got compliments for that, in spite of struggling with one-way propagation. And DXA worked! All around the world, hams logged onto www.cordell.org/DXA and watched the window display call signs, locations and bandmodes of the stations worked in the past five minutes.

Particularly popular (when it worked) and unpopular (when it didn't work) was the personal bandmode table presented when you logged in with your call sign. Interest in DXA was staggering. More than 40,000 Hams logged in and at any given time there were about 20,000 people watching the DXA window. The server took 70 million hits altogether. While the initial onslaught caused the server to crash repeatedly,

we modified the website to moderate the load, and it worked nicely after that. Can I say that as the "DXA op" I "logged" more than three times as many Hams as logged by the radio ops? Quite possibly, *every* DXer in the world was watching K7C.

Band	CW	SSB	RTTY	Totals
160	1,268	0	0	1,268
80	2,695	2,144	0	4,839
40	5,268	1,676	0	6,944
30	5,420	0	0	5,420
20	3,588	9,337	960	13,885
17	3,912	5,013	298	9,223
15	3,512	2,139	375	6,026
12	1,462	971	164	2,597
10	633	364	2	999
6	0	0	0	0
Totals	27,758	21,644	1,799	51,201
	53.4%	41.7%	3.4%	

The QSOs were distributed in Zones as follows:

Zone	No. QSOs	Zone	No. QSOs
1	234	21	37
2	14	22	8
3	6,309	23	59
4	5,398	24	261
5	4,206	25	20,956
6	132	26	39
7	57	27	70
8	83	28	132
9	72	29	74
10	12	30	293
11	334	31	319
12	51	32	297
13	395	33	109
14	3,360	34	0
15	3,540	35	1
16	2,291	36	0
17	1,071	37	25
18	212	38	56
19	266	39	18
20	398	40	11

Radio operations

Radio operations of the K7C Kure Atoll DXpedition commenced on schedule at 8:12 p.m. 24 September 2005 (0712 UTC 25 September 2005) and ended at 1000 UTC on 5 October 2005. The tables give a preliminary set of statistics of the radio log.

The number of unique call signs in the K7C log is 15,487 (30%). The dupe rate was 7.4%. No 6M QSOs were logged, although K7C fielded the gear and was ready.

QSL route: K7C, c/o K4TSJ, Box 1, Watkinsville, GA 30677 USA.

Acknowledgements

The K7C Kure Atoll DXpedition wants to express its deepest appreciation to the Northern California DX Foundation for its generous support of the K7C project.

The K7C DXpedition is dedicated to the memory of Hugh Cassidy, WA6AUD, who perhaps as much as anyone defined the DX environment within which DXpeditions such as K7C are carried out. We extend special thanks to our Honorary DXpedition Leader Kimo Chun, KH7U, and his colleagues for extensive help in carrying out the operation and in supplying equipment.

The K7C team consisted of the following: Robert Schmieder, KK6EK (expedition leader); Garry Shapiro, NI6T (co-organizer); Al Maenchen, AD6E (co-organizer); Alan Eshleman, K6SRZ; Franz Langner, DJ9ZB; John Kennon, N7CQQ; Gerd Richter, DJ5IW; Arnie Shatz, N6HC; Ward Silver, NØAX; Ann Santos, WA1S; Charlie Spetnagel, W6KK, and Steve Wright, VE7CT. Event webmaster was Steve Hammer, K6SGH; QSL Manager is Tom Harrell, N4XP, and technical support was provided by Mike Mraz, N6MZ.

Financial support was provided by ICOM America (courtesy Ray Novak), the ARRL (the Colvin Grant) and numerous other generous individuals and organizations.

A Spectator's Guide to the Olympics of Amateur Radio

Jeff Briggs, K1ZM/VY2ZM

WRTC 2006 – Florianopolis, Brazil, 7-10 July 2006. So you don't think you really know what those letters mean? Well, you are not alone. Read on and by the end, you will not only understand what it all means, you just might want to book a flight to Santa Catarina Island in southern Brazil next summer to be a witness to the most important Amateur Radio contesting event taking place on the planet!

Background

Billed as the "Olympics of Amateur Radio," the World Radiosport Team Championship (WRTC) was conceived in the late 1980s by Danny Eskenazi, K7SS. The event was run by a committee of local Seattle amateurs including K7SS, NØAX, K7LXC, K7ST and others with integral help from W6OAT, K3EST and OH2BH.

WRTC 1990 wanted to create a very special kind of competition that would test the operating skills of the very "best of the best" contest operators from around the world in an environment that leveled the playing field as much as possible.

Now why would anyone want to do that? Well, as most experienced contesters and DXers know, there are enormous geographical disadvantages that exist at home and abroad that make it all but impossible to compare the Top 10 results in the various major contests. For example, it is totally unfair to attempt to compare CQWW scores made from New England against those made from say Chicago, IL, or Dallas, TX. In Europe, it is also impossible to equate scores made from G, CT1 or EA with those made from LZ or YO. In Asia, it is not possible to equate scores made from JA versus those made from 5B4 or 4X. And, in the Pacific, one cannot compare a DX contest score made from

KH6 against those made by even the very best operators from VK or ZL. It just isn't possible because of the disparity of the various locations involved and their respective distances from the world's major population centers and multiplier-rich zones (read Europe!).

Out of this problem



*Above and left:
Site of WRTC
2006 – Costão
do Santinho
Hotel, Brazil.*

came a wonderful opportunity. The amateurs noted above and some of their friends decided to host the very first WRTC in Seattle, WA, in 1990. The plan was to bring the very best operators in the world to a common location and let them operate in national teams of two from various sites around the Seattle suburbs using comparable antennas, the same power level and similar operating locations in order to level the geographic playing field. In reality, at this first WRTC, the organizers were not totally successful at equalizing these variables.

