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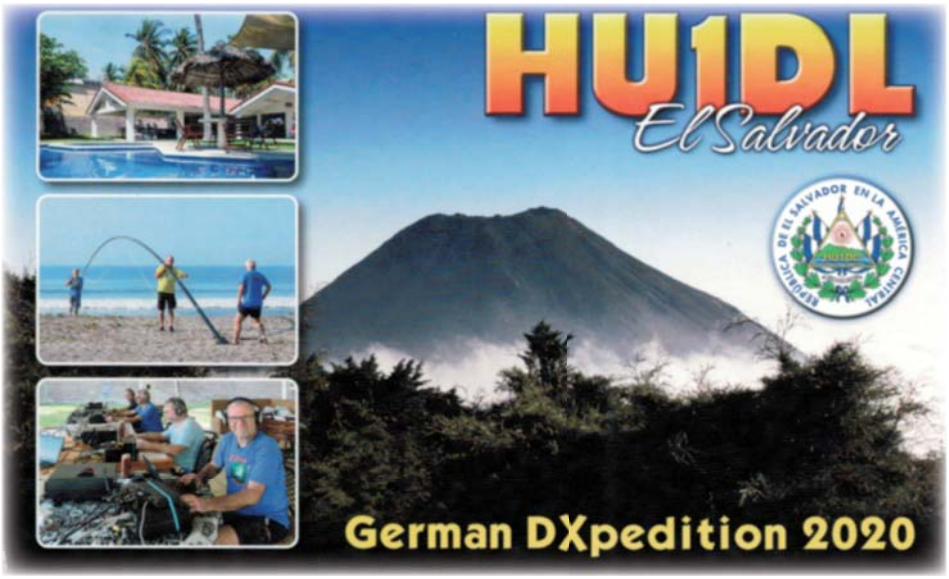

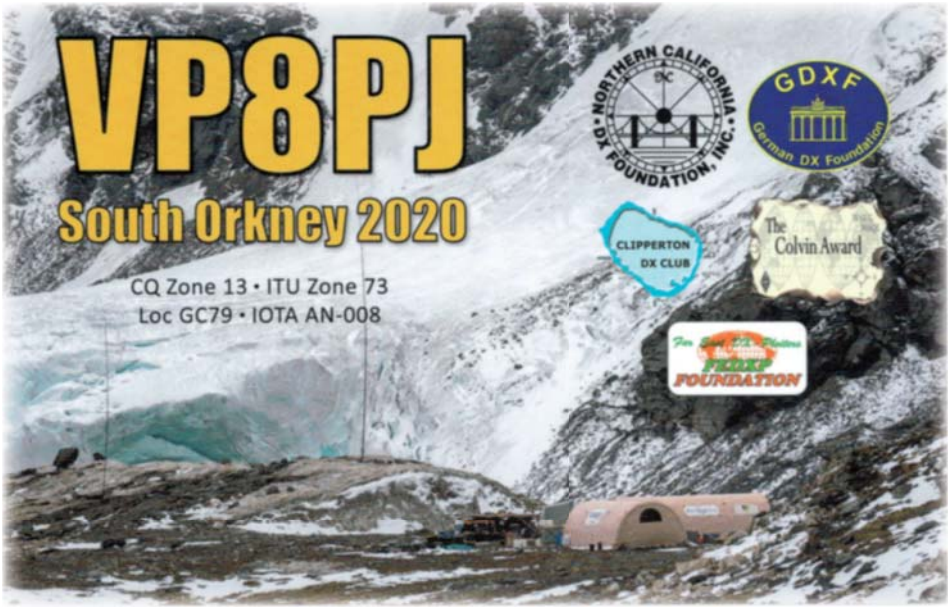

DX

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EUropean DX Founation e.V. — **President:** Dominik Weiel (DL5EBE), Kirchweg 13, 49356 Diepholz, Germany, e-mail: president@eudxf.eu. **Boardmembers:** Ronald Stuy (PA3EWP), Hans P. Blondeel Timmerman (PB2T), Jan B. C. Harders (DJ8NK), Prof. Dr. Achim Rogmann (DF3EC).

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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 .**

Welcoming Words of the President

Dear EUDXF Members,

first of all, on behalf of the EUDXF Board let me wish to you and your families a very happy, prosperous and healthy New Year 2021! Let it be better than the previous year which was already challenging enough. To make it easier for you to cope with the COVID-19 restrictions, we are glad to present the January newsletter to you which contains some excellent DXpedition reports from pre-pandemic times when travelling to remote places was much easier than it is today. Have fun reading!

It is my sad duty to report the sudden passing away of our dear friend and EUDXF member Franz, DL9GFB (#963) who died shortly after his 68th birthday on the 21st of December 2020. Franz was a very passioned DXer, DXpeditioner and engaged EUDXF member. Highlights of his DX career were his participations in excellent DXpeditions such as C56R/C53M, 4S7FBG/4S7WAG, ZD7F, VU4AN/VU3RYE, VU7RG, VP2EFB, VU7SJ, 9N7AA, 5WØM, V73D, XX9D, HU1DL. His last activity took place from Kosovo, Z66DX. Rest in Peace, dear Franz, we will miss you a lot!

The still ongoing pandemic is affecting our social life also in 2021. Unfortunately, the Hamvention hamfest originally planned for May 2021 in Dayton, Ohio, a traditional meeting place for DXers and contesters from all parts of the world where EUDXF wanted to be present with a small team, has been cancelled. Whilst the european equivalent, the Ham Radio hamfest in Friedrichshafen did not take place in 2020, the 2021 event is still on the agenda and the booking for the EUDXF stand has been confirmed. Let's keep all our fingers crossed that we will meet each other again in June!

DXpeditioning is still suffering from the global travel restrictions which is reflected by a total lack of funding applications for 2021. However, Sable Island CYØC is still announced for October 2021. Another highlight (not yet funded by EUDXF) will be DXpeditions planned for October by Australian and New Zealandian members of the Hellenic Amateur Radio Association to Mellish Reef, VK9HR, and Willis Island, VK9IR. The long awaited DXpedition to Swains Island, W8S, is still on the agenda, but was postponed to either spring or autum 2022.

In this time of reduced funding applications, until end of 2021 EUDXF has decided to temporarily create a funding class for DXpeditions targeting ClubLog's Most Wanted List rank 101 to 150. Also, in order to support handicapped DX stations (non-DXpeditions) in these difficult COVID times, EUDXF members are asked to make proposals for potential candidates, where our foundation could help by e.g. providing equipment to bring those stations back on the air.

It is also planned to organise a EUDXF DX Webinar in spring 2021. If you have interesting topics to contribute, please get in touch so that we can make this event happen!

Enjoy the Low Band season and looking foward to hear you on the air! Stay healthy!

Best 73s and good DX from Diepholz, Germany, de

Dominik DL5EBE

Dear EUDXF Members,

According to our statutes, each member is obliged to pay at least an annual fee of € 25,00 €. The contribution is due upon admission and then at the beginning of the calendar year. The Board can allow a different alternative payment method.

If you become a member, the membership fee has to be paid latest after 12 months (e.g. if you join on June 12th 2020, the next fee is due on June 2021 at the latest). One month in advance, members will receive an email with the contribution invoice.

Members from EURO / SEPA countries please transfer the fee to our account at Volksbank Kleverland, IBAN: DE65 3246 0422 0205 1830 19 - BIC / Swift: GENO DE D1KL L. However, if you would like to pay via PayPal, please note that you take over any PayPal costs. Within the EU you can use the "Send money to friends and family" function to avoid PayPal costs. Members from non-EURO countries please pay via PayPal to cashier@eudxf.eu.

Special thanks to those members who have already paid their contribution (or even more) for 2021.

https://eudxf.eu/downloads/Articles_of_Association_booklet.pdf

HU1DL – El Salvador 2020

BY WERNER HASEMANN, DJ9KH

After having been to Macau in 2019 we found El Salvador to be a good location for DXpedition activities under the actual sun-spot situation. Looking at the latest most wanted-list, we were not overly optimistic of obtaining outstanding results. This led us to the idea of putting our focus on the low-bands and the digital mode FT-8. Consequently we left the beam-antennas for the higher bands at home and decided to travel with 7 fiber glass poles, the tallest being 22 m long. With that it was hard enough to keep the airlines' limit of 23 kg per person.

It is always a good idea to contact the local amateurs of the country you are visiting, if there are any. Fortunately, we found a number of good friends, filled with real ham-spirit, in the Radio Club of El Salvador. More than half a year before we left home, we were in contact with them and informed them about our intentions. They assisted us in finding an excellent operation site, to get the licenses with the attractive HU call sign, arranged the transfers, gave us good hints as to how to behave in El Salvador, and made arrangements for us with the local customs authorities.

Erecting 22 m Mast

Thus equipped we boarded our flights in Berlin. After around 12 hours with stops in Madrid and Guatemala City, we landed in San Salvador, where we were warmly welcomed by YS1RS and YS1MS. They led us to our beach bungalows directly on the Pacific coast, approx. 60 m away from the capital. "Thanks" to jet-lag we found ourselves at 6 o'clock in the morning in the garden, mounting the first antennas.

Our 'antenna-team' erected 7 fiber glass masts of 22 to 12 m length almost at the water-line. They were carrying our 160, 80 and 30 m verticals and the 20, 15 - 10 and 12 – 17 m rhombic-loop antennas. The 60 m dipole was hanging between two 15 m high palm-trees. The

Antennafarm

DL7VEE - YS1RS

4 working-sites with the K3's, the kW-linears and the computer network were established by the second team, so that we were ready to start our activities after 8 hours. Initially we felt that 30,000 QSOs in 14 days would be a very ambitious goal. With that in mind we started with 4 stations simultaneously. Our first surprising realization was: Ooops, no man made QRM, almost no static noise and good signals from all over the world. And all that with wire-antennas!

