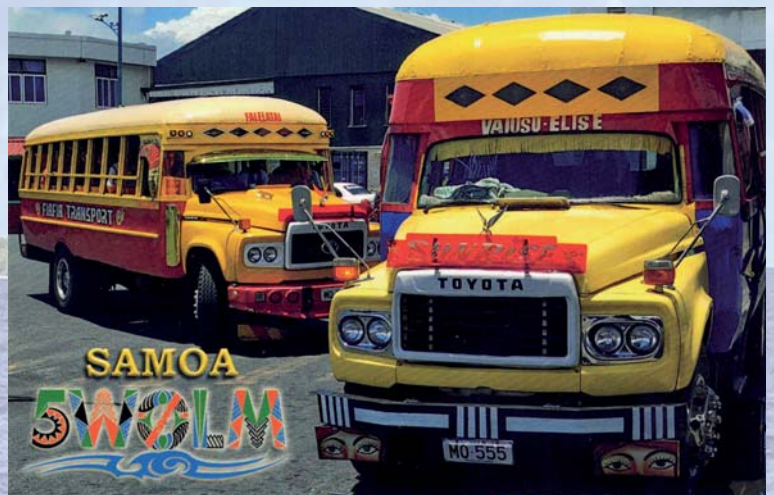


EUROPEAN DX FOUNDATION E.V.

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Newsletter 3 • 2024



EUDXF NEWSLETTER 3 • 2024

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**change
of address**

I would like to remind you that members who change their address or e-mail address inform our treasurer at

eudxf@eudxf.eu



Imprint

EUropean DX Foundation e.V. — **President:** Gerben A. Menting (PG5M) Leemdobbe 19, 9472 ZR Zuidlaren, The Netherlands, e-mail: president@eudxf.eu. **Boardmembers:** Ronald Stuy (PA3EWP), Prof. Dr. Achim Rogmann (DF3EC), Hans P. Blondeel Timmerman (PB2T), Istvan "Pista" Gaspar (HA5AO). **Advisor:** Jan B. C. Harders (DJ8NK), Dominik Weiel (DL5EBE).

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The annual **membership fee** is **25 Euro**. Please pay the amount to our **Bank Account:** Volksbank Kleverland, **IBAN:** DE65 3246 0422 0205 1830 19 **BIC:** GENO DE D1KL L.

I trust that members living in the Euro zone will use this account only, because this implies the least costs for our foundation. Those who do not live in the Euro zone may also use PayPal to cashier@eudxf.eu.

Welcoming Words of the President (Newsletter 2024-03)

In this third newsletter of 2024, we have 4 interesting reports to share with you. As I mentioned in the previous news letter, not all DXpedition go as planned. It is good that we get an insight into how difficult it was to get several stations on the air. It requires significant efforts of the team members to satisfy the demanding community.

It is interesting to see what happens on the DX clusters and I can also speak from recent personal experience. Already after the first day of operations, people are asking why not on 10 m or 80 m or 20 m and why not on SSB or FT8 etc. It seems people only look at their personal needs and want to get the empty bands/modes checked when they have time. DXpedition members sometimes need a bit of sleep, depend on propagation (good or bad), dealing with other demand from different continents, etc. How can you satisfy everyone at the same time with various modes, bands and on different continents?

Another bad habit is that some people tend to say that an operator is bad, is on the wrong band, listens to the wrong continent, etc. It just shows some kind of frustration and ventilates this on the DX cluster. Is that interesting for all other people that look at the DX cluster?

I have also seen comments on the clusters made by people that do not want to reveal their identity and use a fake call sign or even the call sign of the DXpedition operator to make bad comments. It is a kind of behavior we also see on other social media and a pity we also have it in our community.

I recently also saw bad comments (also anonymous) about a well-known QSL manager who they said was only collecting money. What those people do not understand is that it is the DXpedition team that decides on the fee you pay for a card or LoTW and the QSL manager just executes that. Doing the QSL business is not a paid job and takes a lot of time.

With all the above I do not have the illusion that commenting on those bad comments will have a lot of effect but hope for better times. I guess you all have similar thoughts.

Soon we have Ham Radio 2024 in Friedrichshafen and I hope to meet many of you for an eyeball QSO.

Regards, Gerben



Announcement of the DX-Plaza

HAM RADIO 2024 the biggest amateur radio event in Europe will be coming up soon. It will attract many Hams from Europe but also from other continents and it is the opportunity to meet your fellow DXers in person and to discuss

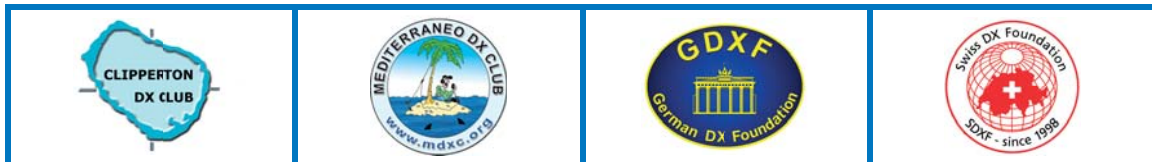
your activities and share ideas. It also forms an opportunity to meet the operators of DXpeditions and to hear their stories.

This year we will have the same kind of set up for DX-Plaza as in previous

years. This is the place where DXers and DXpeditioners can meet and where the major European DX Clubs/Foundations are present. We have one newcomer this year: FEDXP.

Participants at DX-Plaza 2024 are:

- Clipperton DX Club – CDXC
- Mediterraneo DX Club – MDXC
- German DX Foundation - GDXF
- Swiss DX Foundation – SDXF
- The Chiltern DX Club- CDXC (The UK DX Foundation)
- European DX Foundation – EUDXF
- Far East DX-Ploiters Foundation - FEDXP
- Islands on the Air Ltd – IOTA



We have a presentation area where we will have presentations from DXpeditions sponsored by one or more of the clubs/foundations at DX-Plaza.

We look forward to welcoming many visitors and having interesting discussions.

Gerben, PG5M

5X3K - DXpedition to Uganda

BY DAVID BERAN, OK6DJ

An expedition that should not have happened.

After the last successful big TN8K expedition, part of the team decided on a more petite autumn activity. The group consists of OK6DJ, OK1BOA and OK1FCJ. After analyzing the activities from different countries, the choice fell on Uganda. The QTH, we know from previous expeditions, and a license will probably not be a problem. The following is communication with the hotel about our interest and the telecommunications office.

License obtained after three months. First, for 100W power, and then later, they approved 1 kW out. We also secured the approval for OK2ZA, who might go with us. After purchasing three tickets, we learned a month before departure that Rudolf OK2ZA would accompany us. We have great enthusiasm for having Rudolf with us. It's a short mini-expedition, but we can do it with 4. This way, we have 80 m and 160 m with a beverage listening system. Not only Rudolf's operator but also technical and antenna knowledge will help in all aspects.

We also secured an e-visa. Simple online ordering with a \$50 fee and per e-visa is home for a few days.

A few weeks before departure, we all meet at the QTH of OK1FCJ. We decide on tasks and will prepare so that nothing surprises us. From the meeting, there is a to-do list for each of us.

We continuously communicate with the hotel and the contact person via email and WhatsApp. On Friday, September 8, the hotel manager, Mrs. Mercy, wrote that she would not always be on WhatsApp. Therefore, we will communicate more via email. We paid 200 euros by bank transfer for a taxi bill, airport to hotel and back. Soon, we received another email request for 100 % pre-payment for accommodation and food. We don't want to pay the whole thing, but Mercy asks to pay everything via email.

So we sent 3,750 euros. The day after we sent the money, our Mercy called via WhatsApp from another number, as her previous one was allegedly blocked. We informed her we paid everything according to the instructions from the email. She told us that she didn't ask us for any money. We immediately reported the fraud to the police and the bank. We were shocked. Getting money back

is very uncertain. It will be a miracle if the funds are returned to us. The police requested the entire communication, including all email headers.



QTH - Nyange Resort is pretending it's not their fault but ours, deciding what to do next. Four thousand euros are gone, plane tickets paid for, and we have nothing in our hands, only the costs. We hope that something will come back from the fraudulent bank.