In the end, operator skill probably outweighed station capabilities with stations in roughly similar classes. In so doing, the organizers hoped at long last to determine which operators were really the best of the best from around the world and then

award gold, silver and bronze medalions to the winners in much the same way as the real Olympics. As luck would have it, Ted Turner's Goodwill Games were also taking place that year in Seattle and the first WRTC 1990 preceded Turner's games as a prelude activity to the real games, which actually opened the following weekend.

Just over 20 teams were invited to participate, drawn by application. The games were held on a Thursday afternoon and evening as a 10-hour contest. (Starting with the San Francisco games in 1996, WRTCs were conducted as a "contest within a contest," meaning that WRTCs ran for 24 hours simultaneously within and during the IARU Contest of that summer.)

In 1990 teams came from as far away as the Soviet Union, Asia,



Europe and South America and when the smoke had cleared, the team of John Dorr, K1AR, and Doug Grant, K1DG, representing the USA was the gold medal winner. And that is how it all started.

Perhaps one of the most important benefits of WRTC 1990 was that it served as a setting which brought together many of Amateur Radio's finest operators, both contesters and DXers. From the personal friendships made in Seattle have grown some of the most significant DXpeditions of the last 15 years. Thus many DXers have the WRTC program to thank for some of their rarer QSL cards (such as FT5XO, VP8THU, VP8SGI, etc.).

What's happened since?

Following the Seattle games, subsequent WRTC championships have taken place in San Francisco (1996), Slovenia (2000) and most recently, Helsinki (2002). With each running of the games, the number of teams and countries represented has grown, and so too, has the number of WRTC guests and spectators to witness the various competitions making the WRTC games one of the most sought after gatherings of dyed-in-the-wool contesters in the world. Everybody who is anybody in contesting (and many DXers as well) will likely be there as a competitor, judge or specta-

tor just out for an exciting vacation. The early scuttlebutt regarding WRTC 2006 in Florianopolis, Brazil, has it that this event may well turn out to be the best WRTC ever due, in part, to its wonderful location, the fact that it is being held in a part of the world that is farther away from Europe and North America than any past WRTC and because its organizers are introducing some exciting rule changes that are hoped to make the competition more lively than ever before.

For example, in addition to equalized operating locations from a common general theater of southern Brazil, there are some new twists, such as:

- Competitors will be no longer be limited to 100W output only; small amplifiers will be allowed for the first time.
- An HF log periodic antenna and a small 40M Yagi will be permitted in addition to the Windom that has been de riger at past WRTC competitions.
- A number of multi-operator teams are planned from home stations in Brazil which may be populated by visiting amateurs by way of application to the organizers.
- Student-type teams will be

introduced at WRTC as a means of attracting newcomers to contesting and the games.

- Three teams will be drawn by lottery from private bidding by sponsors as a means of securing necessary funding for the games which is a substantial sum this time out.

- The central site for the games will be located at the 5-star Costão do Santinho Resort on the northeast side of Santa Catarina Island. This complex is located right on the Atlantic Ocean in a magnificent setting with a private beach, multiple pools and restaurants on gorgeous, secure grounds. Most everything at the games, except for the competition itself, will be run out of this complex making it convenient for competitors, judges, guests and spectators alike.



ZW5B (PY5EG) contest station.

What should I bring? What will I do?

Unless you are a competitor, bring sport casual clothes, some shorts and jeans, a light jacket or windbreaker, a camera and a positive outlook aimed at just having fun! At a WRTC, spectators participate and get to oversee all public events such as the opening and closing/award ceremonies, pileup competitions, WRTC planning sessions, meals and evening beer drinking conversations that often take place until the sun comes up. It is possible to go to bed at midnight and in the morning find many folks still going at it long after daybreak.

On Friday morning, the competitor teams will select their operating locations around Santa Catarina province by lottery and shortly thereafter, they will depart to set up their stations. Each team will dream of a hilltop location overlooking the sea but most will find generally average locations that have been preselected by the organizers to be



as competitively equal as is humanly possible. Remember, the winners of the WRTC games are intended to be the best operators, not the team that just happens to wind up with a superior location. That is the beauty and fundamental guiding principle behind the games in the first place: give everyone an equal setting, equal power output and antennas.

During the games themselves, spectators can stay at the Costão do Santinho and follow hour-by-hour results of the competition, or take a sightseeing trip around the island, or a tour of Florianopolis, the capital city of SC province.

On Sunday afternoon the various WRTC team competitors will return to the hotel. The organizers will host an evening meal on Sunday night, followed by the awards and closing ceremonies.

How to get there?

From the U.S., a number of airlines (American Airlines and Varig, for example) provide daily service to Brazil from gateways such as Miami, New York and Chicago. Many flights land in São Paulo on the Atlantic coast and TAM, a regional carrier, services routes to the south including Florianopolis in Santa Catarina province.

From overseas, Varig serves Brazil from a number of gateways. Once entry into Brazil has been made, transfer to a local carrier.

A visa is required for U.S. travel-

ers, which can be obtained at Brazilian Consulate offices. Information on visa requirements applicable to other countries is available on the Internet and should be carefully followed; visit www.brasilemb.org.

Here are a few of the high points for travelers from the U.S.:

- The processing fee for a Brazilian visa is US\$100, payable by money order, cashier's checks or certified

checks. An additional absent fee of US\$10 will be charged for any application not submitted in person by the applicant or by his/her immediate family.

- A U.S. passport valid for at least six months following the intended arrival date to Brazil along with at least one blank page available.

- A recent passport photo and a copy of a round-trip ticket or booked itinerary showing travel to and from Brazil, confirming purchase of the ticket and passenger's name, itinerary, flight number and arrival/departure dates.

- Visas must be used within 90 days from the date they were issued.

So, are you QRV for the games?

Now that you know all about WRTC and the significance and history of the games, are you QRV for a visit to Florianopolis? Atilano de Oms, PY5EG, and the rest of the organizing committee surely hope so.

