



West Coast **DX** Bulletin

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March 7, 1978 10-78

6OZ1 This call showed last week around 14036kc at 0120Z. The operator said that the call admittedly was ad hoc but that was the best he could do. He also said that he was '..near Aden'. The station was heard on both fifteen and twenty c.w. He was also trying to work into the Western Reaches but without too much success.

Ah Ha!! Somalia Slim many thought. But maybe not. Those who work them first and worry later may be interested in a letter from Bill Lippman, W6SN, who was named by 6OZ1 as the QSL Manager. Bill writes:

".....However, it may not have been Slim. This chap said he was in Aden and his name was Dick. One caller said he said he was ex-W4OM but this may have been bad copy. Here is why he may be authentic.

W6OZ, Dick White, is my neighbor and close friend. He is a radio operator for Lykes Steamship Lines, and is currently in the Indian Ocean. He has a new TS-820 aboard which he bought on his last turn-around in New Orleans, I believe. He could have taken this ashore and obtained permission. I know that he hoped to do this at some points in his trips around Africa.

I called his wife here immediately and her schedule show he is due in Somalia tomorrow (February 28th) which would put him across the way in Aden at this time. My suggestion is....work 'em first and then worry.

Why he did not say to QSL to his own home QTH I do not know. My own address through the 1977 Call-book is incorrect as I moved to Pacific Palisades last year.

/s/ William A Lippman W6SN

First, the address for W6SN is correct in the 1978 Call Books. It is 921 Iliff Street, Pacific Palisades, 90272. The operator consistently said "he was near Aden" which is across the strait from Somalia. Aden in South Yemen would be '70' A lot of things fall into place and especially that there was an operator aboard the ship in the area on the date mentioned. With the way things are going there in the Horn of Africa, it is quite possible that Somalia may feel a bit more fraternal towards an American operator. Things do go down...and go up again.

Anyhow, watch this one and see what happens. Definitely it will be possible to check things out in the coming weeks. W6SN says that he is interested as he needs that one himself. Bill Lippman, by the way, is an official of the Amateur Athletic Union (AAU) and is the chairman of the AAU Competitive Swimming Committee. a Trustee of the AAU.....and he lives in the Palos Verdes Country where all those jigging DXers are located. Son of a Gun!! The portents are there. Never ask too many questions....at first....Work them first!!!

CLIPPERTON A week from this Sunday you should stick close to the rig and listen. March 19th you will be hearing all the early birds up and down the frequency checking on whether "....they have landed yet". F5II/mm will be heard from the vessel enroute to Clipperton as the French/Swiss scientific crew head south from Southern California to do a bit of scientific studies on the atoll 1400 miles south of San Diego. There will be SCUBA divers and researchers....and a handful of operators there to check radio propagation conditions on an around-the-clock basis.

This coming Sunday W6RTN will have the crew at the SS Princess Louise on Terminal Island for a meeting with the Southern California DXers. The Southern California DX Club firmly states that this is not an official function of the SCDXC so you will have to take your chance with John Bacich, who promises that you will find it an enjoyable experience. This will be your chance to meet them when they are brimming with enthusiasm and anticipation. Call John at (213) 339 2080 and tell him you will be there.

Charles Signer, WA9INK, the on-the-scene man for the FO8X-operation, is still looking for support to underwrite the expenses of the trip. Things are right down to the solid point and if you are moved to help with the effort, you can catch Charles Signer at 2120 28th Street, Sacramento, Calif. 95818.

SUNSPOT LOUIE With Clipperton at hand, you can check this weeks chart and note that things are moving for the Deserving DXers. Not only are there active areas but a lot of good-size ones. And if you remember from last week how to figure the daily sunspot count, you would come up with a figure of 107 for this chart. Things are looking up.

The flux is getting up into the higher figuresaround 140 or higher and it is expected to have a mean of about 120 for the next couple of months. The Ap is also headed up so everything is not just what you might want. For last week it was expected to be up in the teens but sliding off from what it was on the date of this chart....about 34...

Next week we will have the expectations from N4XX for the Clipperton operation. You will happily note that right up to the Saturday prior to the expected landing on Sunday, Ted has pushed things into the High Normal category. Things must be good as those DXers in the know are pointing towards ten meters and saying that that is where the action is!!!

How does one argue with those in the know? One does not.....you accept their pronouncements....delivered with all the force of the opening bars of Also Sprach Zarathustra and you believe. Certainly you remember that from 2001....the horns blaring, the tympani pounding and the pedal point rumbling continuously as the whole thing blasts you. Well, that's the way we DXers in the Know deliver....

And N4XX would like to deliver the word that he has found a blue crocus in the snow there on the south bank of the Potomac. But not yet.

But not yet. But there are other things and Ted puts things together with a bushel of HNs, and ANs and BNs thrown in to show that you should appreciate the good days when you have them. Ted says it will be.....

March 7th High Normal
8th Above Normal
9th Above Normal
10th Above Normal
11th Above Normal
12th High Normal

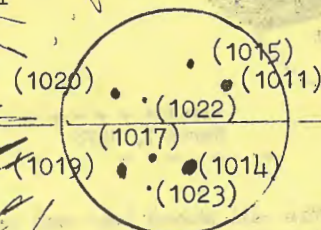
March 13th High Normal
14th Below Normal
15th High Normal
16th Above Normal
17th High Normal
18th High Normal

Every week it gets better. Join the DX Jiggers. Stomp about the shack and evoke the joyous dances created by the Palos Verdes Sundancers. Lawrence Walk will have nothing on you....

And K6EC has nothing but figures for the chartmakers. And Ev says that the flux and stuff were:

	Solar Flux	Ap Index
Feb 20th	125	10
21st	125	8
22nd	131	13
23rd	135	4

	Solar Flux	Ap Index
Feb 24th	139	4
25	142	10
26	138	22



28 Feb 78

No	1011	11 spots
N22°	W46°	190 millionths
S20°	W 7°	11 spots
		220 millionths
N38°	W13°	23 spots
		100 millionths
S22°	E17°	2 spots
		80 millionths
S25°	E40°	8 spots
		60 millionths
N18°	E34°	2 spots
		110 millionths
N17°	E11°	2 spots
		10 millionths
S28°	E25°	7 spots
		20 millionths

7 March 1978

LACCADIVES Back in December there was an announcement out of India that VU2TN and some other VUs would be heading for VU4-Laccadives and most likely in February.

