INTERNATIONAL AMATEUR RADIO UNION
REGION 3
TWELFTH REGIONAL CONFERENCE

February 16 - 20, 2004 Taipei, Taiwan

Document No. 04/XII/071
Agenda Item: 12.7

CTARL DX Report

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Reporter : Mr. Paul Pai / BV4FH

CTARL DX Committee

No.	Date	DXCC/ IOTA	Callsign	Operators	Comments
01	Apr 05-13 2000	Pratas Island DXCC Country	BQ9P	BV4AS, BV4FH, BV2KI, BV4DP, BV8BC, BV5CR W9ZR,K8PYD,WT8S,JA1JKG	QSL Mgr. KU9C QSOs, 32,100
02	Mar 02-04 2001	Liu Chiu Island AS-155	BV9L	BV4FH,BV4AS,BV5CR,BV4DC, BV6HJBV6DF,BM6ABE,W4NZC, AA4NN,JI6KVR,JA6IEF	QSL Mgr. BV4YB QSOs,4,000
03	Mar 06-15 2001	Pratas Island DXCC Country	BQ9P	BV4FH,BV2OO,BX2AE,BV5CR, AA4NN,W4NZC,RK3DT,JA1AYC	QSL Mgr. KU9C QSOs,28,500
04	Oct 27-29 2001	CQ WW SSB Contest	BV5Y	BV4FH, RK3DT, UA3VCS	QSL Mgr. BV5Y QSOs,4,122
05	Jul 26-28 2002	Liu Chiu Island AS-155	BV9L	BV4FH,BV4DP,BV6HJ,BV6GU, BM6ABE,BV5CR,UA3VCS	QSL Mgr. BV4YB QSOs,2,100 IOTA Contest
06	Jun 04-12 2002	Pratas Island DXCC Country	BQ9P	BV4FH,BV5CR,BV3FG,K4WA, K5YY,W5FI,W0IZ	QSL Mgr. KU9C QSOs,23,500
07	May-Oct 2002	For R3 Conference	BX0IARU	BV4FH & Members of DX Committee	QSL Mgr. BV4YB
08	Sep 06-08 2002	Taipei R3 Secretary Meeting	BV0IARU	CTARL staffs	QSL Mgr. BV5Y
09	Jun 06-08 2003	Liu Chiu Island AS-155	BV9L	BV4FH,BV6HJ,BV7CG,BX2AH BV1EH,BM6ABE,BM6HBR	QSL Mgr. BV4YB QSOs,2,313
10	Oct 09-16 2003	Pratas Island DXCC Country	BQ9P	BV4FH,BV3FG,BV3BW,N2OO JI6KVR,OE1WHC,ZL4PO,DK7YY DK3DXX	QSL Mgr. KU9C QSOs,27,000

Story of BV9L

We did from the Liuchiu Yu Islands from March 2, to 4th 2001
This is the story of the team of Taiwan that was applying enthusiasm to IOTA
It that enters in February, when and the 1st report was able to cause me had from BV4FH, Paul aims for IOTA New from the period Liuchiu island from the March 2 to 4 day
And, the project of BV9L began.
The team of location, BV were refraining from pedition to BQ9P and was gone after to the correspondence with every direction.
Deciding that JA6IEF and JI6KVR participate from Japan the support of each JA office was obtained to
this pedition
We leave Japan on March 1 and enter Japan into Kaoshiuhg through Taipei.
The date transfers it to the harbor where changes and the ship come out on March 2 and arrive at the
detached island in about one hour from there to Liuchiu Yu island and the construction of the antenna
begins promptly.
The radio of BV9L was discharged with 0700 21.260 minutes of.
calling CQ CQ ...This is BV9L Liuchiu Yu island
The call of the dozens office that was prepared it promptly, began.
Europe will call it with, time when the furs strike were s' JA.
We were given new number AS-155 from G3KMA
While it is doing it so all the antennas stand.
While taking the place of with everyone I face the post that will call it.
and, it did 06:16, JM6HYM QRT last on March 4 daylong.
We completed about 4000 QSO thanks all who called us...
I think to pride in that was able to participate in this projects

Operators : BV4FH, BV4AS, BV5CR, BV4DC, BV6HJ, BV6DF, BM6ABE, W4NZC, AA4NN, JI6KVR, JA6IEF.

