



May - June 2010

New technologies invest our stations year after year and modify little by little our practices.

One of diplomas more coveted, DXCC "BASIC" (100 confirmed entities), which formerly was completed in long months, even years, is realizable today in a few hours at the time of the contest weekends and this with altogether modest equipment. If the intensity of the signals is not more important than before, they are on the other hand detectable and identifiable almost in real time by a plethora of devices which scan the amateurs bands.

The providing of these resources by the the clusters, skimmers, RBN and other automated systems is one of the reasons. Some will regret it, others on the contrary swear only by these technological contributions.

These two positions are justifiable and free to each one to adopt a position based on its feeling and conscience. Computer science brought much to the communications, but isn't nibbling the part of "radio" in our radiocommunications? Was it better in the past? Here is a recurrent question.

Many applications to control a remote station become available, when they are not already integrated into the modern TRX. Certain Internet sites allow through SDR interfaces in particular, to listen to the hamradio spectrum with a computer. Others, authorize the piloting of a complete station (RX/TX) to the other end of the sphere, without leaving its armchair, and this without needing to turn the VFO, some clicks are enough to manage the whole! No more technological barrier seems to persist.

These new possibilities offered have a whole a legitimacy as long as they are not employed to skew the system. Indeed the drifts became important, in particular with the use of full-remote (RTX) stations.

The piloting of a "remote" device locally does not have anything awkward, and even it makes possible to mount pylons and antennas on a piece of land outside the city and control the system from his apartment in center town where the tolerance of the antennas remains limited. On the other hand, the use on the planetary scales seems much more litigious to me. Does the 10,000 km of a radio contact of which 5000 km are made via Internet deserve to be regarded as a valid "contact", as well as those which we make each day in a traditional way?

To tell the truth, all depends on the required purpose. If it is to use radio technology, allied with the possibilities of the Web with a purely experimental aim then it is fine. A contrario, to use a remote station located abroad to contact a DX located on the antipodes by circumventing the obstacle of the propagation, its geographical site or the lack (or the absence) of antenna to then pride itself to

have contacted a DX from its own station is rather dishonest (besides being against the rules of the DXCC who forces to make all his QSO from the same entity) !

A year or two ago already, CQ magazine, organizer of international contests added a "Xtreme" category authorizing the use of one or more remote stations (for example transmitting and antennas in KH6/ and operator in F). If the contacts are valid for this contest, what about the DX' er which contacts one of these stations and presents the QSL for its DXCC? It will be probably refused, under pretext that the remote station and the operator of this one are in two separate regions (section 1-9). Imagine a remote station installed in North Korea or in Yemen during a CQ WW. What a frustration to contact this entity and not to be able to present the QSL for such award!

A large majority of the DX' ers takes part in the DXCC program and must respects the rules and the decisions taken by its committee. Perhaps, the development of these remote stations was necessary to re-study each award and contest rule to take into consideration these situations and to try to avoid useless conflicts and polemics. Several ways are possible to cohabit. Perhaps is it necessary to frame the operations "remote" by obliging them to announce their status as well on the air as on the QSL not to give vain joys, to soften or all at least to standardize the various rules?

If all these projections have the merit to exist, it is obvious that they can create imbalances. Each one remains free to adopt such or such innovation, probably to the detriment of a hamradio of yesteryear that some judge precisely too traditional. But, there is no doubt that we will find the place to cohabit without clash.

73 and good traffic

Flo F5CWU

Président du Clipperton DX Club

PS: During our last officers meeting (May 1st), we had a discussion on this subject. Unanimously, we decided to add a precision in the charter of the club, indicating that the CDXC does not subsidize remote operations or expeditions.



CLIPPERTON DX CLUB

INFORMATIONS

For those which still receive the bulletin by mail and wish to obtain it from now by e-mail, like much of other members now, do not hesitate to transmit your email address directly to the secretary: secretaire@cdxc.org

We also invite our members to inform us of any change in their email address. Please check also your anti-spam parameters to receive the bulletin under the best conditions.

2010 contributions renewal

We invite those which would not have done it yet, to renew their contribution for 2010. For those which have an email address, a recall will be diffused to you soon.

You will continue of this fact to promote the organization of hamradio expeditions throughout the world or at the national level, thanks to financial aids, the impression of QSL, or the loan of equipment.

6W/HA0NAR & J5NAR

The tropical climate of **Basse Casamance (South-West Senegal)** cycles between a dry season and a wet season, which usually starts in June and ends in October. In May and June, air temperature is around 28°C (82°F). In January and February, the coldest months, it is around 24°C (75°F). Temperatures of below 18°C (64°F) are quite rare. This was one of our reasons to visit Senegal and Bissau-Guinea in January and in February of 2010. We (my xyl: **Susan** and myself) were also invited by **Peter (HA3AUI, 6W2SC, J5UAP)** who spends several month together with his family there in every year.

"Il faut s'armer de patience pour rejoindre l'île de Carabane" is a common French phrase which means "One must have patience to reach the island of Carabane". While this adage continues to hold true, it was even more appropriate in the 19th century when, according to one traveller, a 26-hour boat trip from **Dakar** to **Carabane** was deemed fairly short, and was credited to a favourable wind.