Since that time it has been difficult to get more information. A recent communication out of India indicates that the whole operation was never much past the talk stage.

The initial announcement was that they had permission to land. Subsequent information indicates that they did not. The opinion at this point is that they probably would have difficulty in getting it at all.

Some of the VUs who acted in good faith in relaying the announcement are a bit upset over the matter. At this point you can stop checking the morning path. All the indicators are that this one is not moving nor never did.

IRAQ We are still saying to watch the latter part of this month. Don't wear yourself out....just be alert for a possible DX happening.

Some YUs are saying that the whole thing appears to be off. In this it is presumed that they may be referring to the initial hopes that some YIs who returned home with ATLAS gear would be able to get on the air. So far this has not materialized.

There is still all those factors of the YI government making a long study of several months on all aspects of amateur radio and sending some prospects to Europe to get some training. YI2BGD has been indicated as the call-sign which may be used and a supply of QSLs were printed to be prepared.

There is a national youth congress in Baghdad in a couple of weeks. Those close to the scene have pointed at this period as an excellent possibility for YIs to demonstrate amateur radio. It is possible that it will be expanded into the Radiosport Program of the country.

What they were apprehensive about was too much commotion...too many pushing and shoving and too much attention drawn to things.

Naturally with Clipperton around no one will get unduly excited when YI shows. Most DXers will approach things in a relaxed mood. Every true-blue DXer will understand all of that....

KERGUELEN FB8XS who has been showing on twenty SSB, will be operating during the coming WPX Test the end of this month. This comes from FB8XS's QSL Manager, F5VU. In case you forgot, the big WPX Test comes on March 25/26th. This year the SSB effort comes on Easter Weekend.

NIGER REPUBLIC 5U7AG is currently the only licensed amateur in the Niger Republic. If you need this one you might drop in on the schedule his QSL Manager keeps and once the necessary business has been handled, they are open for visitors.....the thoughtful and considerate types. And Tom, 5U7AG, is especially looking for the Suffering Sixes and Sevens.

Wednesday 14270kc/2230Z

Sunday 14270kc/2000Z

There may be slight variations. The QSL Manager is Don Berger, K1VSK, 25 Scarborough Rd, Cumberland, Rhode Island 02864. Sase required for QSLing.....

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WEST COAST DX BULLETIN Second class entry and postage paid at San Rafael, Calif.  
Published every week by the Marin County DX Group at 77 Coleman Drive, San Rafael, California 94901  
By second-class mail, \$14.00 a year in the U.S. By first-class mail, \$18.00 a year to the VE/W/XE areas. \$20.00 per year for airmail to all the DX lands, all those beyond the dark mysteries of the night and into the red flame of tomorrow's dawn. All the way beyond the edge of tomorrow and back of yesterday  
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7 March 1978

AFRICA We slipped a bit on the K4YT travels and had to dig it out to bring things up to date.

Karl Renz, K4YT, is presently in northern Africa and will be traveling there for some months to come...north and east and south. He should be in Cairo this coming week....about March 13th and then will go on to JY-Jordan.

For the rest of March his schedule should go something like.....

March 13th	Egypt/SU	April 3rd	Somalia/60
14th	Jordan/JY	10th	Kenya/5Z4
20th	Saudi Arabia/HZ	11th	Burundi/9U5
27th	Sudan/ST		

Karl expects to be on from Jordan with his own call.....to possibly visit HZ1TA if possible in Riyadh, to visit ST2SA in Khartoum. In Mogadiscio he will be talking with the Telecommunications Ministry and you might be alert for this possibility. In Kenya he will be visiting 5Z4RT and is doubtful if any operations are possible from Bujumbura in Burundi at this time.

Karl will also make some side-trips to Ruwanda/9X5....to Malawi/7Q7 and possibly some others. He has talked with some of the East African types on some possible island operations in the Indian Ocean, these talks including some eyeing of a Rodriguez operation. He will be especially interested in FHØ..D6A...FR7 and 3Bs.... If you work Karl, QSL via the DXpedition of the Month, W2GHK.....

NIUE 4Z4TT, Baruch, will be on Niue the middle of April and signing ZK2TT. He will be there for a week or two. You will remember Baruch from his trip in the Pacific in 1977.

Let's face it!

HERE IS THE RECEIVER AUDIO ACTIVE FILTER THAT MAKES ALL OTHERS OBSOLETE

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Continuously tunable bandpass filter (not lowpass) so that the passband may be positioned anywhere from 200 to 1400 Hz. 3 dB bandwidth is continuously adjustable from 14 to greater than 2100 Hz (20 dB bandwidth from 140 to 2100 Hz).

Audio input and output impedance is eight ohms with one watt output capability.

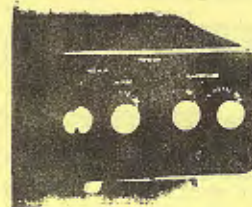
Dimensions -- 5.5 X 7.5 X 3.5 inches.

Available in gray or green tones.

Positioning of simultaneous notch filter is continuously variable from 300 to 1400 Hz with FINE and COARSE position controls. Notch depth is fixed at nominally 30 dB. Notch tuning is independent of bandpass tuning and may be completely disabled.

Bypass switch restores the receiver audio output path to its original configuration.

Power Requirements -- 115V ac at less than 1/16 amp. No batteries needed.