For the latest WRTC 2006 news, visit www.wrtc2006.com. 

Special thanks

NCDXF would like to acknowledge two large contributions of equipment which have been liquidated and added to the Foundation's capital account.

K6GFJ, ROSS FORBES • W6JZH, JOHN GALLI

If you have equipment or estate gifts you wish to donate to NCDXF, contact Chuck Ternes, n6oj@sbcglobal.net.

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 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. Use the envelope supplied with the newsletter to send your contribution. If the envelope is missing, send your contribution to: NORTHERN CALIFORNIA DX FOUNDATION, P.O. Box 1328, Los Altos, CA 94023-1328, USA. You may also contribute and order supplies online via our secure server, visit www.ncdxf.org.

NCDXF promotes Amateur Radio among young students

Omar Shabsigh, YK1AO

As a teacher at the University of Damascus' Electrical Engineering department, I got the idea to expand Amateur Radio among young people by giving a senior-level graduation project of building a transceiver. That idea was a great success among students. I had 26 new members in the Technical Institute of Radio (TIR), our Syrian Amateur Radio society, who applied in June and July 2004. I also started giving Morse Code and operating procedure lessons at the club.

I looked for a good project design which I found in a series of articles by Peter Rhodes, G3XJP, in RSGB's *RadCom* magazine under the name of Pic-A-Star. The design was fantastic; it was a state-of-the-art software radio transceiver. All I wanted the students to do was understand some new trends in radio design such as Direct Digital Synthesis (DDS), PIC control and implementation of software for Digital Signal Processing (DSP) and, build the transceiver. I had in mind to let them build 30 units, some as a university project which they could have also as a homebrew radio later, and for the rest as a radio.

The problem was, not all of the students had the resources to spend for each kit, which was about £200 (not including a power amplifier).

I approached several organizations and persons for support. The biggest contribution came from the NCDXF through the efforts of Tom McShane, NW6P. We also had some contributions from individuals in the U.S. and Europe.

Finding a supplier for the parts was not easy. It was now January 2005, and the students, seven in all, had gone through theory, had their PCBs ready and were waiting for the components which were ordered when we got the funds.

It took the supplier until the end



Students working on their project.

of April to deliver only a small part of the components, which allowed the students to make two DDS sets, plus the display, which was to be presented to the college by mid-May. It was a very tight schedule, what with all the other material the students had in preparing for their final examination.

The students managed to assemble the two sets in time. They passed their project examinations with flying banners getting an A+ grade. The project was a big surprise for other professors at the examination both in the concept and work — SMD components, soldering micro ICs by hand for the DDS, etc.

During the summer, graduates continued to build their transceivers with the rest of the components from the supplier.

This shows how much the NCDXF and others are contributing to the growth of Amateur Radio in developing countries.



TX9 — Chesterfield 2004

Chris Sauvageot, DL5NAM

“Where do we go next?” That is the question every time we come back from a DXpedition. Under the leadership of Hawa, DK9KX, we put together a strong team made up of Hawa; Dieter, DJ9ON; Dieter, DL3KDV; Jan, DJ8NK; Hans, DL6JGN; Heye, DJ9RR and Chris, DL5NAM, and a date was planned for March 2004 to the Chesterfield Islands.

Due to circumstances, however, the schedule had to be postponed until October. In fact, we were lucky, in March 2004 a typhoon swept over the Chesterfields and caused much damage on several islands in the region.

Planning stage

What does one actually need to carry out a radio operation from an uninhabited island? Certainly a radio and antennas, but more is necessary. Checklists were set up, and Internet searches were made for information from previous DXpeditions and contacts to other OMs worldwide were established.

In the end, our material list had an indescribable length. The smallest part was the actual radio equipment: 10 antennas, three antenna masts, seven radios and seven notebooks. Additionally, two generators plus a spare, over 500 liters of gasoline, 1,000 liters of drinking water, groceries and fruit, dishes, several tents for the shack and sleeping, sleeping bags, and chairs and tables. The island is uninhabited, no way to go to the hardware store!

We also needed organizational support on the spot. Not everything could be shipped from Germany. We got in touch with Kan, JA1BK, who had activated the Chesterfields already and was able to give us valuable support by means of material and information. We also got another point of contact, Eric, FK8GM. Eric was exactly someone we had sought, an OM who lives in FK8 and someone who was an active Ham radio opera-

tor. Moreover, Eric was already on the Chesterfields and knew the “game.” We came into contact with Eric and quickly learned that there is also Ham spirit in FK8. There was no problem that Eric could not solve for us.

Only the transfer problem from FK8 to FK/C was left.

How large of a boat was needed to transport seven operators and about 2½ tons of material over a distance of some 800 km? After long investigations, we found a boat in Noumea



Our transportation to the islands.

able to easily transfer us and the equipment: a catamaran, 20 meters long with 11 sleeping bunks and sufficient room for our freight. After the first inquiries about the price, we got the impression the skipper wanted to sell us his boat. We couldn't find an alternative, so we chartered this boat for 15 days including a crew of four men.

Getting there

We started our trip on 7 October 2004, from Düsseldorf, Germany, with 12 pieces of baggage (220 kg) and everyone had another 20 kg hand baggage. That made a total of 360 kg. More than 100 kg of antenna material was shipped to FK8 via air cargo already; €14 per kilo, one-way!

From Düsseldorf we went to Paris.



We arrived late, as usual with a delay, and had a long way to the other terminal, but the terminal was closed because of a bomb alert. Our connecting flight to Osaka was cancelled due to a typhoon over Japan. We got vouchers for an overnight stay in a hotel in the vicinity, losing an entire day.