24 hours later we found 7,000 QSOs in our logbook, far more than we expected earlier. Very exciting were the 450 QSOs on 160 m. To be honest: after recognizing the statistics of the first days I was a little bit shocked about the great number of FT8-contacts. Will this become a FT8 DX-pedition? Fortunately (my personal opinion), it did not turn out like this, at the end we made less than 30 % FT8 contacts. Nevertheless, FT8 has become a very popular mode and still has a great potential for ham radio operators to improve their operation techniques. Our FT8 operators told me that they saw many callers below 1000 Hz when they were in the S/H-mode. A new experience for me was to see, that it is possible to operate FT8 with two stations on different bands from one computer. What a progress(?!) for an old school operator.

full in action

Beach bungalows

YS1RR and guests

YS1RR – DJ9KH

Antennas radioclub

Replacement PA 30-L1

Coffeeprocessing

The Team

Talking about antennas: Following the wire-antenna-concept we were using verticals with one elevated radial on 160 m, 80 m and 30 m. On 40 m, the most surprising band, we had a delta-loop. The higher bands were served by rhombic-loop antennas following DK7ZB. For 12/17 m we used concentric loops fed with separate cables, for 10/15 m we used concentric loops fed with one cable. Both types performed very well. We were even able to work 12 m and 17 m same time with a kW, realizing no distortions. You should know, that the antenna wires were only 40 cm apart! With well over 20 % of all our QSOs on the low-bands we fulfilled our plan. 40 m and 160 m performed much better than expected. For example: almost daily we were able to find stations from Europe two hours after their sunrise. We expected nothing on 10 meters, but managed to work 200 stations from 3 continents.

Our K3s transceivers performed well as usual. One KPA 500 gave up after a few days as well as one of the Expert amplifiers. Many thanks to the Elecraft-team: they sent us spare parts. This way we could use it again a few days later. In the meantime, Roberto, YS1RS, lent us his Collins 30L1 linear. Old but in a good shape, just like the operators of our team. As stated earlier, we had close contacts with our good friends of the Radio Club of El Salvador. So, one day they organized a tour for us into the capital San Salvador, to the volcano Boquerón, the coffee plantation of Walter Soundy and the club station with the bureaus of the radio club. A very interesting day, we learned a lot of new facts about coffee-farming, the problems they have with climate-change and how coffee is processed before we find it in our cups. With around 100 members the Radio Club of El Salvador is quite a small club with not more than 10 regularly active hams. The building with the masts and antennas was overwhelming as well as the warm welcome by the club officials. Very impressive was the 'Collins-exhibition' of the club station. Most of the amateurs today don't even know the brand Collins, for me it was like the comeback of my dreams of the first years of my ham-radio life.

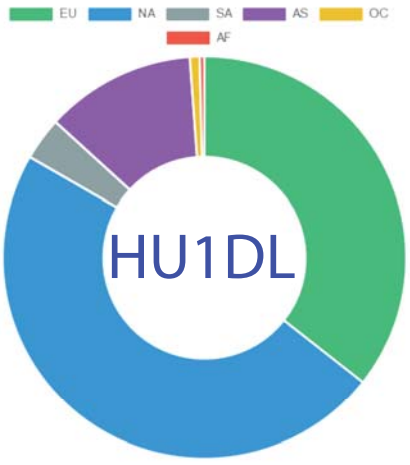
Back at the stations we realized, that we had the realistic chance to cross the 50,000 QSO border the coming 9 days. We even took the opportunity to join the WPX RTTY-contest and finished that with 2,4 Mio. points. Number 3 in North America, number 1 in El Salvador...

Propagations stayed moderate, operators were in a good mood and the service in and around our bungalows was excellent. Such excellent conditions to reach that goal! We did even better – in the morning of the day we left we ended up with 60,250 QSOs, double of what we initially expected. With the good feeling that we performed quite well under the actual sun-spot conditions we flew back to Europe. As promised, our QSL manager is already sending out QSL cards, the OQRS and the LoTW service has started. So let me take the opportunity to thank all our supporters, DX clubs and sponsors and specially our friends in El Salvador and last but not least all our QSO partners worldwide.

Secretary YS1NEL

HU1DL – Band/Mode breakdown

Band	SSB	CW	FT8	RTTY	Total	Total %
160 m	71	1,933	1,290	0	3,294	5.5 %
80 m	424	3,963	2,266	148	6,801	11.3 %
60 m	0	346	1,279	0	1,625	2.7 %
40 m	3,409	6,731	2,289	1,384	13,813	22.9 %
30 m	0	3,859	4,922	477	9,258	15.4 %
20 m	2,320	7,128	1,606	874	11,928	19.8 %
17 m	2,572	2,998	2,126	452	8,148	13.5 %
15 m	700	2,064	1,216	323	4,303	7.1 %
12 m	148	384	196	16	744	1.2 %
10 m	30	112	129	11	282	0.5 %
Totals	9,674	29,518	17,319	3,685	60,196	100.0 %



HU1DL – Continent by Mode

CONTINENT/Mode	SSB	CW	RTTY	FT8	Total	Total %
AFRICA	50	89	16	73	228	0.4 %
ANTARTICA	0	0	0	0	0	0.0 %
ASIA	594	2,994	254	3,413	7,255	12.1 %
EUROPE	2,354	12,282	1,080	5,729	21,445	35.6 %
NORTH AMERIKA	6,258	13,157	2,187	7,116	28,718	47.7 %
OCEANIA	41	199	14	215	469	0.8 %
SOUTH AMERICA	377	797	134	773	2,081	3.5 %
Total QSO	9,674	29,518	3,685	17,319	60,196	100.0 %
Total %	16.1 %	49.0 %	6.1 %	28.8 %	100.0 %	

HU1DL – Continent by Band

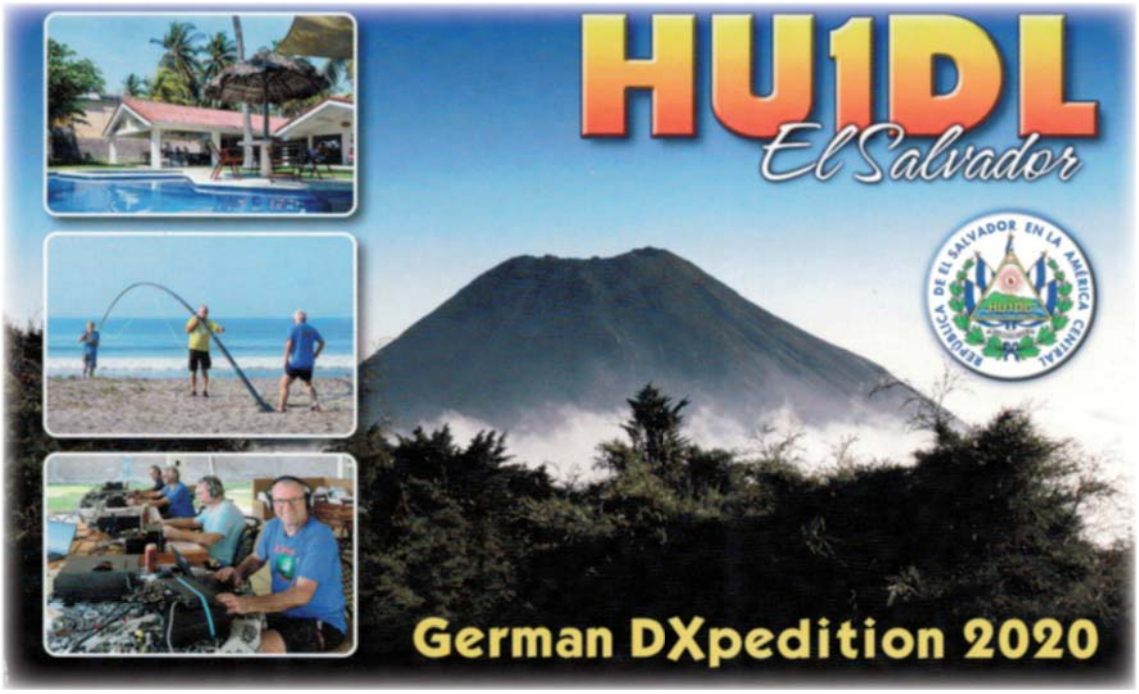
CONTINENT/Band	160	80	60	40	30	20	17	15	12	10	Total	Total %
AFRICA	9	21	13	44	19	51	42	29	0	0	228	0.4 %
ANTARTICA	0	0	0	0	0	0	0	0	0	0	0	0.0 %
ASIA	184	907	9	2,132	1,869	992	901	261	0	0	7,255	12.1 %
EUROPE	1,176	2,690	924	5,900	3,027	4,680	2,508	538	2	0	21,445	35.6 %
NORTH AMERIKA	1,863	3,013	653	5,373	3,974	5,850	4,364	3,020	533	75	28,718	47.7 %
OCEANIA	15	64	9	140	141	25	38	32	3	2	469	0.8 %
SOUTH AMERICA	47	106	17	224	228	330	295	423	206	205	2,081	3.5 %
Total QSO	3,294	6,801	1,625	13,813	9,258	11,928	8,148	4,303	744	282	60,196	100.0 %
Total %	5.5 %	11.3 %	2.7 %	22.9 %	15.4 %	19.8 %	13.5 %	7.1 %	1.2 %	0.5 %	100.0 %	