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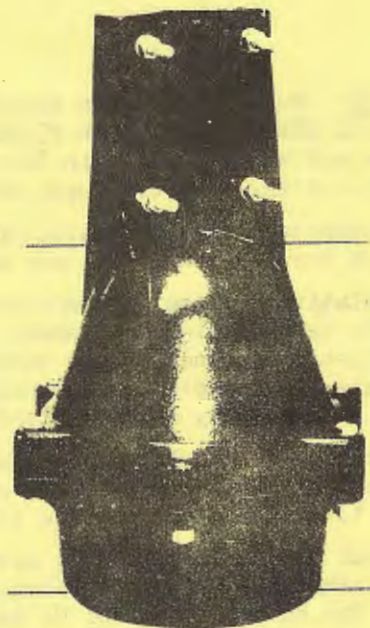
WATCH FOR OTHER INNOVATIONS FROM ERC

meet the Fantastic TAIL TWISTERTM



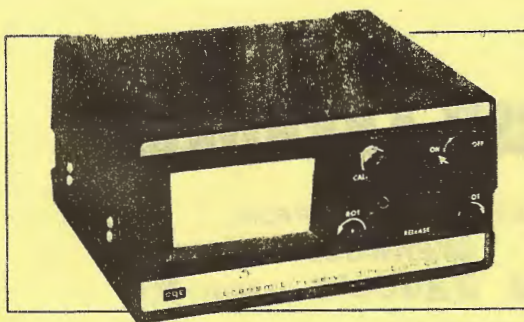
ROTATOR SPECIFICATIONS

Installation	Inside tower
Diameter	9-5/16"
Mounting	5/16" Bolts (6 supplied)
Height	14-1/16"
Mast Size	Up to 2" O.D.
Rotator Weight	18-3/4"
Wind Load Rating	Antennas up to 28 Ft. ²
Bearings	138 Ball bearings (3 races)



HEAVY DUTY ROTATOR. . . that starts with the world famous HAM II design, then adds a totally new thick cast aluminum bell housing with wider, stronger reinforcement webs to easily support the largest antenna. The upper mast support is predrilled to allow bolt-through installation to prevent mast slippage. A new three ring ball-bearing assembly provides side thrust control as well as increased vertical load carrying capacity.

The new high-torque motor, with a metal pinion gear to guard against stripping, incorporates automatic coast-down pre-brake action. Drive is transmitted through three stainless steel spur gears with final drive into a new machined steel ring gear. A new thicker, wider wedge brake assembly securely holds the antenna at rest. Stainless steel 5/16" hardware completes this heavy duty rotator package.



CONTROL BOX SPECIFICATIONS

Input Voltage	110-120 VAC
Size	8-3/8"W x 8-1/4"D x 4-3/8"H
Line Cord	3 Wire (Grounded)
Control Cable Requirements	Beiden 8448 up to 120' (or equivalent)

NEW CONTROL BOX DESIGN. . . that will please the professional. . . full regulated indication of antenna direction, snap action control of clockwise and counterclockwise rotation, snap action control of brake, separate on/off switch for instant antenna location as well as front panel control of calibration. New L.E.D. indicators signal rotation and brake operation. And, housed in a black satin anodized case, it looks as good as it works.

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MADISON ELECTRONICS SUPPLY

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7 March 1978

SHORTLY NOTED PJ8AA will be on during the coming CQ Test...the Great and Glorious WPX SSB Test on March 25/26th. There will be a number of Caribbean operations and W2BBK will be in Sint Maarten for the contest period and before and after....doing some c.w. work at that time....

YV0AA is supposed to show towards the end of the month. You may have seen pictures of Aves Island....it may soon be an International Squabble!!

Aves is relatively close to Dominica. Dominica is raising a claim for the island, the island being only about sixty miles from VP2D-Dominica. There are good fishing grounds in the vicinity of the island and there have been some reports of attempts by Venezuela to limit or restrict the fishing operations in the vicinity of the island.

Dominica calls it Bird Island.....Venezuela calls it Aves. Apparently they do agree on the name. If Dominica gets control, there goes DXCC as it is too close to Dominica to continue its country status.

The National Capitol DX Assn has given support to the coming Clipperton effort, the group aiming to contribute about \$300.00 and has already forwarded \$100.00. The club, the National Capitol DX Assn, is seeking to promote more financial support for the F08X-operation among other DXers and DX Clubs

5Z4s say that DF7GF/5H3 is East Africa Slim and they are looking to put the d.f on him for identification. C9MET/5X5 was on the Africaner Net a week or so back. Signals were coming from directly south of 8-lam but inaudible with the correct beam heading for 5X5. From HI8 the signals were directly north. In Miami the signals were pin-pinning.

C9MET/5X5 said he was running a 5kw broadcast station but could not get on phone. As he was operating c.w., he did not explain how he was keying the b.c station transmitter. South Florida Slim.....you betcha!



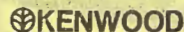
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7 March 1978

REPORTS FROM RED EYED LOUIE

To rise at six, DX to ten,
To sup at six, DX again,
Makes a man live for ten times ten.....

TEN METER IS WHERE THE DX IS!