Travelling from **Cap Skirring** by a motorized pirogue is also possible, but the

channels of salt water are not easily navigated. Carabane's landing is located on a small peninsula on the north-eastern coast of the island, which means that boats need to sail along a significant portion of the coast before being able to land.



Carabane, also known as **Karabane**, is an island and a village with a total area of 57 square kilometres (22 sq mi), **Carabane (AF078)** is the last major island in the mouth of the **Casamance River** in the extreme **south-west of Senegal**. Nearly 60 kilometres (37 mi) away from **Ziguinchor**, the capital of the region of the same name, and a little over 500 kilometres (310 mi) from **Dakar**, the country's capital. Most of the Island is covered in mangroves, forming an impassable jungle that can only be crossed in constructed passages.

On January 22, 1836, the village leader of Kagnout in return for an annual payment of 196 Francs ceded the island to France. After World War II, the population of the island has gradually declined for a variety of reasons. Although **Carabane** was once a regional capital, the village has since become so politically isolated from the rest of the country that it no longer fits into any category of the administrative structure decreed by the Senegalese government. In 2003, the village of Carabane's official population count stood at **396** people and **55** households. The

literacy rate is approximately 90%. Students attend a primary school on the island. **Carabane Island** was added to the list of historic sites and monuments of **Senegal** in 2003.



My radio equipment consisted of a YAESU FT-857D with 100 W and a multi-band DUNAX GP for WARC bands. A 10 m fibreglass mast was used on 20 and 40 meters. During 31 hours of operation 2,180 QSOs were logged (all CW), 69% on each of 17 m CW and 40 m CW, the rest on 30/20 m CW, with 1,824 stations from 112 DXCC on 6 continents.

I have also made 4737 CW and SSB contacts on 160-10 meters as **6W/HA0NAR** from Cap Skirring (Senegal) and 5995 CW and SSB QSOs on 80-10 meters as **J5NAR** from Varela (Guinea-Bissau). The online logsearch for these operations can be found at:

http://cqafrika.net/hu/radio/online_log/index.html

I am deeply grateful to my xyl: **Susan** for her strong and continuous support all along. **Peter Brucker (HA3AUI, 6W2SC, J5UAP)** is graciously thanked for his logistical help in bringing my West-African project to life.

The financial support received from the **Island Radio Expedition Foundation**

(IREF), **German DX Foundation (GDXF)** and **Clipperton DX Club (CDXC)** is graciously acknowledged.

HA0DU (Steve) and **HA0HV (Sanyi)** are gratefully outlined for their enthusiasm, encouragement and significant support. Special thanks to **AD5A, DK8UH, F8BBL, G3KMA, HA0HW**. I would also like to thank all those who included some support with their QSL request (see **J5NAR** page at QRZ.com for the complete list).

"Laci" Radocz, 6W/HA0NAR, J5NAR



XV4D – Phu Quoc AS-128



"How does it look like this year? Are you joining us?" After my first expedition with Sigis Team, DL7DF to Botswana last year, this was not an unexpected question. "Where are we going this year?" – "Vietnam" was his answer.

That was perfect: my premiere for me to enter Asia. So I didn't hesitate and said I

will join you. The approved team this time were: Manfred, DK1BT, Wolfgang DL4WK, Sigi DL7DF and Frank DL7UFR.

Our journey was supposed to start on November, 2nd to the vietnamese island Phu Quoc, IOTA reference AS-128 southwest in the country. Planned was an overnight stay in Saigon (Ho-Chi-Minh-city) to pick up our license.

However, before we can start our journey we had to take care of the inevitable formalities. First of all we applied for a visa for the "Socialist Republic of Vietnam". In addition everybody of us needed a "Harmonized Amateur Radio Examination Certificate" (HAREC)“, an english written formular with stamp and signature of the German Federal Network Agency.

After taking this small barrier the big ones were closer. We planned to take the aircraft from Berlin via Doha in the Emirates of Oatar to Saigon, there we wanted to change to a small aircraft to Phu Quoc. To Doha we planned to travel by "Qatar Airways" but they were really strict with their baggage allowance, exactly 20kg per person and the carry on luggage should not exceed 7kg. In a small expedition group of 5 people, this means 100kg and a small carry on luggage. There was no way to talk to the really nice service personal of Oatar airways, every additional kg is pricy with 31 EUR per kg. Meaning our cash-budget is going to swell, we still don't know how the "Vietnamese Airline" would react concerning this problem. Now we had to optimize our luggage: "Everything for the technic, but nothing for the operator!" was our new device. After all we need everything for 160m to 10m, to cover all bands and modes, and we have to have three complete stations und amplifiers

available. Our final weight was some kilogramm heavier. Included was an 18m and a 15m tower for low band verticals, a Spiderbeam for 20 to 10m, lots of wire and a Butternut HF-9-V as an allround antenna. We had our inevitable K2-transceivers from Elecraft, and an IC-7000 from ICOM for the digimodes. Some netbooks with WinTest, filters and a bunch of coaxcables completed our equipment.



The 2nd of November arrived and we started from Berlin-Tegel. Our luggage was checked through to Phu-Quoc, according the information we got.