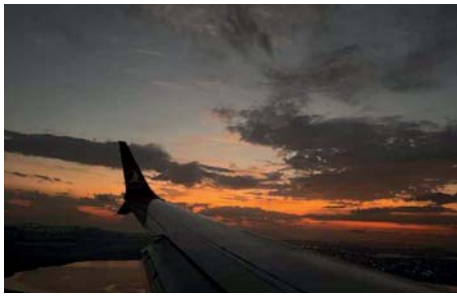
It's the day before the flight. We need one more extra luggage. There is nowhere to put another 10 kg. We must buy another one for approx. three hundred sixty euros. David purchases luggage through his cell phone. It does not pass authorization. He confirms it again. After 2 minutes, two confirmations will come on two purchased extra bags. 720 euros are gone. We called Turkish Airlines to Turkey, claimed the second payment, and drove to the airport in traffic to catch an employee of Turkish Airlines. At the airport, we learned that Turkish Airlines may not return funds. Finally, they advised us to file a complaint with the call center.

We have the last, already short night at home. We have a few hours before our flight. OK6DJ goes from the QTH of Petr OK1FCJ. OK1BOA and OK2ZA from their own home. Check-in starts at 07:00. We are among the first to check in passports and e-visa. Petr OK1FCJ's passport number did not match the e-visa. Petr was desperate. He took a second passport from home. If the correct passport is not brought within an hour, Peter doesn't fly. A quick phone call home, waking up Petr's girlfriend and asking for a fast pick-up passport. New passport we checked in a few minutes before the counter closed.

Hurray, we can all fly away.

There was a big storm in Istanbul, and our flight was delayed for 1 hour on departure. The flight to Istanbul took 2h30 min. On arrival, we were having trouble. It was stormy weather in Istanbul. We waited until the departure. After an hour delay on departure, we waited another two hours in the plane before taking off. The aircraft is a Boeing 737 max. We have no comfort for the next 10 hours of flight via Kigali (Rwanda).





Upon arrival in Entebbe, we quickly received our passport visas, and after an impatient wait, we had our way to Uganda open. We soon find out our mistake. After an X-ray of the luggage, the customs officers put us aside. We show our licenses, a complete list of luggage, what we take and export back, and explain our hobby. That's not enough for them. We must clear all goods through customs. We will get it released the next day at the earliest. We tried to explain again. After an hour, the manager will come. We clarify everything again. Finally, they called a senior manager. After the last round of explanation, we get a stamp, and we can also leave customs with our things another 2-hour delay. After 28 hours, we are finally at our QTH, Nyange Resort.



We get a discount on accommodation and a conference room, but we pay another 2,600 euros and 200 euros for a taxi. We have booked a conference room just for us. They informed us that there is a pending conference and that we will be here all Friday and Saturday, but instead, we can use the large entrance hall at the reception. What will happen next, we ask ourselves?



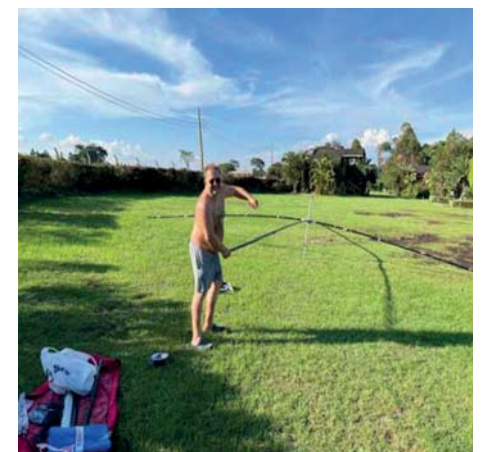
After a sleepless night and the stress of not releasing luggage at the airport, a little sleep is necessary in the afternoon. We are building the first verticals, and we are active on 40 m and 30 m in the evening.



Saturday 30.9

We are building 2 Spiderbeams and other antennas. The receptionist informed us that an unexpected party in the reception hall would be several hours. People arrive in the morning, prepare the room, and plug in sound equipment. Around 11 in the morning, something so noisy starts that we are unable to do work on the radio. Loud music and moderator. There are about 80 guests. We can't operate the radio. It's not possible to receive weak CW signals and speakers roaring behind. SSB is useless to try. During TX, the radio is 100% excited. We can't even hear each other appropriately.

We continue to build antennas. The mentioned Spiderbeams and verticals for 80 m/160 m and dipole on 12 m are ready.







Sunday 1.10

We want to cover all HF amateur bands. For listening to lower bands, we make beverages. We finally have two. One on the US-EU and the other on the JA direction. Both are short and not efficient. They are close to the transmitting antennas. We have space limitations. We are building the last Spiderbeam to operate on SSB. There is a proper African rainstorm and a power failure in the afternoon. We are trying to make a workable schedule so that everyone at least sleeps a few hours daily.

OK1FCJ goes to bed around 22 and wakes up at 03. The rest of the team goes to sleep between 01 and 03 in the morning.

Monday 2.10

At dawn, we try 80 m. We finally have a transmission on lower bands. However, we are still unsatisfied with the listening capabilities. We need to move the beverage to another location. The

upper bands are beautifully open. No music or noise behind us to disturb us anymore.

Tuesday 3.10

The 160 m vertical has an SWR of 2.3; we want to fix it. We have a common coaxial on 160 and 80. Conditions have worsened significantly. You can hardly hear anything in the afternoon. Peter OK1BOA is having a cold. Petr OK1FCJ was in a similar situation after arrival. The afternoon rolled around our QTH an army helicopter, which we ignored.

Wednesday 4.10

We still struggle with listening over the beverage. It is unusable at 160 m. We are trying to agree with the security of the building to turn off the lighting of the entire area for a few hours so that we can hear better on the lower bands.

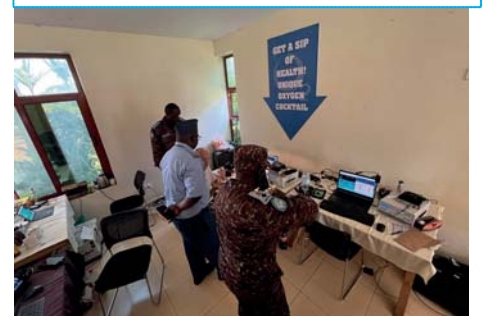
A visitor came around noon. The army representatives came to see what we were, what we were doing here, and whether we had everything authorized. He leaves after half an hour.

We have agreed to turn off the lights on the road where the beverage leads. Top-band, 80, and 40 are finally great. After opening the 10/12 m to the USA, OK6DJ works on 160/80 m at night.

Milan OK7GU has the best signal on CW, followed by OK1CF and OK2DA. DL8LAS has the weakest signal. We have not heard from another station.

Thursday 5.10

The internet goes down in the morning, and the live score on Clublog stops working. We explained to reception that we need internet 24/7 as we requested before arrival. Finally, after several emergency calls, they made us a hotspot.



We were without internet for 5 hours. Africans have plenty of time for everything. No rush for anything.

Again, beautiful openings with a 10/12 m during the day and around 21 UTC to USA, the night 160 m was down, and we hear only stations call with excellent equipment.

Friday 6.10

Departure is coming, so we try to sit as much as possible at the radio, which, of course, we did previous days. On 15 m, Rudolf OK2ZA works RTTY.

10/12 m has CW mode preference and FT8. Again, after closing the upper bands, we QSX to 160 m, where we will make another 60 CW QSO.

OK6DJ is already tired and doing a QSX on FT8. Here, he encounters a pirate station and is disaffected. He gives a spot to the DX-cluster that he ends work on 160 m and returns on 80 m.



Saturday 7.10

Since the morning, we have been gradually packing the individual antennas. Traffic is already minimal. Around noon, Mercy arrives. She probably came to get the present we have prepared, but she won't get it.

She tells us that she got a new iPhone 15 matched in color with a new branded handbag in green. To secure herself for the next time because "someone" hacks her mobile. We have no more words to comment on.

