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07/2020

the exchange

SWODXA
WWW.SWODXA.ORG
SouthWest Ohio DX Association

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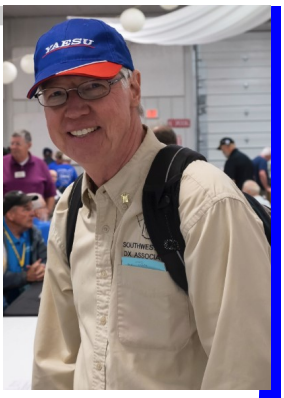
Club Call : W8EX

The Prez says…..Tom, NR8Z



Summer is officially here since Field Day was last weekend and June provided a rip-roaring Es season on 6 meters. Reading the mail on the QRP reflector it appeared the restrictions caused some hams to get out in the field as single entries for the first time. I didn't get out for my usual 1B-Battery but hopefully you got the chance to operate.

In these unusual times SWODXA has been operating unusually as well. Without the DX Dinner we announced the DXPedition of the Year award through new outlets. In the process the club has made some new friends.

The awarding of the SWODXA Club DX Contest winner's plaques occurred in a number of socially distanced settings. I enjoyed having those eyeball QSOs. Congratulations to all of the winners!

Unfortunately, the COVID-19 restrictions have caused the postponement or cancellation of many DXPeditions and in-person events. Fortunately, Bill has delivered another excellent newsletter to fill the gaps. You'll find local and DX insights inside.

Speaking of gaps, remember, SWODXA takes a gap summer and there are no club meetings, virtual or otherwise, in July and August. I hope that we can meet in person again in September rather than the somewhat sterile Zoom connection.

Stay safe and keep working those needed entities whenever propagation smiles upon you.

73,

Tom—NR8Z

INSIDE THIS ISSUE:

What a Birthday Present!

What a Birthday Present! W8GEX, Joe, turned 40+ recently. He also experienced a fantastic opening on 6 meters; a birthday present from the propagation gods perhaps? One Sunday evening, he worked 50 Japanese stations, plus HL3GOB (Korea) and BA4SI (China) for new ones. His opening started at 2330Z and ended at 0047Z. He's worked Japan on 6 before but this is the best he has seen. Congrats to Joe!

SWODXA DX Contest Results

The results of the 2019/2020 DX Contest sponsored by the South West OH DX Association were announced by the contest chairman, Chuck, K8CR. The final standings are:

#1 - AJ8B – Bill Salyers
#2 – W8MRL – Rob Lindsay
#3 – W8RES – Bob Stothfang

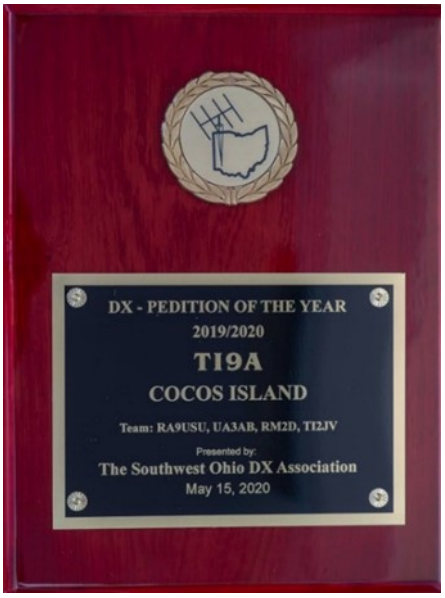
In reviewing the final scores and all the submissions, K8CR said "A noble effort from all. Thanks everybody, same time next year we'll do it again"

Club President Tom, NR8Z, presenting the Traveling plaque to Bill, AJ8B, for his first place finish.

Club President Tom, NR8Z, presenting the second place plaque to Rob, W8MRL.

Club President Tom, NR8Z, presenting the third place plaque to Bob, W8RES.

DXPedition of the Year



The awarding of the DXPedtion of the Year was done in a slightly unorthodox manner this year! Instead of the usual ballot, tally, and club meeting announcement, voting was conducted via our website. The announcement was made by Bernie, W3UR, and his DX publications. We tried to get NV9L, Val, and Hamnation involved but, we just could not coordinate the announcement with the TI9A group. Below is the announcement and the response from the TI9A team.

From Bernie, W3UR, Editor of the DailyDX and the Weekly DX

I was invited and honored to attend the first ever online meeting of the Southwest Ohio DX Association (SWODXA). They are the hosts of the annual DX Dinner at Hamvention and MC for the DX Forum at Hamvention, which would have taken place this weekend but for the Covid-19 cancellation. During this annual event they announce the SWODXA DXPedition of the Year and are the platform for CQ Magazine's announcement for the CQ DX Hall of Fame as well as the Island Radio Expedition Foundation (IREF) announcement for their DXPedition of the year. Last night SWODXA announced their 2019/2020 DXPedition of the Year award. (see below official announcement by NR8Z). Announcement of the CQ DX Hall of Fame and the IREF DXPedition of the year are expected to be made next week, and the following week, respectively on Ham Nation. More on that next week. Again thank you SWODXA for the invite to the meeting! Now for the announcement and congratulations to the winning DXPedition team.

From Tom, NR8Z:

The Southwest Ohio DX Association is pleased to present this year's DXPedition of the Year Award to the TI9A Cocos Island DXPedition.

The DXPedition team included: Dmitry, RA9USU; Andrey, UA3AB; Mats, RM2D and Jorge, TI2JV.

We congratulate you on a well-organized and well-run DXPedition from a challenging location.

(A video of the announcement is available at https://www.swodxa.org/dxpedition-of-the-year/)

(cont. on next page)

DXPedition of the Year (cont.)

From Dmitri Zhikharev RA9USU

Dear Bill,

To say that we were surprised to get the Award - to say the least. I was almost knocked out of my chair with the news! Is that for real?! We are getting Zoom-wasted with celebration tonight!

Dmitry Zhikharev

On behalf of the TI9A Team (RA9USU, TI2JV, UA3AB and RM2D)

Dear SWODXA,

On behalf of all the TI9A DX Expedition Team, we would like to express our sincere thanks and appreciation to SWODXA for a highly unexpected but very pleasant award - DX-Pedition of the Year!

For a small team like ours, with a humble approach to our expedition compared to many other larger expeditions during 2019-2020, we really did not in our wildest dreams consider it being possible to receive this prestigious award.

We of course joked on the way back from the island that it would be great to also be awarded some smaller trophy in some competition, but we never expected to be the lucky winner of the SWODXA DX-Pedition of the Year.

Thank you indeed for surprising us all, and for making this a wonderful gift after hard work on the island, and for all the hundred (if enough) hours of planning from our expedition leader Dima RA9USU and Jorge TI2JV, as our Costa Rica support person. Jorge and virtually all his family has been part of this project, and has been Dima's extended arm in contacts with authorities issuing different permits for the expedition. Also with heroic round trip before the expedition with his sons, bringing generators, petrol and antennas to the island.

We are very honored and grateful for this nomination, and would like to ask you to extend out thanks to all in SWODXA for both the support to TI9A, and for the award!

73 de Mats RM2D

(cont. on next page)

DXPedition of the Year (cont.)

Hello Thomas Nice to meet you.

I am Jorge TI2JV, member and friend of Mat, Andy and Dima. (TI9A 2020 DXPedition) I am writing this email, to thank you and the SWODXA team and members.

I want to thank the recognition that you have given us as the DXPedition of the year, going to the Isla del Coco, it was not an easy task, personally it took me more than 11 months of preparation and paperwork in different government offices and on the island. It was not an easy task, without fresh water and electricity in an abandoned house.. but hey I think we did the best we could. and that is why I am extremely grateful for the distinction bestowed by you.

I hope we can continue in communication and you know that they have a friend here in Costa Rica. Kind regards and a hug

Jorge Aguilar
TI2JV

This is part 2 of the article about Ernest Krenkel. My thanks to David, G3ZPF,, for allowing me to reprint it. Check the Radio Amateurs Old Timers Association (RAOTA) website for more info. (www.raota.org).

I received more feedback on this article than any thing we have published.W8RKO, Mike was kind enough to send me an email expressing his support and interest in the article and John, N8AA, sent along the following:

"I read with great interest the RAEM article. I worked RAEM years ago when I signed W8QXQ. (QSL on the right)
73
John—N8AA

Below is part 2. Enjoy!

There were many polar expeditions that RAEM participated in, or organized, but Krenkel's last voyage to the Antarctic Circle, took place in 1968. He headed a voyage of the scientific-research vessel "Professor Zubov", which was bound for the shores of Antarctica to relieve its staff of winterers, and also to carry out oceanographic research.

Despite so many winters in the arctic in primitive camps Krenkel not only survived, but succeeded in keeping his signals on the air. He then survived persecution in the Stalin epoch, in some ways more arduous still, but after Stalin's death in 1953, his reputation, his amateur radio license, and his honour were restored.

He was the first chairman of the central radio club (CRK) the USSR; and Chairman of the Federation of radiosports of the USSR (1959 - 1971). He put great effort into the popularization and development of amateur radio in the USSR, and he did all this despite the uneasy conditions behind the iron curtain.

He died on Dec 8th 1971, and his tombstone bears the letters of that unique callsign RAEM. Now the Central Radio Club of the Russian Federation bears his name. In addition to the numerous museum exhibits and published articles honouring Ernst Krenkel, a bay on the coast of Komsomolets Island, and one of the islands in the Severnaya Zemlya archipelago are named after him. Together with a polar hydrometeorological observatory on Heys island (Franz Josef's Land), a street in Moscow, a Communications Electro-Technical College in St. Petersburg, and a weather research vessel of the Hydrometeorological Service.