HU1DL — Daily QSOs

Date	Total QSOs	Uniques	Uniques %
13-02-2020	1,986	512	25.8 %
12-02-2020	3,082	873	28.3 %
11-02-2020	3,057	829	27.1 %
10-02-2020	3,076	945	30.7 %
09-02-2020	3,298	949	28.8 %
08-02-2020	2,569	837	32.6 %
07-02-2020	3,845	937	24.4 %
06-02-2020	4,085	1,053	25.8 %
05-02-2020	4,487	1,208	26.9 %
04-02-2020	5,088	1,527	30.0 %
03-02-2020	5,483	1,656	30.2 %
02-02-2020	5,773	1,819	31.5 %
01-02-2020	5,393	1,679	31.1 %
31-01-2020	7,521	3,631	48.3 %
30-01-2020	1,453	1,001	68.9 %
Totals	60,196	19,456	32.3 %

HU1DL – DXCC by Band/Mode breakdown

Band	SSB	CW	FT8	RTTY	Total
160 m	8	71	71	0	85
80 m	42	90	85	24	102
60 m	0	38	67	0	69
40 m	92	108	82	66	121
30 m	0	92	107	39	122
20 m	64	106	70	51	113
17 m	79	89	76	37	105
15 m	29	65	57	22	82
12 m	11	21	17	7	28
10 m	7	16	12	5	19
Totals	102	132	124	77	150



TI9A – Isla del Coco (Cocos Island) Febr. 2020

BY MATS STRANDBERG, SM6LRR/RM2D

Forty years as a Ham, 53 years old, indeed high time to realize that time is running fast and at a certain point in life, going to wild places of my dreams will not work. In other words, a life without a real DXpedition would be something I would regret in the rocking chair twenty-thirty years from now.

After having organized my own small Holiday Style DXpeditions in the past 10 years (4S7LRG, XV2LRR, XV2D and XV9D), it was now time to either refuse or accept a tempting offer. As so many times, I met with my old buddy RA9USU, Dima, in one of the local British pubs in the middle of Moscow. Our most commonly visited place is the John Bull's Pub located near the Smolenskaya underground station, next to the Russian Ministry of Foreign affairs. This pub has been the meeting point for me and many visiting hams from all over the world, so it is a logical place to meet there also with the local UA3 friends.

I don't remember exactly the date of the meeting, which was the reason for this story you are reading now. It could have been sometimes at the end of summer of 2019. I had worked myself Dima from Isla del Coco as TI9/RA9USU back in 2015. We had discussed the idea many times to visit this very interesting island for a real DXpedition. Dima's last visit in 2015 was more of a courtesy and relation-building trip with the local Nature Reserve rangers, to lay the foundation for a more extensive DXpedition. Nevertheless, he and Jorge TI2JV (TI2HMJ at that time), worked quite a few QSOs at that time, and therefore I realized I did not need TI9 as an ATNO (new country) – and therefore agreed to join him in 2020.

The difference between going on a holiday style DXpedition and a real DXpedition is without saying huge. Instead

of bringing one station, one amplifier and some antennas, this would be something quite different. Dima's experience from many big DXpeditions with lots of resources and people would also influence the planning of our TI9A DXpedition. The challenge with TI9 is not to get the license itself, but rather getting the permit to stay on the island and operate for a longer period of time, as the island is a protected territory. Until this year, the limit for the license had been maximum seven days, and that is also what we applied for sometimes in the summer of 2019. Before applying, we needed to have also the permit from SINAC (The Environmental Protection Administration of Costa Rica). Jorge, TI2JV, had done a magnificent work to establish and develop the relations with this authority, which is in charge of Isla del Coco, and who also permanently employ around 20 rangers on the island, ensuring that the rules for the territory and the nearby waters are followed. Illegal fishing for tuna and shark (for shark fins) has been a big problem, and therefore, the permit for tourists to be close to the island, or to remain on the island for more than a few hours has been very difficult to obtain. Jorge managed to get SINAC to accept the request for four persons to be on the island between February 1st and 7th. That was the most important challenge before we could also apply for the TI9 callsign. After serious evaluation, the telecom administration in Costa Rica SUTEL (Costa Rican Telecom Administration) finally issued the license TI9A to us on November 27th, 2019.

Some of the readers might have heard the story about another TI9 DXpedition that all of a sudden appeared on QRZ.COM in September 2019. This was a two man show, led by a Mexican guy, aiming to be active only on SSB initially. They indicated that they had the callsign issued and surprisingly showed plans to be active on almost the same dates as we. However, with our connections inside of SINAC and SUTEL, we knew that they had neither the license they claimed, nor the permit to remain on the island for the operation. However, in the eyes of the non-involved, it initially seemed as if TI9A had "hijacked" the DXpedition of that other gang and that we wanted to operate at the same time. This proved to be wrong on Feb 10th, when SUTEL finally published the TI9C license with validity from Jan 30th to Feb 9th. The guys were simply unlucky because of slow issuing of license, and could not even theoretically have operated on the planned dates. We were


Chatham Bay from distance


Chatham Bay

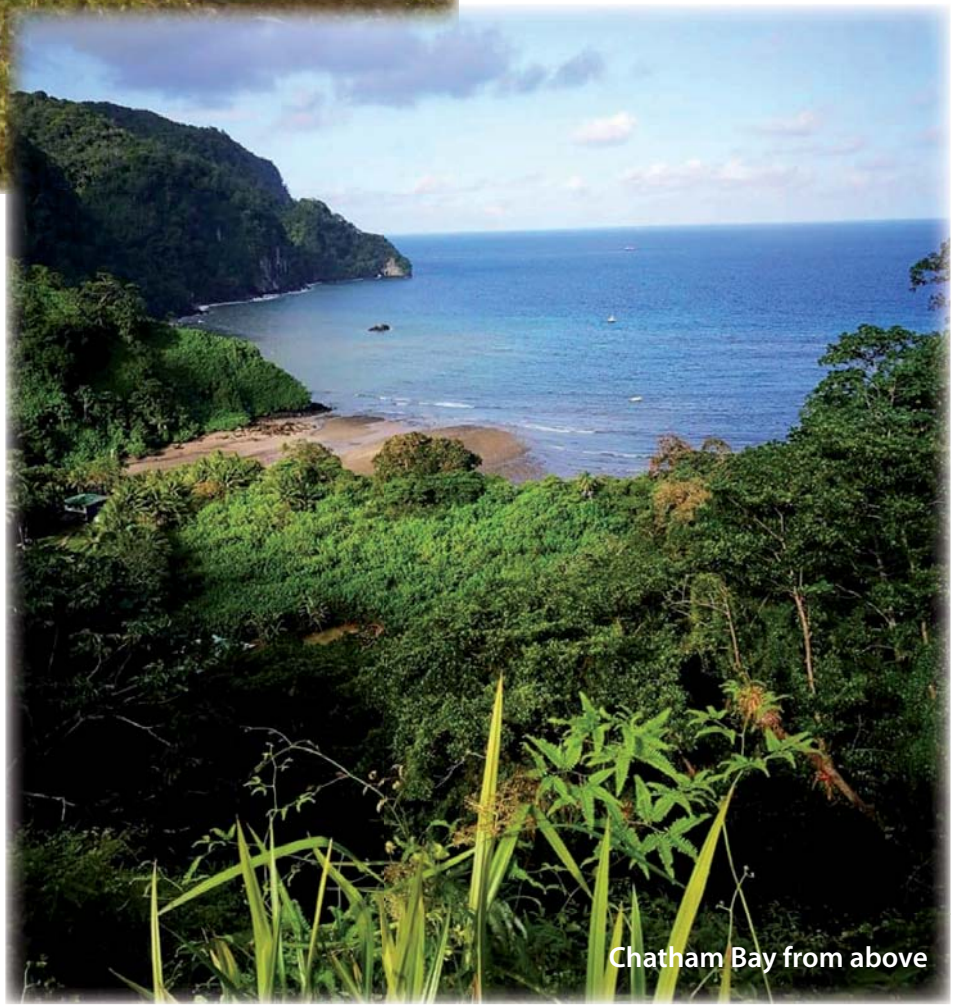
Cocos Island "Hilton"

prepared to meet with the TI9C team on the vessel leaving from Puntarenas on January 30th, but soon understood that they were not going to be on the island at the same time. Nevertheless, we had a well-designed plan how we could have co-existed on the island, and allow them concentrate on SSB as they indicated. This plan never needed to be discussed.

The planning of the DXpedition continued in early December, and we knew that we were allowed to operate from the North-Eastern part of the island from a place called Chatham Bay. There was an abandoned rangers hut with no electricity and other things than actually just an old wooden barrack, located some 15 meters from the beach. The location was ideal for the European and North American paths, but the mountain of the island was blocking the radio paths to other directions. Therefore, the initial plan was to also use a relatively new building on top of the mountain, northwest of Chatham Bay. That location would give a 360-degree free horizon to all the world. Only one "minor" issue: no electricity there as well, and the need to bring up generators, fuel, antennas, radios, amplifiers, food etc. from the beach to 150 meters above sea level, and 700 meters on a very poor serpentine path.

The other possible location of the island was called Wafer Bay and was located pretty close to our selected place. However, despite Wafer Bay had electricity, all convenient support services and proximity to the rangers in case of any issues, we decided to be on Chatham Bay, mainly not to interfere with the ranger operation and possible other DXpeditions that did not have permission for Chatham Bay. The disadvantage at Chatham was of course the absence of electricity and hot water, but those were just marginal things that simply needed to be solved.