DJ9NX	29690/1455/Feb 25e	GD4AM	28029/1750/Feb 25w	OE8FE	28058/1440/Feb 25e	UA6XBO	28016/1500/Feb 22e
DJ2MN	28008/1725/Feb 25w	GR4GR	28047/2015/Feb 15??	ON6FT	28023/1725/Feb 25w	UB5YHQ	28010/1530/Feb 25w
DJ5UE	28040/1730/Feb 25w	HB9BBB	28022/1720/Feb 24w	ON4EU	28690/1515/Feb 26e	UP2PBI	28022/1610/Feb 25w
DK8FY	28014/1630/Feb 24w	HI8MOG	28021/1830/Feb 26e	ON5SY	28043/1905/Feb 24w	VU2BX	28043/1415/Feb 18e
DL7EG	28014/1630/Feb 24w	HZ1HZ	28011/1700/Feb 24w	OZ1VY	28025/1720/Feb 25w	YU1KO	28027/1545/Feb 24w
EA2OP	28043/1910/Feb 24w	I6SF	28036/1650/Feb 25w	P29MO	28017/2215/Feb 24m	ZS5WT	28026/1805/Feb 26m
EA8IR	28025/1700/Feb 18e	IS0OMH	28033/0600/Feb 26e	PA0LCE	28012/1845/Feb 24m	ZS4DK	28040/1840/Feb 23w
EA8URE	28020/1700/Feb 18e	JE1HJJ	28031/2220/Feb 23m	PA0WRS	28014/1645/Feb 24w	9E1CH	28031/1730/Feb 25e
GL4GK	28014/1815/Feb 23w	JJ1SYM	28013/2305/Feb 25e	PA0KZ	28027/1530/Feb 24w		
GM2BRA	28690/1535/Feb 25e	JA8LP	28021/0000/Feb 25e	RA3APD	28037/1550/Feb 21e		
GM4DKO	28038/1930/Feb 24w	LZ100AG	28034/1625/Fb 25w	SP9AI	28027/1540/Feb 24w		
A20SD	28509/1815/Feb 19e	GM4CUB	28587/1640/Feb 21e	ON4PL	28512/1755/Feb 25m	VU2DK	28608/2040/Feb 19e
A6XB	28618/1315/Feb 24e	GM4GSS	28503/1655/Feb 26m	ON6FN	28512/1815/Feb 25m	VP8PE	28554/1530/Feb 23e
C5ABC	28593/1235/Feb 24e	GW3KSQ	28582/1600/Feb 24e	OX3FG	28655/1725/Feb 22e	VS6AK	28550/0045/Feb 27w
C5AAF	28593/1250/Feb 24e	HA0DU	28530/1435/Feb 20ve	OZ4RM	28598/1610/Feb 19e	XE1J	28602/2040/Feb 19e
CT2AK	28585/1700/Feb 23e	HH2MC	28506/2040/Feb 26m	PA0NV	28598/1555/Feb 19e	YO2BB	28582/1545/Feb 24e
CT2AO	28563/1645/Feb 26w	HG9KOB	28512/1515/Feb 20ve	PA0GMM	28612/1730/Feb 25m	YO2BS	28530/1445/Feb 20ve
CT2BU	28585/1735/Feb 26w	HI8XGH	28507/2030/Feb 20ve	RB5ITS	28515/1430/Feb 23e	YU2EZA	28530/1415/Feb 20ve
DL8PC	28512/1650/Feb 25w	HS1WR	28630/0015/Feb 27w	RB5ISF	28530/1400/Feb 20ve	YU2ADE	28525/1605/Feb 23e
DT4ZEL	28505/1625/Feb 23e	I0SXV	28530/1425/Feb 20ve	RO5OWL	28582/1420/Feb 24e	ZE6G	28580/1810/Feb 26w
DM4VUG	28582/1505/Feb 24e	I0AEC	28582/1455/Feb 24e	SV1KB	28530/1425/Feb 20ve	ZE6JL	28527/1850/Feb 26e
DK4RO	28582/1605/Feb 24e	I3MAU	28510/1705/Feb 26m	SV0WA	28513/1550/Feb 23e	ZS6AM	28555/1840/Feb 23w
K0AX/DU2	28507/0135 26w	IS0NZA	28595/1815/Feb 24m	SV1KW	28575/1715/Feb 26w	ZS6AXN	28585/1830/Feb 23w
W2KJ/DU1	28567/0040/ 27m	KG6RL	28514/2115/Feb 24m	SK2IV	28582/1445/Feb 24e	ZS6LP	28601/1610/Feb 20m
EA3LT	28512/1705/Feb 25w	W5VCL/KG6	28656/2305 24m	SP9CTW	28508/1620/Feb 23e	3D2RM	28511/2230/Feb 24m
F3TI	28530/1515/Feb 20ve	KV4CI	28750/1630/Feb 22m	UA6LED	28517/1435/Feb 23e	5N2NAS	28614/1415/Feb 20e
F3WV	28582/1630/Feb 24e	LA5DQ	28530/1515/Feb 20ve	UA6AVI	28517/1500/Feb 23e	1P8BC	28558/1840/Feb 26m
FM7WE	28555/1840/Feb 26m	LA5TV	28582/1500/Feb 24e	UB5LRJ	28530/1405/Feb 20e	9J2FC	28595/1800/Feb 26w
FY7BC	28620/1645/Feb 25m	LZ1LRE	28582/1445/Feb 24e	UB5ZCE	28582/1425/Feb 24e	9M2DQ	28557/2340/Feb 27w
G8PY	28566/1805/Feb 24w	OK1TA	28512/1655/Feb 25w	UY5OQ	28517/1440/Feb 23e		
GM3LQH	28664/1850/Feb 25m	OK3CGP	28530/1450/Feb 20ve	VU2KT	28586/1545/Feb 25m		

AFRICA CW

CN8CF	14020/0015/Feb 26e	EA8QE	21031/1810/Feb 21m	ZD9AA	21032/1915/Feb 18e	9L1SL	14047/0040/Feb 25m
CN8CW	21028/1710/Feb 20e	J28AO	14115/2300/Feb 26m	ZS2AGK	21049/1845/Feb 21m	9X5AE	14026/0155/Feb 27??
CN2AQ	14035/1145/Feb 25e	J28AG	14017/2115/Feb 25e	5T5GJ	21072/1425/Feb 19e	EL2EB	14047/0455/Feb 26e
EA8URE	21031/1810/Feb 21m	Z79DF	14052/1945/Feb 26e	9J2B0	21025/1845/Feb 23w	FB8ZN	14040/1635/Feb 23w
C5AAF	21355/1815/Feb 25m	FB8XS	14230/0420/Feb 26e	ZD8KG	21430/1835/Feb 24m	5H3JR	21370/2010/Feb 20m
C5ABO	21330/1835/Feb 26m	FB8ZM	14250/1620/Feb 26w	ZD7PV	21310/1925/Feb 22e	5H3KS	21279/2100/Feb 25e
C5ABC	14238/0350/Feb 26e	J28AO	14236/2205/Feb 26m	ZD8HR	14247/0310/Feb 23w	DL7GF/5H3	21267/1900 22??
C5AAF	14238/0335/Feb 26e	W7FPX/SU	14206/0030/ 23m	ZS2MI	14220/1730/Feb 25e	5U7AG	14270/2000/Sun
CN8AK	14218/0025/Feb 24m	TR8LE	21345/2115/Feb 20e	ZS3KC	21280/2045/Feb 24e	5Z4NH	21332/2015/Feb 24e
CN8CW	14240/2200/Often	TU2IA	14225/2105/Feb 22m	ZS1CZ	21284/1550/Feb 20w	7P8BC	14212/1940/Feb 26m
DL4BS	21354/2005/Feb 21m	TU2HZ	14207/2355/Feb 23m	ZS3E	21303/1945/Feb 24m	9G1SM	21335/1615/Feb 13w
EA8OZ	14243/0445/Feb 26m	WD9FCC/VQ9	21320/2055 25e	3B8DA	14220/0310/Feb 26e	9G1RD	14224/2055/Feb 22e
EA9FP	14218/0130/Feb 20e	WAL4TWE/VQ9	21355/1830 24m	3D6BP	21355/1900/Feb 22w	9J2ES	21313/1950/Feb 24m
EL2BS	14206/0030/Feb 23m	VE3HRS/XT	14209/2100/ 20w	KL5QT/4U	21300/1500 27e	9L1KB	14303/0025/Feb 25m

