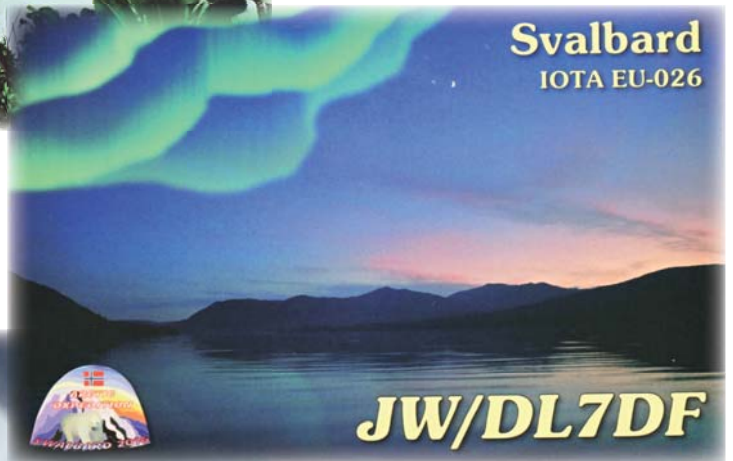
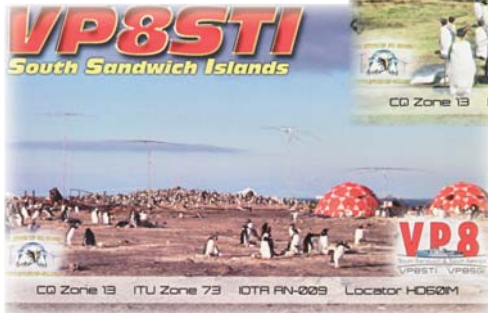
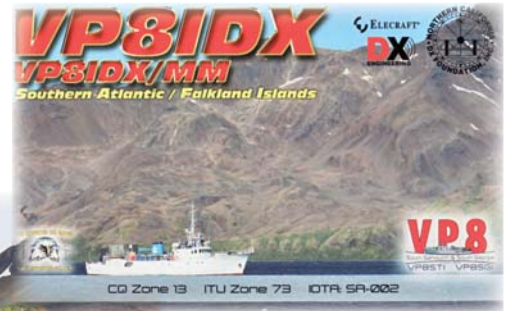


# EUROPEAN DX FOUNDATION E.V.

annual volume 31 • edition no. 2 • May 2017

Newsletter • May • 2017



CQ

DX

# EUDXF NEWSLETTER MAY 2017

**Dear EUDXF Members,**

since publication of the last newsletter in January time has passed by rapidly and we are happy to present the May edition of the EUDXF newsletter to you today which contains interesting DXpedition reports sponsored by EUDXF and other interesting topics. We wish you fun reading the stories!

In the meantime, conditions have been poor to moderate with some nice openings on the low bands. Despite of the challenging propagation there have been plenty of rare DX on the air such as TU5MH, TL8TT, 3XY3D, XX9D, VP6EU, TX5T, H4ØFN, 9G5X, 5U5R, 5V7V, S21ZED, 9N7EI, TU7C, 5A5A, 5V7P, VU4YC, E51LYC (NC) and VU7KP to name a few highlights. I am sure that some of you could raise the personal DXCC Challenge score thanks to these activities. Once you hold the QSL cards in your hands you will discover that EUDXF has been again sponsoring some of the mentioned DXpeditions.

Good news - we are happy to announce that since January EUDXF has gained 15 new members! We warmly welcome our new members on board and wish them a good time in our organization.

After many years of serving EUDXF our member Henk, PA3GCV, has decided to step back from his role as EUDXF officer. In the name of EUDXF I would like to thank Henk very much for the great work he has done in the past. Henk has always been the first contact for DXpeditions when applying for funds. In future, this position will be taken care of by Alex, PA1AW. We wish Alex good luck in his new role!

On April 29<sup>th</sup> the EUDXF board members and officers came together in Beesten, Germany, for a workshop where different EUDXF topics such as budget and funding of future DXpeditions, the success of the passed 3ØEUDXF activity, plans for the stand organization of the upcoming Ham Radio hamfest and EUDXF dinner were discussed. Additionally, it was decided that EUDXF sponsored DXpeditions shall add EUDXF membership flyers along with their direct QSL mail, the conditions of a future EUDXF award shall be worked out and the introduction of a family membership has been concluded. The idea of revitalizing a EUDXF QSL service for DXpeditions has been declined in modern times of OQRS. The topic of EUDXF merchandising has been addressed, however, for legal reasons a limited non-profit desk sale of EUDXF articles shall be prepared in the near future.

This year the biggest ham convention in Europe, the Ham Radio 2017, will be held from 14<sup>th</sup> to 16<sup>th</sup> of July in Friedrichshafen. As in the previous years EUDXF will be present with a desk which you can find in hall A1 stand 862. We would be happy to meet you personally for an eyeball QSO, get your ideas and proposals for the future and of course receive your feedback on the EUDXF work done

in the past. Just stop by, have a rest among friends after a busy day on the convention and enjoy a cup of coffee or other drinks which we keep ready for you.

The annual EUDXF dinner organised by Jan, PA1TT, will take place on Saturday, 15<sup>th</sup> of July in Gasthof Traube, Storchenstrasse 1 in 88069 Tettngang. Don't forget to register at Jan by email (pa1tt@eudxf.eu) or via the EUDXF website and book your seat!

Best 73s, good DX and see you in



Friedrichshafen!

Dominik DL5EBE  
EUDXF President

## Imprint

**EUropean DX Founation e.V. – President:** Dominik Weiel (DL5EBE), Kirchweg 13, 49356 Diepholz, Germany, e-mail: president@eudxf.eu, **Boardmember:** Ronald Stuy (PA3EWP), Hans P. Blondeel Timmerman (PB2T), Prof. Dr. Achim Rogmann (DF3EC), Jan B. C. Harders (DJ8NK), **Officemanager:** Alex van Hengel (PA1AW), **Standmanager:** Jan Stadman (PA1TT/DJ5AN), **Cashier, Office DL and Printing Support:** Robert F. Lörcks (DL1EBV), **Webmaster:** Alex van Hengel (PA1AW).

As always a new year means that the **membership fees** are due. Please transfer your **25 Euro** or more as soon as possible, preferably to **our Bank Account:** Volksbank Kleverland: IBAN: DE65 3246 0422 0205 1830 19, BIC: GENO DE D1KL L. **I trust that members living in the Euro zone will use this account only, because this implies the least costs for our foundation. Those who do not live in the Euro zone may also use PayPal to cashier@eudxf.eu or pay in cash at the Ham Radio (Friedrichshafen) stand 862.**





## DX dinner 2017 at Hamradio in Friedrichshafen, this year on Saturday evening !

### DX dinner 2017 at Hamradio in Friedrichshafen, this year on Saturday evening !



Also this year again the EUDXF members and partners are cordially invited to attend the EUDXF DX dinner, this will take place in Gasthof Traube, Storchenstraße 1, 88069 Tettngang. ([www.traube-tettngang.de](http://www.traube-tettngang.de)) on Saturday 15 July 2017. The start will be around 19:00 local time. Participation is only possible for EUDXF members who paid their annual dues including 2017 and who have made a reservation in advance. Reservations are on a first come first served basis. The maximum number of participants is 50. Reservations can be made until July 1<sup>st</sup> 2017 via the EUDXF stand manager Jan PA1TT@eudxf.eu. Except for those with dietary requirements (please tell Jan) there will be a fixed menu. We hope to see you there.



### DX Dinner auf der Hamradio in Friedrichshafen, in diesem Jahr am Samstagabend !



Auch in diesem Jahr sind die EUDXF Mitglieder und Partner zum EUDXF DX Dinner herzlich eingeladen. Es findet statt im Gasthof Traube, Storchenstraße 1, 88069 Tettngang. ([www.traube-tettngang.de](http://www.traube-tettngang.de)) am Samstag 15 Juli 2017. Angefangen wird um 19:00 Uhr Ortszeit. Teilnahme ist nur möglich für EUDXF Mitglieder, die ihre Jahresbeiträge einschließlich 2017 gezahlt und eine Reservierung im Voraus gemacht haben. Wer zuerst kommt, mahlt zuerst. Die maximale Teilnehmerzahl beträgt 50. Reserviert werden kann bis zum 1. Juli 2017 über den EUDXF Standleiter Jan PA1TT@eudxf.eu. Außer für diejenigen mit Diät (Mitteilung an Jan) wird es ein Menü für alle geben. Wir hoffen, euch dort zu sehen.



### DX dîner à Hamradio à Friedrichshafen, regarder cette année le samedi soir !



Cette année, de nouveau les membres EUDXF et leurs partenaires ont l'occasion d'assister au dîner EUDXF DX, qui prendra place à nouveau Gasthof Traube, Storchenstraße 1, 88069 Tettngang. ([www.traube-tettngang.de](http://www.traube-tettngang.de)) le vendredi, le Samedi 15 Juillet 2017. On commence vers 19:00 heure locale. La participation est possible uniquement pour les membres EUDXF qui ont payé leur cotisation annuelle, y compris 2017 et qui ont fait une réservation à l'avance. Les réservations sont sur une base du premier arrivé, premier servi. Le nombre maximum de participants est 50. Les réservations peuvent être faites jusqu'au 1er Juillet 2017 via le Jan PA1TT@eudxf.eu. Sauf pour ceux qui suivent une diète (s'il vous plaît dire Jan) il y aura un menu. Nous espérons vous voir là-bas.





## DX dinner 2017 at Hamradio in Friedrichshafen, this year on Saturday evening !

### DX cena all' Hamradio di Friedrichshafen, guardare questo anno nella notte di Sabato !

Quest'anno v'è ancora una volta i membri EUDXF ei loro partner l'opportunità di partecipare alla cena EUDXF DX, che ancora una volta luogo presso Gasthof Traube, Storchenstraße 1, 88069 Tettngang ([www.traube-tettngang.de](http://www.traube-tettngang.de)) il giorno sabado 15 luglio 2017 alle 19:00 circa ora locale, la partecipazione sarà possibile esclusivamente ai membri EUDXF in regola con il pagamento della quota annuale 2017 e che avranno effettuato la prenotazione con il dovuto anticipo; le prenotazioni seguiranno la regola del primo arrivato primo servito. Il numero massimo di partecipanti è fissato a 50 posti, le prenotazioni dovranno pervenire entro e non oltre il giorno 01 luglio 2017 al nostro stand manager EUDXF Jan PA1TT@eudxf.eu. Eccezione fatta per coloro che hanno particolari esigenze alimentari (prego informare preventivamente Jan PA1TT), è previsto un menù fisso. Con la viva speranza di incontrarvi tutti.



### DX diner tijdens de Hamradio in Friedrichshafen, let op dit jaar op zaterdagavond !

Ook dit jaar is er weer voor de EUDXF leden en hun partners de gelegenheid om het EUDXF DX diner bij te wonen, welke weer zal plaatsvinden in Gasthof Traube, Storchenstraße 1, 88069 Tettngang. ([www.traube-tettngang.de](http://www.traube-tettngang.de)) op zaterdag 15 juli 2017. Het diner begint om 19:00 uur lokale tijd. Deelname is alleen mogelijk voor EUDXF leden die hun jaarlijkse contributie inclusief 2017 hebben voldaan en die een reservering hebben gemaakt. Reserveringen zijn op basis van wie het eerst komt het eerst maalt. Het maximum aantal deelnemers is 50. Reserveren kan tot en met 1 juli 2017 via de EUDXF stand manager Jan PA1TT@eudxf.eu. Behoudens personen met dieetwensen (laat het Jan vooraf weten) zal er een vast menu zijn. Wij hopen u daar te zien.



*Jan DJ5AN / PA1TT Standmanager.*



© by DL1EBV



# JW5E – Svalbard-DXpedition

BY SIEGFRIED PRESCH, DL7DF – TRANSLATED BY LEO VAN GEMMEREN, DK3EL

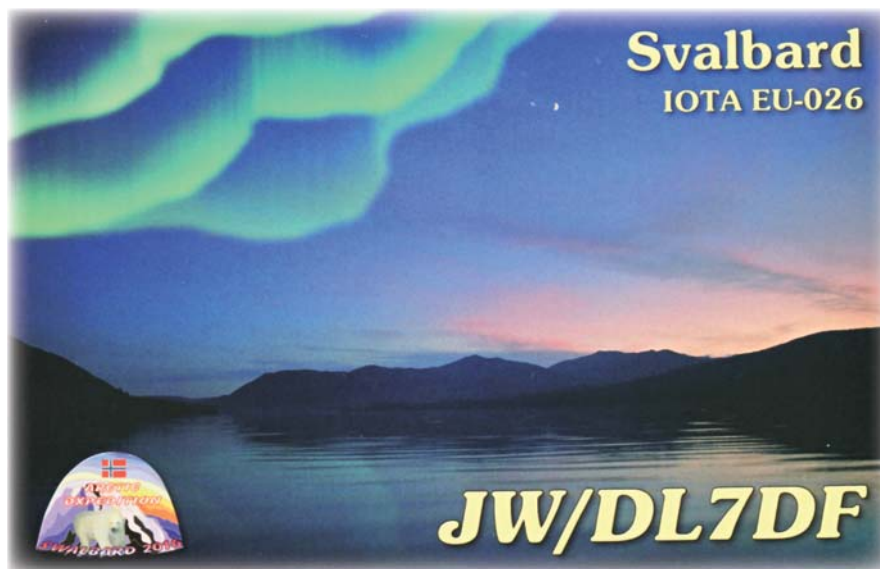
Our last DXpedition was history and new goals were searched. Till to our next "larger DXpedition" there were some months to go and so we thought about a small intermediate solution. At a maximum of 5 to 6 days because of the "working part" of our crew had to take their vacation for 2016 coming november.