We had an relaxed night flight via Doha to Saigon, lasting 16hours. After 16hours, we were really surprised looking to the baggage claim. Our luggage was not on his way to Phu Quoc. However, we had to take care of it and abandoned it for one night at the airport. Hopefully there won't occur any problems the next morning. Frank and Sigi took care of organizing the licenses and the rest of the team went by taxi to the hotel in the city. My travel guide spent a lot of pages explaining how to cross streets - now I know why. In Saigon the streets are crowded with motor bikes, nobody takes care of any cross light or traffic rules. There are some rules for surviving: walk slowly, never ever turn back and do what the locals do.

2 hours later, Frank and Sigi were back, showing the certificate of our license: XV4D. Next morning our journey continued and again nobody paid attention to our luggage weight restriction. We arrived at the small island airport, outside temperature 34°C and almost 100% humidity. The guy from the "Sea Star Resort" Mr. Wunderbar expected us already. We named him after the only German word he knew and used often for the next two weeks "Wunderbar" (wonderful)



Within two days we were QRV on all bands. We focused on the low bands. The demand on 160m and 180m was exceptionally high, therefore we optimized more and more the antennas. Afterwards we got usable signals acknowledged. For the higher bands we got only the Spiderbeam to operate. Whenever another band was open, we used a wire beam adjusted for Europe for 17m and the HF9V as universal antenna. The conditions were as expected on all bands bad. Higher than 20m we had only short openings. The signals were really weak, so we were limited to CW. For SSB the signals didn't suffice. Therefore we couldn't fulfill the expectations unfortunately. However, even here the "cluster mentality" appeared. We called for minutes on a most likely dead band, until suddenly we reached the pile up after a cluster spot. Fortunately our shack had a more or less stable internet- and therefore a stable DX_cluster connection

via wireless LAN.

We even could actualise our online log on our homepage.

We consequently tried to use every short opening to North America. But we couldn't satisfy everybody's wish for a QSO.



For most of the days the bands opened the earliest in the afternoon, so that we arranged some trips in the closer surrounding area.

Phu Quoc is the biggest Island of Vietnam and is situated in the gulf of Thailand, 40km in front of the southwest coast. In only 12km distance you can find the mainland of Cambodia and even only 4km away the Island Kaoh Ses belonging to Cambodia. The highest with rainforest covered elevations north and south of the island reach 600m. The island with 70.000 inhabitants is 48km long and between 3 and 28km wide. Most of the residents live in capital of the island Duon Duong. There is a small airport, some asphalted streets and some more dusty pists, some banks, an hospital, a post-office, a police station and a small lovely market.

The inner island of Phu Quoc harbored palmtrees covered beaches, crystal clear water and an almost deserted jungle. The west-coast was the perfect place to spot the sunset over the sea, a real rarity within Vietnam.

During our expedition we had always a tropical climate with day and night long high temperatures around 30°C. Even in the night we found our glasses foggy, due to the high humidity on Phu Quoc. What else can we do than use some brewed water to balance our fluid loss. The cheap, native, icecold, “Saigon” beer fitted perfectly.

The native people were friendly and open-minded. We always felt save and enjoyed our trips in the closer surrounding area. The best way to move around was to rent a motorbike at the hotel for only 100.000 Dong (3,75 EURO) for the whole day. We spent a mornings at the south and the north tip of the island, visited a pepper plantage, a bead-farm and some waterfalls in the middle of the rainforest. Always followed by different smells: brackwater in the small sleepy harbors, fishy on places where billions of small fishes were dried in the sun, palmoil-aromatic and chicken when you pass by cookshops. Most interesting was the market in Duong Duong. Here we experienced how lively a small village like this can be. Everybody who is able to walk, is visiting this place once a day for shopping. Vegetables, chicken, spices, meat and fish, everything is in rich amounts. For West Europeans the mat and fish market was a real adventure. Some of the selled components of the vietnamese cuisine were let’s say- unusually. Here I would count for example frogs and toads alive or nicely gutted and skinned. Luckily we never had to deal with this in our hotel cuisine.

After two weeks of amateur Radio our expedition ended. JN3TRK was the last in our log. Disassembly and the flight back to Berlin on November 17th didn’t make any problems. Our QSL cards are already printed and on their way to their recipients, when this article is in press.

You can find some more details and photos to our expedition on our homepage dl7df.com.

After this DXpedition to Asia, I still have a dream: Attend a amateur radio team to Oceania. Hopefully this will happen one day.

Andy, DL5CW

VK9X/G6AY A CW expedition by
Phil Whitchurch G3SWH



Jim, G3RTE and I have managed to make a trip most years since our first operation from Les Minquiers Islands (IOTA EU-099) in 1996, although he was unable to accompany me to Mayotte last year. However he was keen to make a trip in 2010 and we started looking at possible destinations on the Top 100 Most Wanted List in mid-June 2009. Of the list of possibilities we discussed at that time, Christmas Island (VK9X) was by far the least dangerous and easiest to get to, and thus a fairly simple decision.

History

Captain William Mynors of the East India Ship Company vessel, the *Royal Mary*, named the island when he arrived on Christmas Day 1643. However, it was not until 1688 that the first recorded landing took place.

During his 1872-76 oceanographic expedition, Dr John Murray collected mineral specimens from the seabed adjoining what is now Indonesia and predicted that phosphate deposits would be found on an island in the area. Royal Navy landings on Christmas Island in 1887 confirmed his prediction, and Britain annexed the island on 6th June 1888.