The idea was to use the old wooden hut at the shore as our "digital nest" with Jorge as main operator, and to locate the CW/SSB camp on the hilltop for the other three operators. In order to ensure power supply enough for three stations and three amplifiers and have some redundancy in case of generator issues, we agreed to plan for two of the genera-



Chatham Bay from above

tors (6.5 kW each) and totally 500 litres of petrol/gas to be brought up to the hilltop house. The only crucial question remained: who was going to do that transportation of generators and 10 pieces of 50 litres of fuel to the hilltop on a very poor path? The question remained open, but planning was still continuing with two operator locations. Generators and fuel were purchased locally in San Jose. Russian Robinzon (hex beam) antennas and three 15 meters aluminium masts, together with more than 1,000 meters of coaxial cable and other supplies, were airfreighted in December from Moscow to San Jose. The plan was that Jorge would join the supply vessel leaving ten days before our departure on Jan 30th from Puntarenas. So he did, and together with his two teenage sons, he spent 36 hours on the supply vessel and a few hours on Isla del Coco, to ensure that all the cargo was offloaded to the main ranger base in Wafer Bay. The rangers promised to deliver the material by small boats to Chatham Bay, but also kindly rejected the "request to help us bring up the generators and fuel to the hilltop". This was the first indication that the path was in a worse condition than 5 years ago, when Jorge and Dima were at Chatham Bay the last time. We understood the challenges with logistics when we heard the news that one of the generators accidentally fell into the saltwater while trying to unload it in heavy waves. This could be a true challenge for us when arriving on the first of February.

To make a long story short, the three Russian members of the team (RA9USU, UA3AB and RM2D) left Moscow early morning on Jan 28th, with something like 400 kilos of radio and antenna equipment. Five extra suitcase positions, each 32 kilos, had been bought from KLM office beforehand. RM2D had to use his Skyteam Miles and "suffer" in Business Class, while the other members had to enjoy economy class. The purpose was not to make the "young" Swedish-Russian happy, but more of a logistical solution, where Business Class travellers could utilize 3 x 32 kilos of standard checked in luggage and 18 kilos of cabin luggage.

We were met in San Jose by Jorge and his wife Pamela and spent one and a half days in San Jose, adding what would be needed for the 7 days on the island (food, operators tables, chairs, food, inflatable beds, machete for jungle and rats etc.). On January 30th, we boarded the diving vessel Okeanos Aggressor 1, together with 15 dedicated diving enthusiasts from all over the world. We had 36 hours

Gensets already waiting for us, after TI2JV's heroic pre-trip

Andy UA3AB on the way to the island in the zodiac


Offloading material at high tide


Galapagos Shark


Hammerhead shark guarding TI9A operation

of interesting discussions with them, explaining our odd hobby and making them understand that Isla del Coco (Coco's Island) is the 28th "most wanted" radio entity of the world, and that we were on a mission to "give this island" to Ham Radio operators all over the world, in the same way that "bird watchers manage to collect views and sounds of new birds". You can imagine the challenge for us to explain to them why we were not going to see one single shark or fish under the surface, but to spend 7 days in a shabby wooden house with huge rats, insects and other interesting animals! Isla del Coco is an island that divers dream to see at least once in a lifetime. The amount of sharks and other underwater wildlife is simply astonishing!

After a calm and peaceful voyage, utilized to finalize radios and antennas, we arrived to Chatham Bay early morning, Feb 1st. Two zodiacs brought us together with all equipment to the beach and we immediately started to put up the tables, radios and the most needed antennas for the first night. As planned, we started the operation with three stations shortly after 00:00 UTC on Feb 2nd. Huge pileups were expected and huge pileups appeared! We soon realized that the low band location was excellent so close to the water and that the single element verticals for 80, 40 and 30 meters performed extremely well. No need for 4-Squares at all. DX all over the world, with exception from the directions blocked by the mountain of the island (VK/ZL) almost blew up our radio frontends. The signal strengths were amazingly strong with 599+ signals even from Europe on 80 meters.

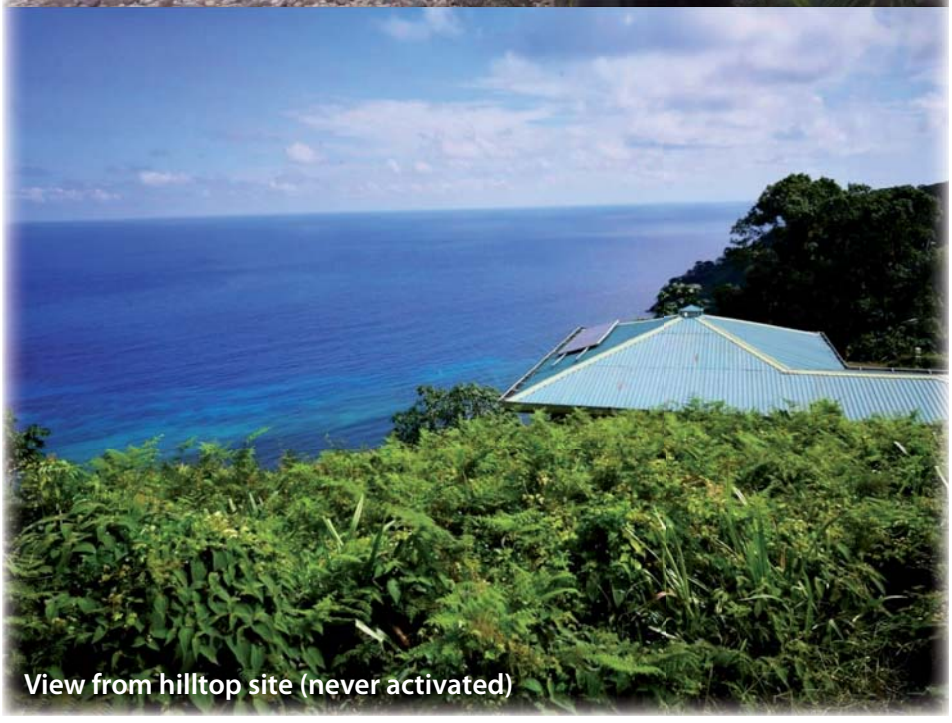
Chatham Bay "Spa"

On the second day, the discussions between the members of the group started, whether we had realistic chances to really establish two camps, or whether we should realize the limitation in time, people and resources, and stick to just one camp at the beach, making a compromise between modes and also adjusting to the limited space for good antennas. The area around the wooden hut was really too small for the full extent of antennas, and also too small to ensure we did not risk to disturb each other. My personal opinion was that we would ruin too much of energy and reduce our operating time too much, in case we continued with the plans of two camps. In order to understand the challenge of bringing up equipment to the hilltop, I decided to try with a 20 kg aluminium mast and started the climbing of the 150-meter-high mountain, walking on serpentine path roads. After 50 minutes and about seven or eight stops, I finally reached the hilltop. Indeed, that newbuilt house was perfect, with a large operating room, 3-4 bedrooms and a kitchen. But no electricity, no chairs, no furniture, no beds… The walk down was easier and the 700 meters I managed to do in something like 20 minutes. My estimation is that we would have needed to shut down the operation for a full day, at least, for transporting up necessary equipment (generators, 500 litres of fuel, three radios, three amps, furniture, food for a week etc). Then we would need one full day at least to put up antennas. The same procedure to transport the things down before the morning on the 7th of February. It simply was impossible to do this, if we would combine this with the initial plan of 35,000 QSOs during basically 6 days of operation!

The decision was, somehow, taken to remain in the base camp, but still explore opportunities to maybe after all get some help from rangers to transport up and down then equipment. New antennas were added and on the third day, we had 4 stations active from 160 to 12 meters. Ten meters we had no space for and also propagation would only have yielded some few hundred US stations that we mostly had worked already on 12 meters via Sporadic E.

All in all, we managed to work 29,397 contacts, divided in the following way: 19,322 CW QSOs, 1,557 SSB QSOs and 8,518 Digi QSOs. We intentionally gave priority to CW and to some extent to Digi (FT8) as at that time it was not sure if the SSB-dedicated operation TI9C would appear or not. Even if they did not, we did not want to "cannibalize" their SSB opportunity too much, and therefore just 1,5 k QSOs were made on SSB.

40 m vertical with three resonant elevated radials at the beachfront



View from hilltop site (never activated)

The overall antenna setup looked like this:

160 m	Inverted L with 10 meter vertical part above seawater, 30 meters horizontal part following the raising hill inland, and approximately 10 meters above ground
80 m	A single ¼-wave vertical with three elevated radials, on an 18 meter Spiderbeam pole, approximately 10 meters from the sea shore.
40 m	A single ¼-wave vertical with three elevated radials, on an 12 meter Spiderbeam pole, approximately 10 meters from the sea shore.
30 m	A single ¼-wave vertical with three elevated radials, on an 12 meter Spiderbeam pole, approximately 10 meters from the sea shore.
20 m	A three element Vertical Dipole Array (VDA) on a 12 meter Spiderbeam pole, approximately 25 meters from the sea shore
17 m	A three element Vertical Dipole Array (VDA) on a 12 meter Spiderbeam pole, approximately 20 meters from the sea shore
15 m	Our 40 meter vertical
12 m	A three element Vertical Dipole Array (VDA) on a 12 meter Spiderbeam pole, approximately 20 meters from the sea shore
10 m	unfortunately no antenna

