Volume 9, Issue 1

9/2025

the exchange

SWODXA
WWW.SWODXA.ORG
SouthWest Ohio DX Association

2025 Officers

President : AJ8B
Bill Salyers
Vice—President : AD8FD
Brian Bathe
Secretary : KB8KE
Ken Allen
Treasurer W8RKO
Mike Suhar
Club Trustee: KC8RP
Richard Pestinger
Club Call : W8EX

INSIDE THIS ISSUE:

The Prez says…..

Boy is this year flying by. As I am getting ready to push this out, I realized that there are less than 90 days until Christmas!

I have been reflecting lately on John Comella, N8AA. I did not know John as well as I would have liked, but the log shows that I worked him several hundred times— mostly in the CWOPs weekly contests. I was able to work him on 2 bands during the Ohio QSO party just a month ago. I can recall several times that he would "stop by" to say hello and offer encouragement during a contest. He was a great guy and will be missed.

What this has brought me around to is the realization that I really don't **know** too many club members. We have a common interest that we are passionate about, we all seem to love technology at one level or another, but many of us are strangers to one another. Seems a shame in this era of instant communication via apps, texting, messaging, emails, and easy access to cell phones, and the fact that we are all in a communication hobby, that we are kind of strangers.

Here is my challenge. At the next club meeting, sit with some different people. Send me a bio that I can print in the newsletter— how did you get into the hobby?, what other interests do you have?, tell us a bit about your family, what ham radio goals do you have?

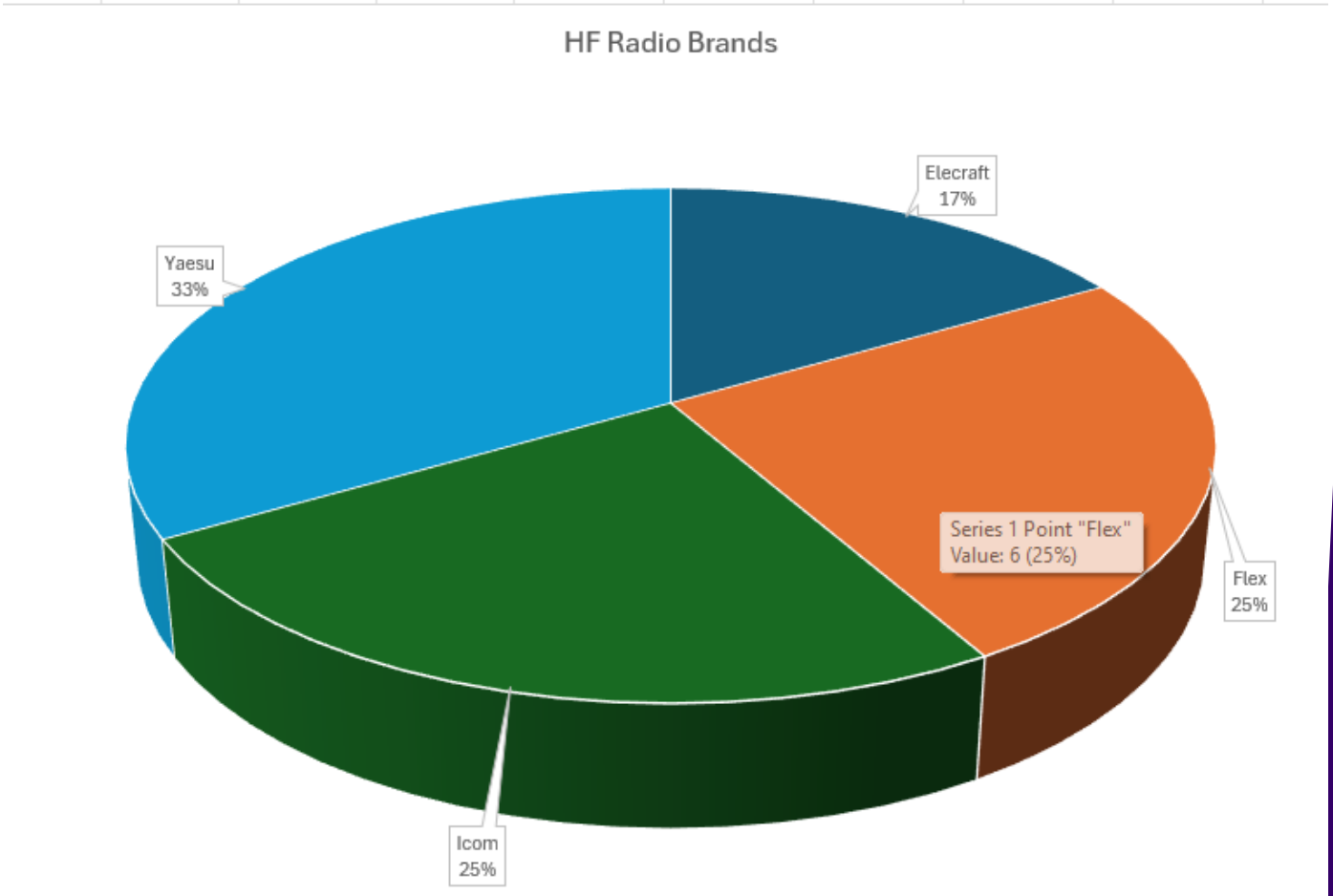
Let's shrink the space between us and keep our club strong!

— 73— Bill, AJ8B

Club News

HF Equipment Survey

I sent out a request from the members asking what radio they are using. I received 24 responses. The results are shown below. I thought this was interesting…..(and no Kenwoods)



SWODXA 2025-2026 Calendar

September 2025
- 6-7 All Asian DX SSB Contest
- 13-15 ARRL Sept. VHF Contest
- 11 SWODXA Meeting
- 13-14 WAE DX SSB Contest
- 27-28 CQWW RTTY

October 2025
- 9 SWODXA Meeting
- 25-26 CQWW DX SSB

November 2025
- 1-2 ARRL SS CW
- 13 SWODXA Meeting
- 15-16 ARRL SS SSB

December 2025
- 5-7 ARRL 160M CW
- 11 SWODXA Meeting
- 13-14 ARRL 10M
- 27-28 Stew Perry 160M CW

January 2026
- 3-4 ARRL RTTY Roundup
- 8 SWODXA Meeting
- 18-19 ARRL January VHF
- 23-25 CQWW 160M CW

February 2026
- 14-15 CQWW WPX RTTY
- 12 SWODXA Meeting
- 21-22 ARRL DX CW
- 20-22 CQWW 160M SSB

March 2026
- 7-8 ARRL DX SSB
- 12 SWODXA Meeting
- 28-29 CQWW WPX SSB

April 2026
- 9 SWODXA Meeting

May 2026
- 14 SWODXA Meeting
- 15 SWODXA DX Dinner
- 15-17 Dayton Hamvention
- 30-31 CQWW WPX CW

June 2026
- 11 SWODXA Meeting
- 14— 16 ARRL VHF
- 20-21 All Asian CW
- 27-28 ARRL Field Day

July 2026
- 4— 5 CQWW VHF (CW/SSB)
- 18-19 CQWW VHF (Digital)
- 11-12 IARU HF Championship

August 2026
- 8-Milford ARC Hamfest
- 8-9 WAE DX CW
- 22 Ohio QSO Party

Upcoming Club Dates and Topics

Meeting Date	Topic
Thursday, October 9th, 2025	Will it Work? Limited Time & Space Antennas—Tom Schiller—N6BT
Thursday, November 12th, 2025	Is 3dB Worth a Divorce? Glenn Johnson—W0GJ

Antenna Repair at W8EH

In June, I removed my Mosley MP-33/WARC from the 30' tower for repair. I was having a intermittent SWR problem with 20 meters. That turned out to be a slightly loose connection at the end of my driven element trap. The antenna is back up and working as it should. I did the tower work, and my wife Elaine (KC8WOF) was the ground crew.

Ernie W8EH

Check Out NR8Z in Action

In a YouTube episode produced by WCVB, Channel 5, NR8Z was featured in a discussion about the Marconi-RCA Wireless museum. Fascinating discussion. Check it out at https://www.youtube.com/watch?app=desktop&v=R68hLo36gIw

DX WORKSHOP

COMMUNICATING TO THE OTHER SIDE OF THE PLANET VIA AMATEUR RADIO

KY4DXA

73' OM

PRESENTED BY THE
"WESTERN KENTUCKY DX ASSOCIATION"
BOWLING GREEN KENTUCKY
(NON-PROFIT)

- ▶ WHEN: OCTOBER 4TH, 2025
- ▶ WHERE: LIBRARY – BOB KIRBY BRANCH
  175 Iron Skillet Ct, Bowling Green, KY 42104
  - FREE PARKING -
  Wheelchair Accessible
- ▶ TIME (CT): CHECK-IN 9:00-9:30AM
  WORKSHOP 9:30AM – 4:00PM

TALK-IN 444.300+ PL 179.9

- ▶ ADULT REGISTATION $15
- ▶ YOUTH (18 & Younger) $10
  (IF ACCOMPANIED W/ADULT, ADULT MUST REGISTER $15)
- ▶ *WALK-INS ALLOWED WITH CREDIT CARD USING ON-LINE REGISTRATION - NO CASH (Venue policy)*

www.wkdxa.org/events CLICK

- SORRY, NO REGISTRATION FEE REFUNDS -
(ALL PROCEEDS GO TO THE EVENT)

SESSIONS

1. DX BASICS & OVERVIEW
2. DX OPERATING TECHNIQUES
3. RF PROPAGATION
4. Q&A WITH INSTRUCTORS & WKDXA MEMBERS (ASK ANY QUESTION YOU LIKE)

THE EMPHASIS IS ON DX AND NOT CONTESTING ALTHOUGH THE TWO DO OVERLAP AT TIMES.