BQ9P 2002

Steven R. Schmidt, K4WA

Sanford (K5YY), Igor (W0IZ) and I arrived in Taipei on different flights at 6:30 AM and we were whisked directly to Paul's apartment. Paul (BV4FH) and his wife Christine (you may have worked her as BX0YL) are gracious hosts and we spent the morning chatting with Paul about antennas, propagation, etc. Then Paul took us to a local restaurant in Fengyuan and treated us to some authentic Chinese food. Delicious! We checked into our local hotel, showered, shaved and napped briefly in an attempt to recover from, in my case, a 26-hour collection of flights and layovers.

After a nap, we returned to Paul's and took turns working the radio with BW4 prefixes. Paul has a pair of beams on the roof of his apartment building, up about 150', so we certainly had a signal. The three of us were still tired and just couldn't wait up for Gary (W5FI) to arrive from his later flight. After working a few log pages, we walked back to the motel, turned in early and went to sleep almost immediately.

Monday morning we returned to Paul's apartment and met Gary and the other members of the 2002 team, Wong (BV5CR) and Robert (BV3FG). We ate breakfast, discussed equipment and then went to work testing, collecting, organizing and boxing up gear for the trip to the southern tip of Taiwan. During breaks, we discussed the antenna placements, operating details and other nuances of operating from the island. Christine served a delicious lunch of Chinese beef and noodles, and we continued to pack and prepare for the trip. Finally, we finished packing up equipment and waited for the truck and bus that was to pick us up and transport us the three hours to Pingtung, where we would spend the night before our early departure for Pratas.

After arriving in Pingtung, we checked into the motel and put our bags away. Then we went to a local street restaurant and shared a meal of duck with cabbage, mushrooms and ginger root, warmed in a table stew pot, with Taiwan Beer and even a shot of the strong Kaoliang liquor. While there, the truck showed up with all our equipment. We followed it back to the motel, unloaded it into one of the private garages and turned in for showers and a short night sleep.

At 6:00AM the following morning, we awoke and dressed, loaded the military truck, then walked (me with FT-1000MP and a computer bag over my shoulders) a mile or so to the airport. After security

checks, and transfer of all equipment to the C-130, we strapped ourselves in and finally took off for Pratas at 10:00AM.

After arriving on Pratas, we took our bags to the spartan quarters where we were to work and sleep for the next nine days. It was hot, with temperatures and humidity in the high nineties. We labored under the sun, putting two C3S antennas and a Force 12 WARC beam together. After construction, we struggled to get the two C3S antennas up on masts, and ran out of time for the WARC beam erection. It seemed we would only have two stations working the first night. We also had to deal with some equipment failures. My Bencher paddle was damaged sometime during my travels, but BV3FG ingeniously performed a temporary repair using wire.

We started operating at 1225z, with W5YY on 20m SSB and K4WA on 15m CW. The pileups were fierce, despite the fact that Pratas has slipped in the rankings due to some very effective operations in the past few years. The effort was not without its distractions. The island had a construction project underway, and we shared the quarters with quite a few workers. It seems our "shack" had served as their recreation room, including television, and we often had folks looking over our shoulders, watching TV, and chatting animatedly on the telephone or to each other at a volume that occasionally made things difficult for the operators.