Phosphate is an important substance in both agriculture and industry and the first commercial exports were sent to Japan and Germany in January 1900. Mining operations flourished in the period leading up to the First World War, with Japan the biggest customer. When war broke out in South East Asia in 1941, Christmas Island was a target for Japanese occupation because of the phosphate deposits and the island was occupied on 31st March 1942. Preparations were made to mine and export phosphate, but further acts of sabotage meant that only small amounts were exported to Japan during the occupation. In October 1945, *HMS Rother* reoccupied Christmas Island.

After the war, the island was administered as part of the Colony of Singapore. On 1st January 1958, Christmas Island was excised from the Colony of Singapore and made a separate UK Crown Colony. On 1st October 1958, and following a payment by Australia to Singapore of £2.9 million, sovereignty was transferred from the UK to the Commonwealth of Australia.

In more recent times, Christmas Island has achieved some notoriety as the site of an Australian government Immigration Detention Centre (IDC) on the north-west end of the island, capable of accommodating about 1,100 refugees.

Climate

Christmas Island has a relatively uniform climate throughout most of the year. Temperatures vary little from month to month. The average daily maximum is 28°C in April and the average daily minimum falls to 22°C in August.

Being about 1,000 KM south of the equator, the island has a typical tropical equatorial climate and has just two distinct seasons: “wet” and “dry”.

The “dry” season ranges from June to November and is characterised by long dry periods with steady south-east trade winds and occasional showers. The “wet” season falls between November and May, when the island comes under the influence of the north-west monsoons, when the day starts with a bank of cloud moving across the island from the north, bringing with it intermittent downpours of rain. The monsoon also occasionally brings high swells and gale force winds. Heavy rainfall can sometimes last for days, although it's more likely to alternate with periods of humid, calm weather. The heavy seas disrupt shipping activities for weeks at a time and heavy mists occur at higher altitudes also, often disrupting incoming and outgoing flights.

Although we were on the island in the middle of the “wet” season, we only saw two, short but very heavy rain storms, the second as we were boarding the aircraft to start the journey home.

Geography



About 2,600 KM north-west of Perth, 500 KM south of the Indonesian capital, Jakarta, and 975 KM ENE of the Cocos (Keeling) Islands, Christmas Island is a territory of Australia in the Indian Ocean with an area of 135 square kilometres and a population of about 1,400 Chinese, Malay and whites residents who mainly live on the north-eastern tip of the island. This is a legacy of the historic, colonial-like system when indentured workers from China and Malaysia were employed in the phosphate mine. Following reforms pushed through by the Unions in 1980, all are now Australian citizens.

Licensing

The normally major obstacle of getting a licence was eliminated by Australia having implemented the CEPT T/R 61-01 system in 2008, although the strict wording required VK to be “appended to a visitor’s personal callsign as a suffix”. Nigel, G3TXF must have been one of the first to utilise this facility when passing through Queensland during his Pacific sojourn in March 2009 and he used VK4/G3TXF without any howls of protest from the WIA (or anybody else for that matter), being a much more logical and conventional arrangement. Jim and I decided to use his G6AY call with the

normal VK9X prefix and to operate as VK9X/G6AY.

However, in October 2009, and in conjunction with the Wireless Institute of Australia (WIA), the Australian Communications and Media Authority (ACMA) issued a press release stating that from 1st November 2009 and following “consultation” with the amateur community, they could no longer support having a suffix letter as a geographic identifier in VK9 callsigns to denote each of the six Australian external territories, including Christmas Island. The press release recognised that, although most operations from the external territories would require a VK9 callsign for DX-ing, contesting and / or QSLing purposes, under the provisions of the Amateur Licence Conditions Determination, portable operation is permitted using the amateur’s home callsign /VK9 and stating their location.

Understandably, Jim was rightly concerned that the use of VK9X/G6AY would be contrary to the ACMA’s rules and may thus invalidate our planned operation for DXCC and IOTA purposes. We certainly didn’t want to use G6AY/VK9, as was inferred! Consequently, he took the matter up with Jim, VK3PC who had circulated the press release in the first instance and received the very reassuring response: “I would use VK9X/G6AY. The DX world knows where VK9X is, even if ‘our’ WIA don’t”.

Flights

I quickly found that there was a weekly charter flight operated by Australian Indian Ocean Territories Airways (AIOTA) using Malaysian Airlines aircraft from Kuala Lumpur (KL) via Singapore. Flights from London with

Singapore Airlines integrated nicely with the charter flight times and in August 2009 I booked us both seats, departing Heathrow on 19th February 2010, returning on 27th February 2010. I also booked and paid a deposit on seats on the AIOTA flights between Singapore and the island, with the balance to be paid in December.

Problems

When I contacted the island travel agency in December to pay the balance, I was told that AIOTA were no longer operating the service. It was now operated at slightly different times by Christmas Island Airlines and – most importantly - no longer stopped at Singapore. This meant that we would to change our departure date to 18th February, take a connecting flight from Singapore to KL, stay overnight and then get the charter flight to the island on the morning of the 20th. It was obvious that the agency was highly embarrassed, as they booked us on the connecting Singapore / KL flights in both directions at no charge. We did have to pay extra for the changes to the outgoing London to Singapore flight but did not need to make any changes to the timing of the homeward flight.