★ THE FIRST 40 REGISTRANTS WILL RECEIVE:
- GIFT BAG WITH GOODIES
- ICOM LANYARD/BADGE
- LUNCH & DRINKS
- COMPLETION CERTIFICATE
- GIGAPARTS GIFT CERTIFICATE
- TWO ENTRIES FOR DOOR PRIZES
  (MUST BE PRESENT)

★ AFTER THE FIRST 40 REGISTRANTS:
- CLIP-ON NAME BADGE
- LUNCH & DRINKS
- COMPLETION CERTIFICATE
- ONE ENTRY FOR DOOR PRIZES
  (MUST BE PRESENT)

YOU DO NOT NEED AN AMATEUR RADIO LICENSE TO ATTEND!!

RAFFLE
LOTS OF DOOR PRIZES
YOUTH ENTERED INTO SEPARATE ADDITIONAL DRAWING FOR TWO SHORT-WAVE RECEIVERS!!

GIFT BAGS CONTAIN:
- STICKERS
- PENS
- PRINTED SLIDE PRESENTATIONS
- CW & PHONECTICS CHARTS
- Q-CODE CHARTS
- GigaParts CERTIFICATE
- AND MORE!

THANK'S TO THESE SPONSORS !!

ICOM, R&L ELECTRONICS, N3FJP Amateur Radio Software, The Easy Way, HEIL HAM RADIO, ARRL, KENWOOD, ELECRAFT, GigaParts, QTH.com, DX ENGINEERING, rt SYSTEMS AMATEUR RADIO PROGRAMMING, Kroger, SWODXA, The Daily DX

W8OK Award

"The W8OK award is presented to a SWODXA member who demonstrates DX activity, operating skills, ethics and giving back to our hobby as exemplified by Frank Schwab, W8OK(SK). Tonight, I present the W8OK award to a ham who is clearly doing all that and more.

Mike Suhar, W8RKO, or WB8GXB when I met him, gives back to the hobby in so many ways that I'm sure I'll miss some here.

Mike was first licensed in 1970 as WN8GXB. He upgraded to Extra in the 80s and was always found on the HF bands. Since then, he has been interested in weak signal work on VHF and above, up to 10 Ghz. Mike also likes to design and build electronics.

Mike is also involved with the Montgomery County ARES, DARA, and other clubs.

However, as it pertains to SWODXA, Mike has been our treasurer for over 6 years. The biggest challenge and accomplishment has been the successful navigation of the IRS, the clarification of the previous 10+ years tax situation, and the acceptance of SWODXA as a 501c3 organization.

Please join me in congratulating Mike, W8RKO, for receiving the W8OK Award."

From our DX Friends...

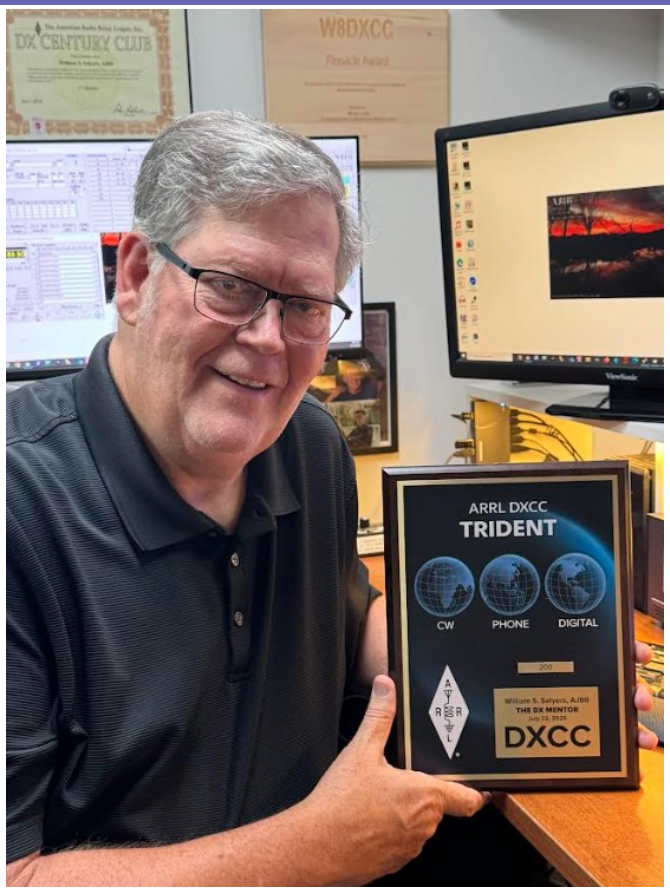
Good afternoon Bill

I hope you are ok. I added a small linear for vhf/uhf to 2m band ..144 to 146. I added an HF radio, a Kenwood TS130S, It was on the table now, next it is next to my bed.

73 de Zs2ec,

Theunis

New ARRL® DXCC® Trident Award



AJ8B proudly displaying his ARRL DXCC Tri-

The ARRL announces the DXCC® Trident Plaque, a new program to honor the accomplishments of radio amateurs who have confirmed QSOs with at least 100 ARRL DXCC award entities on each of three modes (phone, CW, and digital).

The basic award is issued upon application and confirmation by the ARRL Awards Department, and it is endorsable at levels of 200, 300, and Honor Roll, based on achieving that level on all three modes at the time of application.

The earliest QSO date, and starting date for the DXCC Trident Award, is November 1, 1976, when RTTY (now named digital) DXCC was introduced.

ARRL Radiosport and Regulatory Affairs Manager Bart Jahnke, W9JJ, says the new award should be exciting to hams. “It gives all participants of the DXCC program, especially those new to DXCC, something fresh to work towards,” he said. ARRL has long had the Worked All States Triple Play award, but this introduces the multi-mode achievement to the DXCC program.

Confirmation of QSOs toward the Trident is done only through the standard process by credits within the ARRL DXCC program via Logbook of The World® (LoTW®). No QSL cards will be accepted with a plaque application. If your DXCC credits are not already visible in LoTW, you must first link your DXCC and LoTW profiles by requesting a credit merge from the ARRL Awards Desk.

To apply for the plaque or learn more, visit www.arrl.org/dxcc-trident-award.

Celebrate your achievement and dedication to the DXCC program across all modes with the ARRL DXCC Trident award – a symbol of excellence in amateur radio operating and DXing.

Can Lightning Really Strike Twice in a Few Weeks?

My Sad Story By Bill, AJ8B

In early August, we had a pretty severe line of storms move through the Miami
Valley. I did not take a lightning strike, but the winds shut me down.

I have a K4KIO hex beam in a clearing at 30 feet. It has stood proudly for 30 months with no issues. However, as well as it was built and as well as it has performed, it was no match for a large limb that fell from about 25 feet above it. (Image below)

I was able to get it repaired and back up over the Labor Day weekend. I took the opportunity to strengthen the mast, redo the guy cables, and generally clean up the antenna.

It was back to performing well with even better SWR than it had before.

(I had to tune it a bit!)

Then….

DXers Have A Choice

The Daily DX - is a text DX bulletin that can be sent via email to your home or office Monday through Friday, and includes DX news, IOTA news, QSN reports, QSL information, a DX Calendar, propagation forecast and much, much more. With a subscription to The Daily DX, you will also receive DX news flashes and other interesting DX tidbits. *Subscriptions are $49.00 for one year or $28.00 for 6 mos.*

The Weekly DX - is a product of The Daily DX that can be sent weekly to your home or office via email in the form of a PDF (portable document format). It includes DX news, IOTA news, QSN reports, QSL information, a DX Calendar, propagation forecast and graphics. *Subscriptions are $27.00 for one year.*

Get two weeks of The Daily DX or a sample of The Weekly DX free by sending a request to bernie@dailydx.com, or at http://www.dailydx.com/trial.htm.

Lightning Twice? (cont.)

Three days later, my wife called me at work. She said "I thought I heard a gunshot and I looked out back and saw a huge limb that seems to have hit your antenna." She sent the picture to the right.

She was correct! A branch from another tree fell and caught the hex beam on the way down. Ugh!

The branch was 42 feet long and caused the damage shown in the picture below.

Just a few weeks apart!

These incidents are certainly much easier to repair than those that many of you have to do, but, it was still a pain!

The good news is that I had ordered a complete set of spreaders for the first repair job and had enough left over for the second set of repairs.

Also, The previous repairs were still fresh in my mind so it was much easier.

I AM glad it wasn't lightning, but….

Dave Kalter Youth Adventure

By Jim Storms, AB8KY

The record-breaking Dave Kalter Youth DX Adventure for 2025 is complete with 9,016 contacts. Everyone made it home safely, bug-bitten, sunburned, and exhausted! It was quite a successful trip with 4 youth, 2 parent/grandparent, and 2 trip leaders. What a great crew as the youth were very dedicated and spent a lot of time in the operator chair and giving each other breaks. At times, we had four radios on the air, but most of the time, only three. Continuous operations ran from 9 a.m.-9 p.m. on Friday, Saturday, and Sunday. Monday, they operated from 9 a.m.-1 p.m. before going sightseeing. The plan was to operate from 4 p.m.-8 p.m. that evening, but we experienced a station issue caused us to go QRT. Luckily, it was easy for Uli, DL8OBQ, our station representative to fix but we needed to start packing.

See the images for a breakdown of the kids' effort. When 40m was usable, we had the four radios on the air. Unfortunately, 10m was just a bunch of noise and no signals were heard. We did try it at the top of each hour from noon-4 p.m. All contacts have now been uploaded to LoTW, Club Log and QRZ logbooks.

While the contacts were great and the focus of the trip, there was a major and unique event. JoAnn Wagner, Ben and Agnes' grandmother, was intrigued with Amateur Radio. She has attended Dayton Hamvention, other Hamfests, and even ARRL headquarters witnessing the Wagner family operating W1AW. Agnes helped her find online training aides for the Technician License. She studied, asked a lot of questions, did flashcards, and took practice tests. A lot of studying was done and on Monday evening at 9 p.m. took the Technician test via a zoom online VE session. The result of her test was a passing 34 out of 35 questions! On Friday, July 25, she became a licensed HAM with a call sign of TBD. Congrats, JoAnn.