Ernest Krenkel's 100th anniversary was celebrated by a team of ham radio operators from 18th to 21st December 2003.

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Ernest Krenkel—(cont.)

All the operators who participated were issued with special call-signs that resembled the personal call-sign of Ernest Krenkel. R1AEM, R3AEM, R4AEM, R6AEM, R9AEM, R0AEM, RAEM

The design of the R#AEM QSLs was of RAEM's own QSL card, with that of RAEM being different.

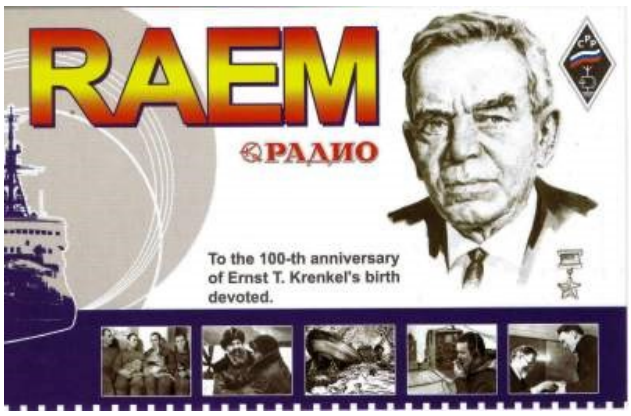
The various stations were located as follows….

1) **RAEM** - (RZ1AWB, ice-breaker "Krasin", Sankt -Petersburg),
2) **R1AEM** - (RK1ZWX, QTH Murmansk)
3) **R3AEM** - (RK3DZD, QTH Kolomna, nr Moscow)
4) **R4AEM** - (RK4WWY, QTH Votkinsk, nr Izhevsk)
5) **R6AEM** - (RK6AXS, QTH Krasnodar)
6) **R9AEM** - (RK9XWW, QTH Vorkuta)
7) **R0AEM** - (RK0BWW, QTH Norilsk)

For RAEM QSL manager = RV1AQ (193231, Sankt-Petersburg, P.O.Box. 80). For all other R#AEM callsigns, the QSL manager is A.Pervacov (UA9XC), P.O.Box 73, Syktyvkar, 167023, Russia. QSL via the bureau, or via e-mail to ua9xc@parma.ru

There is an RAEM Diploma available for contacts with Russian stations in either the arctic or antarctic region.

The 'Ernst Krenkel Memorial' - International Contest is held on the 4th full weekend of December each year, on the 80, 40, 20, 15 and 10 m. bands. The uniqueness of the contest is in the non -trivial number exchange that requires operators to show their true CW skills.



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Ernest Krenkel—(cont.)

The memory of Ernst Krenkel will never die!

— Yuri Manukovsky, RW3GA

PS : I wish say special thanks to David G3ZPF for his care, support, and help when I decided to write this article. Also my thanks go to Mike (G4AYO) and to Alf (SM5IQ) for helping G3ZPF with translation and images from their private collections.

For the writing of this article I used:

E. Krenkel "RAEM is My Callsign";
B.Kremer "The radio operator and the polar explorer";
"Radio"Magazines (1946-2009)

Equipment at UPOL.

Translation from Russian to Swedish: SM0RGH
Translation from Swedish to English: SM5IQ

The main equipment was named "Drift" and was produced by the advanced radio laboratories in Leningrad.

Chief engineer - Vladimir Leonidovich Dobrozhansky (U1AB; earlier: 65RA, EU3AJ);
Developers - Feodor Abramovich Gaukhman (U1BP; earlier: RK-1, 93RB, EU2DF, EU3DE);
Engineers - Nikolay Nikolayevich Stromilov (U1CR), Andrey I.Kovalev, Nikolay Ivanovich Aukhtun;
Designers - Maria Zabelina, Tosya Sheremet and Alexey Razhev;
Technologists - Evgenie Leonidovich Ivanov (U1BH; earlier: 51RW, EU3BT) and Paul Tovpenets;
Mechanics - Anatoly Kiselyov, Alexey Kirsanov and Alexander Zakharov
Assembler - Victor Dzervanovsky.

Other radio amateurs who worked on the project :
Dmitry Petrovich Aralov (U1AH, earlier - EU3FD)
Boris Grigorevich Haritonovich (U1AK; earlier-EU3ED)

The main transmitter in the two Drift stations was a two stage telegraphy transmitter, the main oscillator being crystal controlled.

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Ernest Krenkel—(cont.)

Power amplifier

Power output : 50-80 W depending on frequency band
Power source : Ni-Fe accumulators
Plate voltage : Via "enankaromformare" PM-1, (from the low voltage outlet the batteries could be charged) driven by an air-cooled petrol engine
Main receiver : 1-v-1 19-20000 metres, battery powered
Aerial : L shaped wire antenna, horizontal part 55 m, sloping part (to tx) 15 m, height 8.5 m (two duraluminium masts)
Spare station : Name "Reserv". - One stage transmitter with fixed frequency, max 20 W, wave-length 600 m. with 0-v-1 receiver
Main power source : "The windmill" (designed by eng. S B Perli, Kharkov, Dynamo power output 200 W at max voltage 15 V

It is interesting to note, that in 1937, when all western "household" receivers had been using superheterodynes for five years, the Russians still relied upon receivers like 0-v-1 and 1-v-1.

Below is an interview with Ernst Krenkel on the day before he departed to UPOL. Published in the Russian 'RADIO' magazine.

Translated from Russian by Mike (G4AYO)

"We placed before the designers of the radio laboratory of the People's Commissariat for Internal Affairs the following basic requirements: a total autonomous (i.e. capable of existing independently) portable radio transmitter, durable, with back-up and maximum lightness. A radio station which I will have to operate at the North Pole, built by the Leningrad laboratory especially for our expedition.

L. Dobrozhansky, head of the research part of the laboratory who had been involved with the construction of the radio relay centre on Dikson Island, took upon himself leadership in the planning of the radio station. Taking on the work was radio technician N.N. Stromilov, a participant of Arctic sailings, who built two transmitters of 20 and 80 watts power which operated on short and long wave. 20,000 m.

(cont. on next page)

Ernest Krenkel—(cont.)

The working out of two receivers to this transmitter was carried out by chief radio technician A.I. Kovalyov who used original working apparatus which with extraordinary portability allows coverage of a range of waves from 20 to 20,000 m.

The third set of radio equipment is a reserve backup receiving-transmitting radio station created under the direction of senior technician of the ORL comrade Gaukhman who set up the receiving-transmitting radio station on a fixed wave of 600 m.

The main radio station works on long and short wave. For work on short wave range the transmitter is constructed with a three-cascade circuit.

The power of the transmitter is 80 watts with the possibility of reducing to 20 watts. It works solely by wireless telegraphy and I consider such communications most advantageous over long distances. Valves UB-132, SK-164 and GD-50 are used in the transmitter.

The portable wireless transmitter is set into a common framework and gives the means to transmit in the following ranges:

20.5 - 32.5 m	550 - 1600 m
32 - 52.5 m	1800 - 3820 m
50 - 85 m	3200 - 8500 m
230 - 650 m	7500 - 19800 m

The radio is constructed according to 1-V-1 layout with a pentode in the output and with feed-back. UB-152, CB-154 and SB-155 valves are fitted in it.

We also took a reserve station of 20 watts working in the 550-610 m ranges.

During work on long waves the transmitter will feed from a RM-2 transformer. During our work on short waves we will set working a petrol engine with RM-1 machine.

Besides this we will have 2 complete sets of alkaline accumulators. We will charge the accumulators from a special 200 watts output turbine. During calm weather charging can also be produced from the RM-1 machine coupled with a petrol engine.

Our reserve source of power supply are 3 dry anode batteries and one RUN-10 machine for feeding the anodes. We also have two spare RM-2 and one spare RM-1.

We will construct a one-radial antenna and will extend it on two masts. The height of each mast is 8.5 m and the total length of the antenna 70 m.

It is difficult to say what the communication conditions will be on the drifting ice. Obviously we will work with Rudolph Island on long wave and with coastal stations and Dikson Island on short.

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Ernest Krenkel—(cont.)

In his book "RAEM Is My Callsign", Krenkel described his amateur radio QSOs from UPOL

Provided by Mike (G4AYO), from his 1978 English edition of the book.

Contacts with radio "hams" gave me immense pleasure. I wonder how many of the readers of these notes can understand the excitement and interest which accompanies this occupation? If you have never been a short-wave enthusiast, never ventured out into the airwaves with your own transmitter, you have missed a lot. The sharp-shooter of the airwaves can only be understood by the hunter. It was for this reason that Papanin (*UPOL team leader and 'political officer'*) proved sympathetic to my passion: it reminded him of duck hunting, which he loved so much.

Our ice-floe was an ideal spot for the radio "ham", possessing neither trams nor lifts to create annoying interference. In brief, working conditions were perfect. It was no wonder that we could listen to the entire world with our little receiver: and listen we did, to every continent. Like an angler's tin of worms, the ether seethed with amateur operators round the clock.

UPOL, our callsign, was widely known and we had only to appear on the air in order to receive calls from every quarter. All I had to do was choose the most interesting station. An everyday contact with Europe had, of course, its own interest, but it was far more tempting to find a genuine "rarity" among operators: the only "ham" on Tierra del Fuego, for instance!

