The Pileup

Newsletter of the CDXA

The Carolina DX Association

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K4BVQ Notches Number 385!

Frank Dowd, K4BVQ, is well known by most of us as a long-time member of CDXA and a supporter of ham radio in general. Frank is still active on the bands at 91 years of age and worked Kosovo, Z60A, for number 385! Gary Dixon, K4MQG, communicated with Martti Laine (OH2BH) about getting a Z60A QSL card in Frank's hands so he could savor his accomplishment. Martti expedited delivery of Frank's QSL card to Gary who presented it to Frank at his home. Martti told Gary that Frank was the first in North America to receive a paper Z60A QSL.

As an ARRL approved QSL Field Checker, Gary was able to check Frank's card and ensure an endorsement application was on its way to ARRL the same day. Below is a photo of Gary and Frank at the joyous occasion. Frank's smile is sure to be even wider when he is able to put that endorsement sticker on his DXCC certificate! Way to go, Frank.

CDXA PacketCluster & Other Communication Systems	
K4MD (AR Cluster via Telnet)	k4md.no-ip.com
W4DXA (AR Cluster via Telnet)	w4dxa.no-ip.com
CDXA Repeater 147.18 MHz (+600)	W4DXA, Near Fort Mill, SC
World Wide Web Homepage	www.cdxa.org
Wednesday Luncheon (11:30 AM)	Skyland Family Restaurant, 4544 South Boulevard, Charlotte, NC

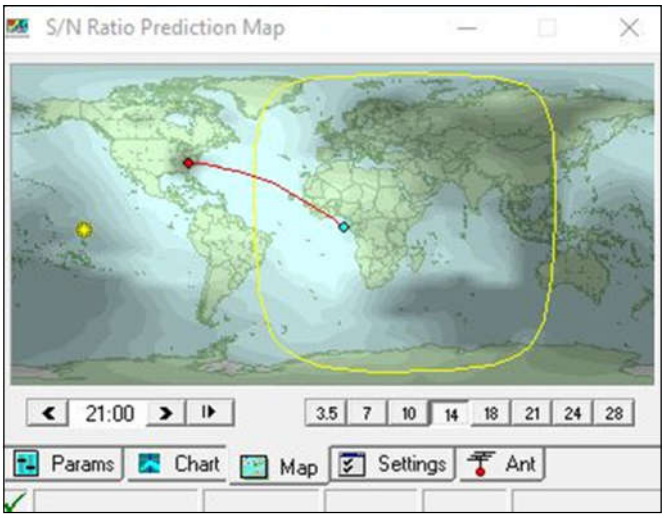
Once More. . . on HamCap

By John Scott, K8YC

In the April 2018 issue of the Pileup, there was a discussion of HamCap software as a tool for predicting propagation. A query directed to me about the Maximum Usable Frequency (MUF) Chart indicated that a few more words on that display were warranted. The "Chart" diagram is duplicated below.

The question was about the "yellow boxes" that indicate the "BEST" time to work a station on each particular band and whether other times would also work. The answer is, of course, that other times will work, but for presentation purposes the software finds the approximate one hour "window" where the predicted signal to noise ratio is the maximum for the 24 hour period shown. The vertical white line on the chart is the "current time" chosen on the Map screen. Remember the "Chart" is drawn based on the location of the DX described on the "Params" screen, and it is a view of propagation for 24 hours, while the "Map" view reflects propagation only for the hour for which it is drawn.

The query reminded me that there is an easier—although perhaps not as accurate—way to define the terminus of the propagation path you'd like to examine. The "Map" screen reproduced below will indicate the method.



Recall that the "propagation path" shown was drawn by putting the callsign for Annobon in the "DX Call" box on the "Params" screen. Alternatively, the geographical coordinates could have been entered on the "Params" screen, but there is yet an easier way. If you know your geography, all you need do is to click on the map at the location for which you want to see the MUF Chart. That action will relocate the terminus of the propagation path (the filled-in blue dot) to wherever you click. Remember, however, the Map is drawn for the time designated on the map screen. The MUF chart will automatically change to reflect the new location, and navigating back to the "Chart" view will give you a view of the MUF for the newly chosen location.

Hindsight

Of course you could always write a book,
But there is method that's quicker
To proclaim your opinion to the world—
Put it on a bumper sticker!

--George O. Ludke

The Pileup

Official Newsletter of the Carolina DX Association

Published monthly 10 times per year, excluding the months of June and December.

The purpose of the association is to secure for the members the pleasures and benefits of the association of persons having a common interest in Amateur Radio.

Members of the CDXA shall adhere to "The Amateur's Code" as published from time to time in *The ARRL Handbook for Radio Amateurs*, and shall consist of those valid licensed amateur operators having an interest in promoting amateur radio. Long distance communications (DX) is of special interest to members of the association, but said interest is not a requirement of membership.