During a small week of activity the effort of cost as well as of equipment should not be so large, that was our thinking. After some discussion with the team

the hired equipment – that was reachable within short flights – got into closer choice. As reported from Andy, DL5CW during a speech, our decision went to Svalbard. So we came to the conclusion to activate that island.

The website of JW5E was found immediately. After inquiring we were informed that there still were some free days at that hamstation that could be booked by us. Further information on that webpage however brought

disillusion into the team. No accommodation and no pa in that building. That was a totally new situation that we had to think about and to handle.



Nevertheless JW should be activated between march 30<sup>th</sup> till april 5<sup>th</sup> 2016. Beside searching a hotel we had to find usable flights. So we had to stay one night at Oslo, because of getting no connecting flight. During room hunting on Svalbard our good mood nearly disappeared due to the hotel prices that were requested. At the end we got a four bedroom without breakfast.

But it came more worse. Meanwhile

we got further news, unfortunately no good ones. One transceiver only and no one could tell us how is the SWR of the antennas over there, an essential criteria using transistor-pa's. And no one could tell us whether that one leftover transceiver was capable working RTTY etc. The rental price stayed at a level as we would be fully equipped and accommodation would be included. So we buried the "low-budget alternative" of a short activation.

So we made a new plan and added into our luggage : 1 times K2, 2 times 1 kw transistor-pa, 2 antenna-tuners for 1 kw, filter and modem for the digital modes.

Flights with Norwegian Air are really low-priced if you book the right days as well as you do not have any luggage. Second point already had changed now, because Svalbard is approached by flight every second day only. So our arrive- and departure- days were fixed.

Next shock we got after an information that we had to give one day away from our short active time there to LA8EKA. But at the end it was a piece of luck.

Due to highly risen total cost we sent inquiries to some DX-foundations for possible support. But being Svalbard at the end of the ranking list we got an appreciation bonus once only, the rest was negative. But private sponsors had a different view, so many thanks !

On march 29<sup>th</sup> our waiting time came to an end and from Berlin-Schönefeld we flew to Oslo. Everything in line with our plan. We stayed over night at the hotel without problems, but first time we remarked that cash money is completely out in Norway. No one liked to have our changed money.

We further went to Svalbard on next morning and landed at Longyearbyen about noon. We drove to our hotel by bus directly. The 10 square meters

## JW5E Breakdown

Band	CW	SSB	RTTY	Total
160	156	0	0	156
80	282	0	0	282
40	1,511	232	124	1,867
30	2,182	0	189	2,371
20	3,298	756	316	4,370
17	843	44	21	908
15	47	0	0	47
12	0	0	0	0
10	0	0	0	0
<b>Totals</b>	<b>8,319</b>	<b>1,032</b>	<b>650</b>	<b>10,001</b>



that we expected there raised no storm of enthusiasm. At least they had separated a corner for wc and shower – what a luxury !

Next morning together we went to the station shack of JW5E. We were anticipating some surprises. The shack was spacious because of the beds were eliminated now. We build up our equipment and a final test confirmed that everything still was in good shape. A disassembled transceiver was put aside so we had space for our technique. We connected the second transceiver with our equipment – and on the air we were.

The upper bands sounded to us like a noise generator. On 20 metrs we located a few signals only. Propagation software and aurora warnings augured badly.

Anyway we started the station and began with radio operation. As soon as one band showed signals we changed one band further with the next contact. So we made it happen to be QRV on an optimal way under this difficult conditions. A view on the aurora-webside made us always aware in what a difficult situation we were and so we struggled across the bands. During night hardly anything happened and many callers were too racy in CW at the aurora.

So day by day passed in the same way: dxing, sleeping, eating. Despite of the difficulties our logbook was filled more and more and we were thankful for any DX-opening to NA and JA !

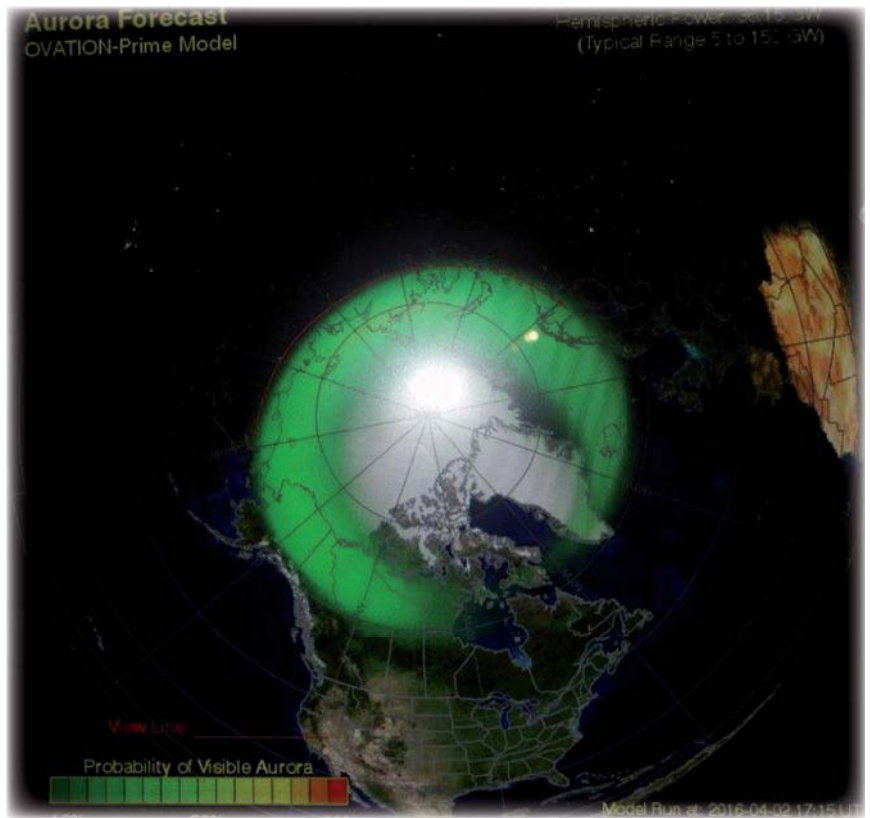
Weather on Svalbard showed itself very much changing like the condi-

tions, sunshine at nearly zero degrees or minus 14 degrees with snow storm, everything happened to us. The city of Longyearbyen is quite clearly arranged so we concentrated on DXing at 100 percent.

The day with LA8EKA Kaare was very pleasant. After he had worked all his friends, we could take over the station again. So we were able to break through the 10,000 QSO – milestone. If we come to a conclusion JW nevertheless was a successful ac-

tivity and we had a lot of fun, especially because we had to fight against the different difficulties.

QSLs were already send out and it is worth always to have a look at our webpage: [www.DL7DF.com](http://www.DL7DF.com)



*This is how the aurora ring looked every day, shielding our HF signals to the outside world. Despite of aurora, the final result doesn't look too bad!*



*The team (from left to right): Sigi, DL7DF, Manfred, DK1BT, Wolf, DL4WK, and Frank, DL7UFR.*



*Our "luxury hotel" – a 4 bed room on 10 sqm*



*Walking for breakfast at -13 C is no pleasure!*



*Station 1 with operator Sigi, DL7DF*



*The rentable station JW5E located in beautiful arctic scenery. There is just one TRCVR available, but no linear amplifier. A spare TRCVR and 2 linears had to be brought by the team.*



*10 sqm hotel bedroom for 4 persons at 400,- € per night!  
all Photos by Frank (DL7UFR)*

# VKØEK - Heard Island 2016

BY ROBERT W. SCHMIEDER, KK6EK • PHOTOS BY VKØEK

## THE CHALLENGE AND THE VISION

There's a good reason why there was no radio operation from Heard Island for the past 20 years: It's arguably the most difficult destination of any DXCC entity. What makes it hard is not just its ferocious weather, nor its distance from civilization (almost 2,500 miles across the Southern Ocean), nor the formidable effort of obtaining a permit to visit, nor the requirement to spend almost two months away from home, nor the near-impossibility of finding appropriate vessel transportation, nor the cost to the participants, nor the necessity to raise the total project financing, nor the requirement for Public Liabil-

ity Insurance, nor the need to travel extensively to seek partners and coordinate plans, nor the extensive investment in creating and maintaining websites and other social media, nor even the need to spend more than three years of planning to put together a safe and effective team with all the tools and requirements in place. In fact, what makes it hard is all these factors, which combined together make Heard Island probably the "most difficult" DX destination in the world. It's no wonder that activations take place there only about every 20 years.

I was one of the organizers of the pre-

vious DXpedition in 1997 (VKØIR). My obsession with the island is well-documented in my book VKØIR Heard Island. But my vision of a return expedition was based on something else: no less than a major evolutionary change in how we do DXing and DXpeditions, to provide more of what DXers and DXpeditioners want and are coming to expect. My belief, described in my various expedition books, is that everyone involved wants the same thing: a successful expedition (for DXers, this principally means their call sign in the log). My 25-year strategy was to introduce new technology and techniques to provide tools to assist that effort. In 1995, the Easter



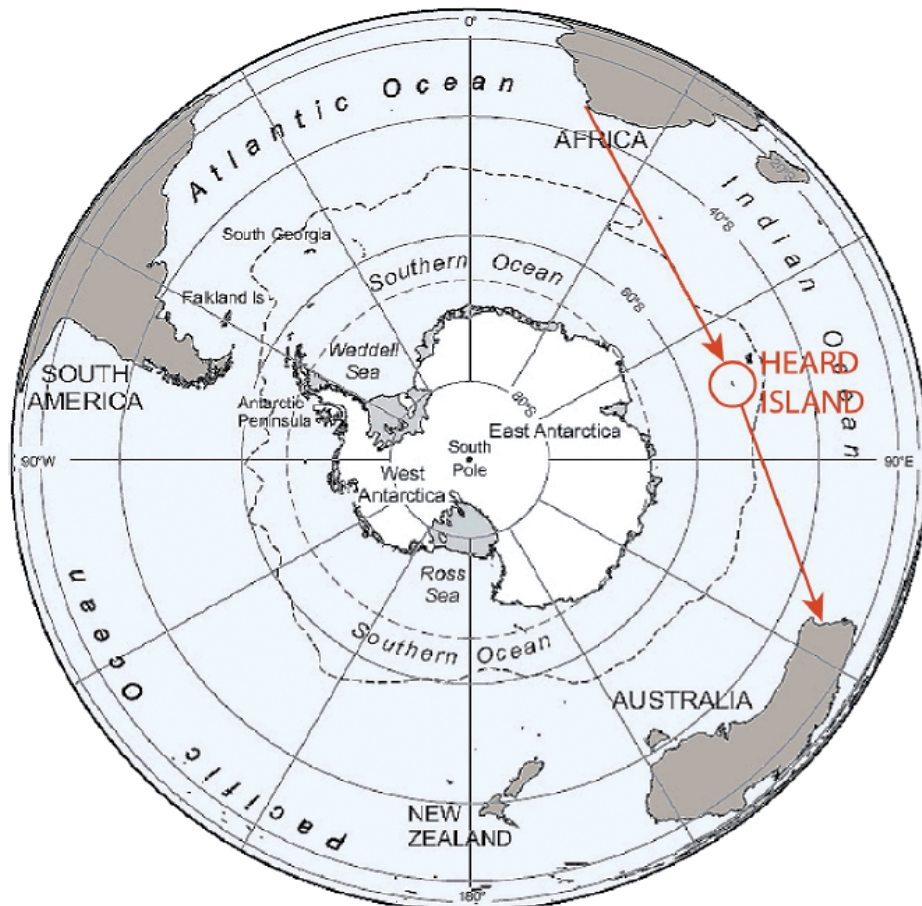
Island DXpedition XRØY/Z was the first to involve the internet (e.g., the online log server). Ten years later, the 2005 Kure Atoll DXpedition K7C was the first to provide real-time internet connection (DXA). And now, after another decade, I envisioned an expedition to Heard Island in which social media would provide an extensive set of new tools. All these developments were designed to provide assistance to the DXer to enhance his chances of success and to enable attracting and satisfying a new range of sponsorship for the project.

### PREPARATION

After a long incubation time, in May, 2012, I announced plans to organize and lead an expedition to Heard Island. It would prove to be much harder than I imagined. My strategy included the following:

- (1) A multi-disciplinary project, including radio, science, and information technology;
- (2) Completely open planning;
- (3) Extensive outreach via social media;
- (4) Significant commercial sponsorship; and
- (5) The highest ethical standards, including legal and fiscal soundness, and risk management.

My first realization, and ultimately perhaps the most important, was that the radio community alone could not raise the finances for such an expedition. My solution was to combine the radio operation with two other activities: field science and advanced com-



Track of the vessel Braveheart on the 2016 Heard Island Expedition.