In August a competition for Soviet short-wave operators was announced in Moscow. The winner would be the first "ham" to make contact with the Pole. I must admit that I had already had something to do with promoting this competition, having left my own short-wave receiver at the offices of the magazine Radio Front before leaving for the Pole. This receiver would be presented to the first Russian operator to set up a two-way radio link with the Pole. Time passed and eventually the Leningrad short-wave operator Saltykov (U1AD) won the receiver, followed soon after by the first Muscovite - Vetchinkin (U3CY).

The first foreigner to get in contact was a Norwegian (LA1M). Subsequently I established contacts with almost all the countries of Europe, with many Americans, with Alaska, Canada, New Zealand, South Australia and Hawaii. I spoke to an amateur operator in Hawaii (K6SO) several times. He became a fan of our expedition and was greatly concerned about us, asking questions that were naive but, in their own way, touching: …"Won't the snow melt?"…. "Aren't you afraid?".

Sometimes he even relayed newspaper reports to us, which had been published by Soviet newspapers and then reprinted by Western press. His accounts were evidence that news about "North Pole-1" circled the globe extremely rapidly.

Three contacts with Australians formed the long-distance record for my radio conversations. The power of my transmitter, after all, was only 20 watts.

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Ernest Krenkel—(cont.)

Ernst Krenkel's grave. Picture via SM5IQ

Every year, on December 24th (Ernst's birthday) people close to him, friends and pupils gather at his tomb on Novodevichiem

What did I talk about to my radio correspondents? As a rule, each contact lasted two to three minutes. My correspondents usually expressed their delight at making contact with us (one doesn't talk to the North Pole every day), asked questions and offered their services in transmitting my telegrams to Moscow.

A Dutchman told me that his local newspaper published a weather report from "North Pole-1" every day; a Swede was delighted to have caught me after a three-month search. Amateur operators from only one country - Nazi Germany - were cold and devoid of enthusiasm. After a few dry, polite words they hastened to bring the conversation to a close.

Contacts with Americans were particularly frequent. When they appeared the airwaves immediately became crowded, the US transmitters, which ranged in power up to a kilowatt, literally jostling and jamming each other.

Once, when listening conditions were good, I spoke to eleven Americans in the course of two hours, passing from "ham" to "ham". "Call my friend, please, he's listening to you!"

I called. Contact was established, and passed on the next American operator.

"Greetings from the fur trading post! This is the Hudson Bay Company!"

I decided that, all the same, the greetings were the initiative of the radio operator but, being a polite person, I replied and asked that my best wishes be conveyed to the Eskimos, who worked for the company.

So the nights passed. My only regret was that the onset of morning brought my activities to an end. I had to get up and boil the kettle. The battery situation too, meant that I was certainly not able to allow myself diversions of this kind every evening.

60 Meters—The Channel Band

By Joe, W8GEX

I hope this finds everyone well. We still have a lot of 60m activity.

NEW COUNTRY

TO5T Saint Pierre & Miquelon: August 10-17, 2020—A group of Canadian and American operators will activate Saint Pierre & Miquelon from the island of Ile Aux Marins NA-032 from August 10-17. They will operate SSB, CW and FT8 on 160-6 Meters including newly allowed activation of 60 Meters.

For more information visit http://www.to5t.com. QSL via WB2REM. Clublog, OQRS, LOTW.

E6 – Niue:- LZ1GC, Stan, says an expedition by him and LZ1PM is September 28 to October 17, callsign E6AM for 160, 80, 60 and 40 and a Hexbeam. They will be on 160-10 including 60 bands. For a QSL go through OQRS for direct or bureau, or via LZ1GC or the LZ bureau.

A3 – Tonga—A35GC will be the second stop for LZ1GC but apparently without LZ1PM. This will be Tongatapu Island, OC-049. This stop will be October 19, to November 2. CW, SSB, RTTY and FT8. QSL through OQRS for direct or bureau or via LZ1GC.

Rotuma—Just to let you know that some missing Rotuma QSOs from the 21st of December on 60m FT8 have now been added to ClubLog. There was a software bug that day and logs were lost, but thanks to Jim K2JL who sent some screenshots, some QSOs could be salvaged.

Kind 73s, Antoine 3D2AG

V4 – St. Kitts & Nevis— W5JON/V47JA says his current plan is to be there June 11 to July 2, at his vacation home 200 feet from the edge of the Caribbean. He will be on 160-6 including 60, SSB and FT8, six meters. QSL direct or LoTW.

The 5 MHz Newsletter—Paul Gaskell G4MWO, Editor. You can find the latest edition freely available at any time at https://www.dropbox.com/s/koz6msf74mtk76t/5%20MHz%20Newsletter.pdf?dl=0

Rwanda 9X - Hi Guys, I hope you are and stay healthy. The time in Rwanda was not so successful this time. Lightning struck on the first day, destroying a machbox and the power supply. Subsequently, the battery and solar panel were only used with low output. Towards the end of normal time, Corona panicked the flight home, so half as many QSO,s. I will post the pictures of the new QTH in QRZ. See you, Harald DF2WO.

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60 Meters (*cont.*)

FM – Martinique - DL8UD, Uwe, with the TO5O callsign, plans to be on the air July 22-30, to be on all the bands 160-6M CW and SSB and "maybe 60M." QSL

New Zealand: - Here in ZL we can only use 5362 for FT8. So in order to work the States we have to work split. My Tx is 5362 and my Rx is 5357. Unfortunately, it is hard to get attention other than clusters to get the boys up your way to listen on 5362.

Then I am super surprised how many guys do not know how to operate their rigs in split mode!!

Cheers 73, Roly – ZL1BQD.

The Monday Morning Memo...

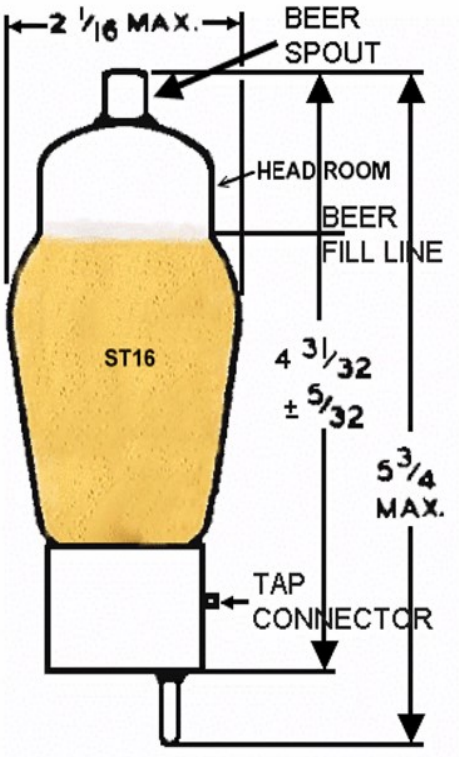
If you aren't receiving this each Monday, you should!

The Monday Morning Memo is a free electronic newsletter sponsored by the Highland Amateur Radio Association, Hillsboro. Information published may be used in local club newsletters and distributed to others providing proper credit is given to the Monday Morning Memo or the Highland ARA.

Information for publication should be sent to highlandara@gmail.com. All rights reserved.

Now that we have adjourned
It's time for an 807

(An 807 is HAM lingo for a bottle of beer)



807 Technical Discussion courtesy of
W8RES – Bob Stothfang

*In 2008, several of our friends and members went to St. Barthemley to activate a new one. This task was taken on by members W8GEX—Joe, W8CAA—Janet and others. This article originally appeared in "**The DX Magazine**" March/April of 2009.*

After St. Barthelemy/FJ was declared a new DXCC entity, I contacted Phil, FJ5DX, about my interest in setting up a DXPedition. Phil was a great help. He provided some island information and offered the club station for our use. He also sent pictures of some of the local hams at their club facility. Unfortunately, we were not able to meet them while we were there and didn't have time to visit their club station.

After I organized a crew (see "Summary"), I applied for and received the license with the call TO5DX. The license was valid for 14 days starting October 17th, 2008. We were thinking this would be after the hurricane season and travel would not be a problem. We were wrong, but more on that later.

At the same time, I started putting this together, my good friend, Harry Flasher, AC8G, and his wife, Marge, WD8APT, made a trip to St. Barthelemy. Harry took his radios and a 2010 vertical dipole, made by TW Antennas, to get in some operating time. He also researched locations for a larger operation. He knew I was hoping to find a place higher in elevation, and when he returned, he showed us pictures of some villas that were possibilities. The one we chose was high in elevation and provided a great takeoff angle to the US, EU, and JA.

We thought when we originally selected these dates in late October that we would miss any hurricanes, but we were mistaken. Hurricane Omar blew through St. Barthelemy the day before we were to arrive.

Six of us were on the aircraft in Charlotte, North Carolina, when they told us that the St. Martin airport was closed, and the flight was cancelled. Joe Blackwell, AA4NN, graciously invited us to his house for the night. Staying at his home helped so that we didn't have to store all of the luggage we had with us. We were fortunate when they added an extra flight the next day, so we only missed one day of operation. In the meantime, Jim, K0RH, and his wife Janice were stuck overnight in Miami, Florida. We all ended up arriving in St. Martin at the same time.

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T05DX—(cont.)

We had 38 pieces of luggage that were heavy and costly to ship. Since the airlines have reduced the number or allowable pieces of luggage for each passenger, the extra fees are becoming a large problem and great expense in DXing these days. We flew into St. Martin and took a ferry to St. Barthelemy. We were surprised that in the aftermath of the hurricane, the ferry ride was quite smooth. Once on the island, there was no visible damage from the hurricane, and we had beautiful weather during the remainder of the trip.