In the afternoon, we pack everything and gradually turn off our operation on the bands. Finally, around 10 PM, the water also stopped flowing. It is not possible to take a bath on the way, and it is not possible to flush the toilet. Rudolf and Petr wash themselves with the bottled water we still have left.



Sunday 8.10

Customs clearance at the airport is entirely problem-free. Followed by a 7-hour flight to Istanbul, and in the early evening, after more than 2 hours, we are in Prague.

Operation on 10 m/12 m

As on previous African expeditions, the second opening of the bands is exciting to North America. This time, due to the high SFI, it also affected a large part of the EU. The 10 m and 12 m bands close around 8 PM local time. Not even FT8 signals pass through. But around 22-23 hours, we start to see stations again and signals gradually rise. It is precisely the time to switch to CW or SSB. This second



opening usually takes less than an hour. But some days it was open until 2 AM morning.

After NA stations, there is still a short time for JA stations before the band closes completely.

Conclusion

This event has become very expensive for us. We don't write much about money, but this time, it's this one action that is expensive. Flight tickets 3,500 EUR, extra

luggage 750 EUR, fraud on us before departure EUR 4,000 EUR. Own accommodation and transport 2,800 EUR. A total of 11,050 EUR comes out of more or less 2,750 EUR per person.

After a detailed fraud analysis by an IT specialist and communication with the police, we are sure that Mercy and her team are behind the scam. We paid for everything twice. We will never go to Uganda and Nyange Resort again, and we don't even recommend any further

expeditions.

And the fact that we have booked four separate cottages and had just 3 is another Nyange Resort awful service. No conference room is available at the time of arrival. Petr OK1BOA's wireless headphones were stolen.

On the radio amateur side, we experienced a beautiful opening of the upper bands. It is also interesting to watch the leaderboard on Clublog, which Milan OK7GU won this time leaderboard. We did not use FT4 and FM modes.

We made 60,188 QSOs, of which 13,855 CW, 10,377 SSB, 751 RTTY, and 35,205 FT8.

We thank all the sponsors who helped us. Please use OQRS on Clublog to get a QSL. David OK6DJ will quickly arrange them and of course, save the QSL manager time.



5X3K – Continent by Mode

CONTINENT/Mode	SSB	CW	FT8	RTTY	Total	Total %
	1	2	10	0	13	0.0 %
AFRICA	101	79	200	5	385	0.6 %
ANTARTICA	0	0	0	0	0	0.0 %
ASIA	571	985	7,187	17	8,760	14.6 %
EUROPE	8,063	10,935	19,842	604	39,444	65.5 %
NORTH AMERIKA	1,346	1,567	6,203	102	9,218	15.3 %
OCEANIA	105	131	779	10	1,025	1.7 %
SOUTH AMERICA	190	158	986	13	1,347	2.2 %
Total QSO	10,377	13,857	35,207	751	60,192	100.0 %
Total %	17.2 %	23.0 %	58.5 %	1.2 %	100.0 %	

5X3K – Band/Mode breakdown

Band	CW	FT8	SSB	RTTY	Total	Total %
160	107	121	0	0	228	0.4 %
80	322	1,211	0	0	1,533	2.5 %
60	98	1,318	0	0	1,416	2.4 %
40	947	2,880	282	0	4,109	6.8 %
30	1,195	4,303	0	0	5,498	9.1 %
20	1,205	5,070	1,294	0	7,569	12.6 %
17	1,839	5,133	1,471	0	8,443	14.0 %
15	1,956	5,251	1,751	751	9,709	16.1 %
12	2,645	4,951	1,998	0	9,594	15.9 %
10	3,543	4,969	3,581	0	12,093	20.1 %
Totals	13,857	35,207	10,377	751	60,192	100.0 %

5X3K – DXCC by Band/Mode breakdown

Band	CW	FT8	SSB	RTTY	Total
160	28	31	0	0	36
80	42	62	0	0	65
60	26	59	0	0	59
40	65	85	41	0	91
30	71	101	0	0	107
20	65	108	76	0	111
17	75	96	70	0	104
15	74	103	78	62	111
12	90	99	83	0	115
10	92	96	102	0	119
Totals	108	132	110	62	151

5X3K – Continent by Band

CONTINENT/Band	160	80	60	40	30	20	17	15	12	10	Total	Total %
	0	0	0	1	2	1	1	1	3	4	13	0.0 %
AFRICA	1	12	11	32	25	50	41	63	82	68	385	0.6 %
ANTARTICA	0	0	0	0	0	0	0	0	0	0	0	0.0 %
ASIA	3	239	20	432	961	1,091	1,228	1,236	1,440	2,110	8,760	14.6 %
EUROPE	222	1,081	1,280	2,660	3,200	4,664	5,509	6,814	6,440	7,574	39,444	65.5 %
NORTH AMERIKA	0	144	80	781	1,060	1,407	1,375	1,217	1,265	1,889	9,218	15.3 %
OCEANIA	1	16	7	56	90	172	112	205	148	218	1,025	1.7 %
SOUTH AMERICA	1	41	18	147	160	184	177	173	216	230	1,347	2.2 %
Total QSO	228	1,533	1,416	4,109	5,498	7,569	8,443	9,709	9,594	12,093	60,192	100.0 %
Total %	0.4 %	2.5 %	2.4 %	6.8 %	9.1 %	12.6 %	14.0 %	16.1 %	15.9 %	20.1 %	100.0 %	

5WØLM - Samoa DXpedition

BY ROLANDO MILIN, 9A3MR

The idea to go on the DX expedition was born during the CQWW CW competition at the location of radio club Poreč 9A1P 25/26 11. 2023. Part of the TO19A team, Livio 9A7Y, Mladen 9A2NA and me, Rolando 9A3MR, met and we remembered the beautiful days spent on Reunion, so as a natural sequence came the idea to go on an expedition again under the motto "the further the better". Borut S5ØB joined this idea as it is a dream of every amateur radio operator.

The original idea was to go to the Marquesas Islands, a ticket to get there would not be too expensive and in amateur radio it is a relatively interesting entity. Upon returning home, I went to research, contacted several publicly disclosed addresses in the Marquesas Islands, but the response was very poor. Now it's hard for me to tell if it was because of the language barrier or if it's about addresses and links that are inactive. In addition to all this, there is no rental site that meets the criteria of a successful DXpedition. Either these are small houses that do not have a garden or they are houses by the beach at the bottom of the bay surrounded by high cliffs. It is difficult to do a good expedition in such conditions, which was seen during the latter RIB expedition AA7JV, they chose the beautiful Bay of Anaho, which is unfortunately closed in key directions and had quite a problem.

Either way, we gave up Marquesas and considered North Cook, an attractive entity. Unfortunately, the trip proved too expensive and the luggage limits of only 10 kg between Rarotonga (South Cook)-North Cook killed any will to expedition to this pearl of the Pacific. After all, Samoa proved to be a reachable goal. Currently active there are Atsu 5W1SA, mainly LP FT8 at higher bands and Sigfrido 5WØRS who works mainly 20 m LP SSB. There

remains plenty of room to do CW as well as try to do something on the lower bands, from 160 to 30 meters. The first step was to rent a temporary QTH in Samoa. A dozen links on various rental platforms have been reviewed. The criterion was that the house had enough space for expedition members, that there was enough space for antennas and a good takeoff to the North.

Sea gain would also be desirable but it turned out that apartments by the sea are mostly small bungalows, quite expensive and with little space for the antennas. Shortlisted were two houses on a hill above Apia, Samoa's capital. The owner of the first house flatly turned us down when she found out that we were going to be installing amateur radio antennas. The owner of the second house offered maintenance to the agency and with the representative of the agency I exchanged a dozen e-mails until I convinced him that we were not spies or terrorists and that we would get permission from the competent agency of the state of Samoa.

This competent agency is called Office of the Regulator and you can download the Samoan callsign application on the web. The contact e-mail was quickly contacted by the clerk of the office Aleksander and requested that all members submit an application for permission. Communication with the Office lasted over two and a half months and although I asked to be issued a unique permit with a single letter mark, we eventually received individual permits, Livio 5WØLM, Mladen 5WØMV, Borut 5WØBG and I 5WØMR. In order not to make a mess across the bands, we chose Livio's sign as the main sign of the expedition: 5WØLM The permits arrived on May 1 and then there is a watershed moment after which there is no turning

back. 8th May airline tickets are purchased without refund in case of cancellation.