Yearly dues are $25.00. A second licensed Amateur family member living in the same household can join for $5.00 for a total family price of $30.00 per year. The total price for 3 or more licensed family members living in the same household is only $35.00 per year. All family members enjoy full member status. Dues are payable annually in December by check to the Secretary/Treasurer:

Cliff Wagoner, W3ZL
218 Ohenry Avenue
Davidson, NC 28036

Address, telephone, and email address changes should be directed to the Secretary/Treasurer at the above address or via email at: jcw53@cornell.edu.

What's ADIF All About?

As soon as personal computers started to become pervasive in ham shacks, it was inevitable that we would be swapping data files between hams, between hams and contesting organizations, and, yes, even between different software packages within our own shack. The problem has been nicely solved by hams working to develop a standard called ADIF (Amateur Data Interchange Format), but from discussions I've had with hams there is not a good understanding of the format of the file, and how it works.

Many of our ham files are what information technologists call "flat files". A flat file is characterized by a collection of one or more "records", each record of which has data elements which are placed in an area of the record called a "field". In a flat file structure, each field must be large enough to contain the characters and/or digits of the LARGEST single attribute to be recorded, and each data element to be recorded is given its own field. Each field in a record is in SAME relative position in the record. So, if we want to generate a file consisting of records defining radio QSOs consisting of callsign, band, date , UTC time, and mode, we might define our "file" as consisting of "records" composed of those five "fields" in the order given. Thus, we might have the callsign field be 12 characters wide to accommodate the largest expected callsign, the band field to be six characters wide to accommodate from the 160m band to the 70cm band by recording the frequency in KHz, six characters for the date in YYMMDD format, four characters for time in HHMM format, and four characters for the modes to be accommodated.

There is no problem with a flat file per se, except that there is little likelihood that two different software products will have need for the same data elements, and there is even less likelihood that two different software programmers will define the data file needed for their product in the same way, even if the elements are identical. Therefore, if we want to interchange data between two products we would need to write a simple, small program to read the file of one product and rewrite the data elements in the correct order and correct size to a different file that can be read by the program where we want our date to reside. But not all of us are programmers nor want to be! How can we solve this dilemma? Merely have each programmer write an "import" program and an "export" program which knows how to read or write, respectively, a file which describes itself. One example is the Amateur Data Interchange Format (or ADIF) file. With a standard setting the pattern, the import/export program can easily be created.

The ADIF has been developed by a standards committee for Amateur Radio which has given names to most of the common data elements we wish to interchange in amateur radio.

Here are but a few of the common data elements that might be found in an ADIF file in one of the early defining standards dated July 2003:

CALL	Callsign of a station
FREQ	Frequency in Megahertz
MODE	Accepted modes: SSB, CW, RTTY, TOR=AMTOR, PKT, AM, FM, SSTV, ATV, PAC=PACTOR, et. al.
NAME	Name of Operator (free form)
QSL_RCVD	Y=Yes, N=No, R=Requested, I=Ignore or Invalid
QSL_SENT	Y=Yes, N=No, R=Requested, I=Ignore or Invalid
QSL_VIA	Generally, callsign of QSL Manager
QSO_DATE	YYYYMMDD in UTC
RST_RCVD	Y=Yes, N=No
TIME_OFF	HHMM or HHMMSS in UTC

How is an ADIF file structured?

The ADIF file is composed of two sections: A "header" section, and a "body". The header is the first section of an ADIF file and is used to define the program that produced the file being viewed and the version of the standard by which it was produced and any other data deemed to be important. (As time has gone forward, more and more standard data element names have been introduced and knowing the version of the ADIF standard being used becomes useful.) The Header is free form and its end is delimited by an "End of Header" mark written in standard ASCII characters as "<eoh>".

The "body" is a collection of records. Instead of the data elements being positionally oriented as in a flat file, each record is defined element by element by use of the element name, as seen in the table above, along with the number of characters, all delimited by "<" and ">", (for example "CALL:5>"). Each record consists of a series of such definitions with the conclusion of that record being delimited by an "end of record" mark written in standard ASCII characters as "<eor>". So, if your ADIF file consists of 35 records, you should see 35 occurrences of <eor> in your file. The benefit of the ADIF format is that each of the data fields in a record is fully described, including its size,

(Continued on page 4)

(Continued from page 3)
one by one from the beginning of the record to its end. Please also note that because EACH data element is defined as it is presented, it makes no difference in the order that these elements are presented in the ADIF file because the program reading an ADIF file will read each record element by element, and place the data it finds in the correct place in the receiving programs' data storage area.

What does a typical "record" look like?