Dave Kalter (cont.)

A huge thanks to Dayton Amateur Radio Association (DARA), DX Engineering, and CWOPS Foundation as our major contributors. We could not do this without the amateur community's generosity.

For more information, see our website at YouthDXA.org and click on the 2025 team page.

Jim Storms, AB8YK, and Ron Doyle, N8VAR — 2025 Team Leads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Total DX Miles (QSOs in Curacao not counted) = 21,137,756
Average miles per DX QSO = 2,347


Average bearing to the entities worked in each continent.
QSOs in Curacao not counted.

AF =  77
AS = 234
EU =  42
NA = 345
OC = 186
SA = 167
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Dave Kalter (cont.)

Total Contacts by Operator:

Operator	Total	%
AD8FQ	2,472	27
WD5JR	2,470	27
AD8IR	2,102	23
KJ5CMP	1,840	20

Version 7.0.11 www.n3fjp.com

Total Contacts = 9,016
Total Points = 0

Operating Period: 2025/07/18 12:59 - 2025/07/20 00:17

Total Contacts by Band and Mode:

Band	CW	Phone	Dig	Total	%
40	8	238	0	246	3
20	163	4,219	0	4,382	49
17	93	1,549	0	1,642	18
15	74	2,672	0	2,746	30
Total	338	8,678	0	9,016	100

Coax Dipoles and others

By Lynn Lamb— W4NL (SK)

The coax dipole is made of a good grade of RG-58 except for the end sections between C and D which is ordinary wire for pruning. This length isn't critical and can be added to or decreased to meet the needs of finding resonance.

At A: The center. At the half way point of the two inside sections prepare the 'A' connection to an appropriate center connector. I recommend the Ten-Tee centers with longer screws to hold the pressure for strain relief for the antenna coax and the coax to the transmitter. As you will see, these two sections are not separated completely. Carefully cut the outside cover and the braid, being careful not to cut the center or its covering.(2 to 3is good) Make a pigtail from the two braids and connect the coax to the transmitter - the center of the coax to one braid and the coax braid to the other braid.

At B:At each 'B' solder the braid and center conductor together and the next section going to 'C', solder the braid to the center of the coax, then solder the two sections together and seal for Wx.

At C: Solder the center and the shield of each of the outer ends and then solder the short wire section going to 'D' and seal well.

At D:Place an insulator on the end of the wire then a small rope to attach to the whatever. This short section can be made of any wire but 14 or 16 gage is fine. It's used to adjust for SWR. This antenna can be a flat top, Inverted V or Sloper, but be careful of excessive strain. Don't secure too tightly and use some plastic ties for restrain relief. These plastic ties can be laid over each side of the section connections and taped well.

Remember any antenna is better than no antenna and the higher the better for dipoles. (Chart on next page)

Coax Antennas (cont.)

80

D	C	B	A	B	C	D
10”	28’8”	30’6”		30’6”	28’8”	10”

40

D	C	B	A	B	C	D
8”	13’4”	16’9”		16’9”	13’4”	8”

30

D	C	B	A	B	C	D
7”	10’2.5”	12’4”		12’4”	10’2.5”	7”

20

D	C	B	A	B	C	D
6”	7’6”	8’9”		8’9”	7’6”	6”

17

D	C	B	A	B	C	D
5”	5’5”	6’7.5”		6’7.5”	5’5”	5”

15

D	C	B	A	B	C	D
4”	5’6”	5’7”		5’7”	5’6”	4”

12

D	C	B	A	B	C	D
4”	4’1”	5’		5’	4’1”	4”

10

D	C	B	A	B	C	D
4”	4’1”	4’2”		4’2”	4’1”	4”

6

D	C	B	A	B	C	D
2”	2’	2’5”		2’5”	2’	2”

Prince Edward & Marion Isl. April 27th— May 13th, 2025

Hi radio friends! This is a short story of the latest LRSF DX-pedition ZS8W to Prince Edward & Marion Isl.

I have been fighting for this opportunity since 2018. Through these years the department directors changed and the requirements changed as well and it always ended up that there was no place for me on the ship. In 2025, I decided to try for one last time and in January and March I flew to South Africa for personal meetings with the new department leadership. On 1st of April, I received a message from Environmental Affairs Department of the Republic of South Africa that I have been included in the team going to Marion Island as a communications engineer.

Starting DXpedition from Riga airport

Ship was scheduled to depart from Cape Town port on April 17. My South African visa was about to expire on April 5 and to acquire new visa it's necessary to visit Stockholm and the processing takes 15 working days, so it wasn't possible to get new visa in time for the departure and I had no other options than to travel to South Africa early before my current visa expires.

I bought a Turkish Airlines ticket: Riga – Istanbul – Cape Town. On April 4, my XYL Zigrida took me to Riga airport where the journey and adventures begun. My two checked bags were accepted and the weight limit was fine. Then for the first time I was asked to show my carry-on luggage that consisted of two items: an SPE Expert (12 kg) and a backpack with laptops and a transceiver (8 kg). The airport check-in personnel refused to let me on board with two carry-ons even though I was willing to pay for the second item. The shift supervisor was called and also denied it. I had no other choice than to buy a Business Class ticket from the airline operating that flight and then I boarded the plane as the last passenger.

ZS8W (cont.)

With my friend Tjerk ZS1J in Cape Town

In Istanbul, I went to the transit passenger desk to get the ticket for the second leg of the flight: Istanbul – Cape Town and I was denied the ticket, with the reasoning that I didn't fly the first leg Riga – Istanbul with a Turkish Airlines ticket. The only solution offered was to buy a new ticket to Cape Town for $860. I had no other option because I needed to be in Cape Town the next day.

After landing in Cape Town and going through immigration the officer smiled and said: "Last day of your visa!" and I kindly replied: "Yes, but now I can stay here for 90 days." After airport formalities I rented a car and drove to the hotel, located about 40 km from the airport. In South Africa, driving is on the left side of the road, unlike in Europe, so I had to be cautious and get used to it.

The hotel was located approximately 40 km from the city center and 800 meters from the ocean. The next day, I went to see Tjerk ZS1J and picked up my antenna bags which had been in Cape Town since 2018. There wasn't much open space at the hotel, so I could only set up a 6m Yagi and a DX Commander vertical antenna. I worked a few days with the call sign ZS1/YL7A. I also tested the other antennas and packed the two antenna bags.

Later I got informed that I need to pass a medical examination to be included in the island visitor team. Over the next two days I visited doctors and received all necessary clearances.

The ship was scheduled to depart on April 17. However, I was allowed to board it a day earlier. On Wednesday, I brought the bags to the dock, returned the rental car at the airport, and boarded the ship. I was the only passenger that day and others arrived next day around noon. We waited for departure but it didn't start. For some reason, departure was postponed to the next day. Loading of containers and cargo continued late into the evening. The ship finally left the port on Friday at 3 PM.

ZS8W (cont.)

Leaving Cape Town

Equipment and luggage transportation from ship to shore

On Tuesday, April 22 at 5 PM, we saw Marion Island on the starboard side and Prince Edward Island on the port side. Unfortunately, due to bad weather the helicopter couldn't fly and we had to spend two more days on the ship, hoping for better weather conditions. Life on board was like an all-inclusive five-star hotel. Generous and delicious meals were served three times daily. Coffee and snacks were available at any time. After 8 PM the bar was open for a glass of wine and socializing.

On Friday after breakfast, when the weather conditions improved, the flight lists were created. Each flight could carry eight passengers and ten flights were scheduled that day, with the last three intended for personnel luggage. The first to fly were key personnel and team members with essential tasks at the station, such as generator replacements and equipment repairs.

As I didn't have the approved permit to disembark on the island yet, I wasn't included in the flight schedule that day. I was cleared to disembark the next day, however, thick fog kept the helicopters grounded for some more time.

Finally, on Sunday April 27, the sky cleared and sun came out and I was brought to the island base on the second flight. I was assigned a radio room in the helicopter hangar about 200 meters from the main building, that houses a canteen, control rooms, and technical labs. As always, I try to bring one radio setup and a simple antenna in my hand luggage and it came in handy this time as well. After lunch, I managed to set up an EFHW antenna and made the first contact from the island with **AD8FD**.

ZS8W (cont.)

Shack in the helicopter hangar and vertical antenna

The helicopter pilots kept working until evening, delivering equipment and containers to the island. In the evening, the container with my antenna bags also arrived. The next day I set up the DX Commander vertical and operated two stations.

On May 1, I had to shut down my equipment for three days. A group of scientists in the expedition were conducting ultra-low-level radiation measurements and they had come to Marion Island specifically due to its low RF interference. I planned to use the downtime to set up more antennas and explore the island. The first antenna was LBS vertical – 14 meters high for the 160m–30m bands. Then I planned to install a Spiderbeam. The antenna locations had been agreed upon and the environmental protection requirements were discussed.

Unfortunately, I couldn't erect the Spiderbeam due to constantly changing weather – daily rain, snow and winds of 20–30 m/s. The Spiderbeam wouldn't survive that so I had to operate with the vertical only. I went on a short island tour and took some photos. Due to continued bad weather the scientists also suspended their work so I could resume my transmitting.

Sightseeing Marion Island and Agulhas II in background

ZS8W (cont.)

With friends on Marion Island

The following days passed in a routine. At the base the food was prepared by professional chefs. Meals were served buffet-style and the food was delicious.

On Friday May 9, a ceremonial event was held. The overwintering team handed over their duties to the new team. Official part was continued by a festive dinner.