In the first couple days it was apparent that conditions were unusually varied; at times 15 meters stayed open to all parts of the world all through our night; at other times it was difficult to raise even local signals. We also had stormy conditions, with wind and rain lashing the beams. We found out from the base vice-commander that we were threatened by a typhoon. For the first three days it was out of the question to attempt to erect a Titanex vertical. We also had some problems with inter-station interference. Six and seventeen meters, in particular, seemed to wipe out any hope of weak signal work on the other bands. Initially, we also found it impossible to operate CW and SSB on the same band. With the interference and only one WARC band antenna, we were limited in the number of stations we could put on the air at once. The linear loading wires on the WARC beam also gave us a bit of a problem. We couldn't figure out why the stock measurements didn't work until we noticed the tape measure we were using was metric!

On Thursday, after the wind and rain subsided, we started constructing the Titanex vertical, and put a dipole up to work temporarily on forty meters. BV4FH took the first stint at 40 meters, working forty meter phone on Thursday night, while BV3FG worked JA's on six meters. It seemed the typhoon was not clear of us yet, and we determined that we wouldn't try to erect the Titanex on Friday.

Friday just before sunset, the WARC beam went south, suddenly giving us a high SWR on all bands, just as we were planning a serious effort on 30 meters. After working on the antenna until dark,

without success, we decided we would also have to try to fix the WARC beam the next day. Frustrating! In another display of ingenuity, BV3FG erected a 17 meter ground plane on the roof using a glass fiber fishing rod with elevated radials, and we were back on the air for the evening on 17 meters, making well over 500 contacts with 100 watts to the ground plane. It was interesting that fifteen and seventeen meters seemed to be open all night, starting about 10PM local time, but midday, conditions were awful to nonexistent.

Saturday we got the WARC beam fixed, but found that it caused serious interstation interference. We moved the seventeen meter ground plane and erected the Titanex vertical for 40 and 80 meters. Saturday night, W5FI worked RTTY again, bringing the RTTY total to almost 600 stations. We attempted to time our operating schedule to keep stations on the air at all times, but found it impossible to sleep during the day due to the high heat and humidity.

Sunday we once again plugged away, with BV3CR again working for hours on fifteen meters, working mostly JA with a linear. I managed to pull some weak US stations out of the noise on 15 CW with 100 watts (we only had two linears due to weight restrictions), one of the few times we successfully worked two radios on the same band. It seemed that 15 meters would prove to be our best band in terms of total numbers, despite some spirited pileups on twelve, seventeen and thirty. Sunday was also the first day that we were able to relax in the heat of midday, without the need to do additional antenna work. On our Sunday evening, we had some huge pileups on seventeen and twenty meters.

It was tough going at any time on eighty, forty and thirty meters. Unfortunately, June is not the best time to work the low bands from Pratas. At times on thirty, listening for east coast US at the gray line, signals were copiable one letter at a time, but it was impossible to complete a full call. We could tell that the stations could hear us, but the QRN level was high, and listening problems were compounded on our end by the myriad pirate CB or illegal broadcast stations that seemed to crop up moments after we found what we thought was a clear frequency. It was truly an exercise in frustration to sit at the radio trying unsuccessfully for five minutes to complete a single call. We decided that it was an exercise in futility to erect the full Titanex vertical for 160 meters due to the condition of the antenna, the wind and the unpromising low-band conditions.

By Monday night we were all exhausted. The "spoiled Americans" were longing for a full night of air conditioning, a freshwater shower and a drink with ice in it. Paul somehow managed to find a case of Taiwan beer, got it cooled, and we enjoyed our first cold beer since arriving on the island! Tuesday morning, Gary was up at 2AM, working a few hundred more stations on RTTY until dawn, when the rest of us got up and continued our multi-station assault on the airwaves. With an A and K index of 16 and 4, respectively, it was a somewhat ineffective mission.