Let's consider our sample contact record above consisting of callsign, band, date, UTC time, and mode. As an ADIF record the "exporting" program might produce a record like this:

<CALL:4>K8YC <FREQ:6>21.355
<QSO_DATE:8>20180403 <TIME_OFF:4>2240
<MODE:3>FT8 <EOR>

When deciphering the record, the importing program would look at the first data element defined and find it is a callsign (CALL) with a length of four characters and those characters are "K8YC". The "importing" program would then proceed onward to identify the band (FREQ) as being on 21.355MHz (6 characters including the decimal point), the date of the QSO as 3 April 2018 (eight characters in YYYYMMDD format), time of QSO as 2240Z (4 characters in HHMM format) and the mode as FT8 (3 characters). The end of this particular record is indicated by the "end of record" mark (<eor>). The importing program can put the imported data anywhere it wants in its internal recording structure as it deciphers the record. Note that the "length" of each data element is enumerated in the "tag" defining the element, and each data element is separated from its successor by a single "blank". In some representations, a record is displayed by showing one data element per line. An ADIF file might be considered a "self-describing" data structure.

An ADIF file is a simple text file, even though it carries a file extent of ADI. Accordingly, it can be opened with a simple text editor such as Windows Notepad or WordPad. Therefore, editing of the file can be done quite easily using the "Search" and "Replace" functions in your text editor. (Note: Sometimes a text editor will replace the file extent as "TXT" when saving the file, so it is probably best to do your editing with a copy of your original ADIF file and use the "SAVE" function rather than "SAVE AS" for saving your handiwork.)

Now that you're an ADIF pro, see if you can decipher my recent LoTW upload, below.

DX4WIN ADIF Export http://www.dx4win.com
<PROGRAMID:6>DX4WIN
<PROGRAMVERSION:10>9.0.4.1176
<EOH>
<QSO_DATE:8:d>20180122 <TIME_ON:6>160555
<CALL:4>Z60A <PFX:3>Z60 <DXCC:3>522
<CONT:2>EU <MODE:2>CW <BAND:3>20m
<RST_SENT:3>599 <RST_RCVD:3>599 <CQZ:2>15
<QSL_RCVD:1>N <QSLSDATE:8:d>20180219
<QSL_SENT:1>Y <LOTW_QSL_RCVD:1>Y
<QSL_VIA:5>OH2BH <NOTES:6>Kosovo <EOR>
<QSO_DATE:8:d>20180125 <TIME_ON:6>154700
<CALL:4>Z60A <PFX:3>Z60 <DXCC:3>522
<CONT:2>EU <MODE:3>SSB <SUBMODE:3>USB
<BAND:3>20m <RST_SENT:2>59 <RST_RCVD:2>59
<CQZ:2>15 <QSL_RCVD:1>N <QSLSDATE:8:d>20180219
<QSL_SENT:1>Y <LOTW_QSL_SENT:1>Q
<LOTW_QSL_RCVD:1>Y <QSL_VIA:5>OH2BH
<NOTES:12>OH2BH on Mic <EOR>
<QSO_DATE:8:d>20180202 <TIME_ON:6>002600
<CALL:4>Z60A <PFX:3>Z60 <DXCC:3>522
<CONT:2>EU <MODE:3>SSB <SUBMODE:3>LSB
<BAND:3>40m <RST_SENT:2>59 <RST_RCVD:2>59
<CQZ:2>15 <QSL_RCVD:1>N <QSLSDATE:8:d>20180219
<QSL_SENT:1>Y <LOTW_QSL_SENT:1>Q
<LOTW_QSL_RCVD:1>Y <QSL_VIA:5>OH2BH <EOR>

Did you find the end of the header? How many records did you find? Note: If some of the description tags seem foreign to you, navigate to http://www.adif.org/ and look up the description of the tag in the ADIF Standard. My guess is you won't have to do that for many items.

CDXF Update

For a period of low sun spot activity there still is quite a bit of DXpedition activity. The Carolina DX Foundation (CDXF) has supported top 50 most wanted entities (with few exceptions, one of which, YDXA, is noted below). Here they are:

VK9MA, Mellish Reef, 11/3-16, 2017

3Y0Z, Bouvet, Jan. 2018 – aborted with vessel issues. CDXF provided heavy support, including additional support for helicopter operations.

VP6EU, Pitcairn Is., 2/16-3/5, 2018

3B7A, St. Brandon, 4/6-17, 2018

KH1/KH7Z, Baker Is., 6/27-7/7, 2018

YDXA, at PJ2T, Curacao, 7/19-24, 2018 (young ham DXpedition group)

VP6D, Ducie Is., 10/20-11/3, 2018

We hope you worked or will work some of these! In October, 2017, CDXA and CDXF supported the DXpedition to Temotu Province, H40GC. The report on that operation as provided by its sole operator, Stan Vatev (LZ1GC) is included in this issue of the Pileup.

Be Careful What you Say!