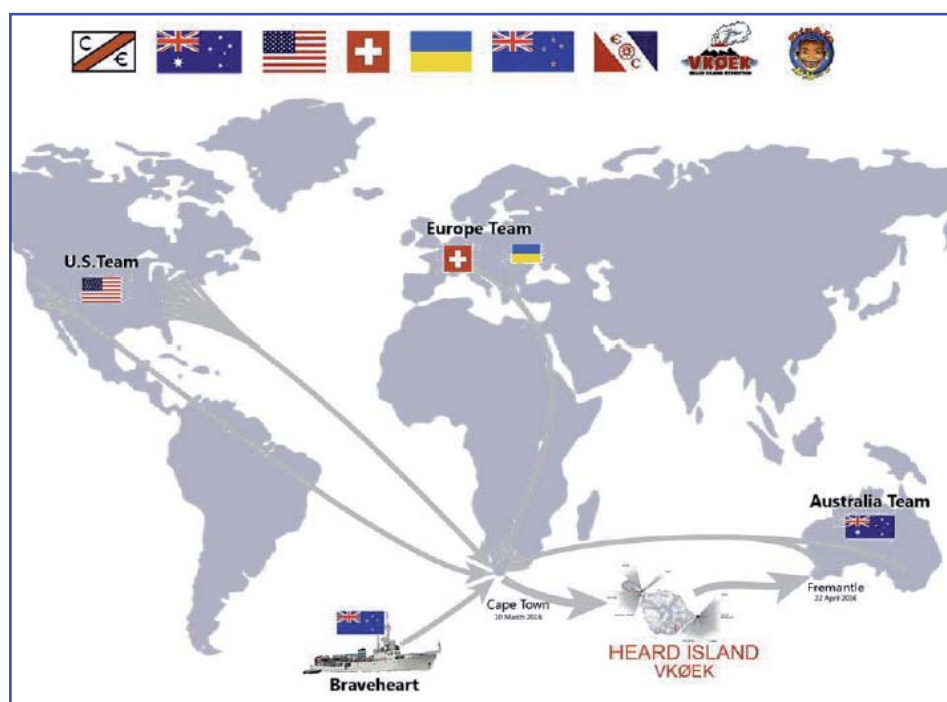
munications technology. None of the three activities alone could muster sufficient support for such an ambitious project, but together they could. Automatically, inevitably, it would be multi-disciplinary.

The project would be organized with the standards I had developed and practiced over the past 35 years

under my nonprofit organization Cordell Expeditions. A major boost to the project occurred when Rich Holloch KY6R enthusiastically agreed to be the co-organizer of the project. His creative contributions and extraordinary hard work would be central to the realization of project.

One of the biggest challenges was finding transportation to get to Heard Island. For various reasons, three vessels that had made pre-contractual agreements with us failed to keep their commitments, so in mid-2015 I contacted Nigel Jolly, owner-operator of the Braveheart, who agreed to do the trip. In retrospect, it was the best of all possible developments.

For fundraising, we contacted all the major DX foundations and clubs, and set up a website that provided extensive information. We obtained the support of more than 100 organizations and more than 5,000 individuals. HDT Global provided AirBeams (military-grade tents that erect by inflation in about 15 minutes), Inmarsat provided four BGAN satellite terminals and unlimited air time, and Disc-O-Bed provided high-quality bunks. In rough numbers, foundations and clubs contributed about \$80,000, individuals about \$100,000,



Logistics of the 2016 Heard Island Expedition.





*View of Atlas Cove from Mt. Drygalski. The 2016 campsite is at far right, 1.2 miles away.*



*Transport of the equipment between the beach and the campsite, using the ATV.*



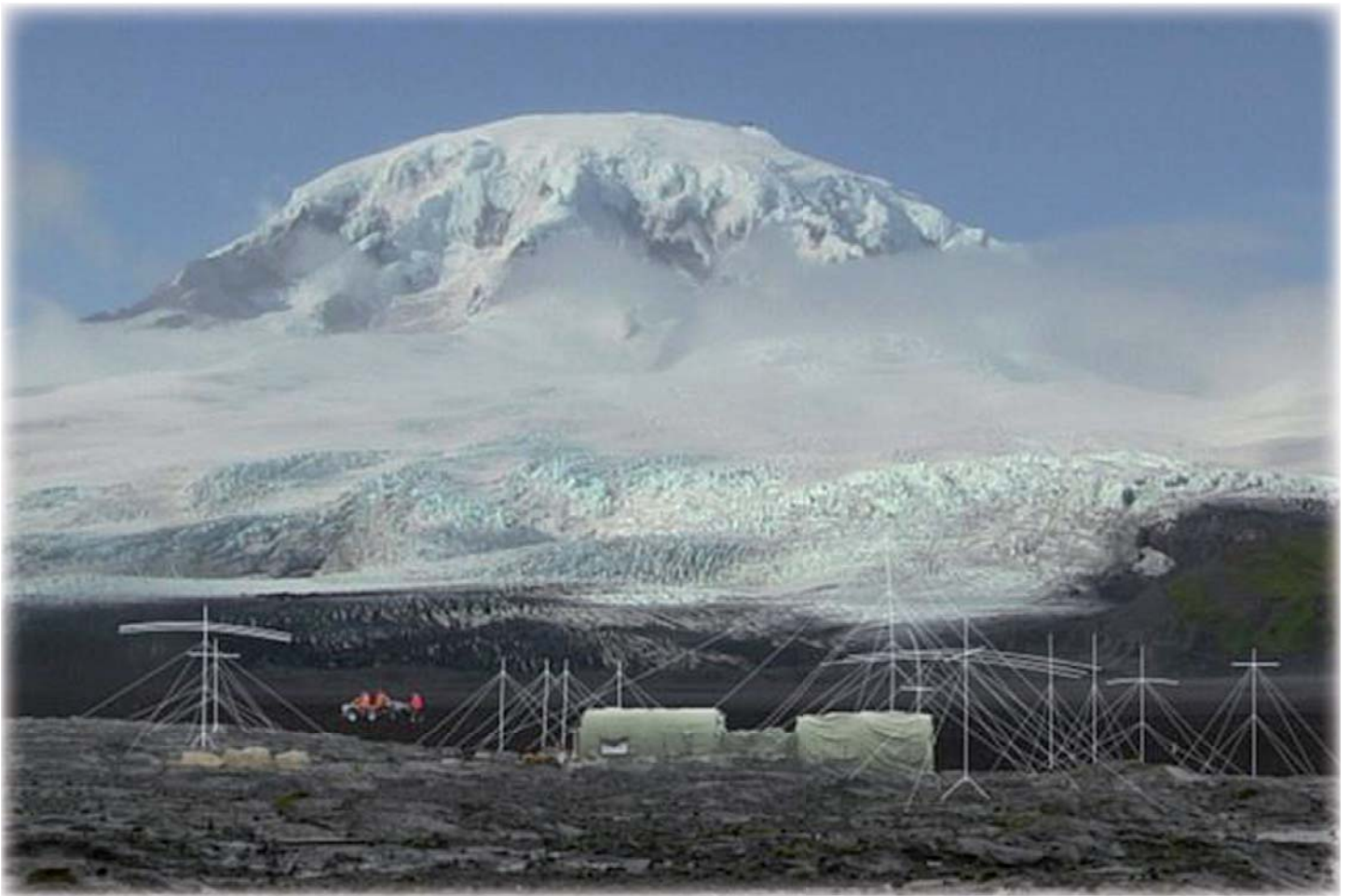
*The AirBeam tents at the VKØEK campsite. The operations tent is at left, dormitory at right.*

corporations about \$40,000, and the team about \$280,000. Thus, the total cost was roughly a half-million dollars.

Obtaining the permit was a major effort. A lot has changed since 1997: Heard Island has been added to the World Heritage List, a major Australian scientific expedition in 2000-2003 highlighted the fragile and rapidly changing environment, and the Australian government had reduced support for Antarctic operations. I made two separate trips to the Australian Antarctic Division (AAD) in Tasmania to negotiate the permit, and I and wrote hundreds of pages of detailed description and justification for the project.

All members of the team were licensed radio operators. Dave Lloyd K3EL took the major responsibility as Radio Team Leader. Arliss Thompson W7XU came in as the doctor. Two members (Gavin Marshall and Fred Belton) were experienced mountaineers and volcano explorers, and I designated them to carry out the field work. Of the 1997 VKØIR team, I was the sole survivor.

The equipment included major contributions from Elecraft, DX Engineer-



*The 2016 Cordell Expeditions campsite, with Big Ben in the background. The summit is at 9000 ft. high.*

ing, Array Solutions, Spiderbeam, and many other companies. Some equipment and supplies (e.g., coax) was provided by Cordell Expeditions. The cargo was consolidated in Virginia, and shipped in one 20-ft. container to Cape Town, South Africa, where it was delivered to a warehouse on the dock near the Braveheart.

#### **THE EXPEDITION**

The team of 14 men converged on Cape Town the first week of March, 2016. They spent most of their time cleaning and repacking the gear. The permit from the AAD required that the cargo be exhaustively cleaned and inspected, and the vessel be inspected for rats and possible infestation by insects, seeds, spores, and fungus. Anticipating the need for a vehicle to move the cargo on the island, I purchased an All-Terrain-Vehicle (ATV) and it was loaded with everything else aboard the vessel.

We sailed from Cape Town aboard the Braveheart on March 11, 2016. The voyage was long, but we were very active on the radio, and we deployed a series of scientific buoys provided by NOAA and the Woods Hole Institute. After a 12-day voyage, we arrived at Heard Island and were

greeted with the extraordinary sight of Big Ben, the 9,000-ft. live volcano dominating the island. Our long lenses captured images of the smoking crater near the peak, but we didn't see any streaming lava. We made a quick reconnaissance trip to the planned site for our camp, near the ruins of the 1947 Australian research station (ANARE), but we found it to be unsatisfactory for our AirBeam tents.

Early the next day, the team found a perfect campsite: a 20x60 ft. flat area about a quarter mile from the beach. Within an hour the ATV began delivering our gear, and by mid-morning the tents were up. Several four-square vertical array antennas were erected on flat ground in front of the camp, and several Yagi antennas were put on the elevated rocks around the camp. Within 15 hours of landing, we had several stations completed, and we activated VKØEK. To our great surprise, we heard not a single SSB station, a pattern that was to be frustratingly common during our entire stay. CW it was, then, and thereafter. Within 48 hours of landing we had 6 operational stations.

The BGAN satellite terminals provided direct access to the internet.

This meant that we could use our special software, DXA, to provide real-time online confirmation of QSOs. Once each minute it uploaded the log updates, and anyone with a browser anywhere in the world could get confirmation of his QSO within 2 minutes of making it. Almost always there were 10,000 people watching DXA. We also used the BGANs for email, Skype interviews, and for personal and expedition business.

By the third day we fell into a routine: The ops worked the pileups, and the field team explored the area around Atlas Cove, making extended treks to document the plants, animals, glaciers, and the trash that accumulates from the ocean. The crew from the Braveheart brought gasoline, water, food, clean kitchenware, and laundry, usually around noon. One day we carried out the first ever remote radio operation. I spent considerable time handling email and filing required daily reports to the AAD. Outside, the temperature was around zero centigrade, but the wind chilled it to much lower, and we found it difficult to be outside for much longer than required to service the generators and go to the bathroom.





*The author, Robert Schmieder KK6EK, at one of the VKØEK stations.*

*Operations: Radio at right, internet communications far left, galley near left.*

On April 4, three of the team (Gavin, Fred, and myself) were taken on the Braveheart to the opposite end of the island, 20 miles from Atlas Cove, to inspect the area around Spit Bay and to explore the recently created Stephenson Lagoon. We had thought that the Spit Bay area might

help with propagation to the North America west coast, but we were quickly dissuaded from that: the surf was unworkable. In fact, the radio log actually showed that the operation was unnecessary. We did have a brief weather window, and we burst through the high surf to enter the

2-mile-wide lagoon. For 3 hours we excitedly documented what we found with photographs and specimens. It was a "lost continent" experience: we were the first people to observe and document the changes due to global warming.



*The Cordell Expeditions team, on the day of departure, with their national flags.*

*On-island team members (L to R): Carlos Nascimento NP4IW • Dave Farnsworth WJ20 • Alan Cheshire VK6CQ • Dave Lloyd K3EL • Robert Schmieder KK6EK • Vadym Ivliev UT6UD • Hans-Peter Blattler HB9BXE • Ken Karr NG2H • Adam Brown K2ARB • Gavin Marshall VK2BAX • Fred Beiton KM4MXD • Jim Coletto N6TQ • Arliss Thompson W7XU • Bill Mitchell AAOEE • Off island: KY6R Rich*

## COMPLETION

New the end of our stay, propagation dwindled to somewhere between terrible and none. On April 11, we had a short window of reasonable weather, and it was decided to strike camp and leave. Good thing — as we were departing, a front arrived that almost certainly would have stranded us on the island for another week at least. The voyage from Heard Island to Fremantle, Western Australia, was another 11 days. We mostly spent the time resting and watching the ocean, but we did continue to work DXers maritime mobile and we deployed another set of scientific buoys.

We arrived in Fremantle early on April 22, and were greeted by customs, immigration, and biosecurity officials, as well as a representative from the AAD, who flew over from Tasmania specifically to look at our specimens. Apparently she was satisfied, and we hammered the lids on the buckets and prepared to ship them. The rocks went to the University of Tasmania and the water and soil samples came to me in California, to be distributed to specialists in museums and universities. The next day the Northern Corridor DX Group threw us a celebratory BBQ, and we began to prepare to disperse.

My transition back to civilization was moderated by two delightful days in Sydney with Grahame Budd, the legendary explorer of Heard Island. Grahame was the first to summit Big Ben (in 1965, done only twice since), and is probably the world's living authority on the island. We toasted the current project with a 50-year-old whiskey from his summiting expedition.

## RETROSPECTION

So has this project changed DXing, as we hoped? I think, *potentially*, yes. I claim that the first three initiating events were:

- (1) Introduction of the Internet (XRØY/Z, 1995);
- (2) Implementation of real-time (K7C, 2005); and
- (3) Extensive use of social media (VKØEK, 2016).

What's next? I believe it will be "Systems integration." This could include remote operation, software-defined radio, adaptive signal processing, automatic logging, integrated station operation, signal optimization, cooperative activities, new digital modes, and other techniques. Clearly, there is

plenty of richness for another major step forward. I believe this step will inevitably happen, so long as DXing and DXpeditions exist.