For the night of 19th February, I booked a room at the airport hotel, which is close to the airport and is served by a free shuttle bus.

Accommodation

I contacted the Christmas Island Tourism Association, CITA who manage various properties available for rent, carefully explaining a little about ham radio and about the purpose of our trip. Their recommendation was that we rent two rooms at The Sunset, located close to The Settlement and on the top of the cliffs at

the north-eastern end of the island with a clear take-off to Europe and most of Asia. The owners were very happy for us to erect antennas and allocated us rooms at opposite ends of the first floor overlooking the ocean.



Competition!

In July 2009, four German operators announced a DX-pedition to Christmas Island in November / December, with activity on 160-10 metres using amplifiers on CW, SSB and the digital modes. The VK9XW and VK9XX operation did a superb job, focusing mainly on CW on the low bands and making some 27,000 QSOs over a two-week period. Naturally, I opened a dialogue with Rene, DL2JRM, who was kind enough to provide much helpful feedback.

Planning the antennas

Katrina at CITA sent to me some photographs of The Sunset and the surrounding area in an effort to give us an idea of where we might rig our antennas, but there appeared to be no suitably located (or high enough) trees. I asked if she could suggest someone from whom we might hire some scaffolding poles and to give us a quotation for helping us to erect them. She recommended John McDonald, better known as Johnny Mac, and we exchanged a number of e-mails describing what we wanted. However, it

was clear that our suggestions, based upon Katrina's photos, Johnny's comments and Google Earth images were impracticable and we had to wait until we were together on site before making final decisions. However, there was no problem in Johnny providing a number of 6 metre long 50 mm dia. poles, and rope etc. to guy them, which was a great relief.

Antennas and equipment

Jim is a great lover of dipoles whereas I prefer to use a 30 metre top doublet fed with 300 ohm ribbon cable. With a small ATU, the doublet covers all bands from 80 to 10 metres and it's easy to change bands without leaving the shack. Even in daylight, changing Jim's dipoles tends to be a two handed operation.

Jim took his Elecraft K2 and his brand new laptop running Wintest under Windows 7 in his hand luggage. I put my Kenwood TS-570D in the hold and carried a new (to me) hand laptop running N1MM in my hand luggage. To my horror, the floppy drive on my ancient and much travelled Compaq running Windows 95 and CT had finally died and had had to be replaced.

The outward journey

We met at Heathrow's terminal 3 for the overnight flight to Singapore. Our bags were booked through to KL without difficulty, although we would have to collect boarding passes for the Singapore to KL leg on arrival in Singapore. The flight was uneventful, as was the connection to KL and the luggage arrived. Despite a confirmation e-mail, the hotel had no record of our booking but managed to find us a room. We managed a fitful night's sleep and an early breakfast before taking the bus back to the

airport and checking in for the flight to the island.

The flight was about half full, which meant that Jim and I had a row of seats to ourselves. Customs and Immigration formalities were lengthy, even though most of the passengers held Australian passports. The Australians are quite paranoid about the importation of plants and insects but we must have looked respectable, as our bags were merely passed through an X-ray machine and declared free of contraband.

I'd booked us a taxi for the transfer from the airport and the driver was waiting for us as arranged. Johnny Mac also turned up, promising to meet us at The Sunset later to help with the antennas. The drive from the airport took about 15 minutes and deposited us at The Sunset, which was deserted apart from a note on the door of Reception confirming our booking.

Rigging the antennas

We just had time to change and take a quick walk around before Johnny Mac arrived with scaffolding poles to make two 12 metre high masts.

There were some apparently derelict buildings next door and a convenient palm tree to the north, so I decided to place my mast on a piece of scrub land outside one of these buildings, a few metres from the cliff edge, guy it three ways and to support the centre of the doublet from it. The two ends of the doublet were supported by the palm tree at one end and the roof of The Sunset at the other, generally facing north-west.

Siting Jim's mast was a bit more problematic due to the access road, but after some discussion we decided to lash

it to a conveniently placed timber post, guy it three ways and for him to rig his various dipoles as inverted vees. Jim's mast was even closer to the cliff edge than mine, again facing north-west.

It was very hot and we needed Johnny's industrial gloves to be able to handle the scaffolding tubes after they had been lying in the sun but we had the masts erected and the antennas strung in record time. We rigged plastic dog bone insulators at the top of both masts and ran nylon halyards through them to facilitate changing antennas, which was a necessity in Jim's case.

It was then time to retire to the local pub to re-hydrate and to reward Johnny for his efforts, as he refused all other forms of reimbursement.

On the air

Jim decided to open on 17 metres, and was immediately busy with a mainly European pile up. His first QSO was with UA9CCP at 1013 UTC (1713 local time). My first QSO was with JR5DPV on 20 metres at 1047 UTC but I couldn't generate a pile up, so tried 15 metres, also without much success before settling down to a nice run of mainly JAs on 30 metres.

After a couple of hours, we took a break for dinner. Being a Saturday, all the restaurants were closed, except one which was a short walk away. We then found out just how high is the cost of living on the island, mainly due to most things having to be imported plus the presence of the staff of the IDC. It wasn't helped by the adverse change in the exchange rate since August 2009, having deteriorated from better than 2:1 to around 1.6:1. A simple evening meal and a bottle of beer cost between £20 and £25.