I recently decided to watch some of the early episodes of the popular TV show, "NCIS". One of the characters in seasons three through thirteen was Special Agent Ziva David. Ziva first appeared on the show as a temporary agent on loan from Mossad—the national intelligence agency of Israel. She eventually becomes a U.S. Citizen in the series but along the way we learn of just how difficult it can be in understanding the countless idioms that exist in the English language. Hardly a show goes by in the early years where Ziva restates one of our many idioms in English as she heard it only to be corrected by her fellow Agents McGee or Denozzo.

As we speak into our microphones to people the world over, we should recognize that for those who have English as their second language, idioms can be a stumbling block—just as the idioms in another's language can create laughter when we try to "interpret" idioms we hear in another person's language. We all know what it means (in English!) when we declare someone is "barking up the wrong tree". Can you imagine the vision that presents for someone who literally interprets the phrase? Some of our idioms are conjured up from a mental vision, but some of them have basis in actual historical fact. Over the years, I've made a mental note of some of them and I present a few below.

From the world of sailing and seamanship:

"Down to the bitter end." This conjures up a vision of hanging on to a belief or hope until there is almost no hope left. Yet a mariner of old knows that depending on how a piece of rope is used, it is called a sheet or a line. A sheet is a rope attached to a sail to control its position and shape. A line is a piece of rope attached to any number of things including an anchor. The free end of a line is usually put around a cleat or a bit to secure it. The very end of the line was called the "bitter end" because it was fastened to the bit, and if you got down to the bitter end and released it, your vessel was adrift!

"Three sheets to the wind." From the discussion above, we know a sheet is attached to control a sail's shape. Normally, to control a sail's shape when under a load, the sheet is attached to a cleat to secure it and maintain the desired configuration. If you are on a vessel on which a sheet is flailing in the wind, you surely know the vessel is not under desired control. On the grand old sailing vessels, there were many sails, thus many sheets. If three (or more) sheets were flailing to the wind, there was a serious lack of control! Over the years, the meaning has come to refer to a person who is inebriated (drunk) and thus out of control.

From the military:

"Flash in the Pan". A person who cannot be counted on to produce the desired results may be described using this term. Yet the old flint locked rifleman knew that if the spark from the flint in the spark pan did not ignite the gunpowder in the barrel, it was merely a "flash in the pan" and the intended result was not obtained—no bullet was fired.

"Keep your powder dry". This expression is usually applied by an observer cautioning an angry person to quell their anger. In the days of muzzle loaded weapons where the powder was stored in a powder horn, it was well understood that in battle, wet gunpowder was useless.

"Give'em the whole nine yards". If you thought this expression had something to do with football, where 10 yards results in a first down, think again. Common wisdom says the expression arose in World War II where the ammunition belts of the .50 Caliber machine guns were 27 feet long (9 yards). Pilots who gave the enemy "the whole nine yards" had expended all their ammunition on the target.

From sociological lore:

"Dirt Poor" In old England many homes of the working class had floors of dirt rather than wood flooring, thus the term "dirt poor" meant a person could not afford wood flooring and thus was quite poor.

"Piss poor" or "Doesn't have a pot to pee in". Urine was used to tan animal skins many years ago so some poorer families collected their urine in a pot and sold it to tanneries. A family which had to do this to supplement their income was called "piss poor". If a family was so poor it could not afford a pot, it "didn't have a pot to pee in." Fortunately, we have some safety nets in our social fabric today that has helped to minimize these conditions.

There are literally hundreds of idioms in our language. A quick search of the Internet will show you many sites identifying these idioms and giving the meaning of them. But, remember, many of those we talk to on the air have not been immersed in our language all their lives so choose your words with care!

Temotu Province DXpedition—H40GC 2017

By Stan Vatev, LZ1GC

Editor's Note: CDXA and CDXF both supported a DXpedition to Temotu Province in October, 2017. It was a solo effort by Stan Vatev, LZ1GC which also included a humanitarian mission as part of Stan's "radio fun". Some of you probably know my other "Day Job" as a retiree is editor of the INDEXA newsletter. I deemed it appropriate that those CDXA members who are not also INDEXA members might like to see Stan's report in full as it appeared in the Spring 2018 INDEXA newsletter, so it is included here in its entirety.

H40GC Radio Shack

Temotu Province, Santa Cruz Islands group (H40) in Pacific area is a very sought-after destination by many radio amateurs around the World! In 2016 and early 2017, Temoto Province (H40) occupied 30th place in the CLUBLOG list for the most wanted country. It is currently in 46th place and is still needed by many radio amateurs worldwide, especially on SSB. The H40GC DXpedition 2017 was my second activation of this rare country. My first activation was from Lata, Nendo Island (IOTA OC100) between 4 October to 17 October, 2016. Deciding to return to Temotu for a second activation was made easier as there were fewer unknowns! Additionally, this time I had a serious commitment besides the HF activation of this country. I wished to carry out a humanitarian mission under the auspices of INDEXA and with the generous participation of CDXA & CDXF, Kontrax Ltd - Bulgaria and Andy, LZ2HM. I would like to recognize the individual and corporate sponsors, amateur clubs, associations and organizations that sponsored me before the expedition even began and who were also participants in the humanitarian mission. I am thankful to all.