Disappointments? I have a few. The weather and duties prevented me from doing much of the exploration I had dreamed of for 20 years, and as I left I was pensive, knowing that I would probably never again see this island I had come to know and love. But the satisfaction of a successful project, the pride and admiration I have in the superb team, the appreciation to the sponsors for making it financially feasible, the anticipation of potential discoveries in the specimens ... these moderate the disappointments. And to be honest, I know that, in spite of the difficulties and criticism and frustration and disappointments, we delivered a successful and significant project, as promised, and that is a source of pride for all who can say "I helped make it happen."

## ACCOMPLISHMENTS

The 2016 Heard Island Expedition was multi-disciplinary. As such, there were many innovations and accomplishments that went far beyond a normal "pure radio" DXpedition. We list some of these here:

### Radio

- » VKØEK: more than 75,000 QSOs, about 4000/day
- » DXA: More than 70,000 unique callsigns entered in the online real-time radio log
- » Maritime mobile operations: more than 10,000 QSOs, about 400/day
- » WSPR operation during the voyages from Cape Town to Heard Island to Fremantle, Australia
- » More than 3200 QSOs on 160m using a special antenna
- » First remote radio radio operation (ever)
- » First JT65 operation on a DXpedition

### Environmental science

- » Buoy deployment (15 total) for the National Oceanic and Atmospheric Administration and Woods Hole Oceanographic Institute
- » Geological samples for the University of Tasmania
- » Exploration of the Laurens Peninsula
- » First entry into Stephenson Lagoon: Photo-documentation of glacial retreat and erosion, samples of shoreline sediments and

lagoon water, documentation of the degradation of the two breakwaters that formerly isolated the lagoon from the ocean

- » First flight of a drone on Heard Island
- » First use of a GigaPan camera for ultra-high-resolution photographs of the environment
- » Deployment of a weather station at the campsite for the duration of the visit
- » Deployment of temperature and illumination sensors around Atlas Cove
- » Recording of cloud patterns for a cooperating class
- » Observation of skeletons from a mass dolphin death
- » Collection of an insect of undetermined species
- » Collection of streamwater samples and soil samples

### Outreach

- » Websites: [www.heardisland.org](http://www.heardisland.org) (static) and [www.vk0ek.org](http://www.vk0ek.org) (dynamic)
- » Social media (Facebook, Twitter, etc.)
- » Newsletter (distributed electronically roughly monthly)
- » Help desk ("Contact us") developed and operated by KY6R and the Diablo DXers
- » GPS trackers on the voyage and in the Stephenson Lagoon
- » Skype conferences from Heard Island with W5KUB and classrooms in California and Ukraine, and live call to the International DX Convention in Visalia
- » Audio Log recorded daily from Heard Island
- » Repair of the AAD refuge shelters and deposition of emergency food
- » Tests of the AirBeam tents and Disc-O-Bed bunks in extreme conditions.

The amount of information and material collected will require some years to examine and interpret. One immediate result is the documentation of the major and rapid effects of global warming on the glaciers of Heard Island, and its inevitable effects on the landscape and the biological communities. The almost instantaneous creation of the Stephenson Lagoon by glacial melting and the destruction of the breakwater barriers present us with an invaluable opportunity to document the effects of incursion of seawater into a glacial landscape. Among



the long-term projects is examination of the soil and water samples, which could contain undescribed species that will alter the known biodiversity.

### STATISTICS OF THE VKØEK OPERATION

The following table shows the mode/frequency distribution of QSOs logged by VKØEK. Of the total 75,034, there were 21,220 different callsigns and 174 DXCC entities.

## VKØEK Heard Island 2016

MHz	CW	RTTY	SSB	QSOs	Total
1.8	3,225	0	13	3,238	4.32 %
3.5	5,902	0	0	5,902	7.87 %
7	8,956	1,279	1,562	11,797	15.72 %
10	9,898	933	0	10,831	14.43 %
14	5,774	0	3,238	9,012	12.01 %
18	7,047	0	2,957	10,004	13.33 %
21	7,643	1,183	4,498	13,324	17.76 %
24	5,015	0	2,342	7,357	9.80 %
28	2,419	1	1,149	3,569	4.76 %
<b>Total</b>	<b>55,879</b>	<b>3,396</b>	<b>15,759</b>	<b>75,034</b>	<b>100.00 %</b>

The following table shows the continent/frequency distribution of QSOs logged by VKØEK.

## VKØEK Heard Island 2016

MHz	AF	AS	EU	NA	OC	SA	UNK
1.8	24	483	2,376	293	56	6	0
3.5	50	922	3,410	1,383	104	31	2
7	132	1,789	6,420	3,205	167	81	3
10	63	1,488	4,807	4,165	211	94	3
14	207	2,160	3,268	2,680	628	68	1
18	153	3,508	4,842	952	383	153	13
21	206	3,315	7,789	1,344	353	316	1
24	98	2,285	4,308	475	112	76	3
28	48	1,126	2,277	82	29	6	1
CW	456	12,221	30,626	10,901	1,097	554	0
RTTY	36	663	1,389	1,182	71	54	1
SSB	489	4,192	7,482	2,496	875	223	2
QSOs	981	17,076	39,497	14,579	2,043	831	27
%	1.31 %	22.76 %	52.64 %	19.43 %	2.72 %	1.11 %	0.04 %

## APPRECIATIONS

The onsite team consisted of Robert Schmieder KK6EK (Expedition Organizer/Leader), David Lloyd K3EL (Radio Team Leader), Adam Brown K2ARB, Alan Cheshire VK6CQ, Arliss Thompson W7XU, Bill Mitchell AEØEE, Carlos Nascimento NP4IW, Dave Farnsworth WJ2O, Fred Belton KM4MCD, Gavin Marshall VK2BAX, Hans-Peter Blattler HB9BXE, Jim Colletto N6TQ, Kenneth Karr NG2H, and Vadym Ivliev UT6UD.

Rich Holoch KY6R was the off-site co-Organizer. Rich created and led the West Coast support group "Diablo DXers", including Jack Burris K6JEB, Elliot Medrich N6PF, Daniel Brock WB4RFQ, Peter Hoffman W6DEI, and others. Especially important were Pete Bouget W6OP, who developed DXA Version 3; Mike Coffey KJ4Z, who implemented the remote radio operation and the AudioLog; and Tim Beaumont MØURX, who was the QSL manager. Additional support teams included the East Coast support group, led by Manny Rodriguez K4MSR; the Cape Town, South Africa, support group, led by Paul Johnson ZS1S; and the Northern Corridor DX Group in Perth, Western Australia, led by Keith Bainbridge VK6RK.

Scientific collaborators and advisors included Jodie Fox and Eric Woehler (University of Tasmania), Mary McGann (U. S. Geological Survey), Grahame Budd (University of Sydney), Erik van Sebille (Imperial College London), Steve Smith (OceanEarth), and numerous others.

Expedition honors included Prof. E. O. Wilson (Harvard University, Principal Scientist), Prof. Joseph Taylor K1JT (DXpedition Leader), Jean-Michel Cousteau (Expedition Leader), Jim Smith VK9NS and Kirsti Jenkins-Smith VK9NL (DXpedition Dedication), and the "Fourteen Men" of the 1947 ANARE Expedition (Expedition Dedication).

Corporations making major donations in kind included HDT Global, Inmarsat, Inmarsat, Inmarsat Government, Disc-O-Bed, Sound Seal, Acoustical Solutions, Elecraft, DX Engineering, Array Solutions, Arlan Communications, Spiderbeam, K1NSS Design, and numerous others.

Major funding support was provided by the Northern California DX Foundation, German DX Foundation, Oceania Amateur Radio DX Group, European DX Foundation, Danish DX Group, Northern California DX Club, Central Texas DX and Contest Club, Clipperton DX Club, GM DX Group, Twin Cities DX Association, Swiss DX Foundation, Tokyo 610 DX Group, Southeastern DX Club, International DX Association, Twin Cities DX Association, Lone Star DX Association, CDXC The UK DX Foundation, Southwest Ohio DX Association, ARRL Colvin Award, Mediterraneo DX Club, Isle of Man DX Organization, Dayton Amateur Radio Association, the W. A. Tucker Foundation, and many others.

**We are especially appreciative of the contribution made by the European DX Foundation.**

More than 5000 individuals made contributions to the project. Among the largest individual donors were Jan Poniwas DG2AT, Dave Anderson K4SV, Steve Hammer K6SGH, John and Cheryl Muhr KTØF/NØWBV, Zorro Miyazawa JH1AJT, Kan Mizoguchi JA1BK, Kip Edwards K6SZN, David Bower K4PZT, and Craig and Maria Hauger. More than 200 people donated more than \$100, and more than 30 people donated \$300 or more.

## ADDITIONAL INFORMATION

The main website [www.heardisland.org](http://www.heardisland.org) contains extensive documentation of the project, including the permit, radio license, biographies of the team members and other participants, news releases, Newsletters, the AudioLog, QSL information, order forms for souvenirs, detailed descriptions of the scientific projects, and FAQ, information for sponsors and participants, policies, a Heard Island library, a full copy of VKØIR Heard Island by KK6EK, and various other documents. Full listings of the contributors is on the main website [www.heardisland.org](http://www.heardisland.org) (links /TEAM/ and /SPONSORS/). Information on Cordell Expeditions can be found on the website [www.cordell.org](http://www.cordell.org). All the VKØEK Newsletters can be downloaded from [www.heardisland.org/HD\\_pages/HD\\_newsletter\\_back\\_issues.html](http://www.heardisland.org/HD_pages/HD_newsletter_back_issues.html). You can download the full poster of the team and logistics on the world map from [www.heardisland.org/HD\\_documents/HD\\_Poster\\_2.5.pdf](http://www.heardisland.org/HD_documents/HD_Poster_2.5.pdf).



*The VKØEK QSL card.*



The blog website for the DXpedition is <https://vk0ek.org>. On Facebook go to <https://www.facebook.com/heardisland2015/> and on twitter go to <https://twitter.com/vk0ek>. Souvenir mugs and shirts can be obtained through the web page <https://shop.vk0ek.org/souvenirs.html>. You can hear the daily verbal reports made during the expedition on the Audio-Log at <https://media.vk0ek.org/>.

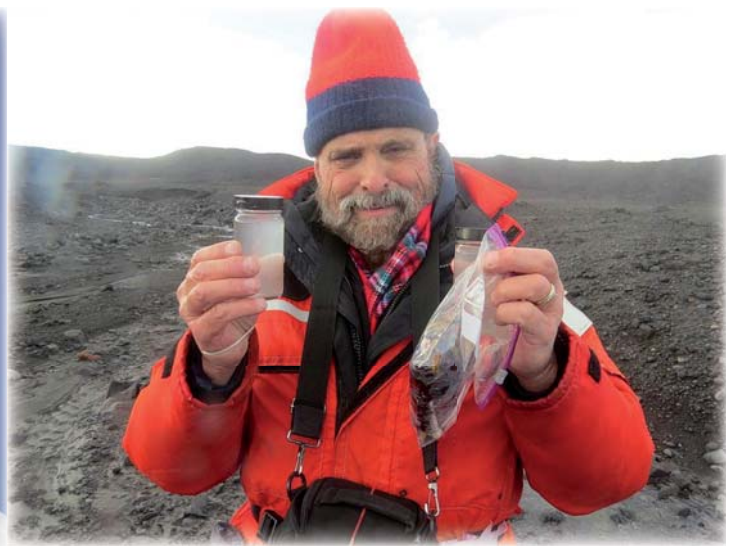
I would welcome your personal experiences, and with your permission I might share them in publications about the expedition. Please send your stories to me at [schmieder@cordell.org](mailto:schmieder@cordell.org).



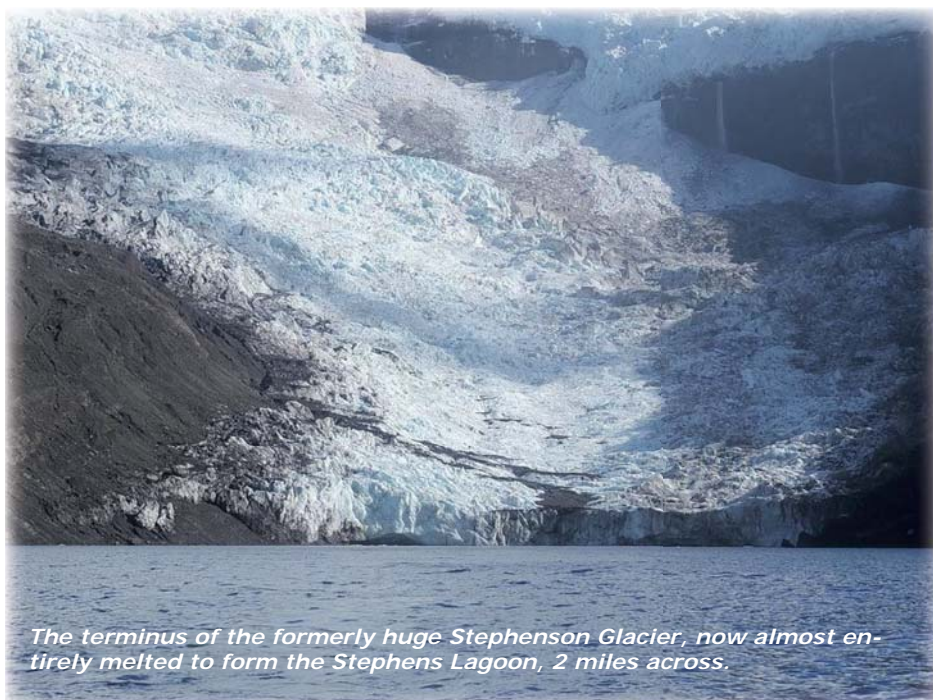
*Big Ben, the active volcano on Heard Island, seen on March 23, 2016.*



*The active vent on the shoulder of Big Ben. A lava flow is out of sight behind the stack.*



*The author with the first environmental specimens ever obtained from the Stephenson Lagoon.*