Flights from Zagreb airport on 29.09 with a stopover in Doha and Auckland and the same way back. The longest flight, the one from Doha to Auckland, takes over 17 hours and is one of the longest commercial flights! In parallel with the resolution of administrative issues, technical issues were also addressed. From the device we carry TS590 and IC7300, amplifier SPE 1k5 and from antennas there is hexbeam, DX commander multiband vertical, shortened vertical by 80/160 m with a match box at the bottom. The original wish list contained another TS590 device and a small SSPA linear but they fell off due to the weight limit of the luggage. Steve, HAØDU donated 7 el to Yagi for 6 m that when disassembled, fits into a regular suitcase. Although it is possible to buy tubes for the antenna pole in Samoa, the idea of making the poles at home and examining all the antennas before departure prevailed. We were helped by Mirko 9A6KX who assembled Yagi for 6 m and DX Commander vertical as part of the 9a Youth Summer Amateur Radio Camp. In addition to 4 tickets to Apia we also got 4 "checked" bags. It is quite a big problem to squeeze 90 kg of equipment into these four bags especially if the permissible weight varies from flight to flight. The permissible weight from Zagreb to Auckland is 30 kg and from Auckland to Apia is 23 kg. For these 7 kg of excess can be paid, but the airline reserves the right to refuse transportation and to send the suitcase as cargo with a questionable delivery date.

For long elements of aluminum poles, fiber pole for 80/160 vertical and fiber elements hexbeam as well as the central tube of hexbeam, a cloth bag was made that mainly meets the allowed dimen-



sions of airlines except the one on the Auckland-Apia route, which exceeds by about twenty centimeters. It remains to be hoped that we will be able to get her on the plane after all.

Finally came the long-awaited day, 29.09.2023. Friday, members of the group left their homes early in the morning and met near the airport Franjo Tuđman in Zagreb. Team consisting of Livio 9A7Y, Mladen 9A2NA, Borut S5ØB and Rolando 9A3MR. The equipment is arranged into suitcases with weight control, bags of approximately 30 kg and one with antennas of 23 kg. We're going for a check-in and a shock, Livio 9A7Y has provided NZeTA, a kind of New Zealand visa that is required for transit but has not paid IVL, a fee to enter New Zealand. As the Doha-Auckland and Auckland-Apia flights are not tied up, we have to get out of the transit zone and we have to deposit IVL. As Livio did not do this, Qatar Airways refuses to board him. It's still three hours until the flight, we're trying to pay that unfortunate fee online hoping that a response will arrive before the flight. Time passes, the confirmation does not arrive, the nerves are on the verge. Finally, Igor from QA calls the immigration officer at the Airport in Auckland who confirms that Livio can come to New Zealand and that no one will return him back because of the unpaid IVL fee that, after all, he can pay upon arrival. Relieved we get on the plane, 5 and a half hours of flight to Doha, a few hours at the airport, boarding and flight to Auckland, 15 and a half hours of flight. We arrive in Auckland early in the morning local time, passing passport control and biosecurity checks. Finally, we come to customs and triumphantly ask that they notarize ATA carnet, a document on temporary export of equipment. The duty officer rolls over the papers and finds that we are missing one piece of paper that we have to fill out upon returning from Samoa. After a long deliberation of the entire customs shift, an agreement was reached, the equipment goes to Samoa and on the way back it will remain at the customs warehouse and pass through New Zealand in transit, without customs clearance. The duty officer writes a note with instructions to colleagues that will greet us on the way back and at that moment everything looks great. We're going to check in for Apia, the clerk calls the company, checks to see if she'll take our luggage on the plane since it weighs more than 23 kg. The company said: yes.

We hand the bags over to the conveyor



belt, pay the weight difference and toast with New Zealand beer. With a slight delay we take off from Auckland towards Apia on one, for us already jokingly short, flight of 5 and a half hours. We fly over Tonga and land late at night in Apia. A quick passport check and we're in Samoa. We're waiting for rent-a-car, Toyota Wish, automatic. Borut S5ØB is the bravest, gets behind the wheel and after an hour, around 21:30 local time we take the key to the house from Atsu 5W1SA which filled our fridge with the so-called "survival kit", a cheese and bacon and a few beers.

Where did Atsu san come from in this story? By a strange combination of circumstances, I came to Atsu's e-mail address, sent him an e-mail and since then we have exchanged about fifty e-mails with an exhaustive description of the situation in Samoa and detailed instructions for the average DXpedition in Samoa. Due to happy circumstance we rented the house very close to Atsu's house, about 500 m away. Atsu is a very cordial and friendly radio amateur who proved to be an excellent support during the expedition. The first and quite important thing he did to us was that he took the key from the owner who does not live in Malololelei and filled the fridge for which we thank him immensely.

After a sleepover we raise the first antenna, hexbeam and madness can begin. 01.10.2023 the first spot goes by RBN station W3LPL on 28037 and the first QSOs are logged in. As we like to feel a good pile-up we start with CW and that will remain the primary mode of this expedition until the end. After a few days

when the first signs of fatigue appeared, we started with FT8. We have nothing against FT8, it also gives stations with modest equipment a chance but, I hope no one gets angry, an FT8 QSO is like a non-alcoholic beer. It looks like beer, it smells like beer, but...

The 5WØLM was conceived as a low-cost expedition. 4 operators can hardly cover 2 operator sites 24 hours in 12 days and also need to go shopping and cook lunch. Therefore, one station was QRV all the time station and the other was turned on if there were free operators and if the main station didn't suffer interference. The main station was SPE1.5 kW and TS590 and on the secondary was the IC7300. Luckily Atsu borrowed a TokyoHyPower amplifier with two 3-5:00z, a great addition for a backup station. In the morning, VOACAP data as well as log's data and the right general work plan were analyzed, trying to cover as many

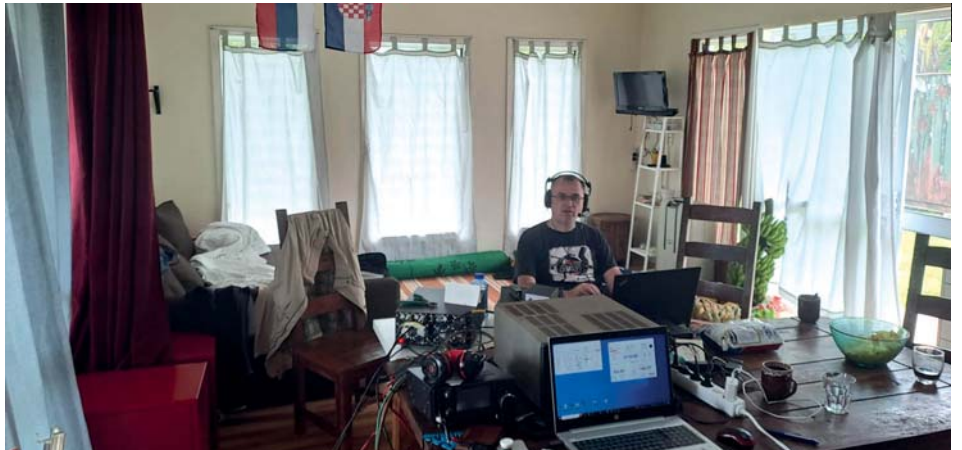




Hexbeam assembling during the rain

bands as possible and give a chance especially to EU stations to do 5W. The higher bands were open to the EU mostly on our late evening and the openings lasted quite a long time and the signals were strong. The peak was 7.10 at 07:00z when the TS590 receiver broke up due to strong signals in the pile-up at 21280. Not a single call sign could be received, only incomprehensible wheezing was heard. It wasn't possible to work until we started calling out by numbers so RX recovered somewhat and some kind of normal operation could have been established.