The following day we flew to Tokyo (not Osaka as originally planned), landing at 6 a.m. — our flight to FK8 wasn't leaving before 9 p.m. Everything else went well and we arrived in Noumea Monday morning, but one piece of baggage was missing, the suitcase with the ACOM 1000 amplifier! The next airplane from Japan wouldn't arrive for two days; we couldn't count on this one.

Our skipper was waiting for us at the airport with several vehicles to take our equipment straight to the harbor. We saw our boat for the first time: 20 meters long, nine meters wide and a mast 26 meters tall.

We split up our crew into different groups to get more materials: steel stakes for the tents, a hammer, groceries and beer. In the meantime, Eric arrived with a trailer full of supplies. Everything was packed on the boat and we were ready to go. Thanks to the very good organization and the energetic support from Eric, we made up the lost time and started toward the Chesterfields on Monday around 3:30 p.m.

The weather was with us and we

had strong back wind, so we proceeded with 15 to 20 knots over the entire distance. Unfortunately, conditional on the rapid trip, some losses were not inevitable through seasickness. What does not kill makes us hard.

We reached the Chesterfield Islands in the morning after a 2½-day voyage. Now the hard part of the DX-pedition began. Everything that was loaded onto the boat had to be packed onto a Zodiac and transported to the

difficulties began: “...what’s your call – TX9 and?” Yet, thanks to the worldwide DX spotting networks, the news was spread that we had the call sign TX9. If someone got irritated and asked again about our *complete* call, we answered, “We don’t have that much money, so we only could buy a prefix.”

Quickly, daily routine turned up on the island. Operating, sleeping and operating again. Pleasantly we were

they came ashore to lay their eggs in deep holes. One turtle decided to lay its eggs directly under our CW tent. The wires from our tent and the coax cables represented no obstacle for the 100 kg to 150 kg animal. We had to wake up the daytime shift team to help move the animal some meters away from the tent so it could continue to burrow.

The time passed by like nothing. During the day propagation was rather moderate, only one single opening on 6M into Japan with about 190 QSOs when the band opened. If conditions permitted, we were on the air with up to five stations. On the high bands we had different ground planes, a Titanex LP5 and a Spiderbeam. For the low bands, a Titanex V160E.

Heading back

After all was dismantled (why



*Left: The SSB tent.
Below:
Hans,
DJ9ON,
and Heye,
DJ9RR,
in the CW
tent.*

island, taking more than 30 trips in light surf.

Operations

The island was some 400 meters long, 30 meters wide and three to four meters high. At each tip of the island a tent for the shack had to be erected. We wanted to be on SSB and CW simultaneously on the same band. Whatever was left in the middle of the island had to be divided and carried to the right side. More easily said than done, as we could only walk along the beach in the coarse coral sand. The reason was because thousands of birds live on the island, and they welcomed us with much noise. Everywhere birds sat hatching eggs or with their little chicks, so we had to move very carefully. We didn’t want to leave behind any traces.

Our timetable intended to have at least the station tents and one antenna each set up before nightfall, which meant endless walks in steaming heat until all materials were distributed and the tents stood.

We finally came on the air in the evening. Immediately the next

furnished with lukewarm meals in the mornings, at noon and in the evenings per Zodiac from the boat.

Pasta with sauce, sauce with pasta; in between there was also some rice with sauce. There was some variation!

Whoever believes birds sleep at night and are quiet is wrong. They are active 24 hours a day. Moreover additional visitors came at dusk: hermit crabs, waver crabs and turtles — attracted by the light of the station tents.

The crabs could be removed from the tents by hand; it was much harder for the operators sleeping on the ground to get rid of the crabs grasping for potential prey.

Also the turtles represented a danger. At night, during high tide,



does the dismantling always go more quickly than the set up?) and brought back to the boat by Zodiac, and after removing all traces of our stay from the island, we began our return trip to Noumea. Unfortunately the weather was not in favor for us. No wind, and then only a light headwind — this time no sailing! The skipper had to use the motor and no more than five knots were possible; the return journey took 4½ days.

Back in Noumea the lent material was returned to Eric. We had included a large time buffer in our schedule because of possible weather dependencies, so we had some days left to



Above: The crew (from left, first row) Hawa, DK9KX; Hans, DL6JGN, and Heye, DJ9RR; (second row) Dieter, DL3KDV; Jan, DJ8NK; Chris, DL5NAM, and Hans, DJ9ON. Right: The night shift.



spend in FK8 and recover before our take-off.

One of our first activities was to go to the airport to pick up our missing baggage with the amplifier, which was packed in a hard-wall suitcase. What we received was a large box and our suitcase. The faces of the Air France staff were peculiar; we quickly learned why.

We were asked to open the suitcase, but the suitcase was empty!

The carton contained fragments of an electronic device. That it once was an ACOM amplifier we recognized only by the remainders of the front panel. The content of our suitcase was probably taken out at the Paris airport and obviously blown up. After this “work” was done, everything was packed into the box — thousands of

components, wires and metal parts — but no document or accompanying letter was included; then the box was sent to Noumea.

The remains were handed to us in Noumea by Air France staff without any comment or apology. We doubt that any judicial argument with Air France would bring any results; we will probably write off the €2,600.

On 30 October we left Tokyo and arrived in Düsseldorf via Paris. All operators survived the DXpedition with few wounds. Our baggage arrived home complete, without further damage.

We would like to thank all DX clubs, organizations and individuals who supported us and contributed to the success, and our QSL printer, Elli Print, who sponsored our QSL cards. Special thanks to Eric, FK8GM; Bernd, DF3CB, and

Floyd, N5FG, who stood by us during the DXpedition, as well as to our YLs who gave us time off. The question still is: “Where do we go next?”

(For more information and pictures [also of former amplifier] and for a list of our sponsors please visit our webpage at www.df3cb.com/chesterfield.)