Setup— We arrived late on Friday night and started setting up the stations and antennas early the next morning. We had our first station on the air by noon and the remainder on the air by late afternoon. The villa worked out great. It was about l00 meters above the ocean, looking northwest. We were somewhat hindered by the steep elevation, as we couldn't space out the antennas more. The ground was straight up behind the villa, and straight down in front of it. While not good for the antennas, it provided a beautiful view of the water.

We put up two TW vertical dipoles, two screwdriver mobile antennas, an all-band vertical, a 6- meter beam, a 3-element Super Antenna beam, an HF2V, and a 160-meter dipole. We had two ACOM KWs, a Tokyo High Power KW, and a 500-watt MFJ ALS-500.

There were five stations, two on SSB, two on CW, and one on digital. Even though we used bandpass filters on all stations, we experienced some intermod because we had only a 30-square-meter area for the 9 antennas.

The Operation - Joe, AA4NN, who was our 160-meter operator, did an outstanding job logging 848 QSOs on that band. Joe was up all night, every night, and most of the day. He tried desperately to work Remi, FK8CP, but was not able to, even with many emails back and forth between us. Unfortunately, we just didn't have room for a Beverage antenna, which would have helped, along with better propagation. Talking about openings, we had a lot of requests for 10 and 12 meters, and we did have some openings but not like we hoped for. Phil, W9IXX, switched between 10 & 12 meters, 12 on the hour and 10 on the half hour.

(cont. on next page)

T05DX—(cont.)

He did this diligently and ended up with 251 QSOs on 10 and 1055 on 12. While we had a 6-meter station and a 3-element beam pointed toward North America. We just never had an opening and did not hear anyone.

We had access to the internet, so we were able to stay in touch with our webmaster. Randy R. Juhl, for the daily log updates, as well as Toshi, JAlELY, and Nob, JA2MBF, to coordinate the JA openings. We also had several e-mails from Don, K8MFO, regarding 10 - and 12-meter openings.

Joe,W8GEX, enjoying a run on 17 meter SSB

Summary—We had a great crew that was very experienced and fun to work with. Since many of them had been on very high-profile trips previously, their experience was a great help, and much appreciated.

Dave Anderson, K4SV, is an excellent CW, RTTY and SSB op who has been to Peter I, Baker Island, Bhutan, and many other major expeditions. He hosted the website and uploaded the logs daily.

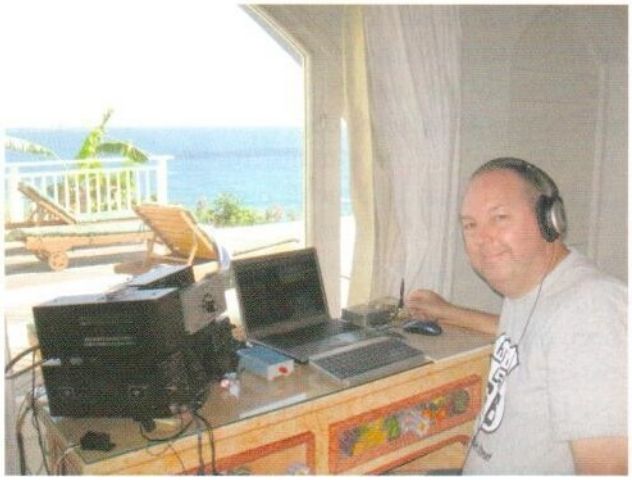
Joe Blackwell, AA4NN, is also a very experienced CW operator who had just come off Scarborough Reef. Joe was also at VU4, and VU7, just to mention a few of his trips.

Jim Cochran. K0RH, whom I met last year in Grenada for CQWW SSB, did a fine job on SSB. Phil Florig, W9IXX. has been with me on five other DXPeditions and did most of the digital modes. Phil has been to Howland Island and Ducie Island, among many others.

My wife Janet, W8CAA, has operated with me from 405DX, C6DX, VP5, J3, and now FJ.

Dave, Joe, and Phil were the CWops, while Janet. Jim, and I did the phone operation. It was an excellent crew. We had good fellowship as well as good fun working the radio.

Gerard, F2JD. a seasoned DXer, helped us greatly. He was kind enough to contact the French licensing people and work with them in updating our license when we had personnel



Dave, K4SV, enjoys the DX end of an operation

(cont. on next page)

T05DX—(cont.)

The pileups were huge. especially the Europeans. We were always listening during the gray line for JAs and VK 's. We certainly appreciated everyone's patience as we sorted through the calls while trying to get in as many QSOs as possible. We did not actively participate in the CQWW contest as we had a good DXPedition signal, but not good enough to compete in a big contest. We did make a lot of contesters happy by providing them with a multiplier, which was our goal during the contest.

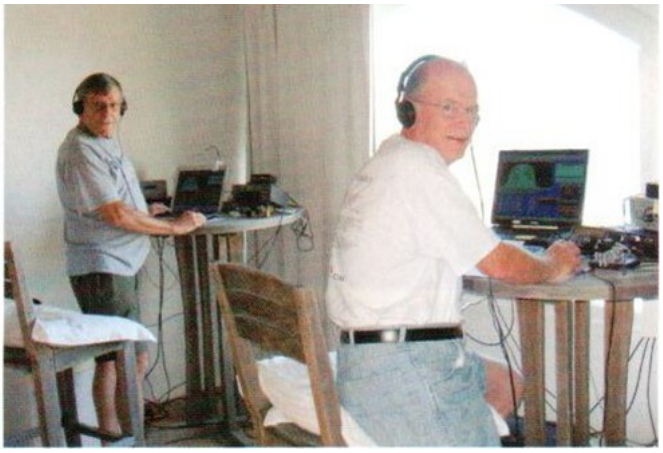
Jim, K0RH, liked the 20M SSB action

Our Thanks

We would like to thank many people; TW Antennas for the two 2010 vertical dipoles, 5B4WW for the log search program, F5MZ for his WinTest logging program, Trident Micro System for our web page, and webmaster Randy Juhl, who posted our logs daily.

Contributions from club and individuals were from IDXF, The Carolina DX Assn., Tokyo 610 Group, W5BXX, W4NL, N8AA, and AB1J. A special thanks to Gerard. F2JD, for helping with our license.

We did not have time for any sightseeing, but we had two non-ham wives who so kindly kept us very well fed. They told us this was a beautiful island and that we should have taken time of for a quick tour. There's no time for that when there are Q's to be made!



(l to r) Joe, AA4NN, and Phil,W9IXX. Notice the pillows on the chairs!

LOW BANDS AND HOW TO PULL THE WEAK ONE OUT BURIED DOWN IN THE QRM

by Vladimir Karamitrov; N3CZ; ZS6MG-South Africa; Z35C-Macedonia

*This article originally appeared in "**The DX Magazine**" March/April of 2009.*

This paper is about receiving and being able to pick up that weak one sitting just above the noise level or buried in a huge pile-up on frequency and at the same time being able to cope with the presence of the static noise and all kinds of other QRM. These tiny signals are often a frustration to copy and put hams off this subject easily, especially in case where the antenna restrictions are in place and the tall tower with the super antenna is not available. Even then sometimes or let's say more often signals are too weak to just relax and pull them out easily. This applies for both SSB and CW, although CW is easier to copy because you are dealing with a single tone that you have to focus on. Most of the methods described here apply mainly for CW but they can also be used with SSB signals with great success. In general, all these "tricks of the trade" can be used on any band not just the 10- meter band. Life is easier when stations use "split operation", but, what about when you have a weak one operating simplex? You have to be prepared with everything you can to be able to copy almost any signal no matter how weak it is or how bad the QRM is.

So how it is done? Like with any other technique, most of the hams develop their own methods and tricks to make weak signals readable. You want to know what "tricks" I am using? Here they are - no secrets really, and you may find some that you have tried already, but maybe some you have never thought of using.

RF Gain: Use the RF Gain on your receiver. This especially applies to the low bands. Dropping the gain of the receiver helps get rid of the static noise and in most cases helps improve the Signal to Noise (S/N) ratio and deliver that weak one clearly so you are able to copy the signal. This is my favorite. I always use this method especially on 40M, which is my kind of band, where the CW portion is narrow and it is cramped with a lot of signals, local and DX at the same time.

RX Filter Have you tried using your RX filter in the radio? Maybe you have tried using a narrow filter all the time and did not think of trying to open the receiver and set it to wide to make the "pipe" larger in diameter and let more signals pass thru. Hmm. Maybe this sounds strange, but it does work for me, mainly in the contests and especially if you are the one calling CQ. Yes, try it and you will see the difference. If your filter is set to narrow all the time you may miss a good multiplier, or you are not able to "find" it in that huge pileup. As a guest operator at one superstation, I was asked why I was not using the expensive optional RX filters. Well I found them not necessary for contesting.

Why you may ask? The filtering is done by the operator and the way it is done is by simply picking out the signal and focusing on that carrier. Using your Ears and Brain, listen for a little bit, call the station and continue listening, staying focused on that one you need. It takes a little practice, but you will be amazed how well this can work for you once you have it under control. No matter how many other stations are calling the DX on that simplex frequency you have a chance to pull it out.

(cont. on next page)

Low Band Tips—(cont.)