I operated on 80 and 160 meters for two nights, but then problems began – the wind changed the SWR, and the amplifier's protection system shut it down. I tried retuning often, but it didn't help. The antenna controller was damaged and could no longer tune the antenna for the necessary bands. As a result, only 477 QSOs on 160m and 1200 on 80m were made. Many correspondents – especially from NA couldn't make contact.

The expedition leadership informed me that by May 12 my antennas had to be packed into the container and I started packing the antenna bags in the morning. Only the EFHW antenna and an FT-891 transceiver remained.

Seals on Marion Island (photos by friend from SANAP)

ZS8W (cont.)

The next day, after breakfast I cleaned up the room and packed my hand luggage. After lunch, we waited for a helicopter flight to the ship. Once again, weather conditions were not favorable but the weather improved shortly before sunset. That day the helicopter took the first 40 expedition members to the ship and the rest stayed overnight at the base, awaiting the next day when the rest of the expedition members and the remaining cargo containers were transported to the ship. On Wednesday evening, May 14, the ship departed. We spent five days at sea and I had a comfortable single cabin. After 8 PM, it was possible to go to the bar and enjoy a glass of wine and chat with friends. The ship was scheduled to reach Durban on May 20, where it would be open to the public – students and locals – to learn about the research vessel SA Agulhas II.

73, Juris /Yuris /YL2GM

Operating Time

First QSO: **2025-04-27 12:52:00**
Last QSO: **2025-05-13 09:42:00**
Number of days: **15.87**

Number of QSOs

Total QSOs: **31,672**
Unique Calls: **9,840**
Duplicate QSOs: **2,600** (8.21%)

Band/Mode breakdown

Band	FT8	CW	SSB	Total	Total %
160	477	0	0	477	1.5%
80	1206	0	0	1206	3.8%
40	4609	1266	0	5875	18.5%
30	5219	1	0	5220	16.5%
20	4360	955	2	5317	16.8%
17	3441	0	0	3441	10.9%
15	2895	1276	49	4220	13.3%
12	1686	0	0	1686	5.3%
10	3486	744	0	4230	13.4%
Totals	27379	4242	51	31672	

DXCC by Band/Mode breakdown

	FT8	CW	SSB	Total
160	48	0	0	48
80	65	0	0	65
40	97	60	0	98
30	86	1	0	86
20	92	60	2	97
17	87	0	0	87
15	83	71	15	93
12	67	0	0	67
10	88	61	0	92
Totals	126	91	17	130

Breaking a Pileup

The Key to Breaking a Pileup: Listen and Learn - Before You Call

By HK3C— John (www.hk3c.ca)

John sent this to me and I thought it was a great refresher. If you have heard John, you know that he is a world class operator with some of the best audio on the air.

First: You Have to Hear Them

Before calling, you must be able to hear the DX station - and hear them clearly enough to understand exactly what they're doing. If you can't hear them well, there's no point in calling.

Once you can copy the DX station reliably, your next job is to figure out where they are listening. If they're operating simplex, this is straightforward. But for most pileups of any size, they'll be operating split.

Fortunately, many modern transceivers allow for simultaneous reception on two frequencies. Use this feature to your advantage: listen on the DX's transmit frequency and try to find the station they're working on their receive frequency.

Propagation might prevent you from hearing the station being worked. If so, be patient and keep listening. You'll eventually discover whether the DX operator is staying on one frequency or tuning around in the pileup. Ideally, when you call, you should be on the exact frequency the DX station last used to receive— Only Then Should You Call

Also, if you need to tune up your amplifier, do it somewhere else - away from the DX station's frequency.

Keep Calls Short

When it's time to call, give your full call sign once - then stop and listen again. If necessary, repeat the process a few times. Once the DX comes back to someone, there's no point continuing to call - unless that someone is you.

And even while calling, keep listening.

Ask yourself:

- who is the DX working? Are they focusing on stations in your region or another continent?

Breaking a Pileup (cont.)

- are they responding to the strongest signals, the earliest callers, or those who call just as the pileup dies down?
- are tail-enders being worked - or ignored?
- observe the DX operator's pattern and use that information to fine-tune your call timing and placement.

Be Patient

Pileups can be unpredictable and chaotic. But if you keep listening carefully and call strategically, you'll likely get through. It may take one call, or it might take 30 minutes. Don't get discouraged.

Sometimes the DX will get away. Propagation may shift, the operator may change bands or modes, or they might QRT altogether. That's beyond your control - don't let it affect your focus or discipline.

Good listening makes a big difference. It tells you where to transmit, and when.

Get the Rhythm

Listen to understand the rhythm of exchanges and what information is being passed. Is the DX station giving just a call sign and a "5-9" report? Or are names and locations being exchanged?

Match the format. If the DX is keeping it short and simple, don't throw in your QTH or name. Stay in sync.

Pay attention to clues. Is the DX working by the numbers or regions? Are there noticeable QSB patterns in propagation? You may be able to time your call to coincide with a signal peak.

Over time, careful listening will teach you about global propagation - not just between you and the DX station, but also how signals travel to other parts of the world.

You'll *also hear good (and bad) operating practices. Learn from both - but don't imitate the bad ones.*

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Breaking a Pileup (cont.)

Phonetics and Timing

Listen to how other operators call. Some have a polished style that gets results; others struggle. Learn from the difference.

Tail-ending - inserting your call just as the current contact is wrapping up - can be effective. But use caution: it can also be seen as rude, and it can cause QRM. Know your audience - some DX operators dislike this tactic.

Sometimes, calling right after the DX station stops transmitting is effective. Other times, it's better to wait until the pileup dies down, then call just before the DX responds. Again, careful listening will reveal the DX station's habits.

"Big gun" stations with high power and big antennas often dominate. But if you're a "little pistol" running 100 watts to a wire, smart timing can help level the playing field.

Try different approaches:

- call once and wait.
- call once, pause a few seconds, then call again.
- never call continuously - you'll just become a nuisance. Especially avoid calling over the DX station or when they're responding to someone else.
- watch the timing and pace of each exchange. That's often the key to success.

If the DX station says, "The India Tango station," and that's you, respond with your full call. But don't jump in if it's only a partial match - others may have a similar suffix.

If the DX asks for "the Papa Zulu station" and no one answers, you may feel tempted to throw in your call after a pause. That's a gamble - you're sticking your foot in the door. It might open… or slam shut.

When All Else Fails

Sometimes pileups get out of hand. When that happens, DX operators may start working by the numbers, by country, or by zone. Be aware that some DX stations don't operate split even when they should - either due to inexperience or lack of equipment. Regardless, always remember: The DX station is the boss of the pileup. They run it however they choose.

Good hunting - and good listening!

Morse Runner Practice File Creation

Reprinted with Permission by the Tennessee Contest Group

By Jim— AD4EB

One of the ways I prepare for operating mobile in state QSO parties is by using VE3NEA's Morse Runner contest simulator. Before this year's 2024 FQP, I practiced daily for 5-6 weeks to prepare for the large pileups anticipated. This write-up describes how this was done.

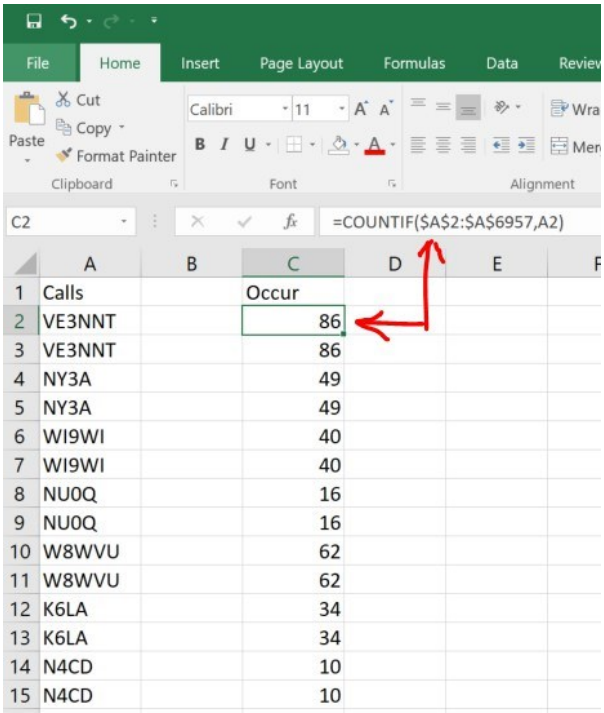
I have found the key to getting higher rates is to be able to pick out callsigns the very first time they are heard. And in big pileups, you often only hear partial callsigns. So I use the simulator to practice pileups containing only callsigns that are expected to be heard in a particular contest. The top 200 most anticipated callsigns were used during the 2024 FQP practice sessions, and the hope was to learn them all by their partial characters.

Morse Runner uses Super Check Partial database files of the master.dta file format. The file resides in the Morse Runner root directory, and must be named master.dat. The remainder of this write-up describes one of the ways to create custom master.dat containing the desired practice callsigns.

The way I do it uses Excel and MEdit.exe like so:

1) Copy the desired cabrillo logs into Excel as one long list of callsigns (delete all but the actual callsigns).