Our stated intent before the trip was to work as many Atlantic, Eastern and Central time zone stations as possible, since those were the areas that needed Pratas most for a new one. Because of that, we asked stations to stand by any time we found a path to those areas. Hopefully, people understood and were patient with that. For my part, I found the pileups were pretty well-behaved. There were some poor operating practices, like the tendency for some stations to send their call incessantly on my listening frequency while I was trying to verify the call of the station I was working. When that happened, I deliberately tuned away from the offender, to insure this poor operating habit was not rewarded. On a couple occasions, I noted the call on a separate piece of paper, pointedly penalizing him by ignoring his call until I had worked quite a few more courteous operators.

Tuesday, we took down one of the C3 triband beams. That night, K5YY worked 500 stations on twenty meter phone, and I worked almost 500 stations on seventeen and thirty meter CW, taking our QSO totals over the 20,000 mark. Wednesday late morning, after the bands predictably started their midday fade, we took down the second C3 tribander and the WARC beam, leaving a 17 meter and 20 meter ground plane up for the afternoon and evening. We didn't anticipate too much operating on Wednesday night, because we'd been invited to a banquet!

On Wednesday afternoon, we showered, shaved and dressed for dinner with the two vice-commanders of the island garrison and some of their officers. We weren't prepared for the hospitality and the toasting. We were served piles of delicious Chinese food, including fresh lobster and were presented with lovely plaques, hand painted with colored Pratas sand, which commemorated our participation in the 2002 BQ9P effort. And we were continuously toasted with the fiery Kaoliang liquor, served in tiny glasses. Apparently, foreigners who can drink Kaoliang are held in high esteem. There's just one problem; every guest at the banquet offers a toast, to see if it's true!

After the party wound down (and our Taiwanese hosts definitely party with fervent style) we returned to our quarters to finish preparing for an early morning departure. K5YY and I stayed up at the radios in an effort to push our totals over the 21,000 mark. After all the partying, we faded rather quickly. Finally, alone at the radio, I was looking for an excuse to stop. A particularly persistent SM6 kept calling on top of the W6 I was trying to work; after finishing with the W6, I sent "SM6 QRM SO BQ9P NW QRT." And we were.

BV9L IOTA Expedition 2003 AS-155

Chinese Taipei Amateur Radio League (CTARL) sent me full documentation in date 15th May, 2003 including license and operate permission. The date 6-8th June, 2003 and callsign BV9L will be on air on time.The operators in the team were BV4FH, BV1EH, BX2AH, BV6HJ, BV7GC, BM 6ABE, BM 6HBR and BV4YB group We have two HF antennas which are Force 12 C4S and XR5 provided by BV6HJ and BM6ABE. The antennas works great in the first day, and propagation wend poor in the next two days. BV7GC who is a good CW operator he work long hours when bands are open. I was on SSB for JA and EU, and BV6HJ stay on 6m.

The second and third day was a storm hit the Island,

The team members had a meeting to decide take down the antennas or not. But, we decided take a chance and transmitting has none stop.

Because the storm, we move the stations from the outdoor under coconut trees to hotel room.

We lost the sunshine and a chance to get suntan. But, Great Tuna fish sasimi makes satisfaction for everyone.For statistics, 62% on CW and 38% on SSB, total QSOs 2,313.

Thanks for the team members, and who assistant this operation. Thanks Yuki JI6KVR.

BQ9P

PRATAS ISLAND DXPEDITION 2003

As with most dxpeditions, there are many stumbling blocks to overcome from the time of inception to the actual launching and carrying out of the operation.
Pratas Island 2003 was to prove no exception.

BACKGROUND:

Pratas Islands, also known variously as Dong Sha, Tungsha or Tung Sa Island lies some 850km southwest of Taipei, but is actually closer to Hong Kong at only 340km away to the westnorthwest. Pratas islands comprise the main island and two coral reefs, North Vereker Bank and South Vereker Bank. The coral reefs are submerged most of the time, but Pratas Island itself remains high and dry. Pratas Island is a coral
Atoll with a land area of 2.4sq. km. Shaped like a horseshoe, it extends 0.9km from east to west, and 2.7km from north to south. It has an airfield approx 4,900 feet long
To support the military base on the Island.