ASIA CW

AP2TN	14020/0330/Often	UA9UOH	14015/0220/Feb 21m	UH8HAS	14032/0325/Feb 23m	UL7TAK	14027/0225/Feb 25e
EP2IA	14027/1525/Feb 23w	UA9MBT	14020/01 0/Feb 23m	UH8HBR	14010/1400/Feb 24w	UM8MBA	14026/0210/Feb 21w
HL9TG	14026/0245/Feb 22m	UA9YOK	14020/0145/Feb 23m	UI8ACP	14017/0250/Feb 21e	UW9PT	14030/0320/Feb 25w
HS1ALD	14016/0220/Feb 20e	UA0WAB	14020/0115/Feb 23m	UI8IZ	14048/0315/Feb 25m	VU2BX	14031/0110/Feb 26m
HS9FK	14024/1640/Feb 20w	UA0CED	14020/0150/Feb 23m	UI8AI	14006/0340/Feb 27m	VU2AWL	14038/1315/Feb 24e
JT1AH	14039/1255/Feb 24e	UA0JCF	14020/0200/Feb 23m	UJ8JCA	14017/0320/Feb 27m	VU2GP	14030/1305/Feb 25e
JT1AM	14054/0245/Feb 22m	UA0QWB	14004/0030/Feb 25e	UJ8JGQ	14029/0310/Feb 25e	VU2LB	14032/1310/Feb 25e
JT1BF	14005/1315/Feb 24e	UA0QCE	14027/0100/Feb 25e	UJ8AC	14026/0330/Feb 26w	VU2BK	21027/1430/Feb 21e
JT1BE	14034/0300/Feb 22w	UA0ADN	14010/1330/Feb 23e	UK7NAQ	14052/0255/Feb 22m	VU2GE	14034/1255/Feb 25e
JT2AB	14028/0055/Feb 25e	UA0TAP	14017/0250/Feb 21e	UK6DAN	14076/1515/Feb 25w	VU2KVI	14030/1350/Feb 25e
UA9YAE	14091/0155/Feb 19e	UD6DKW	14027/0355/Feb 25w	UK7GAI	14039/0335/Feb 25w	YI2FGP	14024/2125/Feb 25m???
UA9URS	14030/1250/Feb 22e	UD6DFK	14026/0330/Feb 26w	UK7CAI	14002/0250/Feb 26m	4Z4OK	14011/2115/Feb 25e
UA9MAZ	14027/0245/Feb 22m	UD6DEX	14040/0355/Feb 23e	UK9LAW	14028/0020/Feb 26m	4Z4DZ	14016/1435/Feb 24e
UA9WC	14007/0350/Feb 25w	UD6DHC	21020/1425/Feb 21e	UK9OAW	14058/0340/Feb 25w	60Z1	21028/2050/Feb 26e
UA9ADP	14057/0345/Feb 25w	UD6CD	21025/1515/Feb 22e	UK9KAH	14034/0030/Feb 25e	60Z1	14036/0120/Feb 27e
UA9NN	14022/0330/Feb 26w	UF6FAG	14002/0400/Feb 24w	UK9BAE	14074/1225/Feb 23e		
UA9CDL	14006/0325/Feb 25w	UF6BN	21036/1420/Feb 26e	UL7LBM	14020/0315/Feb 24w		

8 March 1978

MORE RED EYED LOUIE

Out of the shadows of night
The world rolls into light;
It is DX everywhere.....

ASIA SSB

A7XSD 14201/1330/Feb 27e	HS1ALC 14220/1525/Feb 26w	UA0IAW 21255/0215/Feb 27w	OE5CA/YK 14207/1450 25w#
AP2AU 14211/1335/Feb 22e#	HS1ALN 14201/1545/Feb 26w	UF6VAG 14209/1540/Feb 25w#	LX1HQ 14200/2035/Feb 22e
AP2MQ 14213/1310/Feb 25e	HS1WR 14217/1420/Feb 27e	UK9UAV 14225/1325/Feb 27e	LZLPG 14212/1505/Feb 25w#
AP2TQ 14215/1200/Feb 20w#	JY3ZH 14204/1305/Feb 21e#	UL7JCA 14217/1230/Feb 20e#	4S7JD 14225/1230/Feb 24e
BV2B 14225/2345/Feb 25m	JY3HS 14204/1415/Feb 21e#	VU2BX 14213/1210/Feb 20e#	4S7EA 14221/2305/Mar 3w
EP2DD 14202/1430/Feb 25e#	JY5HZ 14219/1500/Feb 23m	VU2AIK 14216/0300/Feb 23m#	9K2TX 14214/1435/Feb 25e
EP2NC 14243/1510/Feb 25w#	JY5US 14218/1330/Feb 20e#	VU2RAK 14214/1245/Feb 27e	9K2DT 14203/1450/Feb 23m
EP2MS 14202/1515/Feb 25w#	JY9OD 14201/1330/Feb 27e	VU2BJZ 14211/1250/Feb 27e	9K2DJ 14226/1550/Feb 25w#
HL9TE 14220/1330/Feb 27e	KA6KN 21379/0105/Feb 25m	VU2ACD 14220/1225/Feb 24e	9M2DQ 14225/2345/Feb 25m
HL9TG 14208/0130/Feb 23m	UA9UAF 14194/0135/Feb 23m	VS6AK 14234/1210/Feb 25e	9N1MM 14208/0300/Feb 25m