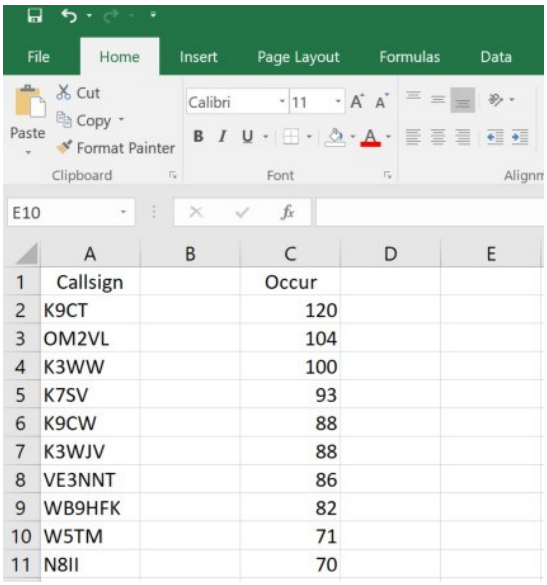
2) Find the number of occurrences of each callsign using the Excel COUNTIF function. There are good YouTube videos on how to do this:



	A	B	C	D	E
1	Calls		Occur		
2	VE3NNT		86		
3	VE3NNT		86		
4	NY3A		49		
5	NY3A		49		
6	WI9WI		40		
7	WI9WI		40		
8	NU0Q		16		
9	NU0Q		16		
10	W8WVU		62		
11	W8WVU		62		
12	K6LA		34		
13	K6LA		34		
14	N4CD		10		
15	N4CD		10		

MorseRunner (cont.)

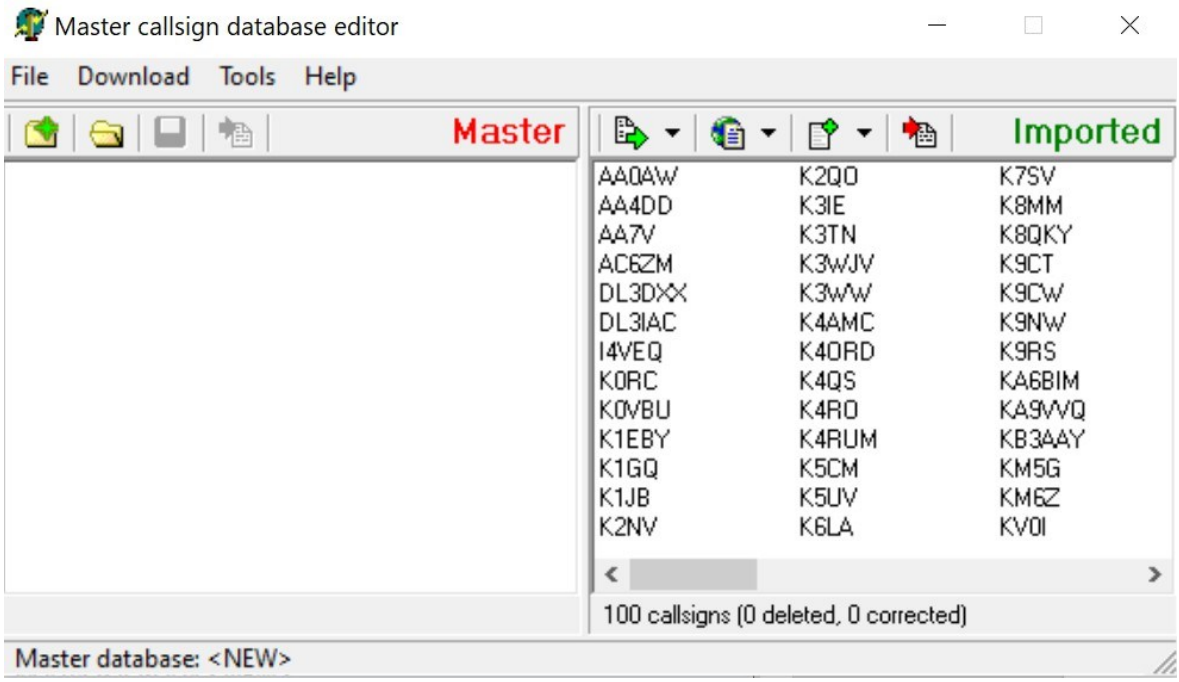
3) Use Excel to eliminate duplicates, then sort by number of occurrences:



	A	B	C	D	E
1	Callsign		Occur		
2	K9CT		120		
3	OM2VL		104		
4	K3WW		100		
5	K7SV		93		
6	K9CW		88		
7	K3WJV		88		
8	VE3NNT		86		
9	WB9HFK		82		
10	W5TM		71		
11	N8II		70		

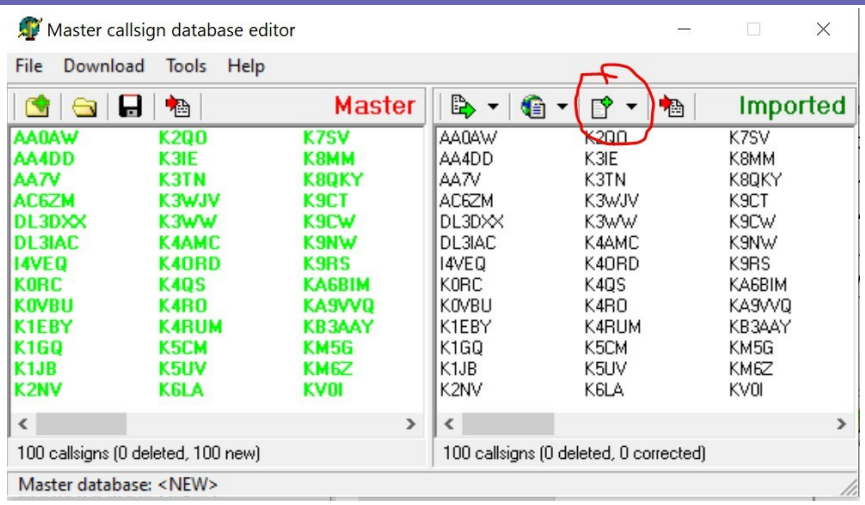
4) Decide how many and which callsigns you want to practice with. I start out by taking the top 25, then the next 25, etc. Then go with larger groups as the callsigns and partials are memorized. Copy the group into notepad and save as a .txt text file.

5) Now we need to convert the text file(s) into .dta Super Check Partial files. This can be done using a program called the "Master.dta Editor," which is another VE3NEA program. Download from his website and import in the .txt file from step 4:



MorseRunner (cont.)

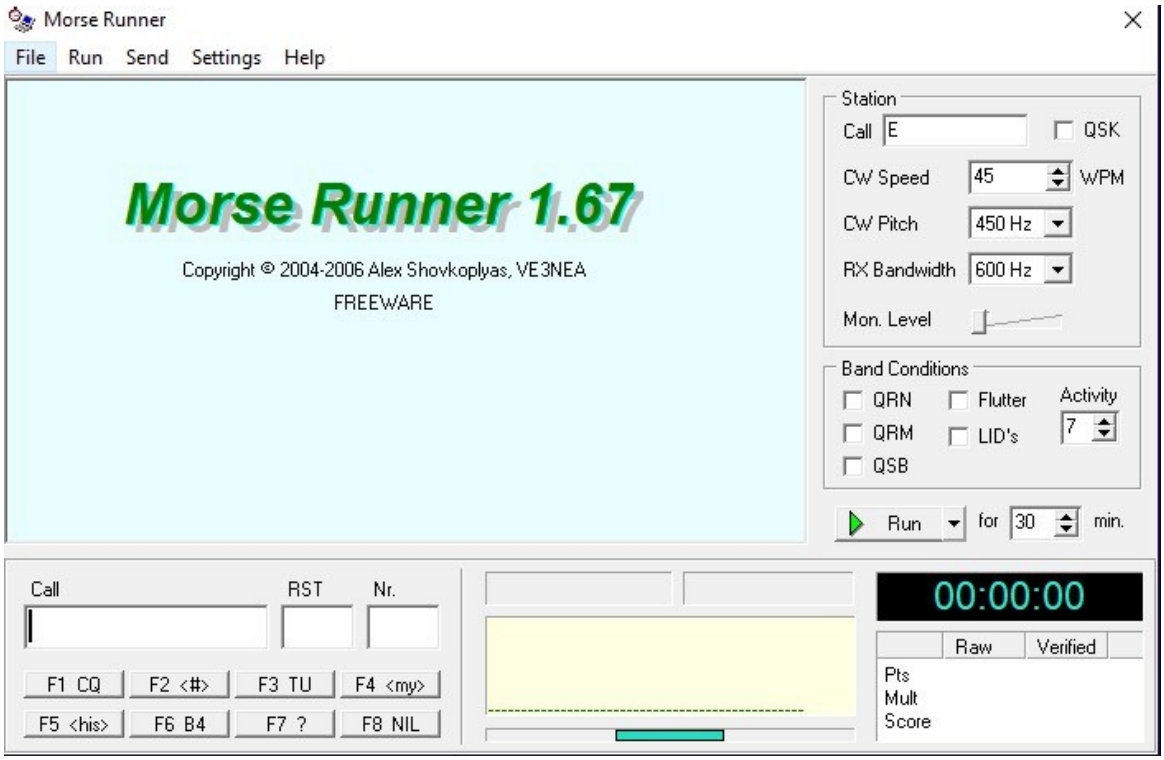
6) Convert or add the callsigns to the Master Window (green):



7) Finally replace the existing Morse Runner master.dta file with the newly created one. Note that for the new file to be used, you must shut-down and restart Morse Runner.

When I practice with Morse Runner, I set my Call to 'E' (saves time), Speed 45 wpm, Activity 7, and duration 30 mins. Use whatever setting you are comfortable with.

— 73 Brad WF7T



V73WW— Marshall Islands— 2025

– *The Next Generation*

Preface

V73WW was a DXPedition to the Marshall Islands in February 2025 where the team spent 14 days on island making 103,864 QSOs in CW, SSB, RTTY and FT8. The Marshall Islands were ranked #96 in the DXCC Most Wanted list according to Clublog (Clublog: July 2025). The team was made up of 6 young and ambitious operators with an average age of 28 years, from 4 countries in Europe. How did we do it? Let's find out …

Introduction

The Marshall Islands is a small island nation in the Pacific Ocean, located roughly halfway between Hawaii and Australia. It consists of over 1,000 islands and atolls spread across a vast area. Situated just 7° north of the equator, the islands enjoy a tropical climate year-round.