After dinner, it was back on the bands for a few more hours before falling into bed, absolutely exhausted.

The Sunset has a WiFi network and a reasonable Internet connection, so we'd planned to upload the log on a daily basis to my web site. After a successful upload on the morning of 21st February the site crashed that day and I was unable to do anything about it until I got back home. What was interesting was the ability to log into the CDXC Cluster and watch the incoming spots and comments. It was also very useful to be able to put out a "DXALL" spot when starting a new session, rather than have to wait for someone to spot us.

Conditions were much improved over those experienced over the last several years, with the SFI around the 84 mark for all of our stay. On 21st, I found 15 metres to be open to Japan and Asia from around 0500 UTC, with Europe starting to come through at around 0700 UTC. Jim found 12 metres open to Europe from around 1100 UTC. I was quite amazed to find 10 metres open to Europe at the same time and we did our best to take advantage of these openings.

To minimise the number of duplicate QSOs, we agreed that, as far as possible, we would each stick to individual bands. I operated on mainly 30, 20, 15 and 10 metres, whilst Jim operated mainly on 40, 17 and 12 metres.

One evening, whilst we were changing one of Jim's dipoles, and much to his chagrin, the halyard came tumbling down on top of us. Only one thing could have happened, and that was the friction of the 2 mm dia. nylon rope running through the plastic dog bone insulator had worn its way through, and so it turned out. It would be necessary to lower the mast and

replace the insulator and halyard, not a job that I was prepared to do in the dark with just the two of us, so we temporarily rigged a low 20 metre dipole as best we could and Jim was surprised at the results.

The following morning, we made contact with Johnny Mac, who came down that afternoon and very quickly got things back to normal.

Another odd thing that happened was that I was contacted by the manager of The Sunset who had a lady with her that wanted to speak to me "about my wires". My first thought was that I had some sort of a TVI problem, but it turned out that she claimed to be the owner of the piece of scrub land on which my mast was sitting and wanted it removed in case it "fell down and injured someone or damaged something". She had already cut through the rope securing the end of the antenna to the palm tree. I explained that to lower the mast safely required three people and that we would have to contact Johnny Mac, but would sort it out for her. Johnny subsequently spoke to her boyfriend and resolved the issue. I didn't put the antenna back on the palm tree though, but found an alternative anchor point and didn't notice any difference in performance.

Operating standards

Generally, the pile ups were furious but well behaved and I saw no evidence of any DQRM. Stations trying to make duplicate QSOs have always been a problem and I was very firm with them, saying "QSO B4" and moving on. Only twice did the station concerned argue, and I logged those two QSOs. Jim worked about 40 on the first day, but after that took the same line as me.

We'd been particularly asked to listen for north American stations, as it was

alleged that the German group had ignored the openings, (although the statistics on their web site seem to disprove this). The short path was not helped by hill directly behind The Sunset.

Consequently, when a US station broke the pile up, we asked the pile up to stand by to see if there were any others. In the early days it was difficult to persuade the Europeans so to do. There was one well-known G0 station, unfortunately a CDXC member, who would just not stop calling and he was blacklisted by us both.

With the improvement in HF band conditions and the excellent job on the LF bands that the Germans had done in November 2009, we decided to concentrate on 15, 12 and 10 metres as far as possible. We never did plan any 160 metres operation but I tried 80 metres one evening and called CQ for about 30 minutes but made only one QSO – with a UA0, so there was no doubt that I was getting out. Jim operated on 40 metres towards the end of the week after 17 metres had closed.

Getting home

The return flight to KL left the island at 1205 local time (0505 UTC) on 27th February and we were able to book our luggage all the way through to Heathrow, although we would again have to collect boarding passes in KL and Singapore. The flights were uneventful although we realised we actually flew between KL and Singapore three times that day! It was long journey, not helped by the fact that some children in the cabin seemed to wake up and cry at half hourly intervals during the Singapore to London leg. Arrival at Heathrow was on time at 0545 UTC on 28th February and the baggage also arrived.

The raw log was uploaded to LoTW on 4th March and has also been uploaded to (and

is fully searchable on) my web site (www.g3swh.org.uk/christmas-island.html), showing the operator's callsign against each QSO. Special, colour photo QSLs have been printed and are available direct with SAE and adequate return postage (recommended). Bureau cards can be requested from the web site and will be processed as quickly as possible. Cards are also available via the traditional bureau route.

Our particular thanks go to our XYLs, Cheryl and Jan for allowing us to go; to Katrina at the Christmas Island Tourist Association (www.christmas.net.au); to Kashirah at the Travel Exchange Christmas Island for sorting out the flights; to Angie and all the staff at The Sunset and to Johnny Mac for help with the antenna masts (what would we have done without him?); as well as to all of our sponsors: (RSGB, Chiltern DXC, GM DX Group, EUDXF, GDXF, Clipperton DXC, Swiss DX Foundation, West Tennessee DX Association, Nippon DX Association and Singapore Airlines) for their support and for making this DX-pedition possible.