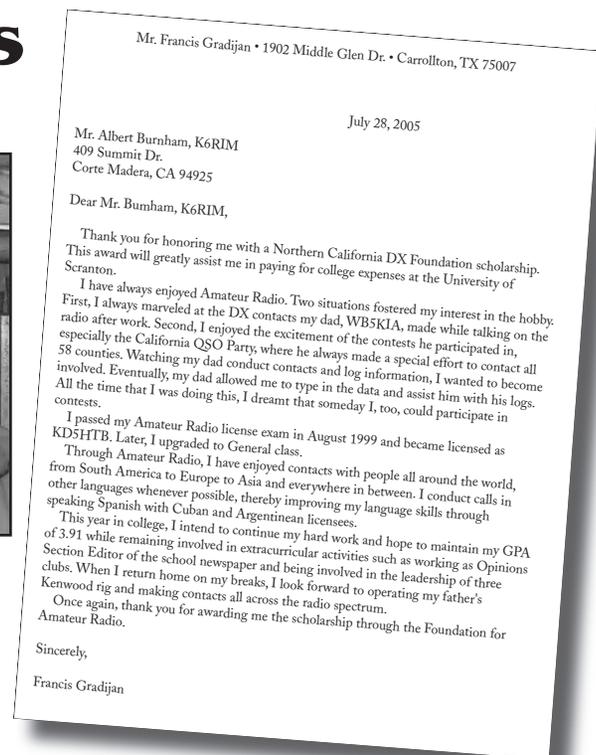
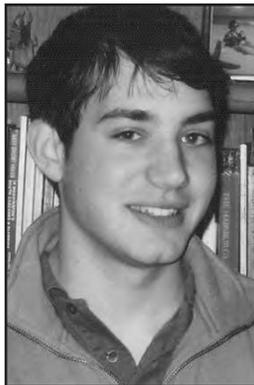


Scholarship recipients

Francis Gradijan, KD5HTB

Francis graduated from high school in Dallas, Texas, in 2004 in the top 10% of his class. He currently attends the University of Scranton, in Scranton, PA, as a sophomore, double majoring in political science and international relations. He has held Amateur Radio license KD5HTB since 1999 and currently holds a General license. He also has a great interest in foreign languages and making radio contacts in those languages.

Francis' interest in foreign languages and Amateur Radio led him to author the article "Worldwide Conversations — Breaking the Language Barrier" for the November 2004 issue of *CQ* magazine. In addition to contacting others while improving his foreign language skills, his favorite Amateur Radio activities are contesting, DXing and utilizing PSK-transmission software. 



Matthew Kersus, KC2GGA

Matthew Kersus is a 22-year-old senior at Boston University's College of Engineering. His major is biomedical engineering and he plans a career designing and testing prosthetic limbs and artificial organs after he graduates.

Matt was first licensed in 2000 and received his General license in 2002. Given his home environment, he had been involved in Ham Radio long before that, being introduced to Ham Radio by his father, W1GD. Growing up in the house of an active contester and DXer, Matt always had a tower in his yard and wires in the trees. Over the years, he has also been around other contesters and DXers and has eaten countless slices of pizza at Frankford Radio Club's annual "Pizza Blast."

As a member of the Scouts, he participated in Jamboree on the Air (JOTA) on several camp-outs. In 1999, his troop joined with another to operate Field Day as K2DR. The scouts helped install all the antennas and were responsible for operating and logging. Matt earned his Eagle



Troop 333. He has brought his troop to his local club's (Ocean Monmouth ARC) Field Day operation to operate the GOTA station. He has also helped scouts in his troop earn their Radio Merit Badges and has given presentations on Ham radio to several Cub Scout dens.

In 2000 and 2001, Matt was part of the NYC Marathon communications crew and was assigned to the Mile 8 Medical Station. In 2005, Matt worked with a medical team at the finish line of the Boston Marathon. He has also assisted in the New Jersey Juvenile Diabetes Walk, the New Jersey Ultra-Marathon and the

MS-170 Bike Tour. He is a member of Monmouth County NJ ARES, RACES and SKYWARN.

Scout rank in 1999 and later became the Assistant Scoutmaster of

When home from school, Matt operates out of the same station as his dad. This is only fair since he has done his share of building and maintaining the antennas and station equipment. He's been there to help repair the KT-34XA and to get wire antennas up in the trees. Matt also helped dig the trench from the house out to the tower and lay the pipe for the cables. He has also helped his dad replace all the tower guy wires on several occasions. Matt also helped set up the W2GD 160 Meter contest station when it was in Sandy Hook, NJ. It was lots of fun being out on the beach in January helping adjust the phased NE Beverages!

While being away at school limits Matt's operating time, he's managed to cram in some DXing during the 2003 and 2004 IARU HF World Championships and he even managed to get some station time during the 2004 and 2005 ARRL DX Phone Contests while home on Spring break. He's still working to finish up his DXCC. 

T33C — Banaba 2004

*Alan Eshleman, K6SRZ,
Frank Rosenkranz, DL4KQ and
Joe Blackwell, AA4NN*

The complete story of the T33C DXpedition to Banaba would fill a book. T33C made more than 75,000 QSOs from Banaba, making a lot of Hams happy and providing the participants an adventure of a lifetime.

The T33C expedition represented cooperation among three groups of seasoned DXpeditioners: a Dutch group was headed by Ron, PA2R; a German group by Frank, DL4KQ, and a third group by Hrane, YT1AD, and members of the recent K1B expedition.

Serious planning began early in 2003. There were considerable political and logistic problems to be solved before we could operate from Banaba, and there was also the inevitable problem of how to pay for the trip.

Banaba became a distinct DXCC entity in 1991. Prior to that, Banaba (formerly Ocean Island) was counted as part of the Western Kiribati (pronounced *Kiribas*) entity. DXCC credit for Banaba was granted retroactively to 1957.