Now you can start moving the dial of your radio… slooowly…. up and then down. Can you focus on the signal? Try it again …. slooowly up and then down. You will forget the others who are calling at the same time as the DX. because you are now focused and all you need to hear is your call sign and the report so you can reply back. You did it. You were able to copy this station hidden behind that terrible QRM. To practice this, go and work one of the big DX contests. Again, it may take you some time but believe me this is the tool that may deliver that new one for you.

Attenuator: This control of your receiver is also very useful. Its function is basic, but the improvements of the signal could be tremendous. This one is especially effective when there is a lot of static on the band. Some receivers have different levels of attenuation between 6d B and 20dB. Use it, it's there for a purpose.

Antenna: This one is really simple. Try using different antenna(s) when you are in receive mode and having trouble with the weak one. Different antennas exhibit different behavior and have better S/N ratio so it may help with the reception.

Disconnect your antenna: Ouch! How are you going to receive at all? Well this one is interesting and really applies when you are the DX and trying to work all those stations calling you. Here is a scenario: You are running an amplifier and a footswitch to key it up. You call CQ and like a solid wall of concrete, they all come back to you at the same time, even if you are running split you are in trouble. Guess what happens when you disengage the antenna by activating the footswitch? Yes, just key the amp while you are in receive mode. What happens is that only the very strong ones will make it through. Does it matter? Is it fair to the weak signals? Not really, because it is about your ability to work them all. You work the strong ones. then the weak ones will be left over, and you will deal with them later. Remember from earlier "You are in control."

TX Power: Turn down your rigs TX power: Again, this one applies only if you are the DX station. When and why would you turn your TX power down? Say you call CQ and again the wall of stations calling you hits you all at once. Hmm, what can I use? Let me try dropping my TX power down to 20W or something. After few CQ's you will notice that calls are dropping. People realize that you may have gone from the frequency and now only those with good antennas and "ears" will be able to copy you. Well, you work them first like described earlier, and then when the pile-up gets cleared you turn the power up again and continue working. Again, is this normal or fair to those with small antennas and bad ears? I don't think so, remember it is about you picking them up from that pile. You are the DX and if they can't copy you, they shouldn't be calling you so there is less QRM on frequency. I used this one while operating as Y55V in CQ WW SSB 2004. It worked so well that I managed to pull out around 3500 QSOs that weekend.

(cont. on page 24)

Low Band Tips—(cont.)

Wide RX Shift: Well how about trying the exact opposite of what I described in step 2? Yes, if you never played with your narrow filter in the receiver, give it a try, it may work for you. This works better for SSB.

IF-Shift: IF-Shift is next on the list. Yes, you guessed correctly. This is what makes those unwanted signals disappear off your operating frequency. Of course, with some limitation… What happens with the IF shift: You are in control of the horizontal and the vertical… no just kidding, only horizontal maybe. It is basically controlling the band pass of your receiver IF stage. You have this so called "pipe" that lets the signals thru, but now you can make it wider or narrower or completely move it to one side and then to the other. So, if your signal was somewhere in there, but the QRM was also nearby, by moving the IF Shift "left" or "right" you will get rid of the unwanted QRM and you will in most case improve by 60-80% the ability to copy that weak one.

Notch filter: You have always wondered what this control does. Have you tried it? Here is the secret: RX Notch filter in most radios works in the audio stage of the receiver and basically its purpose is to notch-out the unwanted interfering carrier near the received, weak signal and deliver you nice and clean copy. Usually this is in hundreds of Hz or up to l.5Khz. There are AUTO NOTCH and MANUAL NOTCH filters. Use the manual notch filter. This is how I do it: Say I am on 160m and there is a very rare station on. His signal is so weak and plus all the other stations calling … boy it is almost impossible. But wait, you must be patient. That is the essence delivered in this text as well. Activate the notch filter and try adjusting its frequency. Wow…what just happened? Frequency changes a bit and some of those stations that were continuously calling on frequency just disappeared. Yep… if you continue tuning the notch knob, you will notice that you are able to really get down and very "close" to the signal you wanted to copy. And yes, it takes time but this works. Actually, by adjusting the notch at one point you will notice that even the noise is almost gone. At this point you are very close to the signal you are looking for. Move the knob further, but very slowly now and there you go…the uncopiable signal before has been made copy able. This needs some practice. (Like everything else)

RX VFO: How about varying the RX VFO while you copy that weak one? Sound strange? Varying the RX VFO? Come on you say, you must be kidding me. Believe me this is THE SECRET TOOL and it may take a lot of practice and you may not be able to use it, but l have to tell you about it. So, this is how it goes: You have been calling the DX for some time and he came back to you or you think he did and you picked up bits and pieces of your call sign but others make it almost impossible for you to complete the QSO. All these stations, why do they keep calling? Nobody knows that but remember that we also create the same QRM for them, so it is not the end of the day. But we must use this tool now. And here is the DX calling you back and all the other signals on frequency… You think that this is going to be impossible? Maybe, but just wait until you give it a try. Before you do anything LOCK your TX frequency (use the second VFO and press A=B this will equalize both VFOs).

(cont. on next page)

Interview with G0LUH—Doug Goodson

I worked Doug and reviewed his QRZ.com page. He spent some time with one of my favorite authors, Sir Arthur C. Clarke. This prompted me to investigate G0LUH further and Doug agreed to answer a few questions for us. Enjoy…

Hello Bill

Below are my answers as well as some pictures. Please let me know if you need more. Also, please review a YouTube documentary from the BBC (not copyrighted) called **Arena-Tunning** from 1994. I helped to make this and I appear in it as well.

AJ8B: After I worked you, I immediately went to your QRZ.com page. I noticed that you had met one of my favorite authors, Sir Arthur C. Clarke. That must have been quite a thrill. Can you share a few details about that?

G0LUH: Arthur C Clarke was a friend of a friend in Sri Lanka who wanted to hear about my experiences of crop circles and dust circles or Whirrley gigs (dust whirlwind type storms in the UK) Nice guy, quite eccentric and strong-willed. I had a good day with him talking about his books and theories and space and his films, what he had achieved so far in life and what his future plans were. He asked about the amateur radio station I had in Colombo and what I was achieving considering that it was just weeks prior to the 1st Gulf war and that I had travelled through the war zone to get to Sri Lanka, but that's another story.

(cont. on next page)

Low Band Tips—(cont.)

All these methods described here can be mixed and matched and used almost anytime. There are probably many other techniques and you would like to share them with others too. And you know what?

Don't ever-ever assume that your station is not capable of getting that rare one while fighting the big guns. It is the timing. Once you get used to it you will master it, and this will open a whole new world of possibilities.

73.
Vlado. N3CZ

Interview with Doug, G0LUH—(cont.)

AJ8B: How did you first get interested in amateur radio?
G0LUH: I first got interested in radio at senior school (high school) aged 13 when the teacher Mr Davis (LT Col R Davis ex-Royal Signals) decide we should all build crystal sets. Not my idea of fun until I realized I could listen to Radio Luxemburg and rock and roll in1963.

AJ8B: Do you have a favorite band or mode?
G0LUH: No favorite band, I just go where the noise is.

AJ8B: What time of day and days do you like to operate?
G0LUH: Being retired, operating time is not an issue, but prefer as a UK station, I prefer to work radio 1800 hours to 0600 hours. That way I get the best USA and Asia

AJ8B: Any secrets to your success?
G0LUH: Always be nice to the other station and to other users. They will always, or most times, reciprocate and always QSL quickly

AJ8B: Describe what you are currently using:
G0LUH: Kenwood TS590S, Yaesu FT950, my main antenna is a 26 -meter EFHW direction west to east, Gap Eagle, MFJ 1788X Loop, Diamond V2000 for 2 meters, 70cms and 6 meters, UK AMP 572 tubes. 800w output rarely used as EFHW works well barefoot.

AJ8B: What advice do you have for those of us trying to break pileups to work DX?
G0LUH: Patience, Patience in big doses

AJ8B: You are a veteran of my DXPeditions. Is there one that really stands out and why?
G0LUH: In 1992 , a Tornado ripped off the roof of the shack and we still carried on with radio work.

AJ8B: What was the worst experience you had?
G0LUH: Dropping a valve for one of the groups linear they were not pleased and blowing a TS940SAT motherboard

AJ8B: Where are you going next?
G0LUH: Now I am leaving it to younger and richer people, I play electronic fly fishing these days where I can get a signal and get a bite (signal) I am pleased, I can visit the whole world from my shack and the coffee is better!

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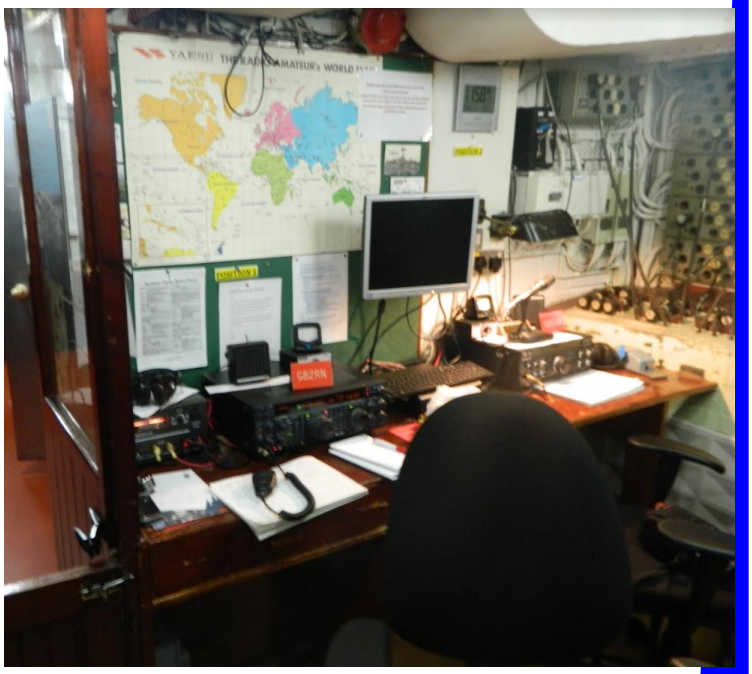
Interview with Doug, G0LUH—(cont.)