If you want, you can send your picture with your n° CDXC to Laurent F1JKJ (Webmaster). You will be on the DX' ers gallery in the Clipperton DX Club website,.

<http://www.cdxc.org>



It is also possible to obtain from the Webmaster an email address (Alias) for each up to date member of the CDXC, such as:

yourcall@cdxc.org

Convention of Pontarlier (25)
September 17 & 18th 2010



On september 17 & 18th, the convention of the Clipperton DX Club takes place in Pontarlier (close to HB border). This year, that's F5KMY's team which prepares the event, and particularly F5UAY, F8IXZ, F4EWJ which will accommodate us in Doubs during one weekend of DX

Pontarlier has no less than 400 associations. The sportsmen are very active there! Our two days of convention are also those of Trans' roller, important race of rollerskates which brings many participants of various areas. It is thus highly advised to book your rooms quickly in order to avoid any bad surprise.

« L'espace Pourny » will accommodate us for all the activities of Convention. Located in the zone of « Large Planchants », place Rene Pourny with access by the street Willy Brandt.

The reception of people with reduced mobility is facilitated by a room entirely on one level. It has a large carpark

GPS position: Latitude 46,9052 Nord —
Longitude 6°33'38.1 Est

The room is located in the industrial park of Large Planchants, it is distant of approximately 800 m of the three most important hotels Campanile, Ibis, F1. You will thus have the possibility of reaching them easily.

1- Campanile

4 rue Donnet-Zedel
ZAC des grands planchants
25300 Pontarlier

Tél. : +33(0)3.81.46.66.66
Fax. : +33(0)3.81.39.51.56
Email : pontarlier@campanile.fr
GPS : N 46°90'83 - E 6°33'3.03"

2- Hôtel Ibis **

www.accorhotels.com
68 rue de Salins
25300 Pontarlier

Tel. +33(0)3.81.46.71.78
Fax. +33(0)3.81.46.67.37
Email : H6550@accor.com
GPS : N 46°54'35.24" - E 6°20'8.98"

3- Hôtel F1

ZI rue Eiffel
25300 Pontarlier
GPS : N 46° 54' 46.75" - E 6° 20' 4.89"
Tel. +33(0)8.91.70.53.58
Fax. +33(0)3.81.39.68.57

Others hotels close to center town :

Hotel St-Pierre ** (in front of the door)

www.hotel-st-pierre-pontarlier.fr



3 place St-Pierre
Faubourg St-Pierre
25300 Pontarlier

Tél. : +33(0)3.81.46.50.80
Email : stpierrehotel@aol.com

Hôtel du parc ***

1 rue du Moulin Parnet, (vers la
gendarmerie)
25300 Pontarlier

Tél. : +33(0)3.81.46.85.92
Fax. : +33(0)3.81.46.36 15
Email : hotelduparc.pont@wanadoo.fr
Capacité : 36 personnes

Hôtel de Morteau **

26 Rue Jeanne d'Arc
25300 Pontarlier

Tél. : +33(0)3.81.39.14.83†
Email : hoteldemorteau@wanadoo.fr

Hôtel de France

8 rue de la Gare
25300 Pontarlier
Tél. : +33(0)3.81.39.05.20
Fax. : +33(0)3.81.46.24.43
Email : hotel.defrance25@orange.fr

Menu

Friday evening menu 20€

- 1 bottle of Red Arbois for 4p.
- *Soupe aux pois et au lard*
 - *Papet de ma grand mère (Ragoût de pommes de terre, poireau crème et saucisse de Morteau)*
 - *Soufflé glacé au Pontarlier Anis*

Saturday mid-day menu 23€

- 1 bottle of Red Arbois for 4p.
- *Comtine de truite au Macvin et sa vinaigrette de légumes*
 - *Mignon de porc au bleu de Gex Gratin comtois*
 - *Mont D'Or et salade de saison*
 - *Tarte aux pommes et pain d'épices*

Saturday night diner 30€

1/2 bottle of white Arbois + 1 bottle of Red Arbois for 4p.

- *Rillettes de truite fumée au vin jaune, pain aux noix*
- *Filet de bœuf aux corolles de nos sous-bois*
Fagots de haricots verts et purée de courge
- *Salade de saison aux poires et bleu de Gex*
- *Omelette jurassienne sauce orchidée : Génoise punchée au Macvin, glace Macvin masquée d'une meringue légère*

REF 25 and REF 39 will offer the Saturday's aperitifs

If a change were to intervene in the composition of one or the other of the menus, it would be for an equivalent one. A menu of replacement will be at the disposal of people who would not like what is proposed.

The wine grower arboisien should come to offer a tasting on Friday evening.

Tourism



YLS will discover our cultural heritage with the possible visit of the city, its museum, its historic buildings. Pontarlier, town of almost 20,000 inhabitants, is registered to the register of the most beautiful turnings, where it makes good things in life. It is a pledge of quality, with green areas, floral solid masses which decorate a good amount of streets. The inhabitants themselves are sensitive to the decoration of their houses, balconies, frontages. You can consult the sites www.pontarlier.org or www.ville-pontarlier.fr. The close surroundings are also exceptional. You cannot come in the area without visiting the Castle of Joux nor to make a ballade around the lake (see www.tourisme-metabief.com).

Dom will accompany these ladies, as it can do it so well.