The political situation of Banaba is unique. Although Banaba is the westernmost island in the nation of Kiribati much of the governance is determined by the Rabi Council of Leaders (RCL) residing on Rabi, 1,500 miles to the south in Fiji. Day-to-day governmental operations on the island are administered by the Banaba Council.

Planning

The logistic problem was enormous. Banaba does not have an airport, there is no electricity and there are no hotels. One of the conditions imposed by the RCL in granting us a landing permit was that we be entirely self-sufficient for our 12-day stay. We would need to import everything: food, water, petrol, generators, tents, furniture, toilets and medical supplies. By the time we landed, we

had loaded more than nine tons of equipment into a shipping container purchased by the expedition.

In addition, because Tarawa, the capital of Kiribati and the port from which we sailed to Banaba, is not on any major shipping lanes, we needed to have the bulk of our supplies securely loaded and shipped from Germany in December 2003, almost four months before the T33C operation began.

The final expedition group consisted of 18 men and four women. One of the women, Claudia, K2LEO, was responsible for handing out one of the rarest ever YL-DXCC entities.

Frank, DL4KQ, coordinated the logistics, putting in many 16-hour days in the process. Greg, DF2IC, coordinated mail and fax traffic; Andrea, IK2PMR, handled travel arrangements for the European expeditioners; Ron, PA2R, managed our website; Flo, F5CWU, was our treasurer and contact person for sponsors; Alan, K6SRZ, was team physician and public relations contact. Bill, AKØA, David, K3LP, and Wil, K6ND, were the advance party on Tarawa, dealing with customs agents and the shipping company that would take us to Banaba.

The European group traveled from Germany to Seoul, Korea, and on to Fiji. The North American operators went to Fiji via Los Angeles. From Fiji, all of us flew to Tarawa on the only airline flying the route, Air Nauru. High overweight charges on Air Nauru limited the amount of accompanying baggage each of us

could bring. These limits on hand baggage were one factor influencing the choice of small, lightweight K2/100s as our primary radios.

Prior to leaving the USA, I corresponded with Stacey King, an Australian woman who is married to a Banaba man. "What," I asked, "are the medical facilities like on the island?" Her reply was blunt, "If you get sick there, you die there." I packed as many medical supplies as I could carry and crossed my fingers!

Historical background

Banaba is among the last places on the Earth to be settled by human beings. The first contact with the outside world came in 1801 when H.M.S. *Ocean* spotted the island.

There was apparently no further contact until 1900 when Ellis, a geologist and businessman from New

Zealand, visited the island and discovered that the soil was rich in phosphate of lime, a valuable constituent of fertilizer.

Ellis and his partners negotiated a 999-year mining lease with the Banabans and in 1901 began mining operations bringing thousands of outside workers to the island. Workshops, apartments, a powerhouse, and an enormous conveyor to load offshore freighters were built. There were paved roads, streetlights and lighted tennis courts. A country club with swimming pool was constructed.

In 1920, Great Britain annexed Banaba; at that time it was classified as part of the Gilbert and Ellice Islands.

The Banabans were largely thwarted in efforts to stop the mining operations. World War II put a temporary halt to the mining, but not to the Banabans' woes. Banaba has the dubious distinction of being the only Pacific island to be attacked both by Germany and Japan.

The T33C Team

Frank, DL4KQ; Greg, DF2IC;
Bernd, DL5OAB; Rob, PA2R; Ron,
PA2EWP; Bill, AKØA; Flo, F5CWU; Eugene,
RK3AD; Tom, GM4FDM; Hrane, YT1AD;
Doug, N6TQS; Wil, K6ND; Andrea, IK1PMR;
Alan, K6SRZ; Joe, AA4NN; Stevan, YZ7AA;
Dave, K3LP; Jess, NR4OJ; Claudia,
K2LEO, and Martina, Lilliana
and Snjezana.

Following the war, mining resumed. The Allies arranged for most of the Banabans to be relocated far to the south, on Rabi Island in Fiji. The Banabans continued to struggle to oust the mining operation. In 1965, Banaba was granted legal status to sue Great Britain and, in 1979, the lawsuit was settled in their favor and mining operations ceased.

When Kiribati gained independence in the late 1970s, Banaba was annexed as part of Western Kiribati. The Banabans, who always considered themselves an independent people, were not happy with this. The Ellice Islands gained independence at the same time, and are now known as the Republic of Tuvalu (T2).

Today, about 300 Banabans live on the island. Almost all agricultural land has been destroyed by mining; 90% of the island is bare rock. The infrastructure from the mining operation is in ruins. The abandoned garages and workshops are filled with rusted tools and vehicles, the roads are in poor repair, and there is no electricity other than scattered solar panels and small generators. Residents of the island rely on fishing, small gardens and shipments of rice from Tarawa. A medical assistant provides first aid. Island administrators and the medical assistant communicate with Tarawa by citizen's band and 40M SSB. Some of our operators helped repair the islanders' radios and antenna systems.

Banaba is not an ugly place. Under the warm tropical sun, trees and vines grow rapidly, covering the scars of the mining operation.

Tarawa

Tarawa is the capital of the nation of Kiribati and is crowded with as many as 70,000 people.

The port of Tarawa is Betio, the scene of a bloody WWII battle when the U.S. Marines landed here. In three days of fighting, more than 2,000 Marines and 4,000 Japanese soldiers died. Betio is also the site of the telecommunications office where we obtained our operating licenses for Tarawa and Banaba. A Kiribati operator's license

costs AUS\$50 and is granted by reciprocity with most other country's licenses. Mr. Mote Terukaio, T3ØMT, is the friendly and accommodating administrator of the licensing office.

Customs officials on Tarawa handed us a big surprise when the container arrived, proposing more than \$9,000 in duty fees. We protested and, with the professional assistance of Achim, DF3EC, of the EUDXF, were able to reduce the fees to an acceptable amount.