EUROPE CW

CT2BO 14040/2225/Feb 24e	IV3YTB 14024/1225/Feb 26e	OZ9SC 21023/1720/Feb 25w	UK2GAC 21024/1510/Feb 25e
CT1AC 14064/1530/Feb 24m	IS0IGV 14048/2020/Feb 20e	SM2ITW 14034/2250/Feb 26m	UK2GCB 14035/1655/Feb 20w
DJ5PC 21003/1830/Feb 21m	IS0FPH 14009/1930/Feb 24e	SM7CMV 21004/1715/Feb 23e	UK5UAC 14029/1630/Feb 27w
DJ7YR 21008/1930/Feb 23e	JW9UV 14031/0020/Feb 25e	SP2DVH 14010/1600/Feb 26w	UK5XA 14031/1650/Feb 27w
DT3XM 21021/1530/Feb 23e	LX1ZZQ 21010/1440/Feb 21e	TF3YH 14011/0130/Of ten	UP2BEI 14011/1245/Feb 26e
EA6DI 21027/1730/Feb 21m	LZ2AW 14018/1605/Feb 26w	SP9PDJ 14029/1640/Feb 27w	UP2CY 21029/1510/Feb 21e
GD5CAA 14018/1830/Feb 17w	OE5GD 14013/1635/Feb 27w	UB5MEI 14040/1245/Feb 22e	UT5IB 14026/1250/Feb 21e
G3IAF 14028/0050/Feb 26m	OH2KA 14028/0125/Feb 26m	UC2AAW 14028/1430/Feb 26m	UY5FF 14032/1250/Feb 23e
GI3FJA 21009/2015/Feb 23e	OK2KWI 21016/1625/Feb 23e	UC2WEI 14035/1245/Feb 26e	YU3NEQ 21013/1655/Feb 23e
HA5KF 21037/1615/Feb 26m	OK3BDP 21004/1725/Feb 23e	UK2BAS 21026/1615/Feb 23e	4U1ITU 14041/2000/Feb 20e

EUROPE SSB

DT2AUF 14231/1600/Feb 25w#	I0HRI 14206/1550/Feb 25w#	OZ5KG 21287/1620/Feb 21m	YO8KAE 14218/1525/Feb 25w#
EA6DW 14201/1615/Feb 25w#	I8LW 21325/1615/Feb 22m	SL2AD 14213/1845/Feb 23w	YU2NFJ 14246/1540/Feb 25w#
FC9UC 14202/1255/Feb 26e	IZ0XPS 21321/1625/Feb 21m	UC2WE 14213/1535/Feb 21m	YU5XIM 21294/1600/Feb 22m
GM3POK 21315/1800/Feb 24w	PA0TV 21323/1635/Feb 21m	UY5LK 14210/1545/Feb 21m	ZB2G 14213/0400/Feb 26e
HB9AIJ 14243/1645/Feb 25w#	OE6MBG 14210/1550/Feb 25w#	UY5EAQ 21306/1510/Feb 23e	ZB2G 21355/1820/Feb 24e
I1HRR 14246/1540/Feb 25w	OZ4TU 21287/1620/Feb 21m	UK5MAF 21308/1505/Feb 23e	

ELSEWHERE CW

FO8EX 14019/0445/Feb 20e	HI8ECS 14020/1945/Feb 26e	VC7BOR 14007/0115/Feb 26e	YB4ADI 14030/1435/Feb 24e
FO8EK 14028/0455/Feb 20e	HK1RCB 14062/0410/Feb 21m	VK7AE 14038/1405/Feb 20e	YN1Z 14008/1345/Feb 24w
FK8CD 14017/0520/Feb 26e	J3AJ 14008/0130/Feb 26e	VP2SZ 21033/1710/Feb 18e	ZK1AA 14081/0515/Feb 22m
FK8CL 14037/1920/Feb 20e#	KG6JIR 21017/0010/Feb 26e	VP8AT 14033/0230/Feb 21e	ZL1BDG 14042/2000/Feb 21e
FM7BB 14004/0505/Feb 25e	KM6BI 21027/0135/Feb 26m	VP8QE 14031/0100/Feb 27e	6Y5SS 14059/0425/Feb 21m
WA4UAZ/HC1 14007/0335 18e	KM6FC 14043/0350/Feb 20m	YB7AAU 14035/1510/Feb 27e	8J1RL 14052/0005/Feb 26e

ELSEWHERE SSB

G6ANG 21354/005/Feb 21m	HK0CLS 14235/0515/Feb 23e	VE8RCS 14205/0205/Feb 21m	YB6ACT 14209/1400/Feb 27e
CO2HT 14220/0130/Feb 23m	HK0BBF 14202/0500/Feb 23e	VE0NEL 14241/2020/Feb 20e	YB7FG 14212/1310/Feb 25e
DU1MEL 14223/1540/Feb 20m	J3AO 21315/0020/Feb 24e	VK9RH 21324/0100/Feb 23m	ZF2AI 14230/1355/Feb 20e
K0WIG/DU2 14223/1545 20m	KCLAAA 14221/1550/Feb 21m	VR8PC 14204/0220/Feb 23e	ZP5KU 21405/2225/Feb 23m
FM7BB 14201/0145/Feb 22m	KC6CV 28800/0010/Feb 26m	VP8JE 14240/0325/Feb 27e	6Y5JK 14205/0240/Feb 22m
FM7WE 14215/2220/Feb 26m	KPLH0 21266/1905/Feb 20m	VP8FP 14207/0010/Feb 25m	9M8DQ 14224/2330/Feb 24m
FM7AMS 14240/2030/Feb 25e	PT7CC 14349/0155/Feb 22m	VS5DX 14204/1545/Feb 22m	9M8HG 21255/0230/Feb 27w
FP8DF 14215/1300/Feb 26e	PZ2AC 14206/0315/Feb 22m	YB0PG 14209/1440/Feb 25e	