It will be made a pleasure of guiding the YL to visit the downtown in the morning. For after midday, we reserved a bus to go

- to visit the Castle of Joux, to pass near the ski station of Métabief
- with return by the Lake Saint Point.

We will ask for a participation of 10€/person for the trip by bus and 5 € for the entry as group to the Castle of Joux.

The CDXC board members

President: F5CWU Flo
Assistants-presidents: F4AJQ Franck ; F4EGD Sylvain ; F5OGL Didier ; F5VHQ John.
Treasurer et in charge of expedition subsidies: F8BBL Laurent.
Assistant Treasurer: F2JD Gérard.
Secretary, bulletin editor: F8IJV Sébastien.
Assistant Secretary: F1JKJ Laurent.

Operations managers:

- ▶ Monthly DX articles in RadioREF magazine : F5OGL Didier.
- ▶ Weekly F8REF bulletin: F5CWU Flo.
- ▶ HF commission: F8BPN Mauricette.
- ▶ Award commission: F5IL Jean-Claude.
- ▶ In charge of CDXC awards (DIFI – DXPA) & “mérites du CDXC” : F5XL Jean-Pierre
- ▶ Relations with REF, history et “mérites du CDXC” : F2VX Gérard.
- ▶ TM32CDX : F5CWU Flo.
- ▶ In charge of Friedrichshafen booth: F5VHQ John.
- ▶ Webmaster : F1JKJ Laurent ; F5UFX Seb et F4BKV .
- ▶ Supplies : F4AJQ Frank.

CONTRIBUTIONS 2010 :

Annual contribution : 18 €, SWL or licence < 3 years 9 €, Family 26 €, Life member 300 €.

Several way to proceed :

- Cheque to CDXC
 - PAYPAL on the CDXC website
 - Cash paiement to our treasurer F8BBL
- Please join the renewal bulletin opposite correctly filled for cash or cheque paiement.

Welcome to the new CDXC members :

F4ELI, F4RST, EA2RY, F5AHO YI, PY2FN, F4FHR, F4FQE, F6GCB, F6CKX, IN3ZNR, F1CRF, EA2TA, F5OWT, F5SLD, F4FVI, F4ELK, F5NTZ, ON3VY, F4DCG, F5SSK, F4FFH, F9WT, 3D2AG

SUBSIDIES

If you prepare an activity, on a remote location or on a lota, for any subsidy request, contact: **F8BBL, Laurent DUMAS, 5 Allée Arnaud, 33370 TRESSES France (f8bbl@dx-cw.net).**

You can also find all necessaries informations (charter, form) on the website

For any informations:

C.DX.C – Sébastien COLIN-COLLET F8IJV
155 bis rue du Président Roosevelt
78100 Saint Germain en Laye (France)
E-mail : secretaire@cdxc.org
Web : <http://www.cdxc.org>



Thanks to F4BKV, F5CWU, for this bulletin.

Antoine 3D2AG and Sebastien F8IJV when he was in Paris a few weeks ago



NEW SUBSCRIBER

RENEWAL

Name :

Callsign :

N° C.DXC :

Address :

ZIP code :

City & Country :

Annual subscription (18 €)

Family subscription (26 €) - Couple name and Surname :

Callsign:

SWL or Licence < 3 years (9 €)

E-mail adress :

I accept that my address e-mail appears in the directory of the Club.

I wish to receive the news bulletin of the club via Internet.

Send to : Laurent DUMAS - F8BBL - 5 allée Arnaud - 33370 TRESSES France

(Don't forget to write your callsign and name on the back of the check if you pay in this manner)

Date :

Signature :



PONTARLIER (25) - 32th convention of CDXC - September 18th 2010

Deadline for reservations : September 8th 2010

Form of reservation to be returned, accompanied by the payment to the treasurer:

F8BBL - Laurent DUMAS, 5 allée Armenaud - 33370 Tresses-Melac, France

Name : _____ Call (s) : _____

First name : _____

Adress : _____

Grid square : _____ ex *JN07IK* (datas asked by the organisers)

- Friday evening (20 €) : _____ person (s) at 20 euros = _____ €
- Saturday mid-day (23 €) : _____ person (s) at 23 euros = _____ €
- Saturday dinner (30 €) : _____ person (s) at 30 euros = _____ €

a total of _____ €. Please check with Laurent F8BBL for the most convenient way to pay --> f8bbbl@dx-cw.net

Please do not send coins or notes into an envelope - Risks of losses are too high

Done at _____ on _____ / _____ / 2010

Signature :

Important remaining: for hotels, reservations must be done directly to the hotels. We do not book rooms !
It is highly advised to book your rooms quickly in order to avoid any bad surprise.

Proxy for the AG of the CDXC september 18 th 2010

To send before september 13th 2010 to the secretary, **F8IJV**:

Sébastien COLIN-COLLET, 155 Bis rue du President Roosevelt, 78100 St Germain en Laye, France

Je undersigned _____, call _____,

CDXC member n° _____, not being able to attend to the votes during the CDXC convention on sept 18th, state to give my procuration to _____ to represent me and make any decision on my behalf at the time of this AG .

Done at _____, on _____ / _____ / 2010

Signature (preceded by the handwritten mention "valid for proxy")