The main antenna for the upper bands, hexbeam, worked well as expected. It was enough to connect the wires and



rise to about 7 m to work with a very good SWR across all the bands. The DX Commander vertical was intended as the main antenna for 40 m and 30 m and as an auxiliary for bands from 20 to 12 m and did this task very well, with a dozen radiators. For 80/160, a 15 m high fiber vertical was used with a 4-wire top hat 8 m long and 8 radials 20 m long. At the bottom of the vertical were two tuning units that transform 50 Ω to vertical impedance for each band. Although the antenna and tuning units were tested before the expedition it turned off SPE and refuses to work at 80 m (although SWR was 1:1) and when working with Atsu's tube amplifier, a blue light is observed on the capacitor in the tuning unit, probably due to the high RF voltage at the feeding point. It was concluded that for a few days we will work only at 160 m and after that we will rearrange the antenna to be resonant at 80 m and directly connect without a match-box.

Openings on lower bands to the EU are short and, unfortunately, we can only work on one lower gang at a time so we try to evenly give everyone a chance to work us. At 160 and 80 m it

looks like we've come at the wrong time of year, the grey area in Samoan morning disappears before it covers central Europe while it gives only stations from western Spain, the Azores and the Canaries a chance at our twilight. Only a few stations from the central EU managed to make it to us. The antenna for 6 m, 7 el Yagi was donated by Steve HAØDU with the desire to do the EME connection. Preparations for the 6 m EME were made in 9A before departure assisted by Dave KJ9I. So, on October 4th, over the moon rise, we did an EME QSO with Dave KJ9I. Steve HAØDU was busy then, after a few days we tried to make a QSO with him but to no success. At that time, the expedition from Swains W8S was already active, but they were not able to make a 6 m EME QSO either. We listened to the 50190, the frequency of the W8S expedition, and tried to do an EME QSO with a few NA EME enthusiasts on 50193 but without any decoding. The likely cause was the ES cloud that stationed above us and disabled EME signals but enabled about 150 contacts with East Asia and the Americas. The humorous moment was when PY2XB called me,

I was just asleep when he woke me up and started to speak excitedly and nothing was clear to me. Turns out that we spotted him on a PSK reporter and he didn't hear us on the band. Then we switched the amplifier to 6 m and did QSO with him and a few other SA stations. How Fred gets my number remains a mystery.

We didn't have too much time to sight-seeing Samoa, just once we caught the opportunity for a short break and lunch on the south beach, some of us got our feet wet so we could say we had bathed in the Pacific and that was it, we got back into action. We cooked for ourselves, mostly fish dishes. The first day we took tuna, very conveniently, ate it for days and finally gave the remains to Livio's pet, the Malalea (dog). Twice we grilled fish, unknown species to us, which along with garlic and olive oil turned out to be very tasty. Even Yuka the sweet daughter of Atsu's liked it. In addition to fish, we also fed fruit, which is very convenient in Samoa, we ate in abundance papaya, bananas and jackfruit.





Livio 9A7Y in CW run



We were visited by Sigfrido 5WØRS who enjoyed speaking in Italian after a long time. After 31,000 QSOs and 12 days that had passed like in a dream, the time came for us to leave our Samoan base, Tilly's suite on Kelsey way, Malololelei. On Saturday, 14.10. early in the morning we disassemble the hexbeam, the last antenna, pack our things and load into a reliable Toyota. We leave the car at a rent-a-car agency and at 13:30 we took off towards Auckland. Upon landing in Auckland, we pass a formality, arrive at customs, hand over the ATA carnet and a note from a colleague and the customs officers look at each other in amazement. After half an hour of deliberations, they conclude that our luggage would be best left in the bag-service of the New Zealand airlines. Our small group then accompanied by three customs officers drives luggage through the airport, we come to bag-service where the duty officer looks at the customs officers and us in amazement. After half an hour of explaining the agreement is reached, the device stays in storage overnight and we get a receipt. In the morning we have to come to Qatar airways check-in and ask them for straps for our two suitcases and take those tapes to bag-service which will further assume the obligation to forward our suitcases to Zagreb. We take a taxi to a rented apartment not far from the airport and for the first time in 15 days we slept through the whole night. In the morning we watched the Ireland-New Zealand rugby match and take a taxi back to the airport. At the check-in we looked for tags for our suitcases and the clerk looks at us in amazement, she says, the first time she heard about such a thing. She's asking us to bring suitcases to the weigh-in but we can't take the suitcases out of the transit zone. After an hour of phone calls and consultations, the boss announces that everything is settled and that we can freely get on the plane and that we will pick up the luggage in Zagreb. Well... let's see that miracle. While we were waiting for takeoff, we met with Frane ZL1SLO and spent a couple of hours in a pleasant amateur radio conversation.

The plane to Doha took off at 4 PM, and it took 17 and half hours to fly to Doha, which we spent in restless sleep and watching movies. We land in Doha just after 11 PM. We wandered around the transit zone until the morning, load up on a flight to Zagreb and another trifling 5 and a half hours and land at Zagreb airport. Miraculously, all luggage was accounted for, and we were greeted by Deso 9A5TW and taken to our cars. The 5WØLM fellowship parties with cakes at Suzana 9A3KLE. The adventure is over with the question: what is the next destination?

We would like to thank our sponsors:

5WØLM– Continent by Mode

CONTINENT/Mode	SSB	CW	MFSK	RTTY	FT8	FT4	DATA	Total	Total %
AFRICA	37	63	0	0	51	0	0	151	0.5 %
ANTARTICA	0	0	0	0	0	0	0	0	0.0 %
ASIA	824	2,711	0	54	3,522	7	0	7,118	22.9 %
EUROPE	2,891	5,884	0	1	5,031	11	1	13,819	44.5 %
NORTH AMERIKA	2,761	4,134	1	59	1,637	3	0	8,595	27.7 %
OCEANIA	160	313	0	1	279	1	0	754	2.4 %
SOUTH AMERICA	155	202	0	2	237	0	0	596	1.9 %
Total QSO	6,828	13,307	1	117	10,757	22	1	31,033	100.0 %
Total %	22.0 %	42.9 %	0.0 %	0.4 %	34.7 %	0.1 %	0.0 %	100.0 %	

5WØLM– DXCC by Band/Mode breakdown

Band	FT8	CW	SSB	FT4	RTTY	DATA	MFSK	Total
160	10	0	0	0	0	0	0	10
80	40	6	0	0	0	0	0	40
60	68	55	19	0	0	0	0	81
40	82	58	0	1	0	0	0	86
30	79	97	65	10	6	0	0	107
20	78	79	49	0	0	0	0	95
17	71	99	86	0	5	1	0	114
15	65	65	71	0	0	0	0	93
12	80	72	63	1	7	0	0	110
10	8	0	0	0	0	0	1	9
Totals	110	121	107	10	9	1	1	143

5WØLM – Continent by Band

CONTINENT/Band	160	80	40	30	20	17	15	12	10	6	Total	Total %
AFRICA	0	3	11	9	26	18	23	16	45	0	151	0.5 %
ANTARTICA	0	0	0	0	0	0	0	0	0	0	0	0.0 %
ASIA	130	332	835	860	754	1,048	1,194	790	1,080	95	7,118	22.9 %
EUROPE	2	59	702	1,123	3,657	2,802	3,025	1,099	1,350	0	13,819	44.5 %
NORTH AMERIKA	39	256	455	507	939	594	1,556	1,106	3,142	1	8,595	27.7 %
OCEANIA	6	45	101	74	79	60	128	70	188	3	754	2.4 %
SOUTH AMERICA	0	6	21	31	59	75	127	73	194	10	596	1.9 %
Total QSO	177	701	2,125	2,604	5,514	4,597	6,053	3,154	5,999	109	31,033	100.0 %
Total %	0.6 %	2.3 %	6.8 %	8.4 %	17.8 %	14.8 %	19.5 %	10.2 %	19.3 %	0.4 %	100.0 %	

5WØLM – Band/Mode breakdown

Band	FT8	CW	SSB	FT4	RTTY	DATA	MFSK	Total	Total %
160	177	0	0	0	0	0	0	177	0.6 %
80	679	22	0	0	0	0	0	701	2.3 %
40	1,222	788	115	0	0	0	0	2,125	6.8 %
30	1,723	880	0	1	0	0	0	2,604	8.4 %
20	1,184	3,044	1,219	19	48	0	0	5,514	17.8 %
17	1,982	2,120	495	0	0	0	0	4,597	14.8 %
15	1,235	2,895	1,909	0	13	1	0	6,053	19.5 %
12	891	1,344	919	0	0	0	0	3,154	10.2 %
10	1,556	2,214	2,171	2	56	0	0	5,999	19.3 %
6	108	0	0	0	0	0	1	109	0.4 %
Totals	10,757	13,307	6,828	22	117	1	1	31,033	100.0 %



E6AM - Niue DXpedition 2023

BY STAN VATEV, LZ1GC

The idea to visit and activate the radio amateur bands of the island nation of Niue dates to the beginning of 2020. Then I planned and prepared the E6AM & A35GC DXpedition 2020.