Known for their crystal-clear waters, coral reefs, and rich cultural heritage, the Marshall Islands are also one of the rarer DXCC entities, with very few resident amateur radio operators.

The Marshall Islands offered our team a comfortable home for two weeks while we enjoyed our shared passion – putting this remote Pacific entity on the map for thousands of radio amateurs worldwide.

V73WW (cont.)

Why Marshall Islands?

The Marshall Islands first caught the team's interest after discussions between Philipp DK6SP, Sven DJ4MX, and local radio friends following the success of the 8R7X – Guyana 2024 DXPedition. Looking to continue their DX journey, the team checked Clublog's Most Wanted list and quickly noticed V7 ranking among the rarer entities.

With rising solar activity and promising propagation into the Pacific, the timing felt right. Though remote, the Marshall Islands are relatively reachable with connections via the U.S. The team met in Honolulu, Hawaii, before flying to Majuro and taking a short boat ride to their private island QTH.

Ranked within the TOP #100 on Clublog, the Marshall Islands offered the perfect mix of rarity, accessibility, and Pacific adventure - making it the ideal choice for the team's next DXPedition.

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V73WW (cont.)

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The Team

Our operating team consisted of six young radio hams who have a love for amateur radio and traveling. We have a combined average age of 28 years old and have shared various experiences through the hobby. We have all been fortunate enough to experience DXPeditions as part of experienced teams or organize trips ourselves which have given us a huge advantage in taking on this challenge. Our team is as follows;

Philipp Springer - DK6SP— (Team Lead)

Philipp, a 27-year-old from Erding, Germany, developed an interest in amateur radio in 2008 after attending a soldering course at his local radio club with some friends. It was through this club that he was introduced to the world of radio and began making QSOs as DN5KID. Philipp received his novice class license, DO6PS, in 2011 and gained full privileges in 2013 with the callsign DK6SP. During these formative years, he rapidly advanced his operating skills, learning Morse Code (CW) and how to manage pileups. Philipp has since participated in numerous DXPeditions and has competed in many contests, including representing a youth team at the World Radiosport Team Championship (WRTC) on two occasions.

Sven Lovrić - DJ4MX— (Co-Lead + QSL Manager)

Sven, aged 22 from Munich, Germany is currently studying mechatronics and got interested in amateur radio through his father Mario, DJ2MX, for this reason Sven has been in contact with radio for almost all his life.

V73WW (cont.)

Sven first started operating under the training callsign DN5MX in 2015. Most of the time he is operating CW, SSB, or RTTY contests from his small home station in Munich, but in the past, he was also operating from stations like E7DX, M6T, ED1R, NP4Z, 8R7X, etc.

Tomi Varrò - HA8RT— (Website + Team Member)

Tomi, aged 26 was born in Szeged Hungary where he studied IT engineering and currently living in Helsinki, Finland. Tomi was first licensed at age 14 and is now a seasoned amateur radio contester as part of the HG6N team. Tomi has operated in many places around the world such as 8R7X, OH5Z, K3LR, ES9C, 9A1A, and C4HQ. Tomi is proficient in CW as his preferred mode and has participated in HST (High-Speed Telegraphy) events on multiple occasions.

Jamie Williams - MØSDV— (Team Member)

Jamie, 24 years old from Staffordshire in England has an extensive history in amateur radio dating back only 10 years to 2015 where he has been involved in contesting and DXPeditioning including with some world-renowned teams. Jamie started traveling in 2017 where he met Philipp - DK6SP in Munich who he would travel the world with for many years to come. Jamie has been QRV with such callsigns as PJ2/MØSDV, PJ4V, 5V7EI, 3B8M, 8R7X and M6T. Jamie was also part of Youth Team #2 at WRTC 2023 in Bologna, Italy, where he operated as I47B with teammate DK6SP. Jamie is a proficient SSB and CW operator with good experience in pileup management. His favorite mode to operate is CW.

Yannick Hariga - DK1YH— (Team Member)

Yannick, is a 21-year-old ham from Mettmann, Germany. Passionate about CW, SSB, FT8, and RTTY, he brings strong all-mode skills to the team. As the youngest team member, Yannick proudly represents the next generation of DXPeditioners. V73WW is his first major DXPedition, where he supports planning and logistics while gaining valuable experience and learning from the rest of the team.

Emir Braco Memić - E77DX— (Team Member)

Braco, is a 50-year-old experienced contester and DXer originally from Bosnia and Herzegovina, now living in Vienna, Austria, where he runs his amateur radio business EMS. He has operated from numerous DXCC entities over the years and is well known for his strong presence in major contests and DXPeditions.

V73WW (cont.)

As part of the V73WW team, Braco brings calm expertise, operating skill, and valuable technical insight to the project.

Individual Supporters

Our operating team has also been supported by many fellow radio amateurs and friends. While it's impossible to name everyone individually, we would like to express our deepest gratitude to a few key contributors. Most notably, we thank Sherwood Tibon and his family, who served as our generous hosts on the island. Their unwavering support, warm hospitality, and vital help with local infrastructure and communications with the telecommunications authority were instrumental in making this DXPedition a success.

We would also like to recognize the significant contributions of Uschi Schindler, DJ2UR (SK), and her partner Markus Grundner, DG8MG. Uschi and Markus generously provided their home and land as the main preparation location and logistics HQ for our team. Uschi's unwavering support of our projects over the years, including this endeavor to the Pacific, meant the world to us. Sadly, Uschi passed away just weeks before our departure, and her absence was deeply felt. We will always carry her name and memory with us as we continue our work.

We are also sincerely thankful to Gerrit Herzig, DH8GHH, for creating the distinctive V73WW logo, and to Martina Kašpárková, OK2YLQ, for designing our beautiful QSL card. Their creative talents gave our project a strong and professional visual identity that reflects the spirit of the team.

Lastly, we want to thank all the local helpers who contributed to the preparation of this project, whether through hands-on work during setup or behind the scenes in planning and logistics. This DXPedition wouldn't have been possible without the collective effort of this incredible support network.

Planning Phase including Sponsors

As with any major DXPedition, the planning and execution of V73WW required substantial financial resources. Recognizing the high cost of traveling to and operating from the Marshall Islands, the team reached out to various DX foundations, clubs, and commercial sponsors for support. Once again, the Northern California DX Foundation (NCDXF) stepped forward as the largest and most significant contributor to our project. Their trust in our team was evident from the start - they not only provided early funding that allowed us to prepay a large portion of the upfront costs, but also generously covered the flight costs for the three youngest team members: Sven DJ4MX, Yannick DK1YH, and Jamie MØSDV.

V73WW (cont.)

Their continued commitment, after already supporting us during 8R7X, was vital in making V73WW a reality.

Beyond NCDXF, several other DX foundations, amateur radio clubs, and individual donors supported our efforts with grants and personal contributions. On the commercial side, we were fortunate to be backed by generous sponsors who helped equip our expedition with top-tier gear. Among the biggest contributors were ***SSB-Electronic, DXEngineering, Spiderbeam, Ham-Parts.shop, ACOM and Mastrant***, alongside others who provided equipment, accessories, or technical support. Their contributions significantly enhanced our operational capabilities while reducing financial pressure.

V73WW Team Lead DK6SP together with NCDXF Vice President K9CT at Dayton Hamvention 2023

Locally, Sherwood Tibon and his family played a key role in supporting the team. From helping us navigate infrastructure challenges to serving as our local connection to the telecommunications authorities, their efforts were invaluable to our success on Majuro Atoll.

With funding secured and logistics in place, the team began assembling everything needed for the trip: masts, poles, wire, ropes, antennas, and radios. A good portion of the equipment came from the team's own inventory; missing or specialized items were sourced through sponsorships, loans, or new purchases. The spirit of collaboration across foundations, individuals, and sponsors once again showcased the best of the global amateur radio community - without whom this expedition would not have been possible.

Detailed Preparations

After the successful 8R7X DXPedition, planning for V73WW began immediately - with the Pacific as the new and more remote target. The team wanted to build on its experience while improving efficiency and autonomy. Once again, the goal was to rely primarily on personal and team-owned equipment, supported by key sponsors and collaborators.

V73WW (cont.)

Early outreach to companies and individuals led to an encouraging wave of support: from donated items to discounted gear and helpful advice, the amateur radio spirit was in full force.

Preparations took place primarily at the logistics HQ provided by DG8MG and DJ2UR (SK), who supported the team with space, infrastructure, and experience. Two main team preparation weekends were held at this location, where most of the heavy lifting took place - testing radios and amplifiers, assembling antennas, and organizing the complete station layout. Beyond those weekends, countless individual days were spent preparing smaller but equally important parts of the setup: cutting and labeling cables, updating logging software, prepping headset adapters, sorting power distribution systems, and packing backup items. At some point, we stopped counting the man hours - because when you love what you do, it really doesn't matter!

No aluminum towers with multiband Yagi setups were used this time. Instead, the team focused on a lightweight and ocean-friendly approach. Several monoband 2-element VDAs (Vertical Dipole Arrays) for 10m through 20m were designed, built, and tuned for maximum efficiency over saltwater. In addition, dedicated vertical antennas for 30m and 40m as well as a multiband vertical for 10m through 40m were tested. For the low bands, a full-size quarter-wave vertical for 80m and a T-antenna for 160m were calculated, modeled, and field-tested. To further improve our receive capabilities on the low bands, RX systems generously donated by **HamParts.shop** were set-up and deployed on the island.

Testing the Setup of a VDA in advance of the V73WW DXPedition.

With our antennas designed for ocean-front deployment, a new system using heavy-duty sandbags was introduced - serving as guying anchors and stabilizers against waves and tides. These were evaluated for holding capacity, ease of transport, and reliability under salt-heavy, remote-island conditions.