*The terminus of the formerly huge Stephenson Glacier, now almost entirely melted to form the Stephens Lagoon, 2 miles across.*



# VP8STI and VP8SGI DXpeditions

BY PAUL S. EWING, N6PSE • PHOTOS BY VP8STI / VP8SGI

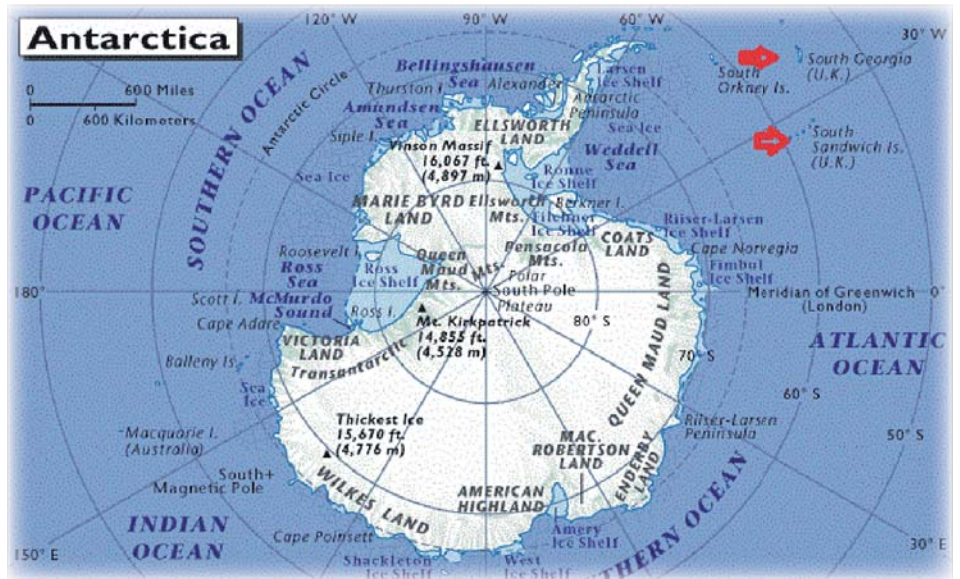
## Two rare activations in the Southern Atlantic.

The Intrepid DX Group relishes activating the rare, remote and difficult to activate entities. So it was for these reasons that we set out to activate the #3 most wanted entity South Sandwich and the #8 most wanted entity, South Georgia Island.

Due to their relatively close proximity to each other, we always felt that it made sense to activate both of these islands back to back since we were going to all of the expense of chartering a ship and going to that remote part of the world.

Obtaining permission to land, camp and activate these islands was not difficult. We had to apply for a permit and provide a comprehensive safety and contingency plan. The Government of South Georgia and South Sandwich Islands based in Stanley, The Falkland Islands was very reasonable and engaging unlike many countries that we have deal with. They liked the fact that we had two Physicians on our team as we would be eight days from any external medical help.

Once the approval was given, we set out to charter a worthy vessel and crew. Much to our surprise we found ships based in Stanley that were perfectly willing to charter to South



At 59 degrees South, Southern Thule is closer to the South Pole than either Bouvet or Heard Islands.

Georgia Island, but none of the ships were willing to go to South Sandwich which is known for extremely rough seas and challenging weather conditions. When I contacted Nigel Jolly, owner of the RV Braveheart, I was thrilled to learn that he was not only willing to charter to these islands but had been there before and welcomed the opportunity to go there again!

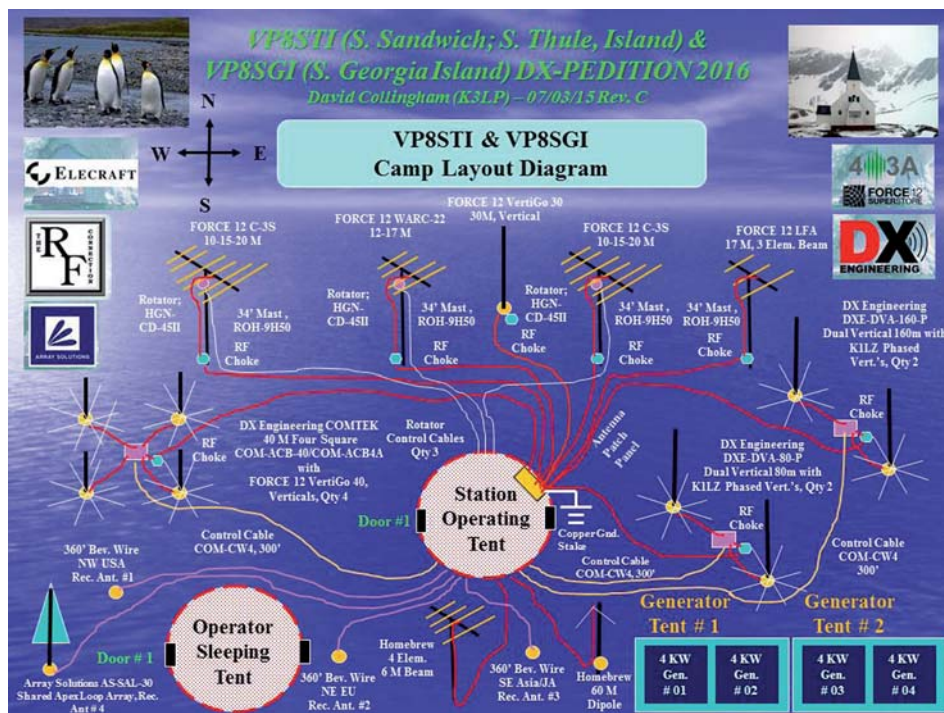
We set about to assemble a team of strong operators who had to be in

good physical condition. Our CW operators were primarily K3LP, K4ZLE, K9AJ, DL6KVA, AA7A, N4RR, and RA9USU. Our SSB operators were N6PSE, W5XU, W7XU, with JH4RHF, K4ZLE, AA7A and W5XU doing double duty on CW and SSB. Our RTTY operators were JH4RHF, AA7A, W6DR, and W7XU.

We set about to research and acquire tents and equipment that we would need for a polar Dxpedition. We spoke to the leaders and members of previous amateur radio expeditions to these islands to get a complete understanding of what we were likely to face.

Unlike the last expedition to South Georgia, we would not be permitted to occupy either of the buildings there and would have to camp in a tent on the beach.

We were very fortunate that Elecraft readily agreed to provide us with six of the venerable K3 transceivers as well as their KPA500 amplifiers, KAT500 tuners. We obtained three Expert 1.3 KFA amplifiers which we would primarily use on the low bands. Force 12 antennas provided us with Yagi antennas and verticals for 30 and 40 meters. K1LZ produced a set of aluminum verticals for an 80 meter four-square array and phased verticals on 160 meters. DX Engineering provided us with many components



Detailed plans were made.



and antenna supports to make everything work well together. This Dxpedition could not have been done without this tremendous support!



*We tested our polar tents in California before shipping them to New Zealand.*

In June, 2015, we shipped a 20' shipping container with all of our gear from California to New Zealand where its contents were placed aboard the RV Braveheart for its voyage to meet us.



*Just some of our equipment being shipped to meet the Braveheart in New Zealand.*

Our plan was for all of the team members to begin travelling to Stanley, the Falkland Islands on January 7<sup>th</sup>, 2016. On January 9<sup>th</sup>, we boarded the Braveheart, met the crew and got settled in. We were met at the dock in Stanley by Mike VP8NO and Bob VP8LP. Mike VP8NO had been very helpful to us in obtaining the licenses for VP8STI, VP8SGI and VP8IDX.



*Our first view of the Braveheart in Stanley harbor just before boarding.*

All of our gear was stowed and secured. Nigel informed us that a storm was approaching and we would depart in the morning instead of upon our arrival as planned.

At first, the seas were calm and we enjoyed the voyage. We set up a station and antenna and operated as VP8IDX/MM. This allowed us to gauge propagation and to get a feel for what bands would be most available to us when on the islands. Within a few days, we were voyaging along the Drake Passage and the seas became quite rough and dramatic. We often saw large ice bergs as we continued our voyage south.



*The Braveheart Crew: Charlie, Nick, Billy, Jason, Neil and Nigel.*

On January 14<sup>th</sup>, we arrived at King Edward Point, South Georgia where we had to check in with a customs officer and go through a ship inspection. We briefly visited the old whaling village of Grytviken and paused for a moment to pay respects at the gravesite of Sir Ernest Shackleton.



*The gravesite of Sir Ernest Shackleton in Grytviken, South Georgia.*

We then made the three day voyage to Southern Thule Island, the southernmost island in the South Sandwich chain of islands. We continued to operate as VP8IDX/MM while at sea.

We arrived at Southern Thule Island on January 16<sup>th</sup>. The Braveheart launched their RIB boat and the crew began to search the coast line for a safe landing place. The crew returned a short time later and reported that we would need to land in heavy surf.



*David K3LP operates as VP8IDX/MM*

Nigel asked for volunteers to don "Immersion suits" and make a landing attempt. David WD5COV, Jun JH4RHF and Ned AA7A "volunteered" and were outfitted in the immersion suits and soon left to attempt a landing.



*David WD5COV, Jun JH4RHF and Ned AA7A don immersion suits to make the initial landing.*

I watched through binoculars as the team tumbled through the waves and went ashore. My heart skipped a beat as one of the team members appeared to submerge before stepping up onto the rocks. They had to be cold and wet. Soon, they trekked across the flat area of Southern Thule Island where they found an acceptable landing site. They radioed their position to the Braveheart on the VHF radios.

Soon, the Braveheart sailed around to the other side of the island and the small rigid inflatable boat (RIB) was launched. Ten of the team members were shuttled ashore while three team members remained on the Braveheart to help with the loading of our gear.

The landing on Southern Thule was not for the faint hearted. The rigid inflatable boat (RIB) driver would crash the bow of the boat against a large semi-flat rock right at the water line. Most of the time, this was done between waves. Two crew members stood on the rock and plucked the team member out of the Rib and

handed him the heavy blue rope. The team member immediately had to begin climbing up the rocks or he risked being hit by the waves. Very little could be carried while on the rope line. After climbing about thirty feet, there was a landing point. From there, there was a 200 yard walk up a steep incline to a large flat area which would become our camp site.



*As seen from Braveheart, the RIB boat lands VP8STI team members on Southern Thule Island.*

Getting our gear and equipment out of the boat, onto the rocks and up the rope was a much more arduous task than moving people. A wave washed over one of our generators as it was being hoisted out of the RIB boat and onto the landing rock. It never did work quite right after that. We had packed our gear so that most of it could be carried by one man but it was still quite difficult getting everything ashore.



*The team heaves one of the heavy generators onto the flat rock.*

The camp site was amid the ruins of the former Argentinian Science/Research station that was blown up by the British following the Falkland Island war. We had heard a lot about the nasty Penguin poo that covers Southern Thule Island. Fortunately for us, the ground was essentially frozen during our stay and was quite firm and the odor was minimal.

We quickly set up our tents and outfitted our shack. Over the next two days, we would make numerous trips back and forth to the Braveheart to bring over 6,000 lbs of equipment,

food, gasoline, propane and tools ashore. Two cases of MREs (emergency rations) were brought ashore and staged at our landing in case they were needed. Fortunately, they were not needed.

The antenna team set up a row of Force 12 Yagi antennas on the edge of a cliff facing to the north. We would have excellent take off angles to Europe and North America. A large mountain is in the path to North America but it did not pose a significant challenge for us. When propagation was good it was if the mountain was not there.



*A view of our camp from high up on the mountain.*

There was a large flat area behind our tents that would provide an area for our 30 meter vertical, 40 meter four-square array, phased verticals on 80 and 160 meters. The ground was frozen during our stay so anchoring antenna guy ropes was always a challenge. We were fortunate to find that our location was virtually free of noise and we did not need to set up our Shared Apex Loop Array or extensive beverage antenna system that we had brought with us.



*Our campsite and various antennas.*

We got one station on the air as soon as possible, then a second station. The pileups were very large as we waded into them and began to fill our logs. We were challenged by the many out of turn callers that slowed down our ability to hear calls in the clear and to quickly fill our logs. This was a persistent problem throughout both VP8STI and VP8SGI activations.

We will be writing about pileup behavior in subsequent articles.



*Our 40 meter four-square array with passing ice bergs in the background.*

Our Yagi antennas followed propagation as our day started towards VK/ZL, Japan then to Europe and then over to North America later in the day and then ending again at VK/ZL which was our most difficult region to work.

We were fortunate to have relatively good weather on both islands during our first five days. Winds were always strong and it was very cold, particularly at night.

At 59 degrees south, the sun never really sets and it does not get fully into darkness. This was good as we often had to go out day and night and tip up antennas that were blown down or re-secure the tent.



*Our camp during the few hours of darkness each night.*



*Penguins passed through our camp day and night.*

We typically saw four seasons within the span of 24 hours. When the sun came up, there was fresh snow on the ground. By mid-day, the sun was out and the ground was clear of snow.



The winds came up in the afternoon and we often saw snow flurries before dark. This was repeated daily until January 24<sup>th</sup> when the first of two storms arrived. Our two primary tents were polar rated however we found it increasingly difficult to keep them clear of accumulating snow and keeping their tie ropes secure in the frozen ground.



*The Team troubleshoots a generator issue amid the ruins of the Argentine base.*



*David WD5COV digging out the camp after several feet of new snow.*

Two of our four tents had fully collapsed and were damaged beyond repair. Through all of this we managed to keep a few stations on all night. We were now running at full strength

again when we received a call from Nigel on the VHF radio. Nigel declared an Emergency and ordered an immediate evacuation of the island. He asked us to get to the landing rope as fast as possible. The Braveheart was steaming into the strait between Thule and Cook Island and they saw that a large area of pack ice had been broken away in the storm that pre-



*Jun JH4RHF operates CW as VP8STI.*

vious evening. Nigel feared that the pack ice was going to block the strait and that if that happened they would not be able to get to use for a number of days.