In October 2016 during the H40GC DXpedition 2016, I had meetings with teachers and students from the only high school in Temoto Province—JCP College—located on Nendo Island. About 400 students are learning in this school. So on the spot I got to know their problems and their needs. As early as 2016 I was convinced that the best way to help these boys and girls is to provide them with one or two laptop computers and other school supplies such as notebooks, pencils and pens. Such are luxuries in a province where the unemployment rate approaches 90 percent of the population. This makes it difficult for the students to buy even simple supplies. The school had not a single computer available! I think that helping young people and investing in them is the best thing that can be done for a country and its people because our future belongs to the younger generation.

Also, in October 2016 I had meetings with the head official and officers of the local provincial office for disasters and accidents. They also did not have even a laptop computer to help with their protection of the population living on the various islands belonging to Temotu Province. So, I was aware of what we radio amateurs could do to help the people of Temotu. My view of helping Temotu inhabitants met with the understanding and support of INDEXA, under whose patronage this humanitarian mission was finally accomplished.

I write about all of this because my understanding is that it is not enough to travel and activate on radio amateur bands at various rare destinations around the world, but that we have to leave something of us

there by doing something good that the locals can remember! This will also popularize our wonderful hobby.

The organization and preparation of the H40GC DXpedition 2017 took about 6 months. During these six months, I purchased the required airline tickets, received a renewal of the H40GC and H44GC licenses (from 27 June 2017 - 26 June 2018), booked a room for my stay at Lata Motel on Nendo Island and prepared the antennas and the technical equipment necessary for the expedition. Every day during those six months I was doing something in preparation. Even when I was at work or on weekends and walking in the nearby mountain, my thoughts were on what I had to do for the expedition so I would not miss something.

On 24 September 2017, my trip to Nendo Island, Temotu Province in the Pacific began with a 3-hour flight from Sofia (Bulgaria) to Heathrow, London (England). I had 20kg of hand baggage and two checked bags—each weighing 23kg. After a 5-hour stay at Heathrow Airport, a 13-hour flight from London to Changi Airport, Singapore followed. In Singapore, the same plane was loaded with fuel, and the trip continued (8 more flight hours) to Sydney, Australia. From there, I immediately took a domestic flight operated by QANTAS Airways to Brisbane (Australia). At 09:30 on 26 September 2017 local time, I was at the International Airport in Brisbane.

Stan, LZ1GC at International Airport Brisbane, at the night before the flight to Solomon Islands.

The next leg of my journey was to be from Brisbane to Honiara, Solomon Islands (H44) on the next day. The hotels in Brisbane are very expensive (over 100 EUR per a night), at least for people with my budget! So I decided to stay at the Airport and repack my luggage to meet the various baggage limits imposed by different airlines.

The airport in Brisbane is equipped with many luggage scales that helped me to organize my luggage to minimize any overweight charges. I packed my bags and paper boxes all night. All of my pockets were full of cables and different things needed for the DXpedition.

On September 27, 2017, after a 4-hour flight with Solomon Airlines from Brisbane to Honiara, I arrived on the Solomon Islands. The following two days in Honiara were used to get the originals of the H40GC and H44GC licenses. I was honored to visit the local telecom ministry (TCSI) to meet and talk with Mr. Aaron Hopa—local manager of the ministry—and get my license.

Getting my all-important license from Mr. Aaron Hopa at local Telecom (TCSI) in Honiara, Solomon Islands.

Considering Mr. Aaron Hopa as a good friend, I surprised him with a wonderful gift for his wife—Bulgarian perfume of rose oil. The meeting with Mr. Hopa was very useful because he helped me with my purchase of two laptops (the donation to Temotu Province) by directing me to the best local computer shop.

On September 29, 2017, the day before my flight to Lata, Temoto Province, I visited the management of Solomon Airlines. It occurred to me to talk to someone of the leadership to seek free shipping for the donations I had purchased. Having explained to them the purpose of my visit, a nice

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young woman told me that I should discuss my proposal with Mr. Colin Sigimanu—Manager Commercial of Solomon Airlines. So I did! Mr. Sigimanu was very businesslike, and after a brief discussion—a conversation in which I included a brief introduction to our hobby—he responded favorably to my request, assuring me that he would take care of the matter. On leaving, he gave me his business card and said, **"If you have any problems with Solomon Airlines employees, show this business card. It will help you."** At the time this sounded exaggerated, but his business card really opened doors. Twice I found that showing this card helped resolve issues that surely would have caused me conflict.

Above, boarding my plane bound to Lata, Nendo Island from Honiara.

Below, arriving at last at Lata Airport with all my gear!