The archipelago is located in a strategically important position along the major sea route connecting the Pacific and Indian Oceans and as such the TAIWAN AUTHORITY
set up a national monument on Tungsha Island in 1989 to assert its sovereignty over the archipelago. There is a significant military presence on the Island, and as a result
of this quite an extensive infrastructure of roading, medical facilities, diesel powered
electricity production, fresh water production by reverse osmosis from the sea,
accommodation and so on have been built up over the years.

The Tungsha Islands enjoy a subtropical climate, which is influenced by northeast winds during the winter. They experience their warmest weather in June, with an average temperature of 29.5 degrees celcius. Temperatures are lowest in December, when the average is 22.2 degrees celcius.

Since becoming a DXCC entity in 1993, there have been several dxpeditions to
Pratas Island, the first of which was in January 1994, when a group of amateurs
visited the Island very briefly, but at that time, non Taiwanese nationals were not
permitted to stay overnight, hence one of the first dxpeditioners to the Island, Martti
Laine OH2BH/VR2BH had to return to the mainland after only 2 hours operation

as BV9P. Since this operation took place onboard a C130 aircraft as it was being unloaded at Pratas Island, the operation was not recognised for DXCC.

Martti Laine did a subsequent operation two and a half months later (21-25 March 1994) and made about 5,000 QSO's for the first recognised DXCC operation from Pratas Island.

Since this time, careful & protracted negotiations involving key personnel from the Chinese Taipei Amateur Radio League (CTARL), and Taiwanese Government Officials have enabled six further operations to occur. Dr. Bolon Lin/BV5AF, President of CTARL, and Paul Pai/BV4FH, (Colonel retired), supported by his lovely wife Christine/BV4YB, worked tirelessly with the Taiwanese Department of Transportation and Communications, The Taiwan National Coastguard, & The Ministry of Defense to get proper authorisation for the operations and provide logistical support for equipment and people involved. To them I offer my sincere gratitude, and I am sure I speak for other members of the dxpeditions to Pratas Island and dx'ers all around the world.

But there were still problems of not being able to publicize the dxpeditions widely for fear of disturbing the sensitive situation which exists between mainland China (PRC) which considers the ROC Taiwan a renegade province. funding therefore was largely up to the dxpeditioners themselves, with later sponsorship from organisations such as the German DX Foundation (GDXF) & Northern California DX Foundation (NCDXF) for which we were grateful.

PRATAS ISLAND 2003 OPERATION:

A small nucleous of amateurs consisting of Paul/BV4FH, Bill/BV3BW, Robert/BV3FG , Art BW3/UA3VCS, Wolf/OE1WHC & Yuki/JI6KVR initially made up the team, but for work reasons Art had to pull out. With only five members, the team was too small, but with the efforts of Yuki as website administrator for the BQ9P website, the invitation went out for other interested parties in early August. By the end of August, Dietmar/DL3DXX, Falk/DK7YY, and Lester/ZL4PO had all signed up, followed by Bob/N2OO in early September, a total of nine operators with a wide range of skills and experience.

The National Coastguard kindly agreed to transport 650kg of equipment to Pratas Island which went over by boat at the end of September. This included heavy equipment such as the 7KVa Honda generator and most of the antennas & transceivers.

Paul continued to work with the Ministry of Defense to secure airlift transportation for the crew by C130 Hercules aircraft leaving Kaoshiung 7th October, but
then the unexpected happened: a typhoon was centred directly over the island and
the flight was postponed on the 7th and 8th, then finally cancelled on the 9th.
However, all was not lost. Thanks to Paul's contingency planning, we were able to secure tickets onboard the UniAir Saab flight leaving Kaoshiung around midday on
The 9th.

In the three to four days leading up to our departure, the dxpedition members met for
the first time and swapped stories of previous dxpeditions, did last minute preparations of equipment, and got to know each other. We enjoyed great hospitality
from the enthusiastic local hams in Taipei and several good meals with many toasts
to our dxpedition. My favourite toast was "Heres to 30,000 QSO's" to which Bob/N2OO usually responded enthusiastically "EACH!" to the great amusement of
everybody involved.