AJ8B: What coaching/advice would you give new amateurs?
G0LUH: Always join your national society and always use QRZ, EQSL, LOTW and update frequently.

AJ8B: You are very involved in operating from the HSM Belfast as an Imperial War Museum Volunteer. What has that been like?
G0LUH: HMS Belfast a society rather than a radio club so the rules differ. It's an honour and privilege to be an operator on board such a historic WW2 ship, not only dealing with the radio pileups, but also with tourists. We have a system with a morse key and demonstrate morse. We then get the visitors to send their name while we write it on a certificate that's issued to them. We cater to children aged between 4 years and 94 years and they are all very grateful. In some cases people who have never held any kind of qualification in their lives, the people who are challenged such as sight and sound and physically are probably the most heart-tugging human beings but the satisfaction is overwhelming when they achieve that goal.

Also when we have overseas visitors who operate and find themselves in the middle of a pileup for that callsign, GB2RN.



AJ8B: Thanks for taking the time to answer my questions. Is there anything you would like to share with us?
G0LUH: There is a floor and ceiling for all of us. Always listen to advice. Some will be good and some will have to be left behind for now. Always be polite and sensible, when you fail, pick yourself up and get help if you need it

Doug Goodison G0LUH ex 4S7/G0LUH, 4S0UK, 4S7DGG, 8Q7AB
Treasurer and Membership Secretary RNARS(LG)

T30GC DXPedtion
Stan, LZ1GC—Part 1

Stan was the 2019 recipient of the SWODXA DXPeditioner of the Year. He send this version of his DXPedition story along for the club. Enjoy…

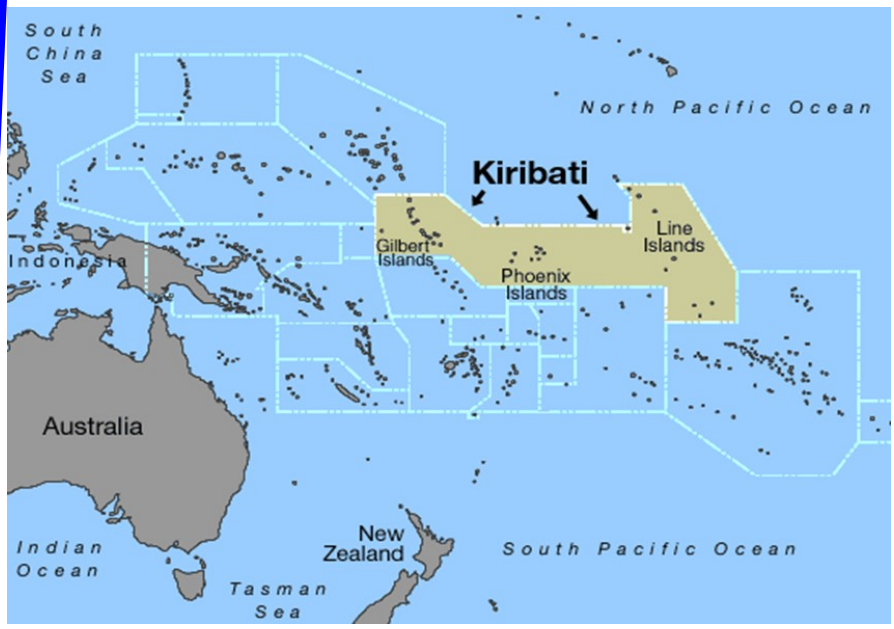
The decision to activate Western Kiribati (T30) on the amateur radio bands was taken by me at the end of January 2019. Initially, I had plans in October and in beginning of November 2019 to activate two destinations in the Pacific, namely: the North Cook Islands - E51 / N, such as E51GC and Western Kiribati - T30, such as T30GC, but after surveys for these two countries in the Pacific and due to urgent commitments in my job, the Northern Cook (E51 / N) option dropped from my plans. I would like to introduce the readers of this article to some information about the island country of the Republic of Kiribati, an integral part of which is Western Kiribati (T30).

The Republic of Kiribati is located in the central Pacific Ocean, with a population of 110,000, comprising many islands located in the north and south of the Equator.

The main island groups of the Kiribati Republic are the Phoenix Islands, including Kanton Island and several smaller islands. This group of islands is known to the radio amateur community as Central Kiribati (T31). To the east of the Phoenix island group is the Kiritimati Island, also called Christmas Island, which together with several other islands form the so-called Eastern Kiribati (T32), known as the Line Islands.

Western Kiribati (T30), also known as the Gilbert Islands, includes the islands (atolls) - Abaiang, Tarawa and Tabiteuea.

The westernmost island of the Kiribati Republic is the Banaba Island, known among radio amateurs as T33.



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T30GC DXPedtion—cont.

From February until the middle of March 2019, I did a lot of research on the internet and made e-mail contacts with Rolf (DL7VEE) and Tony, 3D2AG to gather enough first-hand information for Western Kiribati, to be familiar when preparing this expedition. Both were already active from Western Kiribati - Rolf (DL7VEE) as a team member of the T30D in 2014 and Antoine (3D2AG) in 2016 as the T30AR. The information I received from them helped me a lot in the preparation of the T30GC DXPedition 2019.

The first thing I did when starting the preparation of this expedition was to develop the itinerary and, according to it, to specify the period during which this expedition would take place - between 2 October and 27 October 2019.
In February 2019, I quickly requested and obtained my required amateur radio license - T30GC.

At the end of the same month I had already booked an accommodation at Dreamers Guesthouse, Ambo, Tarawa atoll, the Western Kiribati.

In middle of March 2019, I purchased the necessary airline tickets for this expedition. The route that, I had specified had to be operated by 4 flights and included the following destinations: **Sofia (Bulgaria) - Paris, France - Seoul, South Korea - Nandi, Fiji Republic - Bonriki, Western Kiribati.**

In the Republic of Fiji (3D2), I had planned a 3-day stay due to the lack of an earlier flight for the last part of the trip - from Fiji to Kiribati.
At that time, after emails and telephones contacts with me, Mitko, LZ3NY and Karel, OK2WM, also joined the T30GC DXPedition 2019. Thus, the number of operators for the forthcoming expedition was increased to 3 persons. Since I had already purchased tickets for the trip to Kiribati and back, I assisted them in purchasing of their tickets.

Whenever I organize DX expeditions, I prefer to do things on my own so I know everything is done right. I have to tell you that there was really no particular desire on the part of the other team members to do anything about the organization of the expedition. So, in practice, the whole organization of the T30GC DXpedition was made by me - as immodest as it sounds!

Getting a T30GC license, booking the accommodation on Tarawa Atoll, Western Kiribati, and purchasing airline travel tickets were just a small part of the organization of this expedition! As an organizer, I had to anticipate many things that could have happened to us during the trip and the radio amateur activity from Tarawa, Western Kiribati (T30GC).

An important part of organizing of the expedition was to provide sponsors, to support and help us!

Those who have already made radio amateur expeditions to the Pacific are aware of the high cost of excess luggage, as well as the many other payments made during the journey and during the expedition. Activating all of the HF bands and working on the air with several radio equipment is unthinkable without extra luggage, including antenna masts and other antennas and technical equipment. In many cases, excess baggage payments exceed $ 2,000 -2500 USD.

I have sent requests for financial support for the upcoming T30GC DXPedition 2019 to about 30 Amateur Radio Clubs, Associations and Foundations from all over the world. I am grateful to all who have supported and helped us, depending on their capabilities!

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T30GC DXPedtion—cont.

I am impressed by the support, which I receive from Spiderbeam Ltd, Germany and ACOM Ltd Bulgaria in the form of antenna masts and equipment needed for the antennas and technical equipment of all the expeditions organized by me so far. I turn to these corporative sponsors because I know that what they provide me is reliable and secure things!

I have already mentioned that as the organizer of the expedition I was obliged to anticipate everything, starting with ensuring safe and hassle-free travel, ensuring good working conditions on the Air from the chosen destination, as well as successful and safe return of the expedition members after the end of activity.

To accomplish all this and to make the expedition a success, I made several contacts with my great friend Aves Kang (DS2AGH), who is committed to providing our team with everything needed during our stay in Seoul, South Korea.

The success of any expedition depends on logistics and! good logistics is a guarantee for the success of any expedition!

On the way to Tarawa, Western Kiribati, we had a 3-day stay in Fiji, due to the lack of an earlier flight from Nadi, Fiji Republic to Bonriki Airport, Western Kiribati. I contacted Tony (3D2AG) via e-mail and together we decided to pay him a visit at his home in Suva, Fiji on 5 october 2019. The following two days, I planned for us to stay at the "Down town" Hotel in Nadi, Fiji Republic, before our Flight to Tarawa, Western Kiribati on 07 October 2019.