The shack setup was also thoroughly tested and refined. Existing laptops were updated with the latest logging software and tested with all radios. Amplifier and radio combinations were adjusted and reconfigured for reliable 110V usage, which matched the on-island power system. CAT control,

V73WW (cont.)

footswitch setups, headset adapters, and power distribution across all stations were tested in full-station simulations to ensure seamless field operation.

Every piece of gear - from coax and guying kits to chargers, switches, and backup accessories - was checked, weighed, and packed into reinforced hard-shell Samsonite cases. Bubble wrap, foam, and strategic packing reduced the risk of transport damage. In total, roughly 400 kg of gear was sorted and prepared for long-distance air travel. Customs paperwork was again completed in Germany for smooth temporary export and re-import.

In parallel with the equipment side, ongoing communication with our local host Sherwood Tibon helped with general logistics, access planning, and local coordination. Thanks to his support, we were able to plan around the 110 V/60 Hz grid and prepare multiple protected circuits - one for each station - well in advance.

By the time departure neared, every antenna had been tested, every connector sealed, and every detail checked — the final step before the team met in Honolulu for the final prep phase and their onward journey to Majuro for V73WW.

Targets

The team aimed to achieve over 60,000 QSOs across modes such as CW, SSB, RTTY, and FT8, with a specific goal of making more than 2,000 of these in RTTY. The focus was on addressing the latest Clublog Most Wanted Ranking, ensuring various parts of the world would benefit from the operation. Priority was also given to low band operations, taking advantage of the expected lower noise level at the rural QTH. Participation in the ARRL CW 2025 contest as a Multi Operator / Two Transmitter (M/2) entry was planned. The team intended to upload QSOs to Clublog and LOTW as frequently as possible, and a Clublog livestream was anticipated, provided the internet connection was stable enough.

Location

The V73WW QTH was located on Bokanbotin Island within the Majuro Atoll, in locator RJ57pc. The team has booked this accommodation via AirBnB. The site was only a few meters from the shoreline, providing excellent saltwater take-off towards Europe, Japan and North America. We received warm and enthusiastic support from the local hosts. They welcomed our antenna plans and provided us with access to their property and resources without hesitation.

V73WW (cont.)

The V73WW QTH, Bokanbotin Island, Majuro Atoll, Marshall Islands.

This cooperative environment played a vital role in the smooth execution of our operation, especially in a remote Pacific context where logistics can be complex and time-consuming. Power-wise the location offered a 65 kVA Generator on site, which was more than enough to handle our planned station setup. This local support and infrastructure readiness were critical to our success, allowing us to focus on the radio operation without major technical or logistical setbacks.

The V73WW Setup

The V73WW DXPedition station on Majuro Atoll was the result of careful preparation and thoughtful engineering, designed to deliver strong performance across all HF bands under the constraints of a remote island environment. With a six-operator international team, our goal was to maximize efficiency, reliability, and coverage while adapting to the limited physical footprint available at our seaside QTH.

The radio lineup included three Yaesu FT-DX10 transceivers, an Elecraft K3S, an ICOM IC-7300, and an ICOM IC-705. The Amplifiers were two Expert 1.3K-FA units, one Expert 1.5K-FA, one Juma PA1000, and one ACOM 500S, delivering consistent signal strength.

Antennas were strategically deployed as close to the saltwater as possible to ensure effective take-off angles towards the major DX regions. For the high bands, we used monoband 2-element vertical dipole arrays (VDAs) for 20, 17, 15, 12, and 10 meters, complemented by a light-weight 4-element Yagi for 10 meters at about wavelength above ground. To maximize the effectiveness of our 10-meter operations, we used a StackMatch to switch between or combine the Yagi and VDA. This configuration allowed direct comparison during openings, and interestingly, the VDA consistently outperformed the Yagi under the conditions we experienced. Additionally, a DXCommander vertical covering 10 through 40 meters was set up and available.

The low-band setup included a vertical dipole for 30 meters, a vertical with elevated radials for 40 meters, a quarter wave vertical for 80 meters, and a T-antenna for 160 meters.

V73WW (cont.)

All antennas benefited from the location's proximity to the ocean, which significantly enhanced performance. To improve reception on the low bands, we experimented with several dedicated receive antennas, a nearly 170m long beverage, two triangle loop antennas and a DHDL.

Logging was managed using networked laptops running DXLog, which worked flawlessly during the whole DXPedition

2ele VDA antenna for 15m Band placed within the ocean on Majuro Atoll.

Travel

Traveling to the Marshall Islands from Europe is a long and complex journey with no direct connections and multiple transfers. For the V73WW DXPedition, the team faced the logistical challenge of not only getting themselves to Majuro, but also transporting over 400 kg of equipment.

The main group - DK6SP, DJ4MX, HA8RT, DK1YH, and E77DX - departed from Munich, Germany, on Sunday, February 9th, flying to San Francisco before continuing to Honolulu. Their layover in San Francisco was extremely tight, with only two hours scheduled between flights. Unfortunately, they spent approximately 1.5 hours waiting in the immigration queue, leaving very little time to clear U.S. customs, reclaim and re-check luggage, and reach the connecting gate. It was a tense transfer, but they managed to board the onward flight just in time.

Jamie traveled separately from the UK, flying from London Heathrow via Vancouver and arriving in Hawaii a day earlier, on Saturday, February 8th. He spent the extra day exploring O'ahu.

The full team reunited in Honolulu on the morning of Monday, February 10th, for their final leg to Majuro on the 0700 am United Airlines flight.

In total, the group traveled with 14 checked bags, 6 carry-on items, and 6 personal items - amounting to over 400 kg of equipment. This included multiple long and fragile bags containing antennas, masts, and other critical gear. Managing this volume of equipment through several airport transfers was a logistical challenge, particularly in the U.S., where all luggage had to be collected and re-checked.

V73WW (cont.)

Thankfully, all baggage arrived intact and on time.

The team landed at MAJ airport on February 11th at 1030 am local time, after catching a rare glimpse of KH3 - Johnston Atoll about halfway into the flight from Hawaii, and crossing the International Date Line. Customs clearance was quick and efficient. After a stop in Majuro to stock up on food, water, and other supplies, the team loaded their gear onto a boat for the short transfer to Bokanbotin Island, located just a 15-minute ride from the main island. They arrived on Bokanbotin at around 0400 pm, ready to begin setup and launch the V73WW operation.

Operations

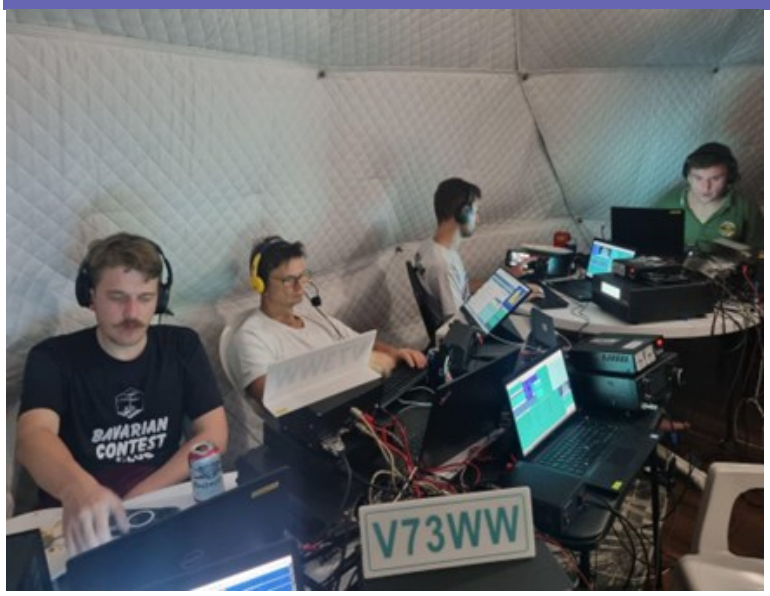
Once the team arrived at the QTH, some members immediately scouted the area, compared the antenna deployment plans to the actual available space, and made necessary adjustments. Meanwhile, others began unpacking and preparing the first antennas, as well as building and wiring the shack. Wiring the shack included bringing European Schuko connectors to directly wire the available circuit to our needs. This allowed the entire station to operate using the European Schuko standard without relying on unnecessary US-to-EU adapters.

The first QSOs were logged only a few hours after the arrival on the island. Within the next day all antennas except 80m and 160m were standing. Throughout this process, smaller transportation damages were fixed on-site as well. In total, setting up took around 3 days, but from day 1 we ensured having at least two operators on the radio, while the others built the antennas. The first contact was established directly after arrival on Tuesday, February 11th, 2025 at 2153 UTC.

Operating took place 24/7 whenever radios were available, with operators always alert for openings to maximize band conditions. To fulfill our goal of emphasizing the low bands, we made sure to be active on 80m and 160m every night. All operators were proficient in all modes, allowing us maximum flexibility to switch bands and modes as needed. This adaptability ensured efficient use of propagation and smooth operation, with shifts only interrupted by essential daily chores like cooking, station maintenance, and antenna upkeep.

We anticipated that there would be big pileups but nothing can prepare you for being behind the radio when the calls start rolling in. Being in the pacific the pileups were not always loud, but always big and from all parts of the world. We were running pileups in multiple modes at a very fast rate, putting over 13,000 QSOs in the log within the first 2 days.

V73WW (cont.)



V73WW running the tremendous Pileups 24/7 for two weeks straight.

ARRL CW Contest

During our expedition, we participated in the ARRL CW contest. It was a critical component of our expedition, primarily because it served as a platform for WRTC qualification and an opportunity to set new records. After the contest, the publication of claimed scores suggested promising results that could potentially enhance our standings. Operating in the M/2 High Power category, we demonstrated excellent team performance, effectively managing pileups and maximizing our score.