The delayed departure also gave us the opportunity of a lifetime tour of the southern part of Taiwan on the 8th of October, an experience that Wolf in particular will never
forget, because unfortunately he went in for a swim and broke a toe. But the toe
went undiagnosed until several days later when he finally had it looked at by Dr.
Lin Yennung on Pratas Island. He must have been in considerable pain, and came back in plaster on crutches ! But despite his pain, Wolf put in a credible performance on the HF bands working the EU, Stateside & JA pileups on SSB in fine style.

OUR ARRIVAL AT PRATAS

In spite of his pain, Wolf had an official function to play on arrival at the air terminal
at Pratas Island, that of making a presentation of a special Communications Medal
from the Austrian Army Military Radio Section to Chen Fu, the Commander of Pratas Military Base. I am pleased to say that this duty was properly carried out & duely photographed for posterity.

We were accorded great hospitality by the Commander and his men at Pratas, and duely escorted to our quarters on the other side of the Island in three late model Mitsubishi 4wd wagons complete with strobe lights. We all felt like royalty, especially as our expectations had been for an unobtrusive arrival!

We promptly got to work, not even sparing the time for a quick look around, since the
weather was still patchy and we wanted to be operational on the lowbands and 20/15/10M by nightfall

which we achieved in about four hours. Falk and Dietmar concentrated on getting the first Titanex V80 assembled and with a little extra help it was raised on the beach without incident, although it did bend lots! Fortunately the bends were only temporary, except for the top section which sported two top loading radials to resonate the antenna on 160M, and these caused the top to bow over permanently, looking pretty scary, but with no ill effects. The top wires did break off soon after erecting the first V80, so it was lowered next day and repaired. Lowband operation went well on 80 , 40 and 30M for that first night, propagation conditions were quite good, but we had bad QRN from thunderstorms both first and second nights. The DK7YY Butternut HF9 antenna was also raised without incident on day one, giving our two lowband operators full access to 160-30m. .

Heavy QRN from thunderstorms on lowbands on 160-40M for the first and second nights, although propagation conditions were quite good, but the QRN made it hard work copying some stations. Better things were to come, as Night 3 was the best 160M night, with many EU stations worked, even some 'little pistols' with dipoles and 100watts on 160 metres ! But it was shortlived, because a day later a huge solar disturbance occurred with aurora in the northern parts of EU and all our good conditions on low bands disappeared.

Falk/DK7YY and Dietmar/DL3DXX were the dedicated low band ops, spending all night and everynight on their IC-736's, making the most of every opportunity for EU, Stateside & Oceania openings, with one laptop being dedicated to observing the greyline terminator (using DX Atlas) as it moved slowly across the countries.

The Honda 7KVA generator was only used at night to power the lowband amplifiers, and ran without problems for the whole operation. Petrol in a 44 gallon (209Litre) drum was made available from the Commander's supplies which we greatly appreciated, but we should have packed a funnel to make it easier to top-up the generator tank ! We resorted to filling water containers petrol....that worked.

The first two Force 12 C3S triband yagis were assembled by Robert, Bill, Bob & Yuki working in two-man teams, while Lester ran out all the new RG213/u coax off the 400M rolls and terminated the PL259's. Lester had a brief encounter with the low lying scrub and razor wire, sustaining a few cuts and bruises while pulling coax through to the designated spots, and became Dr Lin Yennung's first patient on the first evening. Later he added further insult to injury by standing on the soldering iron in barefeet, but only minor burn to toes remedied by a stroll in the sea !

