

# WEST COAST

## DX

## Bulletin

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August 7, 1973 32-73

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TONGAREVA The group arrived . . . at Pago Pago a week back, having made the voyage safely. The group should be back in the states by this time and the QSL format should be worked out. Question of the status of Tongareva yet to be worked out but the crew came back prepared to argue.

CANTON ISLAND KH6ASN/KB6 has been operating from Canton the least couple of weeks and he will be there for 18 months. He is also looking to obtaining a VR1-call to offer a bit of a change of pace while he is there. This is John O Felix and he usually uses the last name 'Felix' as the handle in QSOs. He is a communications engineer and has shown a number of times on the YL-SSB System at 14333kc. He has also been checking into the VK-ZL System of the YL-SSB, showing after 0230Z at 14333kc....that's Fridays at 0300Z. To date he has been operating SSB but will also go c.w. when he gets his key shipped out to him. QSLs to K9KXA.

DANNY WEIL Danny Weil, VP2VB, FO8AN and a number of others, has been heard on the air recently using the rig of his neighbor W5OSH there in San Antonio. On Sundays from 1400Z he has been keeping a schedule with KV4AA at 14081kc. After the c.w. schedule he often will go to SSB. He recently fell from a 20' ladder, breaking his arm in three places plus a break in his pelvis....took five months to get back to work. Now a U.S. citizen and may have his own W5 call soon. Back in 1963 Danny called it quits while out in VR2 after eight years of DXing. A couple of times there have been rumors about him starting out again but these apparently were just rumors. He was named to the CQ Hall of Fame in 1969, the fifth DXer to be so named.

CHINA Bob Peterson, K4HLJ, passed through Hong Kong recently enroute to a two year tour at the newly established U.S. Liaison office in Peking. While is not even mildly optimistic over the chances of getting to operate from China, he will be exploring the possibilities. Pete operated EP2PR 1970-72; EL2C in 1966 and his home call is W0VEZ. Rumors continue to flourish about JAL (Japan Air Line) personnel figuring possibilities of getting operating permission from China. The feeling is that they may have some useful contacts and may persuade permission for an amateur exhibition either at Peking or Shanghai this year. Some W6s have also been looking for some possible operating permission. The question of operating from the grounds of embassys or legations was nailed down quite firmly. A letter from a consular officer at the liaison office in Peking said: "...the use of radios on premises occupied by missions representing governments is strictly controlled according to agreements reached between governments". A bit further on they put it most succinctly: "...The Liaison Office, however, is not in a position to influence the Chinese authorities in regard to visa requests from individuals or groups". They advise writing to the Embassy of the People's Republic of China at Ottawa, this office handling visa applications from North America.



REPORTS FROM RED EYED LOUIEAFRICA...CW

FB8ZB 14041/0715/Jul 23m#  
 3D6AX 14031/1230/Jul 23m  
 5Z4LW 14024/2250/Jul 23m

ASIA...CW

HMLGB 14037/1335/Jul 24w  
 JT1AO 14050/1530/Jul 25w  
 JT1AS 14035/1635/Jul 25w  
 UJ8AC 14045/0200/Jul 24w

UL7BAB 14014/1735/Jul 22w  
 UL7IO 14024/0220/Jul 24w  
 UK9AAN 14007/1205/Jul 26e  
 9V1RF 14037/0350/Jul 29w

EUROPE...CW

DT0DDR 14040/0515/Jul 26w  
 GI30JL 14028/2345/Jul 25w  
 GM2HCZ 14040/1400/Jul 24w  
 HA1SB 14010/1550/Jul 22w  
 HA25KUC 14004/0400/Jul 26w  
 HA100MM 14033/0410/Jul 26w  
 I0MDP 14032/0355/Jul 22w

LZ2AW 14035/0315/Jul 22w  
 LZ2KPD 14043/0440/Jul 24w  
 OE8DP 14075/2225/Jul 25e  
 OK1WC 14039/0430/Jul 26w  
 OK2BJJ 14054/0225/Jul 25w  
 OH8RC 14031/1250/Jul 24m  
 SP8YA 14047/0340/Jul 22w