An important step in organizing the expedition, though from a distance, was to provide a good generator for electricity. I had prior information about power failures and frequent power cuts in Kiribati, and without reliable power supply, the expedition would not have been successful! Although at a distance, this issue was resolved relatively quickly. A Honda-3 generator was provided, which was available at our booked accommodation place and which we could use, when needed, during T30GC activity.

Information about the upcoming T30GC DXPedition 2019 was published on the websites of DXNEWS.COM and DX-World.net, as well as on the website of T30GC DXPedition 2019 at www.C21GC.COM on March 13, 2019, but its preparation just started.

The organization and preparation of this expedition took a long time. In addition to the preparation and testing of antennas and technical equipment - it took me about 7 months to organize and prepare the T30GC DXPedition 2019. If anyone thinks that arranging a good expedition takes 1 - 2 months, he is just out of his mind! The time from April to middle of September went into preparing and testing the technical equipment that would be used during the T30GC activity. During this time, hundreds of meters of wire (about 1000 meters) passed through my hands. In addition to 2 Vertical antennas for 160, 80 & 40 m bands and the multi-band GP antenna (from 40 -10 m), during this period I also prepared and tested mono-banders vertical antennas for 40/30/20/17 m, which we could also use during our expedition. All antennas were equipped with radials, tensioners and tuning boxes. I also prepared backup radials so that we were 100% secure with regard to antennas equipment. During this period I also prepared about 200 m of coaxial cable - at different lengths.

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T30GC DXPedtion—cont.

In mid-September, I had a clear vision of how much our luggage was and how it would be distributed between the three of us from the expedition team. While preparing and testing the antennas, I was greatly assisted by Val (LZ1WX) for which I am extremely grateful!

At the end of June 2019, I was unpleasantly surprised by Korean Air that our flight from Seoul, South Korea - Nadi, Fiji Republic is cancelled. It was really not only an unpleasant surprise, but also a big problem - an itinerary already prepared, tickets purchased and one part of our trip missing!

I reacted quickly and changed some of the route, not having to travel directly from Seoul, South Korea to Nadi, Fiji. The change was a trip from Seoul, South Korea to Sydney, Australia and from Sydney, Australia to Nadi, Fiji. So our flights increased by one more in both directions! Still, it was a better option than working out a new itinerary and buying tickets again!

In this situation during our return trip from Western Kiribati to Sydney, Australia we had a scheduled 10 hour stay before our flight back to Europe. I figured it wouldn't be a good idea to spend that time at Airport or around the airport in anticipation of our next flight. After the end of the expedition and after two flights had already been completed, we would be very tired!

About our stay in Australia (on the way back), I've spoken with my friendly family, Bulgarians - Olga (LZ1QG) & Nick (LZ1QP), who have lived for many years in Sydney, Australia. They offered to meet us at the Sydney Airport and to have us as their guests at their house for a few hours before we catch the flight from Sydney, Australia to Paris, France! I would also like to clarify that Olga (LZ1QG) did an excellent job in the early preparation of the expedition, namely in communications with Mrs. Beta, the owner of Dreamers guesthouse, Ambo, Tarawa Atoll, Western Kiribati and also for the contacts with Ms. Cabotera - Director of the Kiribati Telecommunication Commission!

Committed to my permanent job in Bulgaria and working on the preparation of the expedition, the time from March to the end of September passed very quickly. It's early morning - 5:30 on 2 October 2019. I and Mitko (LZ3NY) were at Sofia Airport - Terminal 2. (Below)

Since our luggage (about 100 kg) could not be transported in one car - our helpers are Anna - the Chief of LZ1KDP and Ivan Kotev (LZ1IK), a good friend of us and our supporter, each with his car.

After the usual procedures during our Check in at Sofia Airport and after a 3 hour flight by plane of Bulgaria Air, we arrived at International Airport (CDG) in Paris, France.

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ARRL OH Section Updates

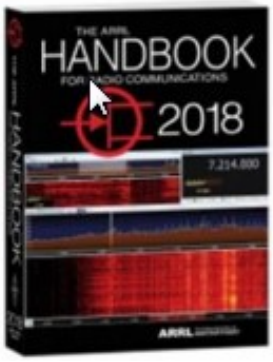
From our ARRL Section Manager,
Scott, N8SY

Hey Gang, Do you get updates from your ARRL Ohio Section Manager via email? If not, go to: http://arrl-ohio.org/handbook.html and get registered.

What's the catch? I want to get everyone checking in to the Ohio Section website as often as possible, and in order to register each month, you have to visit the website often! There's nothing else to it. I pay all expenses, and from time to time, I Give Away more than just a Handbook. And, you'll never know just what months will be those special times that I will have more than just a Handbook to Give Away!!

Did you see the ad from ARRL recently? Well, they liked my idea so much that they've copied it. Yup, they were giving away a Handbook too!

Many of you ask me just how do I know when the drawing is on? Well, that's easy all you need to do is check in on the Ohio Section Website on a regular basis and watch for the big RED Arrow that will appear on the left side of the page. This is the sign that the drawing is on and you need to get registered. So, keep a sharp eye out on the website and check in often!
http://arrl-ohio.org



T30GC DXPedtion—cont.

There, at the Paris International Airport, we had an appointment with Karel (OK2WM) who had to arrive by flight from Vienna to Paris to continue our journey together to Tarawa, Western Kiribati.

Part 2 will appear in the next Newsletter!


The T30GC team aboard the aircraft


Stan (LZ1GC) and Mitko (LZ3NY)

Remember these?

MISCH METAL • NIGROSINE • PORCELAIN • PETROLEUM JELLY • ZINC
CALCIUM ALUMINUM FLUORIDE • RESIN (SYNTHETIC) • ETHYL ALCOHOL

MATERIALS USED IN RCA RADIO TUBES

LEAD ACETATE • MALACHITE GREEN • GLYCERINE • ZINC CHLORIDE • IRON
MARBLE DUST • WOOD FIBER • STRONTIUM NITRATE • LEAD OXIDE • ZINC OXIDE
LAVA • MICA • TIN • SODIUM CARBONATE • SODIUM NITRATE • SILVER OXIDE

BARIUM CARBONATE
ARSENIC TRIOXIDE
STRONTIUM CARBONATE

CALCIUM CARBONATE
AMMONIUM CHLORIDE
POTASSIUM CARBONATE

ISOLANTITE
MOLYBDENUM
ALUMINA
BORAX
BARIUM
COPPER
CARBON
CHROMIUM
CALCIUM
CAESIUM
COBALT
IRIDIUM
MONEL
MERCURY
CALCIUM OXIDE
BARIUM NITRATE

GRIDS Diameters measured to 0.001 inch

CATHODE-SLEEVE WALL Approximately 0.002 inch thick

AIR PRESSURE 1/100,000,000 that of atmospheric pressure at sea level

BULB Inspected under polarized light for strains

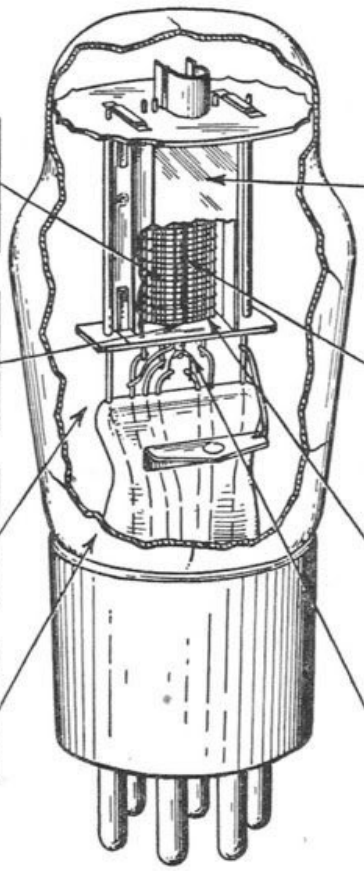


PLATE Diameter gauged to 0.002 inch

CATHODE COATING Weight variation less than 0.00007 oz.

GRID WIRE Diameter does not vary more than 0.00009 inch

HEATER WIRE Diameter does not vary more than 0.00002 inch

BAKELITE
PHOSPHORUS
SILICON
SHELLAC
TUNGSTEN
TITANIUM
SILICA
GLASS
MAGNESIA
PLATINUM
STRONTIUM
MAGNESIUM
ROSIN
NICKEL
COBALT OXIDE
THORIUM NITRATE

GASES USED IN MANUFACTURE

Neon — hydrogen — carbon dioxide — illuminating gas
helium — argon — natural gas — nitrogen — oxygen

ELEMENTS ENTERING INTO THE MANUFACTURE

Argon — aluminum — boron — barium — caesium — calcium — copper — carbon — chromium — chlorine — cobalt — hydrogen — helium — iridium — iron — lead — magnesium — mercury — molybdenum — nickel — neon — nitrogen — oxygen — potassium — phosphorus — platinum — sodium — silver — silicon — strontium — tungsten — thorium — tantalum — titanium — tin — zinc — rare earths (Courtesy Radio Corporation of America.)

VP8PJ South Orkney DXPedition —Part 1

By K5GS, Gene, and K3EL, Dave

Introduction to the South Orkney Islands

The South Orkney Islands group is located in the Southern Ocean, some 600 km (375 mi) north-east of the tip of the Antarctic Peninsula and 1,400 km (850 mi) south-west of Tierra del Fuego at the southern tip of South America. The islands have a total area of about 620 square kilometers (240 sq. mi). 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 moderated 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 by 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.

Figure 1 South Orkney Islands Location

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.

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VP8PJ DXPedtion—cont.