It was at the Port of Betio that we first saw our transport to Banaba: the rusty, dirty and smelly 104-foot freighter, *Te Taobe*.

Tarawa to Banaba

Te Taobe sailed for Banaba on 2 April. In her hold was our container with 10 3.5kW generators, seven SteppIR Yagis, one ZX 30M Yagi, masts, tents, tools, cables, a refrigerator and microwave, and food for 23 people for 14 days. Also in the hold were 23 55-gallon drums of gasoline, many cases of beer and enough drinking water to sustain the entire group for two weeks of heat and humidity.

We slept on the hatch cover, as did about 20 Kiribati citizens traveling to Banaba or on to Nauru. This was not a pleasure cruise. Many members of the group suffered from seasickness.

During the voyage, those of us with an appetite dined on military MREs, washed down with beer, bottled water or soda.

In the early morning hours of our second night at sea, a squall tore away the tarpaulin that covered our sleeping area. We were awakened by a torrent of rain. A few hours later we an-

chored off Banaba, escorted by a pod of dolphins.

It took 14 hours to offload all of our equipment. Because *Te Taobe* was too large to enter the small boat harbor on the island, we made many trips back and forth in 16-foot aluminum boats.

An advance team did a quick reconnaissance of the island, establishing three operating camps. The CW camp was located in Banaba House, the decrepit island guesthouse — a remnant of the mining operations. The SSB camp was about one kilometer above Banaba House at the summit of the island (about 250 feet above sea level) on the island's soccer field. The digital camp was about three kilometers from the harbor, in the home of the island's lone policeman. The digi-camp generators were placed inside the abandoned Banaba jail.

Fortunately, the Banaba Council provided a flatbed truck and driver to move our equipment around the island and by the evening of 4 April, T33C was on the air with two CW and two SSB stations. Digital operations began the next day.

Radio operation on the island

We enjoyed good propagation for the first three days of operation, with QSO rates approaching 9,500 per day, but after that conditions worsened and rates plummeted. It soon became

GETTING LICENSED

Amateur licenses for Kiribati are issued by the Telecommunication Regulatory Unit of the Ministry of Information, Communications and Transport, PO Box 430, Betio, Tarawa, Kiribati. The licensing office is very close to the Port of Betio and next door to the Philatelic Bureau, where one can purchase postcards and commemorative stamps. Mr. Mote Terukaio is in charge of the telecommunications office. Each entity within Kiribati (T30, T31, T32, T33) requires a separate license for a fee of AUS\$50. Credit cards are not accepted, though licensing by mail is available if you send cash.

To be licensed, you need to complete a questionnaire and proof of current Amateur Radio licensure (a photocopy of your license is sufficient). If you appear in person, the process takes only a few minutes. Along with your license, you will receive a copy, in English, of the Amateur Radio regulations for Kiribati. Maximum allowable output power on the HF bands is 400 watts.

obvious that we would not achieve our optimistic goal of 100,000 QSOs.

Our equipment performed well. The SteppIR Yagis were a great choice for the expedition, because they offered 5-band coverage from a single antenna. We used Elecraft K2/100s as our primary radio. Joe, AA4NN, was our liaison with Elecraft, helping to ensure that the rigs had the necessary software

and firmware modifications. Most of the K2s were built by members of the team specifically for the expedition. We were all impressed with what a powerful receiver the K2 packs in such a tiny box. Most of the stations also used ACOM1000 amplifiers. We logged using CT for Windows. We did not network the computers, so log data was collected several times each day, pooled and then transmitted to Australia with PACTOR for posting on our website. For the first few days of the operation, the online logs had problems, but these were quickly corrected.

We experimented with a variety of loops, wires and top-loaded verticals on 40, 80 and 160. Unfortunately, low band operations sometimes interfered with higher bands and, in the interest of giving as many as possible a new one, we were sometimes forced to curtail the low-band operation.

Propagation close to the equator (we were only 80 miles south of the equator) can be unusual. At times we were calling CQ into a dead band with aurora conditions in the higher latitudes. At other times high bands would open in the middle of the night. On at least one evening shift, EU signals on 15 Meters started coming in after midnight and continued for several hours. On 160, we made about 400 QSOs, including three with EU. On some evenings we would start to work the NA East Coast on 160 at their sunrise and then follow the sun across NA, only to be frustrated when the band closed completely before reaching the West Coast. This was a bitter disappointment for us and

QSOs BY BAND

Band	QSOs
160	399
80	2,514
40	6,478
30	4,885
20	8,933
17	12,452
15	16,544
12	5,926
10	5,524

for our friends in 6- and 7-land.

Life on the island

All of us wished we had had more time to explore the island and meet

QSOs BY CONTINENT

Continent	QSOs
AF	0.2%
AS	33.5%
EU	23.3%
NA	37.2%
OC	3.6%
SA	2.1%

the locals. The sudden arrival of 22 European types was surely a major event.

Early on, our operation was almost shut down by the island government.

QSOs BY MODE

Mode	QSOs
CW	37,361
SSB	32,774
RTTY	3,684
PSK31	635
SSTV	36

Mr. Timon, Banaba's representative in the Kiribati Parliament informed us that the island's chief, the representative of the RCL, was displeased that we had not formally paid our respects. When this misunderstanding was cleared up, we were allowed to continue.

Banaba House was the gathering place for the expedition. Most of us took our meals there, consuming either microwave meals or fresh fish prepared by a group of local woman who were assigned by the island council to Banaba House for the duration of our stay.

The Banaba people were mostly friendly and helpful. We were invited to musical performances at the island school and at the Catholic Church. Some of us went on guided tours of a large limestone cave that underlies the summit of the island. At night, some of the local folk

would gather outside Banaba House to sing, and we were invited to share our own songs with them. To cool off, we swam in the harbor, surrounded by clouds of tropical fish.