My plans were with one trip to the Pacific Ocean to visit and activate on the air two Pacific Ocean countries - Niue (E6) and the Kingdom of Tonga (A35).

Unfortunately, due to the outbreak of the Covid-19 pandemic, the restrictive measures related to it and the closed borders, my plans were ... foiled and postponed! Without going into details,

I want to note that on March 12, 2020, I purchased all the plane tickets necessary for my travel to these two countries, and on March 13, 2020, the epidemic situation was declared, due to which we were totally closed and restricted, and travel were impossible!

However, in November 2023, after most of the restrictions were lifted, we carried out (with Ivan, LZ1PM) the activation of the radio amateur bands of the Kingdom of Tonga, as the A35GC DXpedition 2022.

Niue was then still closed to visitors.

Due this reason, the E6AM expedition took place in 2023, from October 10 to October 23, 2023.

By the way, here is the place to mention that I had planned this expedition to be from 10 - 27 October 2023, but New Zealand Airlines canceled the flight on 27 October and offered us to fly back to Europe on 23 October 2023.

I am sure that many of the readers of this article have not heard and do not know about this small island country! Therefore, I will briefly describe some things about Niue.

Niue is a small, Pacific country - located more than 17,000 km from Bulgaria.

This island nation, with an area of 261 square km, which many do not know about, is a coral island located in the central part of the Pacific Ocean, northeast of New Zealand and Australia and bordered by the Kingdom of Tonga to the west and the Cook Islands to the east. The island has a volcanic origin. The entire island is surrounded by powerful coral reefs, and in the interior of the island there is a plateau with an altitude of 66 m.

The population of Niue is about 1,600 people, 98 % of whom are Christians.

However, a large part of islanders (about 15,000) have permanently settled in New Zealand, where they work, study and live.

Since 1901, Niue has been under the rule of New Zealand, but since 1974 it has been self-governing! Niue has no industry and relies solely on imports. The capital of Niue is Alofi, which is the administrative center and has a population of about 600 people.

E6AM DXpedition 2023 was realized by 2 operators: Stan, LZ1GC and Dimo, LZ1ON.

The preparation of the expedition was carried out entirely by me - Stan, LZ1GC. It took me several months to prepare and test the equipment, antennas and other equipment for it. Our plans were to activate Niue (E6) on the CW, SSB and FT8 modes.

I want to express my gratitude to Kolao, LZ1QZ and Hristo, LZ2HV for helping me learn the intricacies and specifics of FT8 mode operation.

I also appreciate the help (in technical terms) that I received from Val, LZ1WX,



as well as from Boris, LZ2JR, who was providing us with his development - an ARGO ONE transceiver, which we used in FT8 and CW mode during the expedition. During the months of preparation for E6AM DXpedition 2023, I tried to anticipate everything that could

happen. During this period of time, I exchanged dozens of e-mails related to the organization of this expedition - logistics, booking a good place for radio amateur activity (accommodation) and many other!

Packing the luggage for the expedition took an important place in the preparation of this expedition.

Our equipment included 2 Kenwood TS 480 SAT transceivers, ARGO ONE transceiver, Yaesu FT DX 10 transceiver and 2 amplifiers: ACOM 1200S (1200 W) and ACOM 700S (700 W), as well as an antenna tuner ACOM 04AT. We are grateful for technical support of this expedition also from Iliyan, LZ3GA - assisting us with a Kenwood TS 480 SAT transceiver - 1 unit, and also from ACOM LTD Bulgaria, who provided us with an antenna tuner for the expedition - ACOM 04AT. The rest of the equipment used during the expedition is my personal property, purchased in the years before this expedition!

Our antenna equipment included - Exponential GP antenna having a prism shape - for 40 - 6 meter bands, Vertical with capacitive cap for 160/80/40 meters, Inv. Vee on 60 m, verticals on the 30 and 20 meter bands, as well as slopers for 17 and 15 m - a total of 7 antennas.

Among our luggage, an important space was occupied by the coaxial cable - about 200 m.

We transported all this technical and antenna equipment in 2 suitcases - 23.8 kg each, as well as 2 carton but well-secured boxes, also 23.8 kg. I will add that our laptop bags containing each one 2 laptops and 1 transceiver and they weighed 12-13 kg each.

The first part of our trip included 2 flights: Sofia (Bulgaria) - Heathrow (England) and Heathrow (England) - Sydney (Australia) with an hour and 20 minute stopover at Changi Airport (Singapore) to refuel the plane.

On 06 October 2023 at 12:00 Stan, LZ1GC and Dimo, LZ1ON with 120 kg of luggage were already at Sofia Airport, waiting for our flight from Sofia (Bulgaria) via Heathrow (England) to Sydney, Australia.

At the airport in Sofia, we were cordially sent off, with wishes for a successful trip and a successful expedition, by Victor, LZ3NY and Vesco, LZ2JE. The journey to Sydney, Australia was long and hard. As I wrote above, Sofia - Heathrow - 3 hours flight, followed by a flight from Heathrow, England to Changi, Singapore - almost 14 hours flight, and then from Changi, Singapore - Sydney, Australia - 7 hours and 40 minutes flight!

Over the years, since 2014, traveling to such distant destinations, I have realized from personal experience that only, the sleeping time on the plane is not wasted! That's why on such long flights - I sleep



Arriving at accommodation place



Airport Sofia

and wake up only when I hear the flight attendants delivering breakfast or dinner with the carts. That's what I did too! Dimo, LZ1ON for whom this was the first trip of such a long distance spent most of the flight talking with his seat neighbors on the plane and watching the travel route on the tablet.

The trip to Sydney, Australia was the first leg of our trip to the island of Niue. We arrived at Sydney International Airport, Australia at 06:50 on 8 October 2023. At the airport in Sydney, Australia we were met by our friendly family (Bulgarians) - Olga, LZ1QG and Nick, LZ1QP, who have been living in Sydney, Australia for more than 25 years.

Nick and Olga - true friends! What's more, I feel them like my brother and

sister! For several years now they have met, sent and sheltered me with all comforts on my journey for the my Pacific Ocean Expeditions! I have no words to describe their dedication and support! I guess readers understand how important it is to be in the right place and with the right people after long journeys and expeditions!

Nick and Olga "give" me what no one could give me - peace, comfort, true friendship!

Arriving in Sydney, Australia, we could say that we have covered 2/3 of the distance of our trip to Niue Island. The last two parts left to travel were:

Sydney, Australia - Auckland, New Zealand and Auckland, New Zealand - Niue.

Our flight to Auckland, New Zealand was on 09 October 2023 at 19:35 local time.

In New Zealand we had a nearly 10 hour layover until our flight to Niue, which time was spent in the transit area at Auckland Airport.

On October 10, 2024 at 13:45, after a 4-hour flight, the New Zealand Airlines plane landed at the airport in Niue.

We were so happy, indeed ...

The both of us - Stan, LZ1GC and Dimo, LZ1ON felt joyful and happy that we were already on Niue and very soon E6AM would be on the air!

Arriving in Niue, after a quick passport check and without undue delay, we were met as we had previously agreed by the owners of the accommodation and the place where we would be staying - Mr. Kupa and Ms. Mary.