We quickly turned off the generators and abandoned all equipment in place. We made our way to the landing rope just as the Braveheart arrived into the bay. Soon, the RIB arrived and whisked us all aboard the Braveheart. Most of us were exhausted and welcomed the chance for a hot meal, a shower and a nap in a real bunk.

On January 26<sup>th</sup> at 4 AM, we went back onto the island to recover our gear. We had no idea what condition any of it would be. The two main tents were still standing and our gear was safe and dry. Many of the antennas had fallen and were on the



ground but at this point we decided to vacate Southern Thule Island after eight days of operating. We had made 54,641 and had hoped to continue for another day, however we agreed with Nigel that the weather and conditions were working against us.



*Dave WD5COV and David K3LP lug a generator back to the landing point.*



It took eight hours and exhaustive manpower but we packed everything and put it aboard the Braveheart. We took stock of our gear and our people and everyone was willing to voyage to South Georgia Island and do it all again!

The three day voyage to South Georgia Island from Southern Thule Island was not as difficult as expected. We arrived to very nice weather and we were delighted that the landing at South Georgia was very easy. Little did we know what Mother Nature had in store for us in a few days.



*Neil, our Braveheart Captain guides the ship through rough seas on the way to South Georgia.*

As the Braveheart would be anchored nearby, we decided to break into a day team and a night team taking turns operating in 12 hour shifts and resting on the Braveheart.



*We arrived & set up camp with great weather. Little did we know what was coming.*

Setting up camp was straightforward and easy. We used most of the same antennas that we had used previously at Southern Thule Island. The Force 12 Yagi antennas endured countless tumbles to the ground with only a few elements that were bent and easily straightened.

We quickly got onto the air and found that propagation was slightly improved over what we encountered at Southern Thule. Our path to EU was across Husvik Bay and over some distant mountains. Our North American path was much more difficult with tall mountains nearby.



We operated easily with few problems. Our environment was extremely quiet of noise except from the wildlife outside.

Our Chief Pilot, Antonio EA5RM gave us daily reports on how we were being heard and suggestions for bands by time of day. We made a serious effort on six meters with our four element Yagi however no contacts were made on this band.

As with Southern Thule, we uploaded our logs each day to Club Log with our Hughes BGAN terminal. We were on the very edge of the Inmarsat satellite coverage area and the uploads were challenged by their own propagation. We used Iridium phones to keep in touch with our Pilots and our families back at home.

As we experienced at VP8STI, the VP8SGI pileups were very large with many eager to make a contact. Unfortunately, there were also many out of turn callers in our pileups which makes things more difficult and greatly slowed down our ability to work each caller and move on to the next. Many of us made notes on the out of turn callers and we ignored them preferring to work the callers



*Each day the South Georgia winds destroyed our antenna masts.*

that were respectful to others.

About six days after our arrival, we experienced very strong winds coming down the mountain slope behind us.

Each day, several of our antenna masts were bent or destroyed. The Force 12 Antennas endured countless instances of crashing to the earth. Each morning, we repaired or repositioned the antennas that fell during the night. Soon, we had quite a pile of bent aluminum and steel antenna masts accumulating on the beach.



*Each day the South Georgia winds destroyed our antenna masts.*

The wildlife condition at South Georgia was quite different than we saw on Southern Thule. There were many young seal pups and their mothers nursing them. The pups play on the beach and growled at us as we



walked past them. There were few Penguins at our site and even fewer young Penguins.

Our beach was littered with dead seal pups and it was evident that something within nature was amiss.



*Ned AA7A, Dmitri RA9USU and David K3LP prepare a low band vertical antenna.*

Our days on South Georgia started out working Europe on the low bands, then as 30 and 40 meters would taper out, we would continue to work EU on the higher bands. In the late afternoon, we would shift our Yagis to North America and begin to follow the propagation all across the USA.



*Roger N4RR, Axel DL6KVA and David W5XU add to the QSO count.*

We sometimes saw "spotlight" propagation, particularly on ten meters which would give us strong but brief openings in random areas of North America. Signals from South America were quite strong and could be worked at almost any time. South African stations were also particularly strong. Our most difficult area to work was Asia/Japan and VK/ZL. On the higher bands those openings were very brief just before mid-day on the high bands. Our most difficult contacts were via the long path to VK/ZL. Our short path to VK/ZL was bogged by very high mountains just behind our camp.

As night fell, we would work the propagation on 30, 40, 80 and 160 meters. As time went on, our low band antennas would take a terrible beating in the high winds and would be repaired or replaced each morn-

ing. We saw a lot of aluminum destroyed on this trip.

We were quite aware of the DQRM taking place during these activations. We made adjustments from day to day to keep our rates up, to work with existing propagation and to ensure that we reached all parts of the world.



*One of our phased 160 meter vertical antennas destroyed by high winds.*

As the winds grew progressively worse each day, we took time to secure and re-secure our tent. Our operating was often distracted as the tent walls were caving in towards us as we were trying to maintain our rates with the pileups. We were fortunate to be able to use spare poles and parts from our other tent to bolster the strength of our main operating tent.



*We continue to operate as bad weather and high winds approach.*

On what would be our last night, high winds and snow took a toll on the main tent. Many of the rods and poles had separated and the tent was losing its strength and ability to resist the high winds. Our night team experienced complete collapse of the tent several times, which understandably made operating quite difficult. At one point, while I was operating, a sudden gust of wind hit the side of the tent very hard. The table tipped over on top of me knocking me back and dumping my K3, laptop, amplifier and tuner to the floor. Operating was becoming quite challenging.

The night team had another harrowing night where the howling winds and the collapsing tent forced them to

shut down and move the equipment to the floors. The night team huddled on the floor to stay warm and to avoid flying objects. Once the day team met with the night team and it was decided to conclude radio operations as everything was in disarray and the weather was extreme.



*Our tent succumbing to the high winds on South Georgia Island.*

When the winds subsided, Jun, Arliss and myself were taken ashore to finish packing our radio gear and to pack away the tent. The night team would get a little rest before returning to take down all of the antennas. When Jun, Arliss and I arrived we saw that most of the Yagis were on the ground, their masts bent over and unusable.

As we were inside the tent packing up our gear, the strong winds returned. We packed as fast as we can before the tent gave out entirely. We stacked all of our gear in their cases at the tide line waiting for the Braveheart's small boat to return. The high winds increased and we could see that one of the sailboats in Husvik Bay was in trouble. The wind had forced them to drag their anchor and they were now on the rocks near the Braveheart. We listened on the VHF radio as they called for help.

The Braveheart had just told us that we would have to wait for the winds to calm before they could come and retrieve us. We were safe but cold laying on top of our tent however the sailboat Windora was in real trouble.



*The Braveheart crew goes to the rescue of the Windora in Husvik Bay, South Georgia.*



The Braveheart quickly launched their small boat and went to the aid of Windora.

The crew of the Braveheart are the bravest men I have ever seen. They placed themselves in harm's way to answer the Windora's call for help.

Within a few hours, the winds subsided enough that the Braveheart could take Jun, Arliss and I off the beach. The ride back to the boat was rough, wet and cold but I could not be happier to get out of that wind.



Each day, the high winds added to our pile of scrap aluminum.

In a few hours, the night team was awakened and everyone went ashore to take down the antennas and pack up our gear. Our South Georgia adventure was over and we would soon be making the five day voyage back to Stanley, the Falkland Islands. We

made 82,847 contacts during eight days at South Georgia Island.

The activations of Southern Thule Island and South Georgia Island were very challenging for our team members. We all found our physical and emotional limits. We were often quiet cold and very tired. Most of us were away from home and our families for nearly 50 days. The trip was very expensive!

Most of us found some aspects of the trip enjoyable and we are grateful for the new friendships and the experiences.

After our 36 day voyage, we would return to Stanley where we would then spend six day operating as VP8IDX with an emphasis on 80/160 meters. We enjoyed feeling warmth again and hamburgers and junk food were sought out first thing.



The VP8STI/VP8SGI Team and the Braveheart crew back in Stanley.

Statistics: The 13 men of the VP8STI/VP8SGI team operated for 16 days and made 137,533 total contacts.

Thank you to all of our Foundation/Club sponsors, our equipment suppliers and our individual donors for supporting VP8STI/VP8SGI.

Paul N6PSE

© by DL1EBV



# K5P Palmyra Island – DXpedition

BY JOSEPH B. PATER, W8GEX • PHOTOS BY K5P



*K5P Team: Dick (W3OA), Glenn (WØGJ), Jerry (WB9Z), Craig (K9CT), Hal (W8HC), Lou (N2TU), John (K6MM), Mike (K9NW) and Tom (ND2T),*

## Genesis!

Upon return from the K9W Wake Island, the Forgotten 98 Commemoration of 2013, I began targeting another Top Ten Most Wanted Pacific Island- Palmyra. This DXCC had not been activated since 2005 placing it

in at #9 worldwide and #2 in Europe.

This tiny 4.6 square mile atoll, located approximately 1000 miles south of Hawaii, is made up of a number of sand and rock-reef islets covered to the shoreline with lush vegetation. It lies just 5 degrees north of the equa-

tor. The largest island in the atoll is Cooper Island, which is the location for the 2000 yard runway.

Palmyra was used by the US Navy during WWII as a southern defense position for Hawaii. During the war, the atoll was occupied by over 2500 servicemen and civilians. These personnel transformed Palmyra from a lush atoll into a working military base with three airfields, barracks, harbor, power plant and military stockpile warehouses. The atoll's vegetation was bulldozed, paved over and developed to the requirements of a Naval Base.

Following the war, the Naval Air Station was demolished; materials were burned, dumped into the lagoon or left in place. During our visit, many of these were still visible and one is currently used for a tsunami emergency shelter. Following the war, the Fullard-Leo sued for a return to ownership and was awarded ownership of the atoll. This family had acquired the atoll in 1922 and established a coconut plantation until the Navy took possession in 1941.



In December 2000, The Nature Conservancy bought most of the atoll from the Fullard-Leo family and established a research station on Cooper Island. The remaining portions of Palmyra are under the jurisdiction of US Fish and Wildlife. The Nature Conservancy and US Fish and Wildlife jointly supervise the atoll and have established strict bio-security protocols for visiting scientists, environmentalists and yes, Amateur Radio operators.

### Negotiations and Award

Starting late 2013, we began a dialogue with USFWS by issuing our first application for a Special Use Permit (SUP), which was promptly rejected. Phone conversations revealed portions of Palmyra, exclusively controlled by USFWS, simply were either environmentally sensitive or had vegetation growing right up to the shoreline. In short, there wasn't a viable place to establish an operation. Undaunted, and maybe a bit naive, I continued escalating our SUP application through the various levels of USFWS.

This took many months and the frustration level grew. Finally in August of 2014, I received a phone call from a high level USFWS official. He reiterated the reasons for the SUP rejection but left open the possibility of obtaining permission from The Nature Conservancy to operate from their portion of the atoll, Cooper Island. He offered to assist and I graciously accepted. As noted before, Cooper has a research center and a landing strip!

Finally some good news!

Following this, we authored a large document and forwarded it to The Nature Conservancy. This detailed who we are, what we do, why we do it, propagation studies, a bio-security plan (modeled after the USFWS's protocols), our financial status and possible operating locations on Cooper. As a follow-up, there were multiple phone conversations to clarify the details.

On October 14<sup>th</sup>, 2014, we received an application from TNC which was issued to any Amateur Radio operator who may have expressed interest in operating from Palmyra. In effect, the entire radio community could respond. Somewhat chagrined that we are now in competition with the amateur community at large, we re-

issued our Palmyra Application document and again followed up with multiple telephone calls.

The final decision rested in TNC's hands. Their decision date was 30 January 2015. It was a long 3 months to wait!

Finally we heard the news!

Sitting in Jamaica, waiting to go to K1N Navassa, we were informed the Pacific Islands DXpedition Group had been awarded the opportunity. Craig, K9CT agreed to co-lead and Palmyra 2016 was underway!

We were allowed to have 12 operators on the island early in January 2016, and are required non-refundable deposit (\$60,000) within 30 days of the award. To add more complication, the aircraft cargo capacity is limited and only one barge shipment

While we were still on Navassa, the ball got rolling! Our massive shopping list was being sourced by stateside hams.

Due to bio-security concerns, all equipment had to be repacked due to the prohibition of cardboard and untreated wood on the atoll. Our Team bought plastic containers, hard sided ski carriers and "bazuka" shipping tubes and stripped all packing materials from the equipment. Again, this added complexity to the logistics and short fused timing.

How all this was accomplished is nothing short of a miracle! Many, many were involved and if I mention someone, I am sure I will miss someone! The Sponsors were unbelievably supportive. Everyone replied, "No problem"! The logistical support crew



to the atoll was due to leave Hawaii April 1, 2015. We had only a few weeks to source, test and ship most of our equipment!

### Logistics

The "normal" weight for an DXpedition to the Pacific is 1600 to 1800 pounds, which greatly exceeded the charter aircraft allowance. The cargo, therefore, had to be split into two, barge and aircraft.

The logistics to make this happen were daunting! The Steppir antennas, coax, tools, connectors, rope, wire, baluns, bandpass filters, Vibroplex keys, Spiderpoles, Battle Creek Special, all had to make the barge shipment! The radios, laptops and amps could go later with the aircraft but everything else had to be in Hawaii in the last week of March.

had a "get it done" attitude. Thank you! Thank you, all!

To summarize, we were awarded the time slot on January 31<sup>st</sup> and our material was sitting at the dock in Hawaii seven weeks later. Truly amazing!