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 HA0NAR, 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 expedition we held several pre-expedition 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 Operations Manual and shared with everyone prior to departure.

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.

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Figure 2 VP8PJ Team at Punta Arenas (Photo K3EL)

VP8PJ DXPedtion—cont.

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.

Figure 3 VP8PJ Campsite (W7XU Photo)

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.

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.

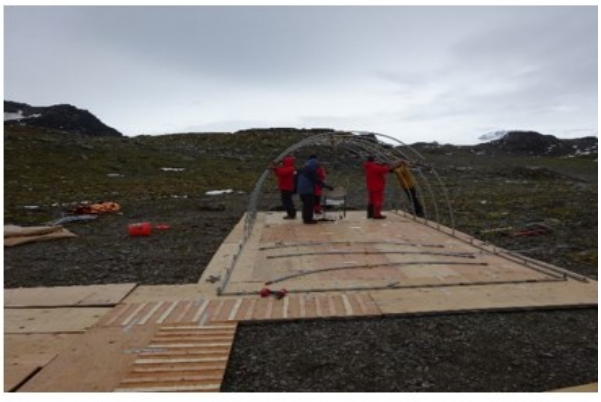

Figure 4 Prefabricated floor (NG3H Photo)

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 expedition. 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.

(cont. on next page)

VP8PJ DXPedtion—cont.

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 K0IR, 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 expedition 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.

Travel and Setup

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 inReach 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.

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VP8PJ DXPedtion—cont.

Figure 5 Pack ice along shore line (K3EL Photo)

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.

Fig 6 L-R Dave K3EL - Gene K5GS (W7XU Photo)

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 up a 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.

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VP8PJ DXPedtion—cont.

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 DXPedition.

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.

Figure 7 Moxon and Vertical Antennas (W7XU Photo)

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, four squares on 30 and 40, a dipole for 40, 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.

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VP8PJ DXPedtion—cont.

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 40m CW with DL2HRF on 22 February and the final contact was on 30m CW with WA6RRI on 6 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 expedition 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.

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Figure 8 All Stations Operational (NG2H Photo)

VP8PJ DXPedtion—cont.

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 subsequent 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 call signs and 168 DXCC entities, see Figure 9 for additional details.

We had 773 "Not in Log" (busted call) inquires, which is a very small number for 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

Figure 10 Waterpipe Beach Staging Area (K3EL Photo)

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

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BAND/MODE	CW	FT8	RTTY	SSB	TOTAL QSO	TOTAL %
160 m	1232	828	0	0	2060	2.46 %
80 m	2515	2563	0	190	5268	6.29 %
60 m	0	1559	0	0	1559	1.86 %
40 m	6824	5704	14	1979	14521	17.33 %
30 m	8799	5226	737	0	14762	17.62 %
20 m	8396	3534	1232	5762	18924	22.59 %
17 m	6920	4985	417	4719	17041	20.34 %
15 m	4089	1925	40	1351	7405	8.84 %
12 m	1083	595	0	46	1724	2.06 %
10 m	285	233	0	0	518	0.62 %
TOTAL QSO	40143	27152	2440	14047	83782	100 %
TOTAL %	47.91 %	32.41 %	2.91 %	16.77 %	100 %	

VP8PJ DXPedtion—cont.

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 the afternoon 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 with stowing 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 for several hours. With everything properly stowed and a walkaround to ensure nothing was left on the island, the remaining team and crew returned to the ship.

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 to the customs broker.

Reflections

Once back in Punta Arenas we became fully aware of the worldwide Covid19 crisis. Team members had previously booked return flights between March 13 – 17. Several of them rebooked for an earlier departure.

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 expedition 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.

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VP8PJ DXPedtion—cont.

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 expedition.

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-island team, and to you and the other members of the off-island team. VP8PJ has been one of the most well-run DXpeditions in the last decade "

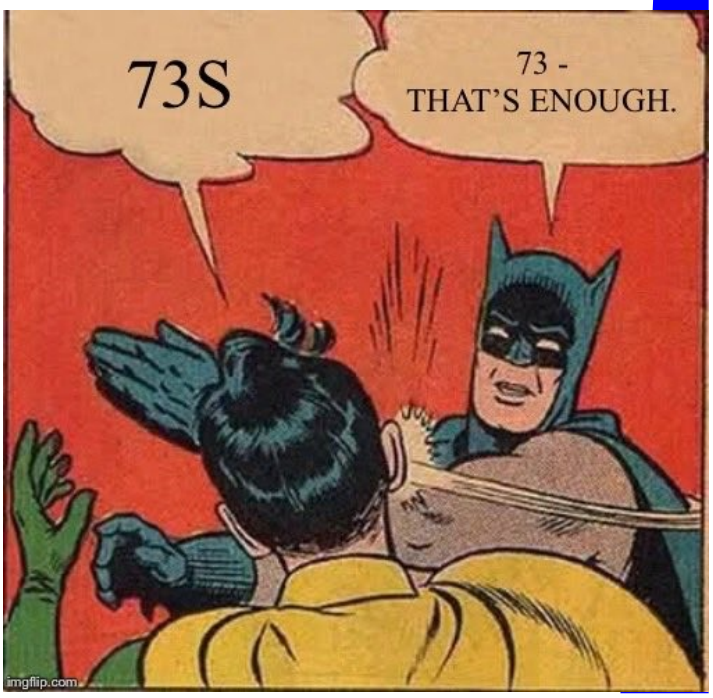
Wrap Up

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 K0BEE, and Tim M0URX 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-meter 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.



SouthWest Ohio DX Association (SWODXA)
Club Fact Sheet

Who We Are: *SWODXA* is comprised of active DX'ers and contesters with a deep passion for all aspects of Amateur Radio. We welcome everyone who is interested in joining our club to please contact us. *SWODXA* members are active in all facets of DX and Contesting. We also travel to, and fund various DXpeditions all over the world. *SWODXA* sponsors the annual DX Dinner held on the Friday evening of Hamvention weekend in Dayton, Ohio. In addition, *SWODXA* members moderate the Hamvention DX Forum. *SWODXA* is proud sponsor of the prestigious *DXPedition of the Year Award*.

DX Donation Policy: The policy supports major DXPeditions that meet our requirements for financial sponsorship. Details are available on the website at: https://www.swodxa.org/dxgrant-application/ and elsewhere in this newsletter

Club History: The Southwest Ohio DX Association (SWODXA) is one of the country's premier amateur radio clubs. Though loosely formed in mid-1977, the club had its first formal organizational meeting in August of 1981 where Frank Schwob, W8OK (sk), was elected our first President. While organized primarily as a DX club, SWODXA members are active in all aspects of our hobby.

Requirements for Membership: We welcome all hams who have an interest in DXing. It doesn't matter whether you're a newcomer, or an old-timer to DXing; everyone is welcome! Visit http://swodxa.org/member.htm

Meetings: The club meets on the second Thursday or each month alternating locations between at Marions Piazza on Kingsridge Dr. in Dayton, OH or Marions Piazza in West Chester. (Check the website) Members gather early in the private room for dinner and then a short business agenda at 6:30 PM, followed by a program. If you enjoy a night out on the town with friends, you'll enjoy this get together. Meeting attendance is NOT a requirement for membership.

Club Officers: Four presiding officers and the past president (or past VP) make up the Board of Directors The current roster of officers are: President Tom Inglin, NR8Z; Vice President Kevin Jones, W8KJ; Secretary Mindi Jones, KC8CKW, and Treasurer Mike Suhar, W8RKO.

Website: We maintain websites at www.swodxa.org and www.swodxaevents.org managed by Bill, AJ8B. These sites provide information about a variety of subjects related to the club and DXing.

SouthWest Ohio DX Association (SWODXA) DX Donation Policy

The mission of SWODXA is to support DXing and major DXPeditions by providing funding. A funding request from the organizers of a planned DXPedition should be directed to the DX committee by filling out an online funding request. (https://www.swodxa.org/dx-grant-application/)

The DX Grant committee will determine how well the DXPedition plans meet key considerations (see below). If the DX Grant committee recommends supporting the DXPedition in question, a recommended funding amount is determined based on the criteria below. The chairman of the committee will make a recommendation at the general meeting on the donation.

Factors Affecting a DXPedition Funding Request Approval

DXPedition destination	Website with logos of club sponsors
Ranking on the ClubLog Most Wanted Survey	QSLs with logos of club sponsors
Online logs and pilot stations	Logistics and transportation costs
Number of operators and their credentials	Number of stations on the air
LoTW log submissions	Bands, modes and duration of operation

H40GC	**H44GC**	**ZL9HR**	**XX9D**	**HK0NA**	**FT4TA**
KH1/KH7Z	**EP2A**	**FT5ZM**	**C21GC**	**VK9WA**	**NH8S**
K4M	**CY9C**	**VK9MA**	**PT0S**	**FT4JA**	**YJ0X**
6O6O	**VP6D**	**TO4E**	**XR0ZR**	**VP8STI**	**SP8SGI**
W1AW/KH8	**K1N**	**3D2C**	**VK0EK**	**S21ZBB**	**E30FB**
ST0RY	**TI9/3Z9DX**	**VK9MT**	**K5P**	**9U4M**	**TX3X**
VU7AB	**3Y0Z**	**3C0L**	**TX7EU**	**CE0Z**	**3C1L**
TI9A	**3D2CR**	**3B7A**	**K9W**	**VU7RI**	**6O7O**
C21WW	**CE0Z**	**T30GC**	**T30L**	**D68CCC**	