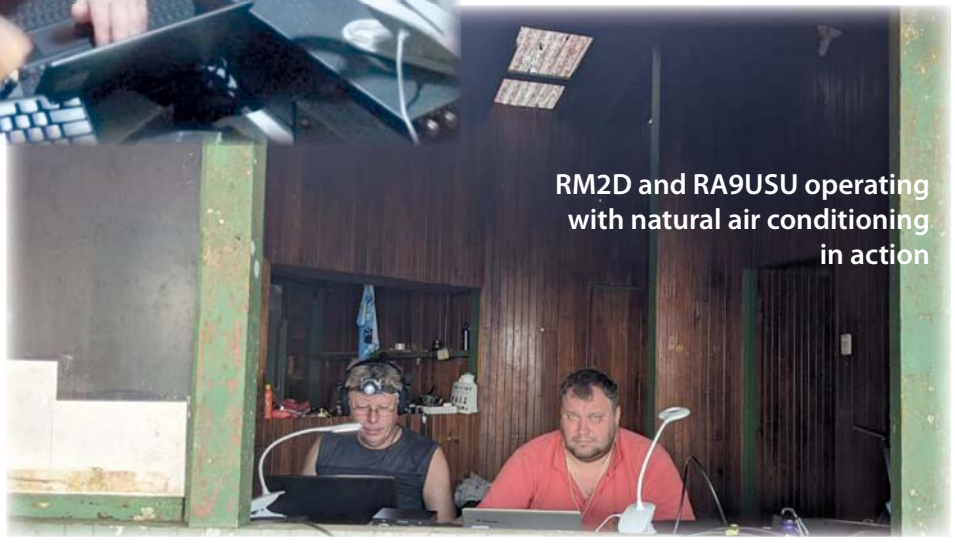
30 m vertical

3 element VDA for 17 meters

RM2D, RA9USU and UA3AB in action

We were very lucky with good propagation on the low bands. The Inverted L for 160 meters with just a 10 meter vertical part and a 30 meter horizontal part worked very well, as the feeding point and the vertical part was almost always above salt water (sometimes tidewater influenced negatively). No beverage or other reception antennas were needed, as the environment on Coco's Island is extremely quiet. The noise level was generally S0 to S1 on all bands.

All in all, this was a wonderful experience and I wish to thank all stations that followed us and worked us on many bands. There were no major issues, apart



RM2D and RA9USU operating with natural air conditioning in action

After DXpedition relaxation in a local bar in Costa Rica TI2JV, UA3AB, RM2D and RA9USU

RM2D, TI2JV, RA9USU and UA3AB in the morning of Feb 1st, shortly before leaving MV Okeanos Aggressor " "

Free horizon to Europe and North America

The proof that we were on the island

TI9A number plate for the 4 wheel bike that was needed, but never existed.

FT8 mafia corner

from the fact that the Expert 1.3 amplifiers did not like working too close to each other. We needed to adjust the band selection a little to minimize the problems of the amplifiers switching off. Another drawback was the time synchronization for FT8. There was no internet available in Chatham Bay and the narrow bandwidth internet in Wafer Bay had been down for a week before our arrival and continued to be non-operational throughout the whole DXpedition. We had a GPS-USB device which should control time synchronization, but reality proved that it did not. This apparently caused some problems and irritation for the FT8-operators trying to get us. However, nothing to do for a medium budget DXpedition like TI9A. We could not afford to use Satellite communication for internet and log uploading. Sorry about that.

The split of contacts between the different continents initially seemed to be a challenge, as TI9 is basically located in the North American backyard, and the distance to Europe and other continents is big. However, we almost ideally split the contact between NA and EU, with identical 44 % for each of the continents achieved. To our own saying, not all that bad performed!

On the 7th of February, around 3 PM, we were picked up by the zodiacs of the Okeanos Aggressor 1, and enjoyed the luxury of the vessel with excellent food, a few beers which we were not allowed to have on the island due to local regulations. We arrived to Puntarenas early morning on Feb 9th, and spent a few more days in San Jose with surroundings until the KLM plane brought us back to Moscow via Amsterdam. Shortly before the departure from San Jose, we had the pleasure of meeting Kamal, N3KS, in San Jose. That was indeed a great meeting and we would like to thank Kamal for the excellent lunch he invited us to!

73, Mats RM2D (SM6LRR) @ TI9A (www.ti9a.info)

TI9A – Continent by Band

CONTINENT/Band	160	80	40	30	20	17	15	12	Total	Total %
AFRICA	6	16	25	24	32	13	6	1	123	0.4 %
ANTARTICA	0	0	0	0	0	0	0	0	0	0.0 %
ASIA	161	621	1,090	933	54	65	0	0	2,924	9.9 %
EUROPE	858	3,578	3,532	2,875	870	1,145	17	0	12,875	43.8 %
NORTH AMERIKA	1,100	2,147	2,289	2,351	1,963	1,772	802	601	13,025	44.3 %
OCEANIA	2	11	11	34	17	0	2	0	77	0.3 %
SOUTH AMERICA	16	25	59	84	127	37	17	8	373	1.3 %
Total QSO	2,143	6,398	7,006	6,301	3,063	3,032	844	610	29,397	100.0 %
Total %	7.3 %	21.8 %	23.8 %	21.4 %	10.4 %	10.3 %	2.9 %	2.1 %	100.0 %	

TI9A – Continent by Mode

CONTINENT/Mode	SSB	CW	FT8	Total	Total %
AFRICA	15	68	40	123	0.4 %
ANTARTICA	0	0	0	0	0.0 %
ASIA	20	1,331	1,573	2,924	9.9 %
EUROPE	331	8,923	3,621	12,875	43.8 %
NORTH AMERIKA	1,135	8,798	3,092	13,025	44.3 %
OCEANIA	8	27	42	77	0.3 %
SOUTH AMERICA	48	175	150	373	1.3 %
Total QSO	1,557	19,322	8,518	29,397	100.0 %
Total %	5.3 %	65.7 %	29.0 %	100.0 %	

TI9A – Band/Mode breakdown

Band	CW	FT8	SSB	Total	Total %
160 m	1,881	262	0	2,143	7.3 %
80 m	5,814	584	0	6,398	21.8 %
40 m	4,359	2,468	179	7,006	23.8 %
30 m	2,162	4,139	0	6,301	21.4 %
20 m	1,781	529	753	3,063	10.4 %
17 m	2,030	377	625	3,032	10.3 %
15 m	699	145	0	844	2.9 %
12 m	596	14	0	610	2.1 %
Totals	19,322	8,518	1,557	29,397	100.0 %

TI9A – DXCC by Band/Mode breakdown

Band	CW	FT8	SSB	Total
160 m	67	18	0	68
80 m	93	52	0	94
40 m	102	85	34	108
30 m	80	95	0	106
20 m	77	47	39	87
17 m	68	31	39	74
15 m	25	10	0	28
12 m	13	1	0	13
Totals	114	104	66	122

VP8PJ - South Orkney Island 2020

BY GENE SPINELLI, K5GS, AND DAVE LLOYD, K3EL

Introduction to the South Orkney Islands

The South Orkney Islands group is located in the Southern Ocean, some 600 km north-east of the tip of the Antarctic Peninsula and 1,400 km south-west of Tierra del Fuego at the southern tip of South America. The islands have a total area of about 620 square kilometers. The largest island, Coronation, is mountainous with peaks rising to nearly 1,300 m above sea level and is mostly covered by glaciers. We operated from the smaller Signy Island which is also rugged and glaciated, its highest point rising to around 290 m. The ground is generally rocky, with the little vegetation comprising mainly of mosses. The temperature is moderate due to the surrounding ocean; however, the South Orkneys are buffeted by strong winds and receive much rain and snow throughout the summer.

The islands are claimed both by Britain and Argentina, but since they are within Antarctic Treaty territory such claims are now held in abeyance. Britain and Argentina both maintain bases on the islands. The British Antarctic Survey base, Signy Research Station, was established in 1947. Initially operated year-round, it is now open only from November to April each year (southern hemisphere summer). Our operating location was approximately 1 km from Signy Research Station. The

permanent residents of the South Orkneys include Antarctic fur seals, elephant seals, three different penguin species and various nesting species of sea birds.

Planning and Preparation

Shortly after the very successful VP6D Ducie Island 2018 DXpedition, members of the Perseverance DX Group (PDXG) identified several possible entities for our next project. All were remote islands, so we contacted Nigel Jolly, K6NRJ, owner of the RV *Braveheart*, inquiring about *Braveheart's* availability for the listed entities-with South Orkney being one of them.

Nigel's reply was positive for a South Orkney Islands project. He outlined his commercial project schedule for August, 2019 through April, 2020 which included the VP6R Pitcairn Island DXpedition in October, 2019, several diving contracts, and a January, 2020 project near the Falkland Islands. Nigel wrote that he could pick up a radio team in Punta Arenas, Chile on February 15th, take us to Signy Island for a two-week DXpedition, and return the team to Chile on March 12th. After reviewing his proposed contract and pricing we accepted the proposal. *Braveheart* and Nigel have a long history of providing outstanding support to the DXpedition community; Nigel's son Matt was the skipper for this project.