On 30 September 2017 at 12:30 local time, the small 36-seat Solomon Airlines airplane landed at Lata Airport, Temotu Province after a 1 hour 40 min flight from Honiara. I was very happy because I was again on Temotu (H40) and in a few hours H40GC would be back on the air.

The Chief of the Provincial Disaster Management Office of Temotu Province—Mr. George Tego—anticipated my airport arrival with a service car. I was quickly taken with my baggage to Lata Motel where I had a reservation. Mr. Tego also had previously arranged for three to four local people to immediately assist with the erection of the 160/80/40 m bands vertical antenna. The next activity was the installation of the radio shack and initial antenna testing. After several adjustments to the tuning box, I started working 40m CW.

With prearranged help, up went the big vertical . . Followed by the necessary "tweaking".

On 30 September 2017, at 08:38 GMT, H40GC was back on the air. The first contact was with VK3GA. After 2 to 3 minutes the PILE UP grew ever larger. H40GC—a rare DXCC entity was on the air. On the second day, I installed a multi-band ground plane antenna for 40 meters to 6 meters, including the WARC bands. In the following days until the end of the H40GC activity, despite the extremely poor propagation, I did my best to maintain a good QSO rate. The statistics for the operation show I managed to do it.

I tried to spend as much time as possible on the air—18 to 20 hours per day. During the night hours I worked 160/80/40 or 30m and during the day on high bands - 20/17/15/12/10. I worked all modes—CW, RTTY and SSB. With minimal pauses for some sleep, food, internet and antenna repairs, H40GC made nearly 18,000 contacts from 08:30 GMT on 30 September to 12:00 GMT on 25 October 2017! Unfortunately, a problem with the linear amplifier on 30 meters on the 10th day of the operation deprived me of the opportunity to realize at least another 1,500 QSOs on this band.

A few words about the propagation during H40GC activity—EXTREMELY poor propagation! Nevertheless, I managed to use the small windows of better propagation when available on different bands to give many radio amateurs the chance to make multi-band contacts with Temotu (H40). More QSO's could have been made, but I was also engaged with the humanitarian mission of this expedition and that also cost me time and effort.

At the beginning of this article, I mentioned that I had a vision of what humanitarian mission could be accomplished during the H40GC DXpedition 2017 so that it would remain a lasting memory of the local population and help them effectively.

On 6 October 6 2017 while visiting the local Provincial Disaster Management Office, I donated one new, fully equipped HP laptop. Mr. George Tego accepted this donation with great excitement and gratitude. Only a few minutes later he began working with the new computer. (See next column.)

I want to highlight the fact that the three employees working for this important and responsible unit are Temotu residents who daily work for the benefit of their brethren and the local environment of the province. Their work is often connected with travels to Reef Island and other islands of Temoto Province, so I am sure that this donation will help

Then we celebrated together!

them carry out their daily activities.

The main humanitarian activity during the H40GC DXpedition 2017 was intended for the local, and only high school—JCP College. At this school 400 students are progressing from grade 1 to 7 per their local education system. In order to qualify for this school, they must first have completed a primary school of grades 1 to 4. JCP College is located on Lata, Temotu Province, and draws students from various locations on a distant part of Nendo Island, accessible only by motorboat. The journey from Lata to there is 40 minutes in one direction.

The JCP College visit was planned and coordinated with the College's management for 11:00 on 12 October 2017. In order to be safely transported to the college, I made contact with the Chairman and

the Mayor of Nendo Island. I told them that I needed their help and cooperation. It turned out that the Mayor is the custodian of JCP College and he is also the chairman of his council. He directed that I be allowed to use a motor boat owned by the municipality. The Chairman and the Mayor of the island were fascinated with the forthcoming donation to JCP College and said that they were impressed by this humanitarian action. I gave credit to the sponsors, INDEXA, CDXA & CDXF and Kontrax Ltd of Karlovo, Bulgaria. The donation to JCP College consisted of one new HP laptop including accessories: laptop bag, extended mouse, flash RAM, 400 notebooks, 400 pens, 400 pencils, folders, markers, sharpeners and other school supplies.

The motorboat trip to the JCP College was easily accomplished although the ocean was not very quiet this day. After my arrival at JCP College a meeting was held with students and teachers at the local church. The meeting began with the performance of theTemotu Province anthem by the students. I will remember this moment forever—the students standing and singing the hymn, myself and the teachers standing also, standing still and listening to this brilliant performance. It was really impressive!

The motorboat driver and Wesley deliver me by water taxi to the JCP College.

Having introduced the students as to the purpose of my visit, the college director gave me the floor. In my address to the college students and teachers, I briefly explained what the donation was and that it was given under the auspices of INDEXA, with the generous participation of CDXA & CDXF, Kontrax Ltd., Andy (LZ2HM), and with the help also of all the clubs and organizations which sponsored my expedition to Temotu Province. I explained to them what our hobby is and that the purpose of radio amateur organizations and clubs is to not only support radio amateurs but also humanitarian activities in different parts of the world.