We were amazed at the pileups on 10 and 12M, especially when we had thought these bands would be mainly dead. But on the contrary, we had great pileups into EU lasting up to 8 hours

from about midnight local time (0400Z), making a total of over 2,800 contacts on 10m. By the end of the first 24 hour period we had just over 5,900 QSO's logged using CT Log. Several Heil Proset Plus headsets were used for good transmit audio quality and clean received audio quality. Although the headsets were warm to wear in the tropics, the earpads blocked out ambient operating room noise very well, as did the noise cancelling microphones, plus both hands were free to work
the radios and laptops, so were well suited to the tough environment.

Crossband interference problems were minimised by using a set of filters kindly loaned to the dxpedition by Dunestar. The only problems we had were interference
between 21 and 24 MHz operation, but that may have been due to the fact that the WARC & triband yagis were only about 15 metres apart and we were running up to 500 watts output. Perhaps if we could have doubled this spacing there would not have
been any crossband QRM problems at all, but that was not possible.

Day two saw the second Titanex V80, The 4 element 6M yagi and a temporary 18MHz ground plane (by Robert/BV3FG) all assembled and erected,. The weather had settled down nicely, temperatures ranging from about 25 to 30 degs C but very humid.

Day three saw Bob & Lester assembling the Force 12 WARC band yagi which was erected in place of the temporary 18MHz GP. The SWR was checked on the MFJ259 analyzer and looked good on 12 & 17M, but not so good on 30M. We decided the high SWR on 30M was not such a great problem since the three verticals we had up for low band all worked well on 30M and we made up a short extension coax to bring the 30M antenna from the low band operating room to the high band operating room, so we had all our bases covered . All three of the Yagis were installed on 5M aluminium masts atop the accommodation block we were in, about 12M above ground level all up.

On the third day of our dxpedition (now reduced to six operational days) Yuki and
Robert commenced RTTY, SSTV & PSK31 operations on 15 & 20M, making a total
Of 679 digital qsos. It was good to see Yuki creating nice pictures of Pratas Island
From his digital camera for SSTV transmission.

Propagation was OK considering that we are nearing the trough of the current solar
cycle, but HF bands died completely each day from about 9 or 10am local time, until mid to late afternoon, with only JA/HL/BV/BY stations being worked during the 'dead' Times. The sunspot count went down to 24 on October 14th, the lowest sunspot count since 10 May this year. However, despite this, we had 19,932 stations in the log by end of day three (13 Oct). But unfortunately, there was worse to come, as propagation conditions deteriorated on 14-15 October due to a coronal mass ejection, pushing the planetary A index up to a high level and creating stormy conditions. Our daytime propagation

was gone completely.

Days 4 and 5 were quieter, due to propagation being poorer, and also due to the social commitments on our last day – we were invited to a Chinese banquet with our hosts on our last evening. Once again we were picked up in the navy blue Mitsubishi wagons and taken to the officers mess for a great dinner and a night none of us will ever forget !

With a final QSO count of 25,463 on Day 6, it was time to pull down the antennas.....one of the Titanex V80's had been taken down the day before, as also had one of the triband yagis, the WARC yagi, and the 6M yagi. 6M did not produce any results due to no openings. Repackaging and relabelling all of the equipment for return to Taiwan and Germany went well, the main consideration was whether we would be allowed onboard aircraft with all our excess baggage, and how much it was going to cost us ! Falk and Dietmar had the most, something like 80kg between them, and excess baggage was going to be about $US20 per kg ! But that is all part of dxpeditioning, and we had all had a great time, albeit too short. We made some great new friends, and hopefully made some hams out there happy with a new country, or new band/mode/country....I hope you were one of them !

Please QSL to KU9C

Our website is at http://www3.ocn.ne.jp/~iota/newpage64.htm.
A video of the Dxpedition can be obtained from Yuki/JI6KVR by logging on to the website.

73 and DX on behalf of the BQ9P Team
Lester
ZL4PO
Ex BW4/ZL4PO, VK9ML, ZL7PO ~ZL4PO/C,
ZL5AP, KC4USV, KC4USX, KC4AAA