Shortly before we left Banaba, the Island Council prepared a feast and a program of song and dance to thank us for our gifts of tools, school and medical supplies.

Going home

On 15 April, *Te Taobe* returned and by the evening of 16 April we had disassembled all of our stations and re-packed the container aboard the ship. This was hot (temperatures in the hold of *Te Taobe* were well over 100°F). Will, K6ND, was foreman of the operation, and did a splendid job.

The return voyage went faster than the trip down to Banaba. We were at sea for only one night, arriving healthy but exhausted in Betio late on 17 April. The next day most of the group flew out of Tarawa. Many of the European contingent went to Fiji for a few days of rest and recuperation. David, K3LP, Joe, AA4NN, and Bill, AKØA, remained behind on Tarawa to settle accounts and be sure that the container cleared customs for its journey back to Germany.

Rob, PA2R, the overall expedition leader summarized the T33C operation as "...not a

NUMBER OF STATIONS MAKING SINGLE- AND MULTI-BAND QSOs WITH T33C

1-band QSOs	11,439
2-band QSOs	3,968
3-band QSOs	2,406
4-band QSOs	1,520
5-band QSOs	1,109
6-band QSOs	729
7-band QSOs	647
8-band QSOs	445
9-band QSOs	123
10-band QSOs	11

5-star DXpedition, but rather a completely self-supporting 1-star operation with a 6-star team." Of course, some of that support came from NCDXF, for which we and thousands of amateurs worldwide are most grateful.

A video of the expedition

is available through the NCDXF DXpedition lending library (*item 121, see back page of this issue, or visit www.ncdxf.org*).

W9DXCC 2005

Bill Smith, W9VA

The 53rd annual W9DXCC convention was held in Elk Grove Village, IL, on 17 September 2005. Almost 200 DXers from around the country and England were on hand for another great show, chaired this year by Mark Potter, W9UZ. This year's convention was organized and produced by the Northern Illinois DX Association.

During the day we saw a number of interesting presentations, including Mark Obermann, AG9A, with the FT5XO Kerguelen Island show (*see Spring/Summer '05 NCDXF newsletter for complete story*). This DXpedition was made possible by NCDXF, a point well made by Mark during his presentation.



Jim, K9PPY (middle), receives the raffle prize from W9DXCC Vice-Chair Bill, W9VA (left) and Master of Ceremonies Jim, W9WU (far right).



Bill Smith, W9VA, with NCDXF Director Tim Totten, N4GN, with check for \$1,775 from raffle proceeds.

NCDXF Foundation Director Tim Totten, N4GN, also made a presentation about the good works of the Foundation.

In addition to Mark and Tim, we had a full day of programs including Swain Island KH8SI with Jim Mornar, N9TK; the PJ2T contest station by Geoff Howard, WØCG; the Andaman Island VU4RBI program, prepared by Charles Harpole, K4VUD, and presented by Bill Mc-

Connell, N9US; Rennell Island CE8A by Mike McGirr, K9AJ, and much more. As usual, Carl Luetzelschwab K9LA, was on hand to direct the QSL card checking for the ARRL DXCC award and to provide an update on the decline of Sunspot Cycle 23. The banquet speaker was ARRL President Jim Haynie, W5JBP.

At the banquet, I asked how many people had worked FT5XO and virtually every hand shot up. I also asked

if it was a new country contact, and again many people raised their hands. What better reason for the convention to support NCDXF.

The raffle was a success because of the prize. Who wouldn't spend least \$5 on a ticket for a shot at an ICOM 746 PRO transceiver, including the power supply? ICOM America once again stepped up with this major donation to further the success of our convention. Since our 50th anniversary convention in 2002, ICOM has provided the raffle prize and other support. Thanks to Ray Novak, N9JA, ICOM's National Sales Manager for Amateur Radio products, whose personal interest and attendance when possible has had such a positive affect on our convention, and our ability to support the Foundation.

The proceeds of the raffle were donated to NCDXF and Foundation Director Tim Totten, N4GN, was handed a check for \$1,775; bringing our 4-year total now well over \$6,000 in raffle proceeds donations.

We are already planning the next W9DXCC, scheduled to be at the same location on 16 September 2006, and I hope to see many NCDXF supporters there!

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 for using programs in the FOUNDATION's library, but clubs borrowing materials are responsible for postage in both directions. If your request is received no later than two weeks prior to your meeting, it will be sent "Special Fourth Class" (\$1.50 for one video, \$2 for two); otherwise it will be sent "Priority Mail" (\$4 for one video, \$4.50 for two). Please give the name of the club, your meeting date and an alternative selection in case your first request is not available. Please return all material promptly so that it will be available for others. Mail your request to Dick Wilson, K6LRN, PO Box 273, Somerset, CA 95684-0273, USA; e-mail k6lrn@arrl.net.

The following is a very abbreviated listing of videos, DVDs and CD-ROMs; for a complete listing of programs available for your club's use, please visit our website, www.ncdxf.org, click on "Services" and scroll down to "Video Library" and select that feature.

For items 1-109, please visit website, www.ncdxf.org

- | | | |
|-------------------------------------|--|--|
| 110. Ham Radio Olympics (WRTC 2000) | 113. I2UIY Niger/5U 2001 & 2002 (PowerPoint) | 118. K4UEE Top Expeditions |
| 111. K5K Kingman Reef, 2002 | 114. VP8THU South Sandwich, 2002 | 119. 3B9C Rodrigues (VHS/DVD) |
| 112. D68C Comoros Islands | 115. VP8GEO South Georgia, 2002 | 120. TN3B/TN3W Congo 2003 (PowerPoint) |
| | 116. WRTC 2002, Finland | 121. Banaba T33C 2004 (VHS/DVD) |
| | 117. 3XY7C Guinea 2002, DL7DF | 122. TJ3FR/TJ3SP Cameroons (VHS/DVD) |



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