Preparing for the meeting, we had the computer and supplies ready for distribution.

JCP College students and I conclude our meeting with a Q&A session about life in my part of the world.

At this meeting I was asked many questions concerning our hobby and life and work in Bulgaria. I saw that my responses were interesting to those youngsters and students from JCP College. They asked me where Bulgaria is, what I have studied,

whether I have a family, what is my job and many other things. Keep in mind that most of Temotu residents spend their entire lives without visiting another country. I answered their questions to the fullest. At the same time, I firmly told them that they must believe in the success and struggle to achieve more. I told them that it all depends on them to study and pursue a higher education leading them to a good profession, find a good job, to be able to work and visit other countries. I will remember forever those youngsters' interest in how other people and cultures live.

The meeting at JCP College lasted about 3 hours. When I left with the motorboat back to Lata, there followed an unforgettable friendly send-off. With the voices ringing, "Stan, come again here", the students did not hide their satisfaction and sympathy to me. After setting off on the boat, I heard their voices for a long time over the water wishing me good-bye!

Returning to the Lata Motel, I continued to work on the air. I did not need any rest because the meeting at JCP College was an exhilarating experience for me. By prearranged plan the H40GC DXpedition 2017 had to finish on October 20, 2017. My return to Bulgaria had to take place after a series of 5 flights starting with a flight from Lata, Temotu Province to Honiara, Solomon Islands. This first flight had to be at 1 PM local time on October 21, 2017. The night before the flight, I worked on 160 meters. My last QSO was at 14:20 GMT with WL7E.

After going QRT I spent all night dismantling the antennas and packing luggage for my upcoming trip. The next morning, while expecting the taxi to take me to Lata Airport, I was told that because a eruption of the volcano Tinakula, my flight to Honiara was canceled. At this point, the uncertainty was before me. When would there be a flight? There was also a danger of my missing the other four flights to Europe and Bulgaria. I was worried about my job, my family, and about my limited funds at the end of the expedition. There were no banks and ATMs on the island. I was relieved to be among friends, people I knew from the previous year. I believed they would not leave me in trouble. I was most worried for my job. I have had this work for 38 years, and I understood that a delay of more than 10 days would not be good for me. I managed to get in touch with my relatives and my colleague at work and received permission to continue my leave.

I was more relaxed now! My only concern remained—when will there be a flight to Honiara. The first two days after the flight was cancelled, I visited Solomon Airlines' local office 3 to 4 times a day, hoping to find out that there would be a flight on the next day. Alas, because of the continued eruption of the Tinakula volcano, flights were impossible. Not knowing when there was to be a flight, I decided to erect the 160/80/40m antenna and continue to work on these three bands. So, I continued H40GC activity until 12:00 GMT, 25 October. Just a few hours before my flight to Honiara on October 26, 2017, I dismantled the antenna again and fast packed my luggage.

Finally, 26 October 2017, a little after 3 PM local time, the Solomon Airlines plane from Lata to Honiara landed at the Honiara Airport. I was even more relaxed now, realizing that the nightmare after the volcano eruption and the canceled flights was nearly over.

I immediately decided to visit again Mr. Colin Sigimanu, who, you'll recall, I met before my trip to Lata, Temoto Province. My idea was ask for his assistance with my missed return flight from Honiara to Brisbane by Solomon Airlines. It turned out that Mr. Colin remembered me! After explaining to him that the humanitarian mission had been successful, I briefly discussed with him the problem of my missed 5 flights back to Bulgaria. I will remember this man with good feelings. Understanding my problem, Mr. Colin ordered his subordinates immediately to include me in the list of passengers traveling the next day from Honiara to Brisbane. He told me that a first class hotel paid for by Solomon Airlines will be provided for me in Brisbane.

Thank you, Mr. Sigimanu, for your goodness and humanity. We parted like good friends. Immediately after this meeting, I took a taxi to S.S.E.C. Guesthouse Honiara, where I spent the night and met Bernard (H44MS) and Mrs. Serah in charge of the accommodation there. My meeting with them was very friendly—like a meeting between old friends. It was an honor for me to meet personally with Bernard (H44MS). I want to point out that this is the same man, who since 1990, visits the Solomon Islands yearly for several months. During those more than 25 years he has performed IOTA activations from very rare islands belonging to the H44 and H40 DXCC entities.

Bernard (H44MS) and I quickly found a common language. The next morning, with his help, I contacted a British Airways representative via mobile

phone who assisted my booking return tickets from Brisbane, Australia to Sydney, Singapore, London and Sofia (Bulgaria). Finally, after a long and tiring trip on October 30, 2017, I arrived successfully in Bulgaria, and on 31 October 2017 I was in my home—"my fortress"!