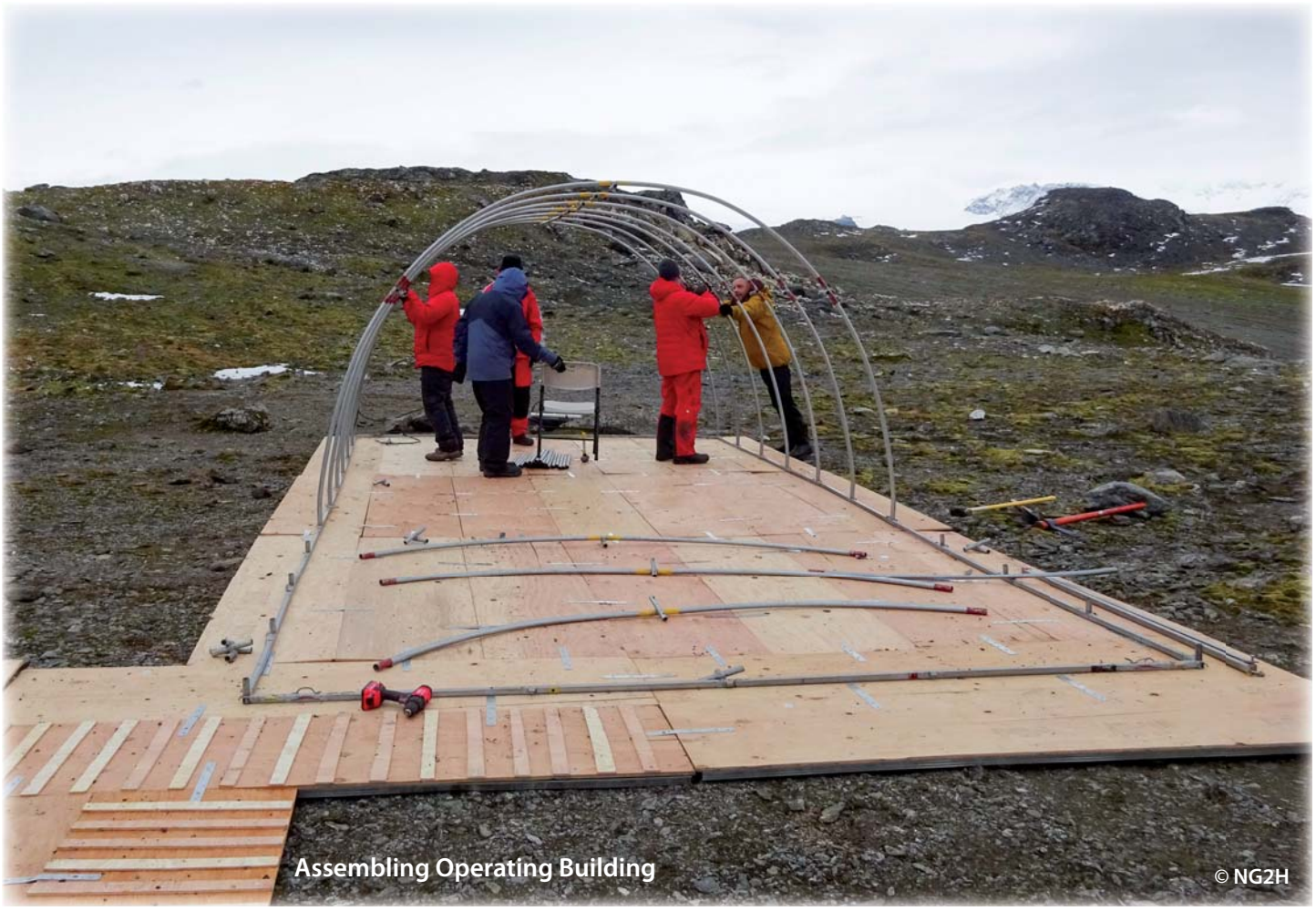
The South Orkneys proved to be a popular choice and our on-island team was quickly named. Our international team comprised: Dave, K3EL, Les, W2LK, Gene, K5GS, as Team Leader and Co Team Leaders, respectively, Heye, DJ9RR, Mike, WA6O, Vadym, UT6UD, Steve, W1SRD, Walt, N6XG, Laci, HAØNAR, Ken, NG2H, Arliss, W7XU, Rob, N7QT, Hans-Peter, HB9BXE, and Alan, VK6CQ.

Many of the team members knew one another from previous PDXG or other DXpeditions or had met at ham radio events. We knew there would be significant interest from the DX community since the South Orkneys' most recent major DXpedition was VP8ORK in 2011, nine years previous to our proposed date. Anyone licensed or taking up DXing since 2011 would need VP8O and they would now have an opportunity for a contact.

In preparing for the DXpedition we held several pre-DXpedition planning teleconferences. Topics included living on the island, antenna planning, operator scheduling, travel planning, permitting and licensing. The detailed plans were documented in the VP8PJ Opera-

tions Manual and shared with everyone prior todeparture.

Operating from any Antarctic location is a challenge because even during the Austral summer bad weather can be expected. An early priority in planning was to identify shelters that would stand up to the expected weather conditions so that the team could operate safely and effectively. We were able to secure two WeatherPort portable buildings with which we established a single campsite on the island. A separate smaller tent contained a toilet. One building housed the radio equipment with seven operating positions as well as a small camp kitchen in which we could reheat prepared food brought daily from the *Braveheart*. The other was equipped with 14 bunks for sleeping. Detailed layouts of the tents were prepared prior to departure to make sure everything we needed would fit and to facilitate setup on arrival.



Assembling Operating Building © NG2H

We were concerned about the weight of material that we had to transport and the time it would take to put up the shelters. To address these issues, we designed and built a prefabricated floor system using plywood sheets supported on metal construction studs. The plywood was cut into sheets that were small enough for one person to handle in windy conditions. These would be laid down next to each other and joined together to form a solid floor. Several team members traveled to California in the summer of 2019 to prepare the WeatherPort buildings and prefabricate the floor. We decided to operate from the same site that VP8ORK used, near Waterpipe Beach on the eastern side of Signy Island. This site has a sheltered anchorage, and the camp location slightly inland is protected from the worst of the wind by several low rocky knolls immediately surrounding the camp.

The island is well-positioned for propagation to Europe (EU) and North America (NA), however the location of our camp with hills immediately to the north and east made the take-off for NA less favorable than that to EU, which is straight over water. Asia (AS) and much of Oceania (OC) are challenging from the South Orkneys with a path over the South Pole. Both South America (SA) and Africa (AF) are relatively close with excellent propagation much of the time. These considerations were key design factors for the DXpedition. At the bottom of the solar cycle, only a few bands would be open at any one time so the antenna plan and station design were developed to address propagation and paths, allowing two or more stations to operate simultaneously on the most active bands. Much of the antenna preparation work was performed by Walt, N6XG, and Steve, W1SRD. Several team members met in California to help consolidate, assemble, test and pack antennas and equipment for sea shipment.

The South Orkney Islands are located at, and below, 60 degrees South, which places them under the Antarctic Treaty System. A DXpedition is considered a tourist activity which is permitted under the Antarctic Treaty, but requires an environmental assessment and a waste permit, issued by a signatory country of the Antarctic Treaty System. Being an American led project, we interacted with the US Department of State (Polar Affairs), the National Science Foundation and the Environmental Protection Agency. The permit process took about 8 months from start to finish. We had input from Ralph, KØIR, who managed the process for VP8ORK. The various agencies were helpful throughout the process, and keenly focused on their mission of protecting the environment in accord

with the provisions of the Antarctic Treaty. We created two detailed documents that answered many questions about the project including explanations of our intended activities, and of the capabilities of the *Braveheart*. While a travel visa is not required to visit Antarctica, each team member was responsible to ensure he had the proper documents to enter Chile.

The radio license and call sign proved to be surprisingly elusive. Previous DXpeditions to the South Orkneys applied and received the license/call sign from the Falkland Islands telecommunications authority. We were unable to get a license from the Falkland Islands; while we were organizing the DXpedition the Falklands telecommunications authority was being restructured and their licensing process was temporarily suspended. After a conference call with the ARRL we decided to use VP8/VP8DXU. Team member Arliss, W7XU, was the holder of VP8DXU, so it made sense to use his call. Subsequently, Alan, VK6CQ, joined the team. Alan held VP8PJ issued during his working years in Antarctica. His license was specifically issued for the British Antarctic Territories, which include the South Orkney Islands, so it was an easy decision to change to this call. Using the shorter call sign was applauded by the DX community.

Pack Along Shore © K3EL

Travel and Set-Up

The team met in Punta Arenas, a popular transit point for visitors to Antarctica and Patagonia. We spent a few days buying last minute items, including a three-day supply of emergency food should the weather make replenishment from the *Braveheart* impossible. We enjoyed a visit with members of the Radio Club of Punta Arenas, CE8RPA, and took in the sights.

On February 14th our equipment was loaded aboard *Braveheart*. We departed Punta Arenas on February 15th for the planned six-day transit to Signy Island. A Garmin in Reach personal locator allowed many of you (and our families) to follow our progress across the South Atlantic and the Southern Ocean. The seas were reasonably calm and the winds helpful. About a day away from Signy we started seeing ice, and for the last night the vessel proceeded very slowly while keeping extra watch for the smaller bergs that might not be seen on radar yet may be capable of putting a hole in the ship. We arrived at Signy earlier than planned but were disappointed to find access to our intended landing spot blocked by upwards of 100 m of pack ice. The skipper and team members investigated the extent of the ice and concluded it would be too dangerous to land people and equipment. Alternative landing sites were evaluated, and we contacted the staff at Signy Research Station to tap into their local knowledge. They told us that the ice had blown in the night before, and a change in wind direction was expected that evening which would likely move the ice out. The next morning the ice was dispersed enough to begin ferrying people and equipment to the island using an aluminum hulled boat especially constructed to operate around ice.

The radio and campsite equipment were ferried ashore. Being relatively late in the season, there were very few fur seals at our landing site on Waterpipe Beach so we were able to transfer equipment across the slippery, rocky foreshore. The *Braveheart* crew and the radio team moved the equipment approximately 300 meters upa steep and rugged slope to the camp location. A second location was used for landing of personnel, by stepping out of the boat onto boulders and then climbing up rocks to reach the campsite path. To facilitate this landing the crew constructed a temporary ladder that was removed at the end of the project.

The first priority was to establish shelter, and the prefabricated tent flooring was placed on the ground and the buildings erected. This was followed by parallel workstreams of antenna construction, equipment setup, and furnishing of the sleeping and operating tents.