UC2OAF 14031/0300/Jul 25m  
 UG6AW 14036/0420/Jul 26w  
 UC2TU 14039/0410/Jul 26w  
 UK2RAJ 14039/1815/Jul 24m  
 UK2WAF 14034/2050/Jul 22m  
 SP2DFW 14065/2225/Jul 25e  
 YU1AG 14044/0355/Jul 30w

ELSEWHERE...CW

CP1JV 14027/0100/Jul 27w  
 DU1POL 14045/1345/Jul 25w  
 DU6RH 14015/1235/Jul 24m  
 FK8BU 14065/0600/Jul 23m  
 FO8DR 14080/0520/Jul 25mF  
 FO8DF 14062/0015/Jul 26w  
 HP1MN 14049/0530/Jul 26m  
 HC1FM 14028/0415/Jul 26w  
 HR1AT 14040/2015/Jul 29w

HK0BKX 14027/1205/Jul 26e  
 HI8LPN 14004/2305/Jul 28e  
 KG6JAR 14044/0405/Jul 26m  
 KJ3BSA 14028/0250/Jul 30m  
 KX6BB 14040/0505/Jul 30w  
 KV4AA 14077/2230/Jul 25e  
 LU6FA 14019/1140/Jul 26e  
 OA4PF 14014/1550/Jul 29m  
 PJ9JT 14026/0155/Jul 30w

VK6RS 14030/1255/Jul 23m  
 VK8HA 14032/0740/Jul 23m  
 VK9MH 14040/1040/Jul 23m  
 VK9KE 14058/0750/Jul 22m  
 VK9HC 14039/0650/Jul 23m  
 VR4AA 14052/0605/Jul 23m  
 XQ3AL 14038/2200/Jul 27e  
 9M8FDS 14009/1515/Jul 25w  
 9Y4VU 14025/1140/Jul 28e

AFRICA...SSB B

CN8AG 14204/2333/Jul 27e  
 CN8BO 14207/2145/Jul 29w  
 CR6CA 14332/2305/Jul 29w  
 TU2DL 14208/0025/Jul 30m  
 TU2DO 14228/2320/Jul 28e  
 7X2MD 14220/2205/Jul 30m  
 7X2BH 14247/2250/Jul 30m  
 9X5JC 14216/2115/Jul 28w

ASIA...SSB

JY3ZH 14206/0500/Jul 26w  
 VS6BS 14214/1530/Jul 29w  
 4X4NJ 14223/2130/Jul 28w  
 4Z4DX 14255/2150/Jul 28w  
 5B4FF 14209/2335/Jul 28m  
 9V1RR 14240/1410/Jul 22w

EUROPE...SSB

C31GN 14278/2350/Jul 28m  
 EA3JE 14213/2255/Jul 24w  
 EA6DJ 14211/0210/Jul 26e  
 GW3YNY/A 14269/1950/Jul 28m  
 GW4BWI 14222/1920/Jul 24w  
 M1C 14199/2330/Jul 18m  
 OH9RG 14280/0940/Jul 22e  
 ZB2BL 14220/2205/Jul 30m  
 ZB2CF 14332/1830/Jul 30m

ELSEWHERE...SSB

DU2EL 14253/0510/Jul 20w  
 FO8BW 14246/0320/Jul 31w  
 FO8GW 21350/2200/Jul 27m  
 HH2JT 14332/1950/Jul 30m  
 HR1RSP 14211/0110/Jul 24w  
 KC6CI 14216/1305/Jul 25m  
 KC6SK 14213/1310/Jul 25m  
 KX6BU 14215/1330/Jul 30m  
 KH6/KB6 14334/0420/Jul 19m  
 YS1DRL 14206/0320/Jul 23w

WA9/KM6 14235/0535/Jul 26w  
 KM6DF 14332/2240/Jul 24w  
 PJ2RR 14183/2330/Jul 28m  
 PT2PTX 14208/0110/Jul 30m  
 KJ6DI 14232/2050/Jul 27m  
 KV4AD 14232/2050/Jul 27m  
 TG5UD 14215/0240/Jul 26w  
 TI2TCG 14204/0030/Jul 28w  
 YS1ACF 14280/1850/Jul 30m

VK9FH 14240/1340/Jul 20w  
 VK9MH 14213/1130/Jul 25e  
 VP2AA 14174/2140/Jul 30m  
 VP2VBV 14257/2350/Jul 30m  
 VP2KH 14246/0000/Jul 31m  
 VP2SBH 14210/1950/Jul 29e  
 VP2LG 14205/0400/Jul 26w  
 YB0ABB 14227/1300/Jul 25m  
 ZK2BD 14236/0650/Jul 21e

1S9AC 1S9AC at 14028kc at 1050Z on July 23rd. Working very slow and deliberate c.w.