Once the heavy material was safely on its way to the atoll via the vessel Kahana, the Team could catch a breath for a few months as Janet and Joe Pater canvassed the globe for Foundation, Club and individual financial support. Due to concurrent Top Ten DXpeditions, financial support was strained but the amateur ranks were most generous. Funds from INDEXA and major foundations were made available and allowed the Team to navigate the early financial and procurement stages of the DXpedition. Without this early funding,



Palmyra 2016 would have been in an extremely difficult financial situation.

### Team and Logistical Problems

As announced in our press release, our Team consisted of 12 experienced DXers. What a fantastic Team we were blessed with! Everyone had been DXpeditioning prior and most everyone was 'tri-lingual', RTTY, CW and SSB. After waiting for most of 2015, we were all primed and ready.

This was, however, was not to be the case. During the many discussions with TNC, we learned they were in negotiations with a new aircraft charter. These negotiations took longer than expected and our Team was informed, mid November 2015, we needed to slim down to 9 members. Apparently, the aircraft, a Falcon 50, was smaller than the previous Gulfstream and could only accommodate 9 passengers. For the Team Lead-

ers, Craig K9CT and I, this was a gut wrenching time. How could tell 3 Team members, they could not go?

We explored a number of options including chartering a second flight or a hiring a vessel from Hawaii. Neither of these proved economically or practically viable. The second flight was extremely expensive; the vessel from Hawaii was expensive and would have added two weeks additional onto the trip.



We had no choice but to ask for 'volunteers'. In the true spirit of DXing, camaraderie and support of the operation, 3 members Ralph KØIR, Jim N9TK and Bob K4UEE volunteered to stay home. This was truly disappointing for the entire Team; we consider each of them as Team members and their expertise and good nature would be sorely missed.

Finally the day arrived! The Team assembled in Hawaii on January 9, 2016 and delivered the rigs and amps to the aircraft on the 10<sup>th</sup>. Our TNC contact was quite surprised at the size of the rig and amps in their Pelican cases. Our logistics plan measured each parcel and we knew the rigs and amps were just under 1.5 cu. yds. As part of the logistics plan, we were to be allowed 3 cubic yards of cargo (rigs and amps) and personal luggage. This delivery was well under the stated 3 cu. yd. allowance. The

rigs and amps made it into the cargo hold, no problem.

When the Team arrived on the 11<sup>th</sup>, it was obvious our personal luggage would not fit! What happened to the 3 cu.yd. allowance!?

Following an orientation from the USFWS representative, we began the boarding process. Each Team member unloaded their luggage, moved their contents to briefcase sized plastic bags, which were either stuffed into spaces in the cargo hold or carried onto the aircraft and held on our laps. The plane was truly loaded with every available space taken.

We looked like refugees! But everyone was smiling and in good spirits!



Jerry (WB9Z)





We were off to Palmyra!



Kingman Reef

On our way to Palmyra, Tom ND2T asked the pilot to fly over Kingman Reef which is only 35 miles from Palmyra. During our decent, we were afforded the opportunity to see the reef from 10,000 feet. It looked extremely small and fragile.



Upon arrival at Palmyra, we were greeted by the TNC staff who assigned us lodging facilities, assigned Team members to camp chores, gave

us Palmyra specific orientation and made us feel welcomed. The six TNC staff on Palmyra are fantastic hosts. They went out of their way to make

our stay with them the best it could be. They were also a bit curious about why Amateur Radio operators were so dedicated that they worked 24 by 7

**change  
of address**

I would like to remind you that members who change their address or e-mail address inform our treasurer at

[eudxf@eudxf.eu](mailto:eudxf@eudxf.eu)



and took precious little time off for exploring their island paradise! Why would we travel all this way, spend so much, pack all this gear just to make 5 second contacts with the rest of the world when an island paradise awaited them!

Finally on the air!

As part of the award, our operation was confined to a rather small footprint. Due to the thick vegetation, we decided to use the "ripple wharf" which was directly behind the room called 'the dry lab'. Our antennas had to be wedged into this rather small piece of land. This presented a number of problems.



Finally on the air – Dick (W3OA)



Antennas from Lagoon

Three Steppir verticals were used on 80 to 10 meters. We converted a BCS, Battle Creek Special, antenna to 160 m only as an inverted L, and created a 80 m vertical from a Spider-beam pole. A SAL30 was setup for RX on 160 and 80 m. It was most effective on 160 m due to QRN from solar battery inverters.

... hall A1 – stand 862



A dedicated SVDA was pointed to EU. Prior to leaving the States, our Team studied the propagation data produced by Stu, K6TU. We were aware EU would be the most difficult, with paths over both poles. This data proved incredibly accurate! Due to this, we set up the SVDA and used the SPE 1.3 amplifier. During the first week of operation, very few EUs made the log, mostly due to poor solar numbers and extremely short interval openings. The Team was aware of the timing of these openings, however propagation just wasn't there.

Propagation improved during the second week and the EU's making the logs greatly increased. EU QSOs equated to over 11% of the total K5P QSOs.

We are grateful to the EU operators for their patience.

We used 5 Elecraft K line setups. Due to antenna proximity, it was not possible to simultaneously operate two radios on the same band. So we had to choose the mode which produced the most QSOs. Our schedule rotation was three teams of three members, thus we tried to operate three radios on different bands.

This also proved to be problematic! Even with excellent bandpass filters, operating 160 m would interfere with 80 m or 80 m would interfere with 40 m, etc. This was due to second harmonics and the small antenna footprint.

If you never heard the radar interference in the Pacific (called 'The Dragon'), take a look at the spectrum scope. (the Dragon) This interference is loud and wideband. It ranged from 1.5 MHz to over 14 MHz. When it popped up at odd intervals, all QSOs stopped!

The fourth radio was available for anyone who wanted more operating time. This radio had to be wedged into a band slot which didn't interfere with the three active stations. The fifth radio was setup to be a beacon on 6 m. In almost two weeks of operation, this 500 watt beacon was never spotted from any portion of the globe.

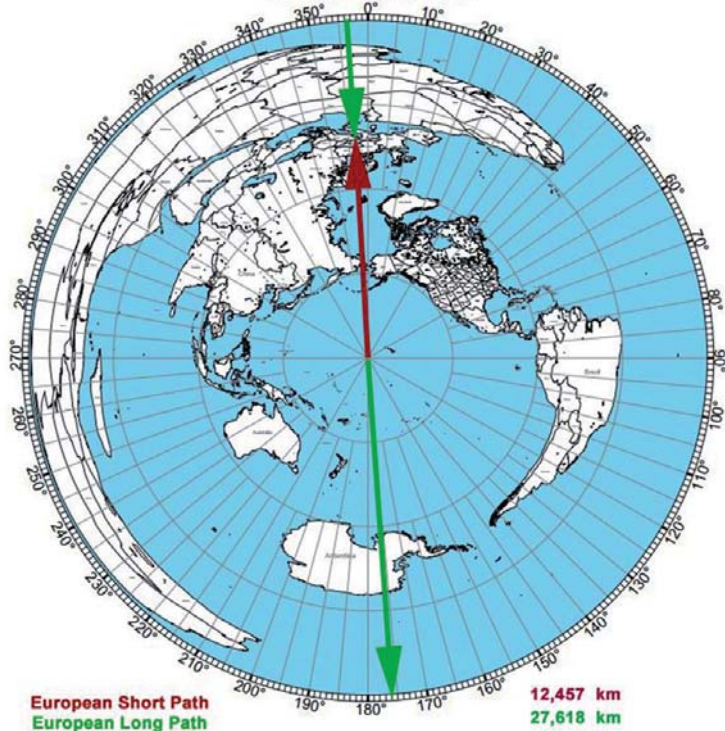
**Off hours!**

The DXpedition shift rotation is very grueling. Sleep is rarely at the same time every day and throws biorhythms off kilter! You eat when you can, you operate, you sleep, you wander, you

**Azimuthal Map**

Center: 16°43'44"N 169°32'30"W

Courtesy of Tom (NS6T)



do your email (yes, we had internet), you operate, then you do it all over again! For two full weeks! At the end of the two weeks, you look into your teammates' eyes and there is that far away, dreary bug eyed look!

Also, there was antenna maintenance. Salt air and aluminum aren't a good combination and the BCS had to be erected and re-erected until I finally lost count!

On Palmyra, we had a few diversions to help morale. Many of the Team went snorkeling with the TNC crew watching over us like mother hens. What a fantastic treat! Fabulous

coral formations and too many fish to categorize in a lifetime! Some took bikes rides along the runway. Others toured Cooper and Thatch islands, which were the only two we had permission to visit. Thursday nights, the TNC crew had movie night in the Mess Hall but due to our shifts, few of us attended.

Most of the time, we congregated in the dry lab operating room making sure everything was working, uploading logs to Clublog, and just hanging out keeping track of openings and rates.







*Dry Lab Full Crew*

### Wrap up and Thanks!

Palmyra 2016 ceased operation on January 26 and the entire Team began the process of packing our equipment. As with the initial shipment, we could take the rigs and amps but everything else had to go back to Hawaii via vessel. Once packed, we settled into island life, lounging and awaited our plane ride home. During our operation, we netted over 75,000 QSOs in over 150 entities. North America and Japan dominated the QSO count. Team dedication to the EU openings raised the EU percentage to 11.4 %

Our Team needs to thank our global Pilots. They had an extremely rough

first week and stuck with us through poor solar numbers and tough propagation. Their input is invaluable to any DXpedition and we appreciate their dedication!

Our logistical support was handled by Kimo KH7U, who is a one man freight consolidator and forwarder. All, repeat all of our equipment, barge and rigs were received by Kimo and delivered to either the plane or the barge. That is over 1800 pounds of equipment, received at different times, consolidated and subsequently delivered. Additionally on the way back, he again handles everything re-homing it to equipment sponsors,

suppliers and Team members. Kimo is key to our success! And we sincerely thank him.

Thanks to Elecraft, Steppir, Expert Linear Amps, America amplifiers, DX Engineering, Gigaparts, Vibroplex, Array Solutions, Arlan Communications, Force 12, CQ Magazine (Japan), Primus, UX-5UO QSLs, CQ maps and The RF Connection. When asked to support this DXpedition, their response was universal. "What do you need, how many and when"! The Ham Spirit is alive and well with these fine, gracious vendors.

They went out of their way to get you in the log, now let's support them!

The Global Foundations were wonderful with their universal support. As mentioned previously, treasuries were strained with the weight of concurrent, enormously expensive DXpeditions. Their support was tremendous and greatly appreciated. The EUDX Foundation's contribution to the success of Palmyra2016 was greatly appreciated.

Finally, we thank The Nature Conservancy and the US Fish and Wildlife Service for this once in a lifetime visit and wish them well in their dedication to preserving Palmyra Atoll for future generations.



# The New Member Story

BY LARS ROKSUND, LB2TB (EUDXF #904)

LB2TB was on the air for the very first time in the evening of January 26 1981 (Age 15). My first QSO was with DL5JP in Germany on 40 meters at 20:05 UTC. I was licensed as LA5EBA (Class A) in september 1981. On October 17 2008, after nearly 27 years as LA5EBA, I got my old "vanity" call-sign back, LB2TB (still with full privileges).

In 1983, I graduated as a Radio Officer with 2<sup>nd</sup> class certificate. After a year at sea, I upgraded it to a 1<sup>st</sup> class certificate. I was only able to sail on "the seven seas" for about 1,5 years since all Norwegian vessels started to change to foreign flag.

I then went to the navy and did my service there. I was a radio operator in the Norwegian Coast Guard (Coast-guard vessel "Senja"/LBHB). I served duty as a radiooperator for NATO HQ in Oslo area. I worked 5 years in the Norwegian Ministry of Foreign Affairs as a radio officer in charge of daily communication with Norwegian embassies in more than 40 countries around the globe. I continued with the same employer as a radio technician dealing with communication both home and abroad. Total visited

67 embassies (countries). In 1994 I was engaged for 6 months as a radio operator/weather observer on Hopen Island (part of Svalbard), operating Hopen Radio/LMR on a daily basis.

I have been QRV from the following callsigns:

- VK9CK - Cocos Keeling, 2016
- TA4/LB2TB - Side, 2012-2015
- 8S6LL - Hallo Lighthouse, Sweden, 2007 and 2010
- JW5EBA - Hopen Island ,1994
- W5ROK - Rockwell Collins Amateur Radio Club in Richardson, TX , 1997
- LA5EBA/OHØ - Aland Isl., 1982

## My job:

I work as a Radio Surveyor with Telenor Coast Radio, dealing with GMDSS (Global Maritime Distress and Safety System) on ships and offshore rigs.

My Maritime Radio Certificates: 1983-84 2<sup>nd</sup> Class Radio Telegraphy Certificate, 1984 - 1999 1<sup>st</sup> class Radio Telegraphy Certificate (expired). Then from 2011 -> GMDSS GOC Certificate which is needed in my profession.

Current DXCC results:  
Wkd/Cfmd mixed: 320/320



Challenge wkdcfmd: 2378/2285

73 de Lars, LB2TB  
EUDXF no. 904

# The New Member Story

BY MORTEN KVERNMOEN, LB8DC (EUDXF #905)

I was born into this world in 1965, and started playing with electronics and radios in the early 1980's. I was licensed in 1986 as LB8DC. At that time, this was a novice license and I was limited to use 15 w output and only CW. Soon I upgraded my license to a full license and got the callsign LA9DFA with higher privileges. Since then the licensing rules have changed in Norway, and in December 2015 I took back my old callsign and are now licensed as LB8DC again.