With the story of this DXpedition told, I would like to thank all the individual sponsors before and after the expedition that helped with the success of this expedition.

I thank all members of the GDXF which supported me after the Tinakula Volcano eruption on Nendo Island. Thanks are due for the support at this moment from Chris (DL5NAM), Rolf (DL7VEE), Uli (DM5EE), Sigi (DL6QW), Gerd (DL7VOG), Roland (DL7BA), Volker (DL7AUV), Helmut (DL5DSM), Wolf (DL8USA), Peter (DK2NG), Ulla (DF6QP) & Walter (DL8JS), Tom (DL1AMQ), Bernd (DL3GCB), Volker (DJ8QP), Tom (DK3DUA), Uwe (DK2ND), Tom (DJ6YX), Ed (EA8AXT), Ed (N4II), Bob (W9BF) and many others!

Thanks to all the Foundations, Associations and Clubs which supported me for this expedition: GDXF, SDXF, CDXA & CDXF, EUDXF, INDEXA, WVDXA, Lone Star DX Association, SWODXA, NODXA, KC5WXA - Jake McClain Driver Memorial Amateur Radio Club, WWDXC, Willimette Valley DX Club , LA DX GROUP, GM DX GROUP, Clipperton DX Club, Mediterraneo DX Club and LYNX DX Group.

Thanks for the understanding and support from Spiderbeam, Clublog, ACOM Ltd Bulgaria and Kontrax Ltd.

Here's to new meetings on the air!

73— *Stan*, LZ1GC (H40GC)

DX King 2018

By John Forbus, NV4A

The steady rise in DXCC entity count by those participating in the DX King competition shows that there is still a lot of DX to be worked. So, if you're sitting back waiting for "good times to return to DXing", be aware that you can still be improving your DXCC scores even when the solar flux index is hovering around 70!

There will not be a report on the FT8 Challenge this month. We'll have the FT8 report in the next Pileup which comes out in July. Those FT8 contacts can be counted for DX King also, and we're seeing lots of somewhat rare DX now pursuing that mode. You have been recording those FT8 DX contacts for DX King, haven't you?

Call	Class	Entities	Zones	Total
K5EK	Unimited	242	40	282
AA4SC	Unlimited	164	37	201
W4HG	Unlimited	160	36	196
W3GQ	Unlimited	148	36	184
W1AJT	Unlimited	145	36	181
VE3UTT	Unlimited	136	33	169
K8YC	Unlimited	137	31	168
W3OA	Unlimited	118	33	151
W3ZL	Formula	85	21	106
Your Call?	Your Class?	??	??	??

Welcome New Member

One new member has found CDXA in the past month. We welcome our new association with **Kent Winrich, K9EZ**, of Salisbury, NC. It's a somewhat long ride from Salisbury, but maybe we'll see Kent at the Skyland for lunch in the future for an "eyeball QSO". Otherwise, we'll meet him on the air or one of our other events.

What's Inside???

Frank Dowd, K4BVQ, confirms DXCC entity number 385 in his log by working Kosovo, Z60A. (See Front Page).

A Pileup reader's query prompts a few followup comments on using **HamCap** propagation prediction software outlined in the April issue of the Pileup. See Page 2.

Ever wondered what all those characters are in an ADIF file? We'll try to unravel the mystery in an article beginning on page 3.

What's **CDXF** been up to recently? Answer is on Page 4.

Maybe we'll **hit the nail on the head** starting on Page 5. If we do, you'll realize that we've made you aware of the hundreds of idioms in the English language that might puzzle some of the people we meet on the air for whom English is their second language. Be aware of idioms when having a rag chew with your radio friends.

CDXF and CDXA supported a **DXpedition to Temotu Province (H40GC)** in October 2017 by a sole operator, Stan Vatev (LZ1GC). The operation also had a humanitarian component. The full text of Stan's report to his sponsors begins on Page 6.

The **DX King** progress as of the end of April appears on this page. Those who are racking up big numbers in the **FT8 Challenge** might want to check how many of those QSOs might also count for DX King. Remember, 150 points in the DX King competition puts you in the running for the year end raffle prize. We hope to see more FT8 Challenge chasers on the DX King list in July, which is when the next Pileup comes out. We'll have a report on the FT8 Challenge in the July issue of the Pileup.

The editor gets a rest in June. There will be no June issue. Go work some DX! Look for CDXAers in the June VHF contest on June 9-11. Contest starts at 1800Z on Saturday and runs to 0259Z on Monday. There are bound to be some CDXA rovers out and about that can use your QSOs. The AA4ZZ team will be atop the mountains near Boone (EM96) looking for you on 6m, 2m, 222MHz, and 440MHz. (Even FM on 2m through 70cm will help them out and can readily be used to work them in the Carolinas.) Announcements of various CDXA operations are likely to appear as the contest approaches. Later in June, have some Field Day fun. See you in July.