LOW BAND LOUIE

C5ABC 7090/0710/Feb 26m	HB0AF 7007/0225/Feb 23m	OE3NH 7006/0615/Feb 23m	VU2GW 7001/0120/Feb 17e
DL1FM 7005/0605/Feb 23w	HB0AT 7005/0155/Feb 23w	OE5GD 7003/0150/Feb 24m	YO3RF 7006/0550/Feb 23m
DL6EN 7011/0625/Feb 25w	HA8KVK 7007/0355/Feb 24m	ON5NT 7027/0635/Feb 25w	ZD8HR 7028/0625/Feb 23w
DL8PC 7099/0655/Feb 25w	I0JX 7002/0600/Feb 25w	PJ7VL 7032/0515/Feb 18e	ZS3E 7006/0520/Feb 23m
DL1RK 7002/0630/Feb 23w	LA6PJ 7002/0640/Feb 24m	SM0AJU 7014/0700/Feb 24m	5T5CJ 7036/0615/Feb 18e
EL2ET 7028/0325/Feb 19e	LZ1KCZ 7007/0420/Feb 24m	SP7JKW 7030/0555/Feb 17e	9K2DR 7002/0230/Feb 21e
EA8BF 7002/0640/Feb 23w	LZ2KRE 7003/0315/Feb 19e	SP9AAJ 7007/0405/Feb 24m	
FG7AS 7006/1100/Feb 22m	LZ100LP 7013/0645/Feb 23m	UK2BAS 7007/0620/Feb 23w	
C5ABC 3799/0325/Feb 26m	F3NB 3800/0620/Feb 22w	KX6LA 3807/0950/Feb 25w	UA0ZBP 3608/0330/Feb 24w
CO2AB 3515/0540/Feb 23w	HG5A 3509/0410/Feb 19e	KZ5NW 3808/0950/Feb 21w	UQ2GDW 3527/0535/Feb 23e
DA1QO 3799/0530/Feb 22e	K0JX 3789/0450/Feb 27w	KZ5EK 3509/0225/Feb 24m	VP9BK 3503/0225/Feb 26m
DJ6RX 3515/0540/Feb 24w	JA1DUH 3504/1050/Feb 24e	LZ100XL 3503/0315/Feb 22e	YV1NX 3512/0430/Feb 26m
WB4ZNV/DU2 3808/1120 21w	KG6SW 3812/1230/Feb 25w	OK1KSO 3521/0415/Feb 19e	ZF2AT 3820/0020/Feb 22e
ZS6DW 3780/0330/Of ten	N5RM/KG6S 3507/1205 26m	SP8YA 3790/0545/Feb 22w	ZD8HR 3525/040/Feb 23w
	VK6AS 3685/1155/Feb 21w	VK7AE 3683/1200/Feb 21w	SP6PBB 3799/0555/Feb 22e

CAPITOL OFFICE

State Capitol
Room 4009
Sacramento
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(916) 445-8343

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**NORMAN S. WATERS**

Assemblyman
7th District

COMMITTEES

Local Government
Vice Chairman
Agriculture
Public Employees and
Retirement

Joint Committee on
Fairs and
Allocations

February 21, 1978

Wallace, California 95254

Dear Mr. :

Because of your interest in SB 915 I would like to give you an update on this measure. I am enclosing a copy for your information. As you can see, there have been many changes since the introduction of this bill. This measure has met with much opposition.

According to the Department of Motor Vehicles, the Ham. Operators' Association is now in agreement with the changes in SB 915. The fee, which is in addition to the regular fee, is to cover the cost of the special lettering of the plates.

This bill has recently passed the Senate and has at this time been re-referred to the Assembly Committee on Transportation.

Thank you for your views. I hope you will continue to keep me informed of your opinions on matters of concern to you.

Sincerely,

Norman S. Waters
NORMAN S. WATERS

NSW:j:rc

7 March 1978

CALENDAR

CLIPPERTON	A week from now they will be on their way!!
IRAQ	Last part of March...nothing definite..but listen.
LACCADIVES	Seems to have gone up in hot air....
NIUE	4Z4TT signing ZK2TT in mid-April
KERGUELEN	FB8XS there....and planning WFX action
WALVIS BAY	ZS3WBC should be on all week
MELLISH	VKs now looking at a August operation
COCOS-KEELING	P29JS aiming for June/July operation
AVES	YV0AA possible about March 22nd
TOKELAUS	5W1AT and friends reported as headed for mid-April
CARIBBEAN NEW ONE	Something threw a road-block on this one...
SEANET CONVENTION-1978	November 10/12th in Singapore. 9V10D this years host...
GUERNSEY	GU6CIA for the ARRL CW Test....March 18/19th
SINT MAARTEN	PJ8CO by W1CO and friends for another week..to Mar 14th
COMMONWEALTH TEST	This weekend....March 11/12th
TRIESTE DX TEST	March 11/12th
VIRGINIA QSO PARTY	This weekend....March 11/12th
MARIAN ISLAND	ZS2MI on Saturday schedule.....21320kc from 1700Z
AMSTERDAM ISLAND	FR7ZM most days from 1300Z at 14224kc.
BERMUDA TEST	April 22/23rd....sase (24¢) to K3DH for all details
CALIFORNIA DX MEETING	April 15/16th at the Holiday Inn in Visalia....

ALPHA... The Cool Truck Load Sale Kilowatt

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ALPHA 77D ...

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The fabulous **ALPHA 77D** is 'THE ULTIMATE' in packaged power for hf communication and industrial use... two kilowatts of low distortion output, packaged in a handsome desktop cabinet of remarkably compact size and civilized behavior!

ALPHA 77D is but a fraction the size and weight of any other amplifier in its power class; only the **ALPHA 77D** provides 1.8-2.0 MHz coverage, QSK, or desk-top convenience.