I enjoy contesting and DX hunting and can often be heard in contests and pileups. I am now on DXCC Honor Roll, but has a few left to get to Honor Roll no.1. I have just passed the 2500 mark for the DXCC-Challenge. Worked 9BDXCC and are 2 DXCC's away from DXCC on 6 m. In contests I operates as LA3C, LN3C and in 2014

I used LI3C earning many awards in contests.

I am member of LADXG and EUDXF. I have been operating from Svalbard as JW9DFA 3 times (1993/2006/2011), and I have been a member of the QLF DX-team operating as OJØLA from Market Reef in 2006. My last DXpedition was with DipperDX Team to Cocos (Keeling) Island in 2016 as VK9CK.

My daily work is as a Senior Consultant at IBM (International Business Machines).

I am married to Mariann and lives in a small village named Brandval in the south-east part of Norway.

No kids.

My favorite mode is CW, but work some SSB and RTTY to when the situation requires it.

Hope to work you all in an upcoming DXpedition late this autumn ☺



73 de Morten LB8DC



# The New Member Story

BY TOM DE GRAAF, PA3TG (EUDXF #907)

Hi all,

I obtained my Novice license in 2013 (PD3TG) and my Full license incl. CW in 2014 (PA3TG) but have always showed interest in Ham radio since the 80's this was also when i got my morse notification but then stopped more or less with the hobby, i also got my maritime radio license incl. cw during the 90's so stayed connected with the airwaves.

In the 90's i went to sea as an officer on a merchant cargo vessel and did that for 6 years where i saw a lot of the world, after that i came to shore working for a offshore vessel company where i still travel a lot.

I am a member of the contest group PA6NB with main focus on CW.

Last year i travelled a lot to Nigeria and have obtained the callsign 5N4ØTG which i hopefully can activate some time in future since the stability of the country went down rapidly the last couple of months i am for the moment not allowed to travel there.

I also have the callsign A65TG since



i also go several times a year to the Emirate of Sharjah in U.A.E.

But my main focus is always Africa where i have been travelling to ZS, CN, EA8, 5N, 9G till sofar and hope to visit some countries more in future.

Since i have been active from a DX country as 5N/PA3TG (Nigeria) earlier, this tastes for more and i enjoyed

working the pileups both CW and SSB aswell so i am very interested if there are open spots in a future DXpedition which i can possibly join.

Thanks and 73's,  
Tom - PA3TG

# The New Member Story

BY ROBERTO "BOB" , PB5X (EUDXF #908)

My name is Roberto "Bob", callsign PB5X. I love to DX on HF and meet up with people all over the world.

In the last couple of years I had the opportunity to not only meet some hams on the airwaves but also face to face.

For that reason I had several eyeball QSO's with stations in HSØ, YBØ, YB9, 9H, PA, A61, ON, K1, I, LX, MJ ...

So with this great hobby the sky is the limit (literally as i flew with Jerry PH9HB/AM to 9H ☺).

I also love to call into several pile ups to work that special rare DXCC that i still need for my DXCC score but of course I love to ragchew as well. Specially with our friends from North america ...!

Besides working DX I love to be the DX station as this is another ball game than shouting in the pile up. That is why i had the opportunity to broadcast from YB9, YBØ, 9H, MJ, LX etc ... as a holiday station but also as a member of the Low Land DX team

([www.ildxt.eu](http://www.ildxt.eu)).

So as I really love to DX I am hoping to catch you on the airwaves some day and have a wonderfull QSO or even an eyeball QSO.

If you want to know more about me or my station please go to <http://www.qrz.com/db/pb5x> or [www.pb5x.com](http://www.pb5x.com)

73,  
Roberto "Bob" - PB5X

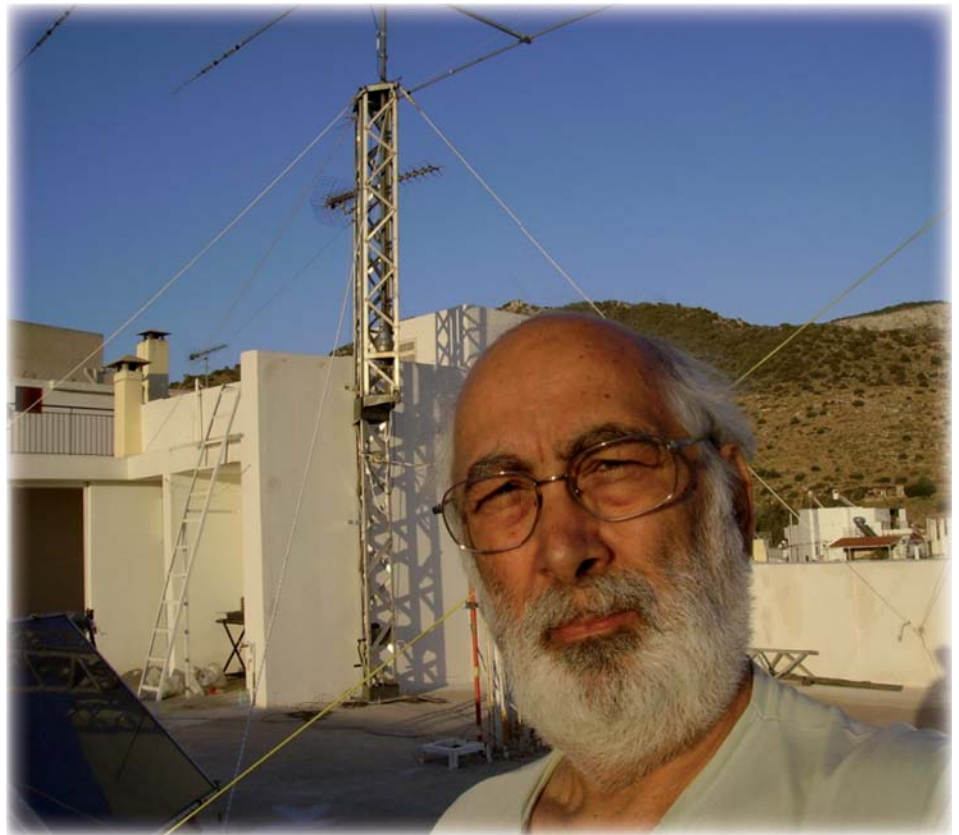


# The New Member Story

BY MICHAEL CHATZIMICHALAKIS, SV1MO (EUDXF #922)

I was born in Lesvos Island in 1950. At the moment I am living in Glyfada which is a municipality close to Athens. Professionally I was manufacturer dealing with ceramics and tiles, mostly exporting them. Since 2010 I have retired. In amateur radio I have been active since 1979 when I got my license and in the last few years I have been involved with DXing, trying (selectively), to fill some "slots". I am active at SSB-CW and various DIGI modes, on HF bands. I participate in several contests just only for needed countries, modes, bands. Moreover I am interested in the exchange of classic paper QSL cards mostly via bureau. However I confirm QSOs via LOTW, e-QSL, and upload my logs at QRZ, Hamlog, Clublog etc. I am a member of RAAG and several other foreign clubs and organizations like EUDXF, EPC, MDXC, 30MDG, DMC,HPC etc.

Michael, SV1MO



# The New Member Story

BY INGRID S. GEISLER, W7ISG (EUDXF #921)

My exposure to HAM radio began when I married Reinhard, DL1UF. He took me to HAM meetings/conventions and to Field Days abroad and here in the US. I quickly figured out that amateur radio is an enormous source of fun, gratification as well as a link to wonderful friendships that are spanning the globe. My main interests in radio revolve around contesting and DXing. Over the years, I've participated in many HF/VHF/UHF activities and done quite well in contests. Since I'm working in the medical field at a hospital, I appreciate the importance of Emergency Communication. When the ARRL promoted the National Parks on the Air (NPOTA) event in connection with the Centennial of the National Park Service last year, which in effect was a tremendous display of what Emergency Communication is capable of, I got bitten by the "competitive bug" again and ended up ranking number three nationally among 1,492 Park

Activators.

The attached picture is from a NPOTA activation at the Mount Rushmore National Memorial just about a year ago.

Best 73 from Arizona,  
Ingrid W7ISG







## Acknowledgement

This serves to confirm that WRTC 2018 has reserved

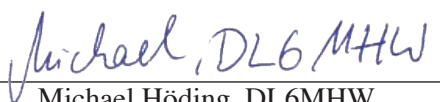
a competitors tent

to be sponsored by

European DX Foundation (EUDXF)

WRTC 2018 would like to express its sincere thanks for the support rendered to bring about the World Radio Team Championship in Germany in 2018.

19th September 2016  
Wolmirstedt

  
Michael Höding, DL6MHW  
Vice President Fundraising

*Welcome to Germany*





Participants of the EUDXF workshop held on 29.04.2017 in Beesten, Germany (from left to right): Hans, PB2T, Dom, DL5EBE, Ron, PA3EWP, Jan, DJ5AN, Jan, DJ8NK, and Achim, DF3EC.

Photo by DL1EBV

### Note of the cashier

#### Dear EUDXF members,

at the beginning of the year I informed you by email that the membership fee for 2016 is due.

I am very glad to see how many members have already done their payment, many thanks! Thanks also to the SEPA BASIC debit note payers in Germany.

Members who replied that they will pay their membership fee at the Ham Radio in Friedrichshafen, please contact the EUDXF stand manager Jan, PA1TT / DJ5AN.

For payments via PayPal in Europe there exists the possibility to contact friends and acquaintances to send them the money. Please use this option to prevent costs from EUDXF that would reduce the amount for sponsoring.



Send money to friends and family

It's free when you use your bank or balance in EUR within the EU.



Geld an Freunde und Familie senden

Kostenlos mit Ihrem Bankkonto oder Guthaben in EUR innerhalb der EU.

vy 73, Robert F. Lörcks (DL1EBV), EUDXF cashier.



# EUDXF NEWSLETTER ARCHIVES

Dear Member/New Member,

You can find all of our newsletters which have been published since 2011 for download here...

(For download please click on the blue bar at bottom of the issue requested)

Older editions of the EUDXF Newsletter (July 2009 and 2010) will be available for download, soon!

Thumbnail 1: EUROPEAN DX FOUNDATION E.V. • NEWSLETTER • JANUARY • 2011 •

Thumbnail 2: EUROPEAN DX FOUNDATION E.V. • NEWSLETTER • MAY • 2011 •

Thumbnail 3: EUROPEAN DX FOUNDATION E.V. • NEWSLETTER • JULY • 2011 •

Thumbnail 4: EUROPEAN DX FOUNDATION E.V. • NEWSLETTER • JANUARY • 2012 •

Thumbnail 5: EUROPEAN DX FOUNDATION E.V. • NEWSLETTER • MAY • 2012 •

Thumbnail 6: EUROPEAN DX FOUNDATION E.V. • NEWSLETTER • JULY • 2012 •

Thumbnail 7: EUROPEAN DX FOUNDATION E.V. • NEWSLETTER • FEBRUARY • 2013 •

Thumbnail 8: EUROPEAN DX FOUNDATION E.V. • NEWSLETTER • MAY • 2013 •

Thumbnail 9: EUROPEAN DX FOUNDATION E.V. • NEWSLETTER • JULY • 2013 •

Thumbnail 10: EUROPEAN DX FOUNDATION E.V. • NEWSLETTER • JANUARY • 2014 •

Thumbnail 11: EUROPEAN DX FOUNDATION E.V. • NEWSLETTER • MAY • 2014 •

Thumbnail 12: EUROPEAN DX FOUNDATION E.V. • NEWSLETTER • JULY • 2014 •

Thumbnail 13: EUROPEAN DX FOUNDATION E.V. • NEWSLETTER • FEBRUARY • 2015 •

Thumbnail 14: EUROPEAN DX FOUNDATION E.V. • NEWSLETTER • MAY • 2015 •

Thumbnail 15: EUROPEAN DX FOUNDATION E.V. • NEWSLETTER • JULY • 2015 •

Thumbnail 16: Newsletter • January • 2016 •

Thumbnail 17: Newsletter • May • 2016 •

Thumbnail 18: Newsletter • July • 2016 •

Thumbnail 19: Newsletter • January • 2017 •

Thumbnail 20: Newsletter • May • 2017 •

Older issues have only been produced on paper. Enjoy reading! – Enjoy your work.

Next

## EUDXF NEWSLETTER JULY 2017

- Annual General Meeting; Bad Bentheim, Saturday 26 August 2017
- New Members; Life Members; Silent Keys ...
- Sponsored activities and pending sponsoring
- DXpedition; ...

## MEMBERSHIP APPLICATION

- I herewith request membership in the European DX Foundation e.V. (EUDXF). Membership fees are a minimum of **€ 25 per year** and payable at the beginning of the year. Membership will be **renewed automatically** unless written notice is given not later than 6 weeks before the end of the year.

Surname: \_\_\_\_\_

First name: \_\_\_\_\_

Call Sign: \_\_\_\_\_ Title: \_\_\_\_\_

Address: \_\_\_\_\_

Postal code: \_\_\_\_\_

City: \_\_\_\_\_

Country: \_\_\_\_\_

E-mail: \_\_\_\_\_ @ \_\_\_\_\_

- I am already a member of EUDXF, but I would like to become a life member:  
(The price of life membership is still EUR 400)

### Method of payment:

- I will pay the contribution to the bank account of EUDXF:

**Bank:** Volksbank Kleverland  
**IBAN:** DE65 3246 0422 0205 1830 19  
**BIC:** GENO DE D1KL L

- I will transfer the contribution via PayPal to [cashier@eudxf.eu](mailto:cashier@eudxf.eu)

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

*Please mail this application to:*

EUDXF e.V.  
Robert F. Lörcks, DL1EBV  
Sommerlandstraße 23  
47551 BEDBURG-HAU  
GERMANY

*You can e-mail your application to:*

[eudxf@eudxf.eu](mailto:eudxf@eudxf.eu)

Or get into contact with EUDXF via  
internet: <http://www.eudxf.eu>