Exploring Majuro

Although the primary focus of the DXPedition was operating from Bokanbotin, the team made regular trips back to Majuro Atoll throughout the stay - mainly for grocery runs, as there were no food supplies available on the island itself. These shopping trips became an essential part of the expedition logistics, with different team members rotating in and out to restock on essentials like fresh produce, drinking water, and other necessities.

Each visit to Majuro also provided a welcome opportunity to explore the atoll beyond the radios. Thanks to the help of local guides, the operators were able to discover more of the island's character during these excursions. Whether it was walking along the oceanfront, visiting local shops and markets, or chatting with residents, the short trips turned into moments of cultural connection and brief but refreshing changes of pace from the operating schedule.

Toward the end of the DXPedition, the entire team made one final trip into Majuro for a special occasion: a group dinner at a local Chinese restaurant. It was a relaxed evening with good food and shared stories, providing a memorable close to the more social side of the DXPedition and a chance to reflect on the experience before the focus returned to teardown and departure.

V73WW (cont.)

Packing Away and Returning Home

Waiting for Departure at Majuro Airport after a very successful DXPedition to the Pacific.

Jamie, MØSDV, unfortunately had to leave the team three days early due to work obligations back in the UK and was already back home when the team concluded their operations.

The V73WW DXPedition came to a close on February 25th, 2025, at 0938 UTC, marking the successful end of a demanding yet rewarding operation. Dismantling and packing the station took approximately 1.5 days, as most antennas had been installed directly on sharp, wet coral stone banks that were only reachable during low tide. The weather also turned on the team, with the final two days marked by heavy rain, strong winds, and overall wet conditions. Despite these challenges, all equipment was carefully organized and repacked into 14 pieces of checked luggage in full compliance with airline restrictions.

After a 15-minute boat ride from Bokanbotin Island to Majuro Atoll, the team transferred the gear via a small truck to the airport. Check-in went smoothly, though each team member had to pay the standard $20 airport departure fee.

The team arrived in Honolulu (HNL) after a 6-hour flight and spent a few days recovering and relaxing at the home of Alex, KH6YY. This downtime was a welcome break after the intense operating schedule. During their stay, the team had a great time exploring the island of O'ahu, enjoying Hawaiian culture, nature, and some well-earned rest.

On the evening of March 3rd, the team flew from Honolulu to San Francisco, landing on March 4th at 0630 am local time. With a 7-hour layover, they met with Denny, KX7M. The group enjoyed breakfast together, followed by a quick tour of San Francisco, including a visit to the Golden Gate Bridge and a short drive through the city's iconic landmarks.

The team then boarded their final flight back to Munich, arriving on March 5th at 1000 am local time. All team members and their equipment arrived safely and cleared German customs, officially concluding the V73WW DXPedition.

This DXPedition not only achieved its on-air goals, but also strengthened international friendships, created countless memories, and helped promote amateur radio across borders and cultures.

V73WW (cont.)

Conclusion of the V73WW DXPedition

As we reflect on the success of the V73WW DXPedition, we do so with immense satisfaction and gratitude. This operation was not only a significant technical achievement but also a fulfilling experience for the entire team, as we provided valuable contacts to operators from around the world. It was incredibly rewarding to assist stations worldwide securing an ATNO (All Time New One) and new band slots, helping extend the reach of the Marshall Islands on the amateur radio bands.

Operating across 6m through 160m (excluding 60m due to licensing restrictions), the team closely monitored band openings and used each one to make as many contacts as possible. The conditions throughout our stay were very favorable, with the bands often calm and clear, making for excellent operating conditions. We experienced only a few days with poor weather, which brought a slight increase in noise levels, but on the whole, the bands were quiet and free from significant interference. Even during these brief challenging periods, we continued to make successful contacts.

One of the highlights of the operation was the small but exciting 6m openings we were able to enjoy, which provided opportunities to connect with operators from VK, ZL, JA, BY, VR, VK9N, HL, and BV. These openings were a pleasant surprise and allowed us to make rare contacts on the 6m band, adding to the success of the DXPedition.

A significant accomplishment of this DXPedition was the smooth operation despite the challenges we faced. There were no power issues, and we did not require backup generators. The equipment and power setup worked flawlessly, ensuring uninterrupted operations. However, operating in such a remote location was not without its difficulties. The weather posed a particular challenge, especially when it came to building, maintaining, and dismantling antennas in the harsh conditions. Despite these hurdles, our team handled the situation with determination and professionalism, ensuring that all tasks were completed effectively.

Another aspect that contributed to the success of the operation was the team's daily commitment to logistics. We cooked all our meals, managed inventory, and kept everything organized, from cleaning to ensuring all equipment was in top condition. These tasks may have been demanding, but they were all part of ensuring the DXPedition ran smoothly and efficiently.

V73WW (cont.)

While we encountered challenges, such as limited internet access and the complexities of managing the live log and daily free-of-charge LoTW uploads, these were handled professionally and promptly by our team. Having a backup is not always a guarantee of success — internet availability on the island had been confirmed upfront by our host, which led us to decide against bringing a Starlink device in order to save space and weight. Unfortunately, internet was not available at our planned shack location but only at the sleeping quarters area. Upon arrival, we attempted to obtain several local SIM cards for use with our backup router, but none were available. In the end we relied on a promptly organized Starlink device that was stationed on Majuro Atoll to establish a working internet connection. Despite these complications, we managed to keep our logs accurate and up-to-date, ensuring that every contact was properly recorded and verified.

Our success wouldn't have been possible without the tremendous support we received from our sponsors, helpers, and local supporters in the Marshall Islands. Their hospitality, assistance, and contributions made the DXPedition a success. We also owe a huge thank you to all those who trusted us with their time and energy, as well as those who provided vital logistical support.

In addition to achieving our goals, one of the most fulfilling aspects of the V73WW DXPedition was our ability to inspire the next generation of DXPeditioners. We are on a great path to share our knowledge with the global DX community, and it was a privilege to mentor and pass on our experiences to both young and seasoned operators alike. By doing so, we hope to inspire more people worldwide - young and old - to take part in future DXPeditions and continue the spirit of exploration and collaboration within the amateur radio community.

This DXPedition was a true celebration of the spirit of amateur radio, demonstrating the power of collaboration and global connections. It was an honor to help operators from around the world work a rare DXCC entity and strengthen their connections with the amateur radio community.

We look forward to the future, and we are already thinking about our next adventure. For more photos and updates from the DXPedition, feel free to visit our website at www.next-generation-dx.com.

And of course, the question remains:

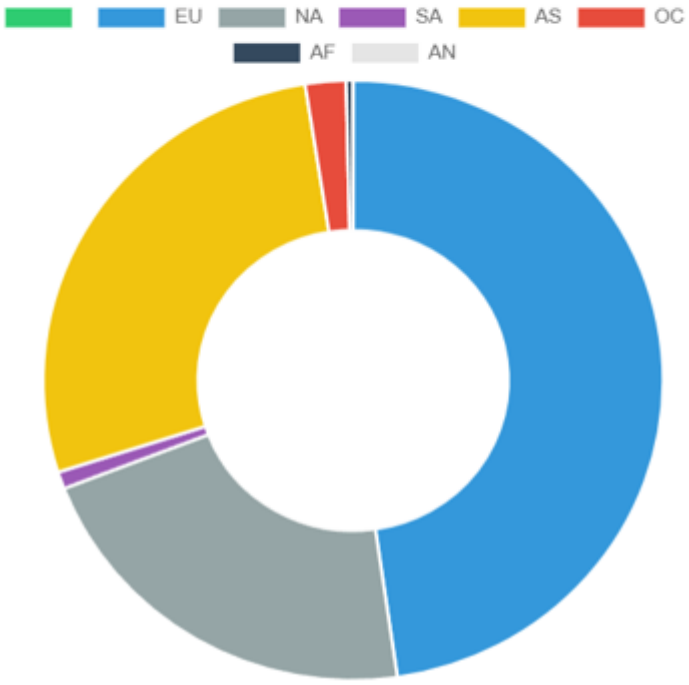
"Where do we go next?"

V73WW (cont.)

Sunset at the V73WW QTH on Bokan Botín Island.

Breakdown by Continent

Continent	Total QSOs	%
	14	0.0
Africa	368	0.4
Antarctica	7	0.0
Asia	28529	27.5
Europe	49550	47.7
North America	22240	21.4
Oceania	2205	2.1
South America	951	0.9
Totals	**103864**	**100.0**



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AJ8B—Bill Salyers

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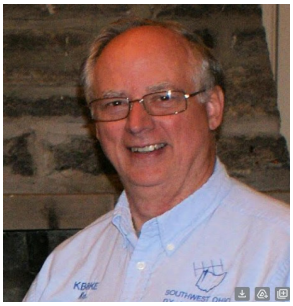

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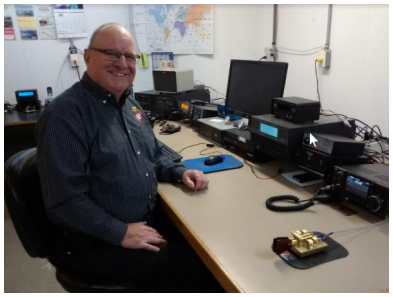

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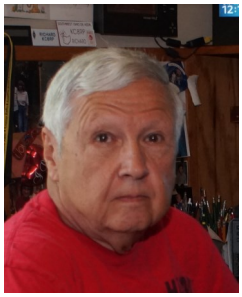

SWODXA Station
TrusteeW8EX

—

KC8RP—Richard Pestinger
rpestinger@gmail.com

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 and host the *W8DXCC DX Convention*. *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 of each month at Hunter Pizzeria in Franklin, OH, and virtually via ZOOM. 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: Past President Tom Inglin, NR8Z, President Bill Salyers, AJ8B; Vice President Brian Bathe, AD8FD; Secretary Ken Allen, KB8KE, 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	VP8SGI
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	W8KKF/WP5
K5D	3Y0J	T33A	3Y0J	CY9C	