Mr. Kupa and Ms. Mary were notified in advance that we would be carrying a lot of luggage and they were waiting for us with two cars!

Before to go to the accommodation place, we had to do a few things: to get the E6AM license from the local licensing office, arrange things with the Internet at the local Telecom and to shopping for food for a few days, so that we not waste our precious time in the next few days.

Our meeting with Mr. Sioneheke in charge of amateur radio licenses was short but cordial!

The E6AM license was ready and handed over to us.

Our visit to the local Telecom took us over an hour, but however we were at our accommodation around 17:00 local time.

The location was very convenient for placing various antennas.

There were a little time until nightfall, due this reason, we immediately began unpacking our baggage and prepared to install at least one vertical antenna to be on the air faster.

At 07:12 GMT (20:12 Niue time) E6AM was already on the air - on 14074 KHz in FT8 mode, and we continued late into the night unpacking and equipping the workplaces with the necessary equipment.

At dawn, after 3 hours of sleep, Dimo and me started still in dark to prepare for lifting EXP. GP antenna for 40 - 10 m + WARC bands and the Vertical antenna for 160/80/40 m.

We, both managed it, but it took us a lot of time and effort. E6AM was already on the air with 2 working places!

The same day we also installed a sloper dipole antenna for the 17 meters band.



Obtaining of E6AM license



EXP GP antenna



14 MHz Vertical



20 m Vertical antenna



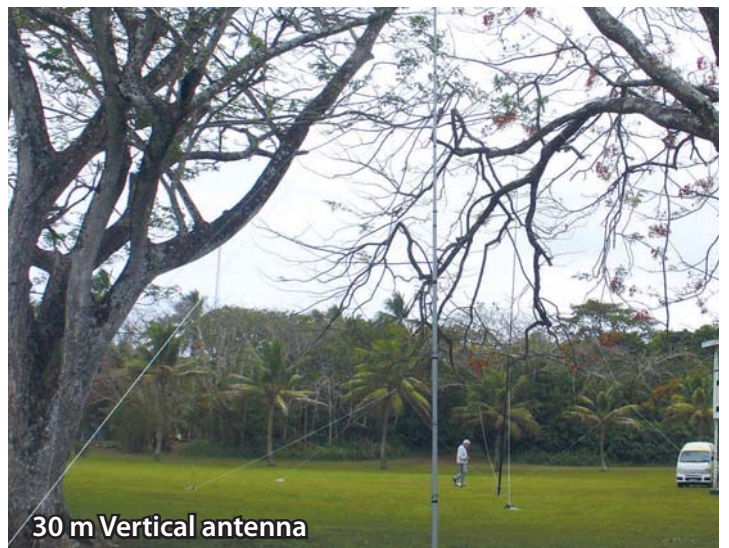
160 m Vertical



160 & 80 m Vertical



30 m antenna



30 m Vertical antenna

With the antennas installed we started working on FT8 and CW on the various bands.

The next day we installed vertical antennas for the 30 and 40 meter bands, the Inv. Vee on 60 m and sloper dipole on 12 m.

In 3 days we installed 7 antennas for the different radio amateur bands.

What struck me was that the sloper dipoles antennas worked perfectly!

A problem for our activity from Niue was the interruption of the power supply - twice, for 8 and 4 hours, respectively, and the necessary dismantling and a new installation of two of our antennas: the Vertical antenna for 30 m and the Vertical antenna for 160/80/40 m, which we erected again but in a different place.

From October 10 to October 23, 2023, E6AM was permanently on the air working with 2 and sometimes 3 working

places on different bands and modes – CW, FT8, SSB.

During this time period we made 42,066 radio contacts (with only about 100 doubles), with 156 countries on CW, FT8 and SSB - on all HF radio amateur bands.

I provide Clublog statistics on the work of E6AM, which readers can familiarize themselves with below in the attached tables:

E6AM – Continent by Mode

CONTINENT/Mode	SSB	CW	FT8	Total	Total %
AFRICA	1	45	173	219	0.5 %
ANTARTICA	0	0	0	0	0.0 %
ASIA	234	2,370	11,024	13,628	32.5 %
EUROPE	4	1,530	12,402	13,936	33.2 %
NORTH AMERIKA	284	3,612	7,216	11,112	26.5 %
OCEANIA	50	243	1,518	1,811	4.3 %
SOUTH AMERICA	38	241	964	1,243	3.0 %
Total QSO	611	8,041	33,297	41,949	100.0 %
Total %	1.5 %	19.2 %	79.4 %	100.0 %	

E6AM – Band/Mode breakdown

Band	CW	FT8	SSB	Total	Total %
160	7	269	0	276	0.7 %
80	37	1,826	0	1,863	4.4 %
60	0	552	0	552	1.3 %
40	1,277	2,443	0	3,720	8.9 %
30	323	3,619	0	3,942	9.4 %
20	460	5,595	0	6,055	14.4 %
17	139	5,636	0	5,775	13.8 %
15	1,627	5,200	211	7,038	16.8 %
12	1,642	4,512	266	6,420	15.3 %
10	2,529	3,645	134	6,308	15.0 %
Totals	8,041	33,297	611	41,949	100.0 %

E6AM – DXCC by Band/Mode breakdown

Band	CW	FT8	SSB	Total
160	3	15	0	15
80	8	65	0	66
60	0	55	0	55
40	60	83	0	85
30	34	98	0	98
20	53	125	0	127
17	28	117	0	119
15	55	111	27	116
12	71	106	24	111
10	65	96	17	107
Totals	100	148	34	156

E6AM – Continent by Band

CONTINENT/Band	160	80	60	40	30	20	17	15	12	10	Total	Total %
AFRICA	0	7	8	11	23	42	26	30	32	40	219	0.5 %
ANTARTICA	0	0	0	0	0	0	0	0	0	0	0	0.0 %
ASIA	179	756	11	1,724	1,250	1,690	1,762	2,370	1,959	1,927	13,628	32.5 %
EUROPE	7	378	332	800	1,984	3,060	2,359	1,849	1,773	1,394	13,936	33.2 %
NORTH AMERIKA	60	602	174	872	556	850	1,236	2,114	2,202	2,446	11,112	26.5 %
OCEANIA	29	111	17	267	100	309	191	372	185	230	1,811	4.3 %
SOUTH AMERICA	1	9	10	46	29	104	201	303	269	271	1,243	3.0 %
Total QSO	276	1,863	552	3,720	3,942	6,055	5,775	7,038	6,420	6,308	41,949	100.0 %
Total %	0.7 %	4.4 %	1.3 %	8.9 %	9.4 %	14.4 %	13.8 %	16.8 %	15.3 %	15.0 %	100.0 %	

The propagation during E6AM activity was very good on the high bands and not so good on the low ham bands. However, we have spent a lot of time on the 160, 80 and 60 meter bands to enable radio amateurs to make contact with Niue on those difficult radio amateur bands as well.

In addition to the two-time interruption of the electricity supply and the relocation of two of our antennas, we also had another problem - in the dark part of

the day, we had a loud noise from the street lighting, located about 100-150 meters from us. This disturbance made it difficult to work on the air, especially on the low bands.

Unfortunately, we could not eliminate this problem!

E6AM was on air until 15:00 GMT (06:00 local Niue time) on 23 October 2023.

Throughout the night of the 22nd and 23rd of October, we dismantled the antennas and prepared the luggage for

our departure.

An assessment of this expedition will be made by those we have worked with on air!

In view of the fact that we were only 2 operators and the short time of this expedition - only 12 full days, I personally think that E6AM was a good expedition!

Of course, it could have been better, but considering our modest resources at our disposal, I think it turned out to be a good activity!



Dimo LZ1ON and Stan LZ1GC with the EUDXF flag



In the last part of this article, I want to share some things about the locals that made an impression on me.

The local people, as I already mentioned, are about 1,600 people on the island and they really all they know each other.

They are very responsive and kind to foreigners. A national characteristic of the inhabitants of Niue is their overweight. Maybe it's down to a gene!? At least 70-80% of the locals are overweight!