Signy Island is mountainous, with many hills and very rocky and uneven ground. One had to be careful when walking as losing one's footing could be dangerous. Being outside could be hazardous since the weather was cold and windy, with rain and snow most days, and very little sunshine. The temperature hovered around freezing most of the time, and the wind and precipitation made it feel colder. Assembling antennas and anything else with small pieces of hardware was difficult in the harsh climate.

Meals were taken on the island. Breakfast foods were stored on the island and regularly replenished by *Braveheart*. Weather permitting, each day two hot meals were brought ashore. Except for an occasional trip back to the ship for a shower and a warm bed everyone stayed on the island for the duration of the DX-pedition.

We were well-supported by manufacturers and distributors of amateur radio equipment: Elecraft loaned eight K3s transceivers, KPA-500 amplifiers, P3 panadapters, KAT-500 tuners and a KPA-1500 amplifier; DX Engineering donated coax, connectors, tools, antenna parts and accessories; WiMo (Europe) donated two triband and two WARC band Moxon antennas. Spiderbeam provided a substantial discount on the telescoping masts and Arlan Communications loaned (and later discounted) their RadioSport headsets. Low Band Systems discounted high power band pass filters which were a great help in reducing interstation interference. The DX Store and ON5UR QSL Print Services subsidized QSL card production. Inmarsat Government donated communications equipment and services. Mastrant and Clamcleat each donated guying ropes and fittings. The generosity of these manufacturers and distributors is greatly appreciated.


L-R K3EL and K5GS at ladder ©W7XU

Team members provided SPE and OM Power amplifiers. Logging computers were Lenovo X-230 laptops belonging to PDXG. Many of the Pelican and other shipping cases were loaned by Paul, N6PSE, (Intrepid DX Group) and Jim, K8JRK, while others came from the team.

The antennas included: two EAntenna triband Moxons, two EAntenna 12/17 WARC Moxon antennas, verticals on 60, 80 and 160 m, four squares on 30 and 40 m, a dipole for 40 m, and VDAs for HF. The high wind conditions proved to be a challenge for the verticals, with regular maintenance required to keep them up; better guying using stakes rather than attachment to surface rocks improved wind survival. The Moxons were situated on the Marble Knolls, low rocky ridges that surrounded our camp. This gave them enhanced effective height above. The EAntennas and Spiderbeam aluminum masts withstood the rigors of Antarctica and performed well in this exposed location.

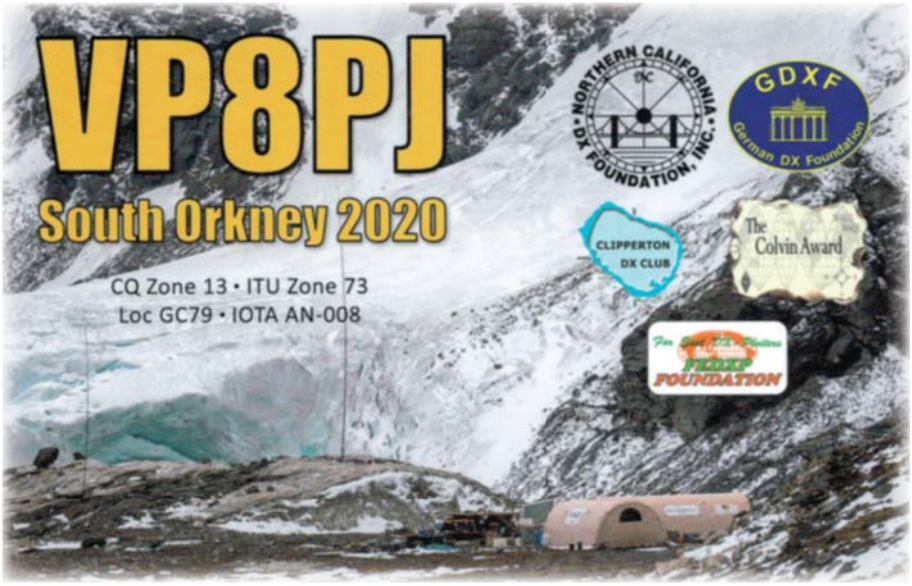
The terrain and location of our campsite prevented us from having internet access from the island; we were too close to the mountains to the north. *Braveheart* was just far enough away from the mountains to get a signal but the weather conditions made the landing too hazards for us to go back to the ship every day. We kept in contact with the Pilot team using our Garmin inReach's texting capability, not perfect for long detailed reporting, but good enough to pass pilot reports. When back on the ship we used our Inmarsat satellite phone for voice calls to home and to the chief pilot, Glenn, KE4KY, and the Inmarsat BGAN to upload logs and exchange emails with the pilot and support teams.

Radio Operations

The first contact was made on 40 m CW with DL2HRF on 22nd of February and the final contact was on 30 m CW with WA6RRI on 6th of March. A few minutes after the first QSO was logged two additional stations came on line. The next morning, the team continued antenna and campsite buildout and by the end of that day most stations were operational. We were delighted to find good propagation and reasonably strong signals to many parts of the world, with EU being the best. Later into the DXpedition conditions dropped off a little, but overall, we had few complaints about propagation.

During periods of good propagation all seven operating positions were in action. As high-bands propagation waned during the night SSB usually dropped out first. The SSB operations would shift to FT8, where a single operator could handle multiple FT8 stations simultaneously. The radio operations plan included a rack of high-power bandpass filters manufactured by Low Band Systems. Even with our Moxon and vertical antennas in close proximity to one another the combination of Elecraft radios and LBS filters proved to be very effective and we had very little interstation interference.

An important aspect of VP8PJ planning was operator scheduling. We used a similar plan to the one that was used on Ducie Island, VP6D. For each four-hour shift operators were scheduled on four or five stations, depending on expected band activity, with the remaining stations available for any other team member to use. The scheduled operators worked under a designated shift captain who decided which bands/modes had priority during their operating shift. Operators using an open station could choose to do whatever they wanted so long as the band/mode was not already occupied by a scheduled operator since the scheduled operator always had priority. This process ensured that all team members had a sufficient amount of operating time, while providing an opportunity for extra time on-the-air for those who wanted more radio time. Every few days each of the three radio teams would move their start time by four hours, thus over the project's duration each team experienced different geographic openings and band conditions.



After the WSJT-X (RR73) machine generated dupes were removed, the QSO count was 83,782. Thousands of these duplicate QSOs were removed by the PDXG Log Search/OQRS software. The application looks at each FT8 contact and deletes subse-

quent QSOs for that call sign within a two minute window of the first QSO, i.e. the machine generated duplicate QSO(s).

QSO distribution was: EU 52.7%, NA 34.8%, AS 6.4%, SA 4.5% and AF/ OC 1.6%, with 20,523 unique callsigns and 168 DXCC entities, for additional details. We had 773 "Not in Log" (busted call) inquires, which is a very small number for

VP8PJ – Band/Mode breakdown

Band	CW	FT8	RTTY	SSB	Total	Total %
160 m	1,232	828	0	0	2,060	2.5 %
80 m	2,515	2,563	0	190	5,268	6.3 %
60 m	0	1,559	0	0	1,559	1.9 %
40 m	6,824	5,704	14	1,979	14,521	17.3 %
30 m	8,799	5,226	737	0	14,762	17.6 %
20 m	8,396	3,534	1,232	5,762	18,924	22.6 %
17 m	6,920	4,985	417	4,719	17,041	20.3 %
15 m	4,089	1,925	40	1,351	7,405	8.8 %
12 m	1,083	595	0	46	1,724	2.1 %
10 m	285	233	0	0	518	0.6 %
TOTAL QSO	40,143	27,152	2,440	14,047	83,782	100.0 %
TOTAL %	47.91 %	32.41 %	2.91 %	16.77 %	100.00%	

83,782 QSOs. This was a good indication that the VP8PJ operators paid close attention to logging accuracy. However, there were a few pirates operating and unfortunately some claimed QSOs were for dates, times and/or bands when we were operating elsewhere or off the air.

Each morning we'd look at the N1MM+ graphs and see that we were making between 5,500 QSOs per day from the first full day of operating to 9,200 QSOs per day on the best operating day. Considering the propagation and less than perfect paths, signals from all over the world were good. Pilot reports and over the air reports indicated we were being heard without too much difficulty on most bands, and even 10 and 12 opened a few times. We used WSJT-X software version (2.2.0) with the fox/hound operating mode and most callers understood the FT8 operating protocol. However, some callers didn't get the message straight away and were calling below 1,000 Hz. This improved as more people got the hang of fox/hound operation.

As with VP6D, it was interesting to see the popularity of FT8 not just amongst the callers, but also with the DXpedition operators; perhaps the chance to remove the headphones and relax was a welcome break from the adrenaline rush of working a pileup on the other modes.

During the voyage to Signy Island we operated as ZL1NA/MM and also had a WSPR station operating as VP8PJ.

Departure

A DXpedition team needs to create a departure plan. It begins by merging the team's plan into the skipper's departure schedule, and removing non essential equipment from the island as soon as we determined what was not needed. Antennas will gradually be removed, stations disassembled and packed for shipment. This process typically begins about three days before the planned departure date, but of course the actual departure will depend on weather and sea conditions. The skipper was providing regular weather forecasts, and the day before our planned shutdown, he told us we would have one more day to operate.

The tides and sea conditions would be more favorable if we left on the morning of March 7th. Also, an early morning departure would give us better visibility in navigating the ice fields as we departed. This new schedule meant we would have a final day of very intense activity, taking down the remaining antennas, equipment, and tents, transporting everything to the shore and transferring it to the *Braveheart*. By theafternoon of March 6th much of the equipment was staged on Waterpipe Beach, and we were revitalized with a cup of hot soup near the beach. Then three team members went back to the ship to assist the crew withstowing equipment as it came back from the island, while the remainder of the team transferred equipment down the beach and through the waves to the small boat which made multiple trips between the beach and the *Braveheart*. This required several team members wearing waders to stand in the very cold water forseveral hours. With everything properly stowed and a walkaround to ensure nothing was left on the island, theremaining team and crew returned to the ship.