* **77DX - Heavy Duty Power Transformer**

TECHNICAL SPECIFICATIONS, MODEL PA-77D
FREQUENCY COVERAGE: 1.8-2.0 and 3-30 MHz, manually tuned, standard.
POWER OUTPUT: Two kilowatts PEP-SSB, 1 kilowatt continuous carrier [d-c plate input to 4 KW PEP, 1.8 KW continuous carrier - no time limit].
INPUT & OUTPUT IMPEDANCES: 50 ohms unbalanced; VSWR 2:1 or less.
DRIVE POWER: 100 watts for 2 KW output.
DISTORTION: Third order IM 35 db below 2 KW PEP output; 2nd harmonic -50 db.
PLATE OUTPUT NETWORK: Full pi-L; vacuum tuning capacitor, 6KV/20A bandswitch, silver plated tubing main pi coil, Teflon*-insulated auxiliary toroids.
PROTECTION: Primary fuses, dual interlocks, plate overcurrent relay, rf-interlocked vacuum T/R relays.
PRIMARY POWER: 120/240V with center neutral, 50-60 Hz, 1Ø standard. Adaptable to 120V and 220-240V without neutral.
SIZE & WEIGHT: 11" h x 19.5" w x 22" d.
98 lb. net. [Shipping: 40 & 74 lb. cartons suitable for air freight.]

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Personal Phone Line....day or evenings.

PAYNE RADIO

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ARRL W1AW starting in April will beam code practice, cw and RTTY bulletins to Europe on 10/15/20mtrs. These will be sent Monday/Wednesday and Fridays at 1400Z, 1500Z, 1600Z and 2100Z. This will be a three month trial of the service and beyond the test period, continuance will depend on listener response.

WARC 79 will open in Geneva on September 24, 1979. That just a bit over eighteen months from now. The positions of many governments is getting to the solid point and you should keep close attention to what the developments are. You probably will not learn of the decisions in this international treaty meeting until sometime in 1980.

HR REPORT notes that Canada is proposing a number of new amateur allocations but some trimming of the present amateur frequencies.

The Canadian second-draft proposal would trim 160mtra to 1.8 to 1.9mhz....75mtrs from 3.5 to 3.8mhz and 40mtrs to 6.9 - 7.1mhz. Canada proposes that these would be exclusively amateur bands. 20/15/10/6 and 2 would be unchanged.

New allocations are proposed at 10.1-10.3mhz...at 24.0-24.5mhz. A new UHF is proposed on a shared basis at 902-928mhz but 10mhz is cut...420-430mhz from the 70cm band. On the 220 band amateur use under the Canadian proposal would be primary usage rather than secondary.

With things heading into the final period for WARC 79, the amateur who wants to keep informed of FCC and other developments affecting amateur radio, should consider HR Report which consistently has the latest detailed information on the developments. Published weekly, it comes for \$20.00 a year.

TNX to W1AM, W1AB, W1MV, K1VSK, W1WY, W2AG, W2FP, W2KLN, W2NC, WB2RLK/VE1, W3CDL, N3ED, W3ODJ, W3OGY, W4BAA, W4LGL, WB4EDD, WA4ENJ, W4HU, W4OUN, W4PB, W4PZV, W4QDP, WB4RIS, W4UF, K4UTE, N4WX, N4XX, W4ZR, W5AK, K5AQ, W5CPI, W5FL, K5GZ, WA5VWP, W5JW, K5VNI/2, N5VV, WA6BJS, WA6DNM, K6DT, W6DZ, K6EC, N6EM, K6JG, N6JM, W6KPC, W6ONZ, W6PT, W6RTN, W6SN, W6TSQ, K6UFT, K6XP, K7ABV, W7LR, WA7RKJ, N7UT, K8CFU, W8JXM, W8ZOK, WA9FZQ, W9GW, WB9OQU, W9SS, K9UIY, K0BJ, K0FPC, WA0DKI, K0KES, WB0MSZ, N0RF, W0SD, KH6GI, KV4FZ, HS1ALC, HB9AHL, 9N1NFO,

WEST COAST DX BULLETIN Published every week by the Marin County DX Group. Here on the western edge it is Spring....and time to think of Clipperton and DX and good things to come. Time to get the antennas checked and ready. Last week we were tying on the safety belt when one of the Local QRPers came on scene. He made no inquiries for it was obvious what we were planning. But, as QRPers often do, he offerered helpful advice and comment. "If you were to fall off your tower," he said, "what do you suppose would be your velocity when you hit the ground?" You know something, we had to stop and that about that one. "Never give it a thought," was our reply but the QRPPer was one who would not be stopped. "Did you know that as an accelerated body you would pick up speed as you fell. This speed, of course, would depend on two factors; how long you have been falling....or elapsed time...and the magnitude of the earth's gravitational acceleration. One combination of these factors has units of speed...or length per time....and according to my dimensional analysis, it would provide the mathematical equation so that you could figure your speed. In other words, and to put it briefly, speed equals graviational acceleration multiplied by elapsed time. What do you think of that?" Son of a Gun!! At this point we were backing into a position of rather not thinking at all about it. "Why are you tell us all of this?" we asked, for the theoretical was getting a bit too close to the possible. "Why bring this up now?" The QRPPer smiled his beady-eyed smile. "Oh, I thought it might be useful information to know. I think I may forgotten to mention that you can figure earth's gravity at about ten meters per second. Doesn't that give you something to think about?" It sure did and we took off the safety belt right there. That antenna has held up during the winter and why fiddle with a good thing. And while you figure out your own DXCC acceleration, the height of your tower and your top vertical speed, a full year of DX confusion will come your way by second-class mail in the U.S. for \$14.00. \$18.00 rapd it down the pike by first-class mail to the VE/US/XE areas. \$20.00 flies it beyond the waxing first quarter and down the long path to all the DX lands. Hold tight!! DX comes!!

////////////////////////////////////

West Coast DX Bulletin
77 Coleman Drive
San Rafael, Calif. 94901

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