On the island of Niue on Saturday and Sunday are not working days. The Sunday is a day for prayers and church attendance.

I remember that from October 17 to 21, 2023, there in Alofi - the capital of Niue celebrated the "Constitution Day". These all days (week) were declared holidays and all local institutions rested except the local Telecom, which works around the clock!



This holiday (The "Condtitution Day ") has also become a kind of gathering of local producers and artisans! I was impressed that the locals knew how to celebrate and had fun doing it with all their heart and soul!

On October 23, 2023, at 15:00 with a flight NZ 937 on New Zealand Airlines, we departed from Niue and after 4 hours we arrived in Auckland, New Zealand, where we stayed for 4 days, as our next flight to Sydney was on October 28, 2023.

In Auckland we stayed in a guest house where the conditions were very good for rest and relaxation after 2 weeks of sleep deprivation during our Niue expedition.

We returned to Bulgaria on October 30,

2023, after flights from Auckland, New Zealand and Sydney, Australia to Heathrow and Sofia, Bulgaria.

As the organizer of E6AM DXpedition 2023, I want to express my gratitude to all the individual sponsors who helped us to make this expedition successful!

Thanks to all the amateur radio Foundations, Associations and Clubs that have supported us, namely: German DX Foundation, European DX Foundation,

Swiss DX Foundation, INDEXA, Children DX Club (U.K.), Twin City DX Association, Oklahoma DX Association, SouthEastern DX Club, LA DX Group, GM DX Group, Clipperton DX Club, Mediterraneo DX Club and Jake McClain Driver Memorial Amateur Radio Club.

Thank you for your trust and support!!!

73! Stan, LZ1GC (E6AM)



ZL7/SP5EAQ - activity from Chatham Island 2023

BY JACEK MARCZEWSKI, SP5EAQ

In Summer of 2023, I decided to organize an expedition to Chatham Island (ZL7). I was there with friends 16 years ago and it was my first activity from a remote place in the Pacific.

Organizing the expedition seemed simple at first. Chatham, as part of New Zealand, recognizes CEPT licenses, and Poland has a visa-free tourist agreement with New Zealand. My close friends ZL2DZ and ZL2UO, based in Wellington, were able to facilitate logistics and provide a time buffer if, for example, luggage was late or the plane was delayed on arrival or departure.

As usual, excess baggage was a problem, but by getting higher class tickets, I managed to fly with Emirates to Wellington with 35 kg of checked bag-





gage and 10 kg of cabin baggage. The only obstacle was finding a suitable location in Chatham. The place I used before (Awarakau Lodge) specialized in group visitors only. The local Tourism Board was unable to help, and the only hotel on the island did not respond to my phone calls and emails. I must admit that I was very clear about being a potential nuisance guest, while working SSB in CQ WW DX using the night propagation. After three months of tedious attempts to contact the hotel owners and several other potential places to stay, I managed to rent a bungalow. It was far from the planned optimal location, but in a place that would not disturb any other guests. After arriving on the island on October 20, I realized that my QTH was not exactly at the bay as I expected. It was separated from the water by a several dozen meter high dune, blocking the North direction. Well, another place was out of the question.

Propagation seemed good, and that same day I set up the antenna (a lightweight version of SP7GXP's GP7 multiband vertical dipole) and started working on the bands. However, it turned out that on the way to Chathams, I caught an infection that almost took my voice away. It was a disaster for the SSB operator. When I managed to soothe my throat even a little, after a few hundred calls more I became "unreadable" again. Fortunately, after a few days, I was a little better. During the Contest, despite the poor location of the antenna, I managed to make over 800 QSOs (mainly on 20 meters). Some short openings on 10 and 12 meters significantly improved my mood. An additional attraction was the visit of Chris ZL7DX and Holger ZL7IO. The latter achieved a great result in the competition, taking advantage of Chris' location, who lives on a high hill overlooking the ocean.

During my two weeks on the island, I made a bit over 6,000 QSOs working exclusively on SSB, including a small number of contacts on 80 meters (only one with Europe!).





The shack



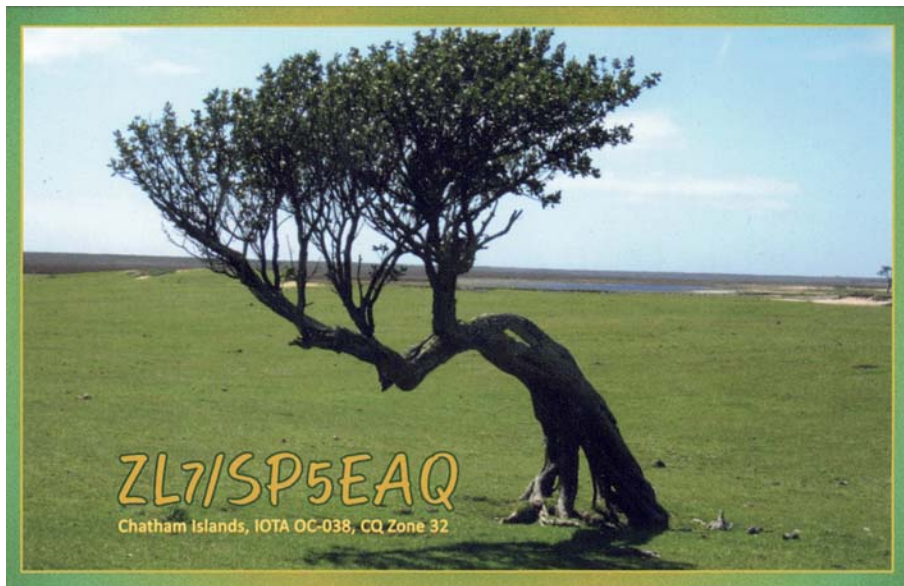
ZL7DX visit



ZL7IO visit



On the air



Getting off the island turned out to be quite a problem. The weather disturbance caused the local Air Chatham's planes to suspend all connections and my return flight was canceled six times. This allowed me to make more QSOs at the expense of

having to pack and unpack the equipment multiple times. Rebooking my flights to Europe was another trouble. Then, on the way home, I caught another infection, which ended in an antibiotic treatment.

Overall, I am very pleased with the

expedition. Especially with many positive on-the-air comments about being an expedition dedicated to SSB in the era of FT8. Many of my correspondents found the QSOs with me a nice complement to their achievements in this mode.



GP7 at midnight

EUDXF • NEWSLETTER • ARCHIVES

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Enjoy your work.



EUROPEAN DX FOUNDATION E.V.

Data Protection Declaration (Members)

Section 1

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

Section 2

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

Section 3

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

Section 4

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

Section 5

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



EUROPEAN DX FOUNDATION e.V.



MEMBERSHIP APPLICATION

I herewith request membership in the European DX Foundation e.V. (EUDXF). Membership fees are a minimum of **€ 25 per year** and payable at the beginning of the year. Membership will be **renewed automatically** unless written notice is given not later than **6 weeks before the end of the year**.

First name: _____ Date of birth: _____
Surname: _____ Title: _____
Call Sign: _____
Address: _____
Postal code: _____
City: _____
Country: _____
E-mail: _____ @ _____

I would like to become a life member: *(The price of a family life membership is still EUR 400)*

The EUDXF also offers a family membership. The first member will pay **€ 25** for full membership. For each additional family member **€ 15** will be charged, given that the family members share the same QTH.

First name: _____ Date of birth: _____
Surname: _____ Call Sign: _____
E-mail: _____ @ _____

I would like to become a family life member: *(The price of a family life membership is still EUR 640)*

Method of payment:

I will pay the contribution to the bank account of EUDXF:

Bank: Volksbank Kleverland
IBAN: DE65 3246 0422 0205 1830 19
BIC: GENO DE D1KL L

I will transfer the contribution via PayPal to cashier@eudxf.eu

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

Signature: _____ Date: _____

Please mail this application to:

EUDXF e.V.
Robert F. Lörcks, DL1EBV
Sommerlandstraße 23
47551 BEDBURG-HAU
GERMANY

You can e-mail your application to:

eudxf@eudxf.eu

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