Gave name as 'Tmo' and said to QSL to W2GHK. Gave name, QTH and QSL information on every contact. South China Sea Slim!!

Then there was JY1 on c.w. at 0200Z on July 22nd/.....Ammann Slim. JY1 does not work c.w.

FOR SALE TH6DXX...\$100.00 Good DX Catcher. W6NUT (after August 20th....)  
 (415) 285 7895

FORTY/EIGHTY DESK

CN8CG	7029/0650/Jul 26e	KZ5VV	7036/0220/Jul 22e	VK6ZE	7020/1410/Jul 26w
DL1RK	7013/0510/Jul 31w	LU5HFI	7003/0455/Jul 28w	VK9MH	7015/0715/Jul 25w
EA4IS	7032/0650/Jul 26e	OH1AA	7008/0150/Jul 22e	VP2SF	7230/0930/Jul 27w
EA8IQ	7032/0145/Jul 22e	OK3KEG	7006/0210/Jul 22e	DK6/VP7	7225/0030/Jul 30w
FO8BW	7013/0710/Jul 25w	PT2GBZ	7022/0130/Jul 22e	YJ8BD	7061/0610/Jul 25w
HP1AC	7010/1130/Jul 29e	SP7PBC	7013/0145/Jul 22e	YS1PRT	7025/0530/Jul 24w
HR1JMZ	7216/0255/Jul 29w	SP5EWY	7024/0220/Jul 22e	ZP5VG	7013/0710/Jul 25w
HK3BAE	7008/0200/Jul 22e	UK2PAF	7033/0145/Jul 22e	ZL5AL	7004/0530/Jul 27w
HA5KNA	7029/0220/Jul 22e	UK5QAA	7028/0145/Jul 22e	ZS6OS	7004/0600/Jul 28w
KG6JAR	7006/1410/Jul 25w	UK6GU	7010/1350/Jul 25w	ZS5KI	7005/1445/Jul 28w
KP4DPN	7004/0610/Jul 27w	VK2ADE	7088/1300/Jul 30w	5W1AU	7093/0830/Jul 29w
KP4UW	7032/0220/Jul 22e	VK6BQ	7002/1420/Jul 26w	9Y4VU	7015/0600/Jul 28w
A2CJP	3780/0500/Jul 27w	LU4CAM	3804/1000/Jul 30w	VK9DJ	3691/1100/Aug 1w
EA8CK	3796/0700/Jul 28w	LU2AFH	3778/0545/Jul 31e	VR1AC	3808/0700/Jul 29w
FO8BW	3800/0630/Jul 28w	ON4LJ	3779/0430/Aug 1w	YJ8BD	3798/1000/Jul 28w
HK6BKX	3789/0700/Jul 29w	TI2GI	3799/0550/Jul 30w	YJ8KM	3798/1005/Jul 28w
KP4AN	3804/1000/Jul 30w	VK2AVA	3695/0925/Jul 28w	YJ8GH	3654/0915/Aug 1w
LU5HFI	1801/0040/Jul 30e	PJ2JT	2948 c..Often there through Oscar VI		

FP0XX...St Pierre Word from K1DRN, Vern Dameron, on his recent operation in July as FP0XX was received last week after his return home. The following are excerpts:

We had planned to arrive in Sydney, Nova Scotia, on Wednesday, July 11th as we had reservations on Air St. Pierre, a small, private airline, to fly to St. Pierre on Thursday, July 12th. On checking with the airport on our arrival, we found that due to weather there had been no flights on Wednesday. As we were booked on the second flight on Thursday, this meant we had to wait for the fifth flight to St. Pierre when the weather allowed and the predictions were for fog on Thursday. Well, we sat in Sydney from Wednesday until Saturday before being able to fly to St. Pierre.

The plane was a Hawker Sidley 748, manufactured in England. It had a capacity of 51 people but because of the short runways, they would only load 40 passengers on a trip. This was the XYLs first plane trip and her apprehension was not helped by the remarks of other passengers that they would hate to make their first plane trip on Air St. Pierre. But we arrived on St. Pierre with no difficulty.