Waterpipe Beach Staging Area ©K3EL

The return to Punta Arenas was uneventful. With following seas, we arrived sooner than expected. We were greeted in Punta Arenas by immigration and customs officials, a health inspector and our customs broker. After several hours of formalities, we were permitted to leave the ship and our equipment was transferred tothe customs broker.

Reflections

Once back in Punta Arenas we became fully aware of the worldwide Covid-19 crisis. Team members had previously booked return flights between March 13 – 17. Several of them rebooked for an earlierdeparture.

With time to relax we looked back over the past several weeks. Very few people in the world get to walk on Antarctica, even fewer are permitted to camp overnight. The consensus was that VP8PJ had been a successful DXpedition for the island participants. We hope it was a good experience for those of you chasing us in the pileups. We enjoyed hearing from people who contacted us, be they a mega-station looking for a full house, or a QRP operator needing an ATNO. A consistent theme from many who wrote was they had "fun" working VP8PJ, and we had fun working you.

We set up a Groups.io reflector prior to departure, many of your comments were summarized by the pilots and forwarded to us. Other island activities included collecting marine sediment samples for scientific research and partnering with several schools to supplement STEM education through classroom presentations about the DXpedition.

One of the most meaningful comments on the reflector was written by John Miller, K6MM, President of the Northern California DX Foundation, addressed to Chief Pilot Glenn, KE4KY: "Kudos to both the on-islandteam, and to you and the other members of the off-island team. VP8PJ has been one of the most well-runDXpeditions in the last decade."

Wrap Up

We would like to acknowledge the help and support of many groups and individuals who contributed to South Orkney Islands 2020. We appreciate the major financial sponsorship from the Northern California DX Foundation (NCDXF), the German DX Foundation (GDXF), The American Radio Relay League Colvin Award, Clipperton DX Club and the Far East DX-ploiters for their very generous support, and that of the many other clubs and foundations. Please review the list of Corporate and Club/Foundation sponsors at sorkney.com, they deserve your support.

Over 1,700 individual donations were processed via the website, including 103 Premier Donors(contributing $200, or more) and over 1,600 DXers added a contribution to their OQRS confirmation request. The on-island team were supported by many individuals, and in particular we would like to recognize our Chief Pilot Glenn, KE4KY, and his pilot team of: Mason, KM4SII, Cesar, PY2YP, Bjorn, ON9CFG, Alex, 4L5A, Andre, V51B, Hiro, JA1WSX, and Luke, VK3HJ.

Managing the early donor program was Doris, KØBEE, and Tim, MØURX, who processes your QSL confirmations and uploads your LoTW confirmations.

Among the highlights of the project were giving many DXers an ATNO and/or band fills, putting people on the Honor Roll, logging thousands of FT8 contacts, the first 60 m operation from Signy Island, and working with a fantastic team of amateur radio operators.

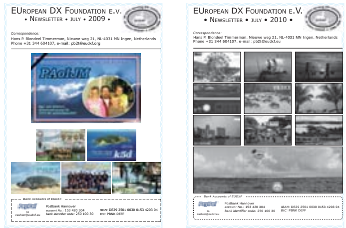
We must also recognize Matt Jolly and his *Braveheart* crew who were as much a part of the project's success as the radio team.

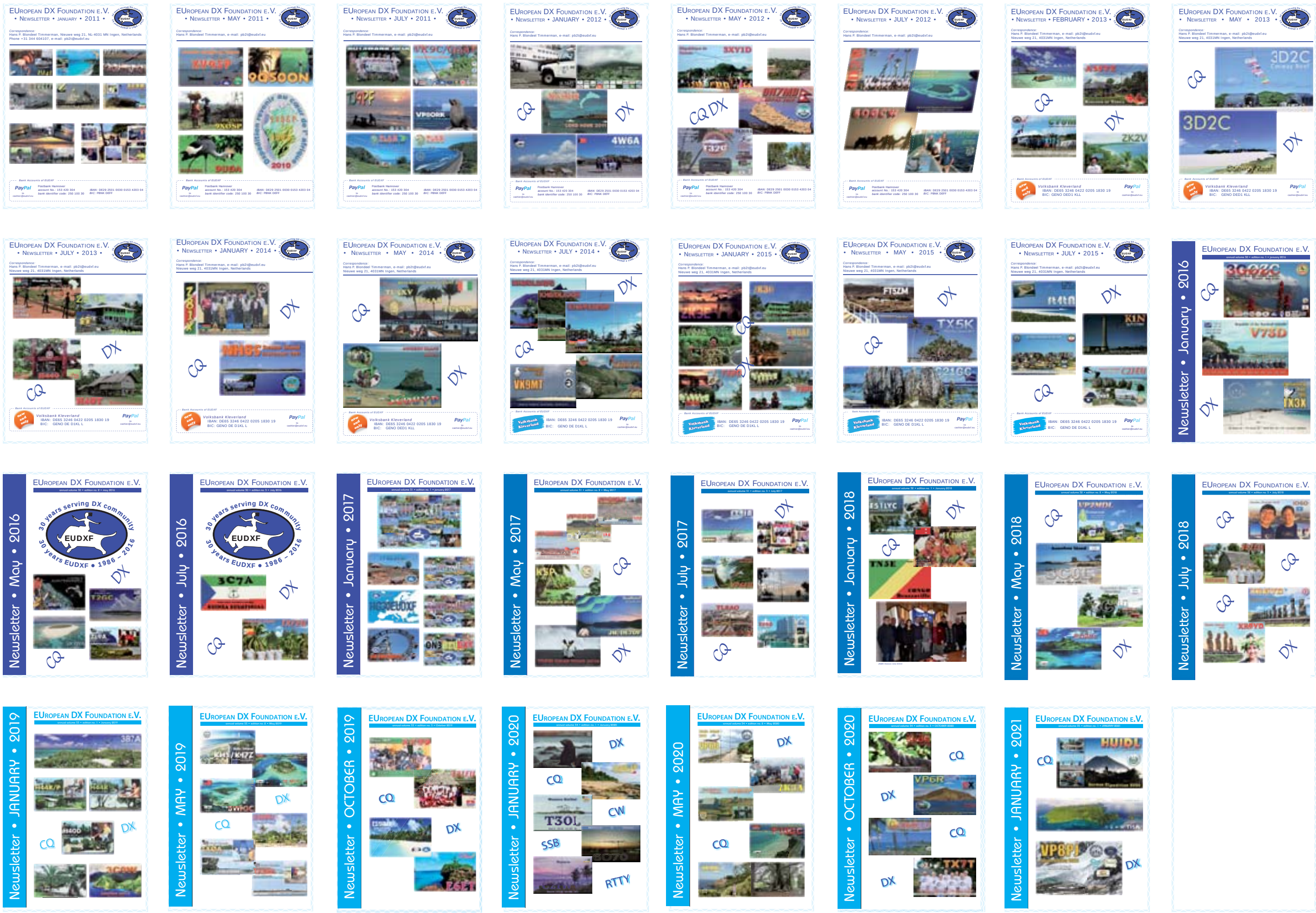
Until the next time, thank you for your interest in VP8PJ South Orkney Islands 2020.

EUDXF NEWSLETTER ARCHIVE

Dear Member/New Member,
You can find all of our newsletters published since 2009 for download here …
(To download please click on the photo of the desired issue)

Older editions of the EUDXF newsletter (July 2008 and earlier will be available for download at a later date!





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

Serving DX Community since 1986
EUDXF
EUropean DX Foundation

EUROPEAN DX FOUNDATION E.V.

Data Protection Declaration
(Members)

Section 1

By joining of a member, the association records the name, first name, date of birth (optional), home address and e-mail address of the member. This information is stored in the computer systems of the executive committee. Each club member is assigned a membership number. The personal data are protected by appropriate technical and organizational measures against the knowledge of third parties. Other information about the members and information about non-members are only processed or used by the association if they are useful for the promotion of the purpose of the association and there are no indications that the data subject has a legitimate interest, which precludes the processing or use.

Section 2

The board announces special events of the association life, in particular the execution of events in the club magazine and/or on the club's own internet pages. Personal member data can be published at this juncture. The individual member may at any time object to the publication of such data by the board. In this case, there will be no further publication in relation to this member on the notice board and/or in the club magazine and/or the club's own websites.

Section 3

Only board members and other members who perform a special function in the association, which requires the knowledge of certain member data, receive a list of members with the required membership data.

Section 4

The association informs the amateur radio related media about special events. Such information is also published on the website of the association. The individual member may at any time object to the publication of his personal data or revoke his consent to publication on the Internet. In the case of an objection or revocation, further publications regarding his person are omitted. Personal data of the withdrawing member will be removed from the homepage of the association.

Section 5

Upon resignation, the data of the member named under section 1 will be deleted from the member list. Personal data of the withdrawing member concerning the cash management will be kept for up to ten years from the written confirmation of departure by the Board in accordance with the tax regulations.

EUROPEAN DX FOUNDATION E.V.

MEMBERSHIP APPLICATION

☐ I herewith apply for membership in the European DX Foundation e. V. (EUDXF). The membership fee is **25,- € per 12 months and is due after 12 months in the following year.** Membership is automatically prolonged if it is not canceled in written format latest **6 weeks before the end of the year**.

Surname: _____ Date of birth: (optional) _____

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

I have read the privacy policy and herewith accept it.
I can revoke my consent at any time for the future.

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

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

€UDXF `01 2020

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