I operated the station of FP8CT, Laurent Briand and obtained the call sign FP0XX that I had requested. The station is a Collins 75S1, 32S1 and a HY-Gain beam at 40 feet. The rotor was broken so the beam was tied in a southwesterly position. My first day of operation was Sunday, July 15th...my first contact was W1HGA, my father who responded to my first CQ. We had made no plans or schedules and he did not know when I would get on the air but there he was when I called. Unbelievable... The pile-ups were unbelievable and many indicated that this was a new country for them. I worked by districts and worked a good number of 5/6/7s. I tried to listen for JAs but could not hear them. I found some South Americans and a few Europeans but their signals were weak. The first European station was, of course, Tom, GW3AHN. The total QSOs were 729 and I shut down at 0224Z on July 20th, the last contact was with W9CN.

We had planned to leave on July 18th. However, the fog continued so heavy that one could hardly see across the street. From July 11th to 19th Air St. Pierre ran but one day, July 14th, the day we made it to the island. By the third or fourth day of waiting on the island, we began to feel trapped and our funds were starting to dwindle. We started to look for alternate means to return to the mainland.

We finally were able to arrange for a boat passage to Newfoundland on a Canadian National Boat. We called Newfoundland, figuring to use AVIS to drive to Gander. And we finally settled on an Eastern Provincial Airways flight from Gander. So we left St. Pierre by Boat to New Foundland, by plane from Gander to Sydney after driving from Fortune where the boat landed 220 miles to catch the plane. Back in Sydney we picked up our own car for the 900 mile drive home. All in all it was a most delightful experience and the people of St. Pierre were extremely kind and thoughtful. We could not imagine a more hospitable people anywhere in the world and we hope to return.



XV5AC A few issues back we ran some information on XV5AC and ended up not getting the information down correctly. So we will take another run at it and get it straight this time.

XV5AC is in the apartment of Chester there in Saigon and when Chester went on leave, he had his replacement live in the apartment in order to protect the extensive radio gear.

The one guarding the apartment advised the local amateurs that they would be allowed to operate the gear as long as they made prior arrangements with him so he could be there to fulfill his obligations to the absent Chester. A few did take advantage of the offer but there was no great response, actually only two operating XV5AC during this period. The logs for these operations have been forwarded to W1YRC.

This being a private apartment and the gear needing security, it was not felt that the apartment could be left opened to anyone who might wish to drop in. Not only was the radio gear there but also a lot of the personal property of Chester. Chester was due back in Saigon from Leave early in August but during the latter part of July the apartment had to be locked, the guardian having had to go elsewhere.

XV5AC is the only station approved by the Vietnamese government and things are a bit edgy in the area with always the possibility of the license being withdrawn. Anyhow, the station was open for operations under the right conditions while Chester was gone...

TNX to K1DRN, W3CDL, W4BAA, W4EH, WB4SIJ, W4TUC, W4UF, W5ALA, K5FKD, WA5IEV, WA5ZUH, K6AQV, W6CUF, W6FZJ, W6GVM, K6JB, WA6JVM, W6OL, WB6RIU, W6TCQ, W6TSQ, W6TTS, K6TXR, K6UFT, K6WR, WB6ZUC, K7NHG, W7YTN, W8OA, W8ZOK, W9DDL, K9KXA, WA9SGP, W0JRN, G3RFG, G3XYP, HP1JC, JA1OCA, VE8RA.

WEST COAST DX BULLETIN Published every week by the Marin County DX Group. A couple of the local QRPers fought the battle of the ages recently, both claiming that they had weathered the artillery of time better than the other. One figured it had had the final word when he drove home his point: "Statistics will show that more DXers are wiped out by the 300 country-worked sticker than anything else". The other would not agree and they threw the question to the Old Timer. The Old Timer thought for a moment and spoke: "When you wake in the mornings, think of the Golden Days of your youth and convince yourself that you have at least ten more good years in you....that's when you are around the bend". Son of a Gun, we had to stop and think this one over. We thought that most everyone felt that 74 was right in the prime of life. \$9.00 for a full year of how to figure this one out....\$10.50 brings it airmail.....

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