



# Scuttlebutt

February 1993

Issue 103

## Captain's Cabin

*Rich Gelber, K2WR*

### Unpredictability

Non-hams always seem to assume that radio propagation has something to do with the weather, and while this may be true for our VHF brethren, the contesters' radio gods are those (slightly) cooler areas on the solar surface known as sunspots. Just as in research into the function of the human brain, the more we learn about solar phenomena the more we discover we don't know. Gigabytes, it seems, are published weekly about propagation, predictions are made based on 22-year cycles, 11-year cycles, 28-day cycles, (and tricycles), but we never really -know- for certain what is going to happen, any more than we -know- what assortment or volume of exotic callsigns this propagation is going to produce at what point in the contest. If we knew for certain what was going to happen, I suspect most of us wouldn't be interested in participating. So spin the wheel, buy a ticket, and enter the great lottery of the airwaves, to see first hand the unpredictable result unfold. And, of course, join us first in Sturbridge on the 7th.

## Secretary's Report, Yankee Clipper Contest Club

Meeting began at 1:40 - delay was caused by absence of PA system. Minutes of last meeting were approved on motion of Mike, K1TWF.

We welcomed a guest, WB1BRE, ARRL New England Division Director.

Kurt, W1PH, summarized the results of

his CQWW score gathering - about 140 Meg on CW and about 147 Meg on SSB. He noted that we did much better than last year, but still not enough to beat FRC. He said that there were two packet bulletins available so that members can see how everyone is doing. Kurt emphasized that everyone should send their scores to him on packet. The club recognized Kurt for a job well done.

Rich gave a brief summary of his CQWW CW activity as GJ/K2WR. He recommended operating from Europe as an experience of interesting openings to unusual parts of the world. Rich also followed through on his promise of 'tacky ABC momentos' to those who worked him on six bands — GU3HFN, EA6ZY, K1KI, and K1AR. John, K1AR, was present and was awarded a slightly used, red-plaid ABC Sports hat and an ABC News pen. Honorable mention went to those members who worked Rich on 5 bands — K1DG, K1VR, AA2DU, W1WEF, and KY1H. Special honorable mention and a tacky memento, a 30th Anniversary of Wide World of Sports pin, was given to K1ST who worked Rich on 5 bands, including the WARC bands — 80, 40, 17, 12, and 10.

Mark, K1RX, briefly described his operating experiences at 4U1ITU (s/o SSB, 4.8 Meg) and at the QTH of BV2BA as BV/K1RX on CW (3500 Qs for 3.4 Meg). K1AR was the only op to work him on 5 bands; Mark used a quarter-wave sloper on 80 meters and noted that K3ZO was the loudest signal from the East Coast on 80. Mark also mentioned that he made 21 Qs, in 3 zones, and 3 countries on 160 meters. Special mention was made of K1DG's longpath QSO on 40.

## October Meeting

*Paul Young, K1XM*

The next meeting of the Yankee Clipper Contest Club will be on Sunday, February 7, at the Sturbridge Host Hotel, beginning at 1 pm.

The program will include a talk on propagation by Dean, N6BV and a slide show on the S79S DXpedition to the Seychelles by Paul, K1XM and Charlotte, KQ1F.

The Hosts Hotel is located on Route 20 in Sturbridge, Massachusetts, ½ mile West of I-84 (first exit off I-84 when coming South from the Mass. Turnpike).

To get to the Host Hotel, exit I-84 on to Route 20 West. You will pass through two sets of stoplights while noticing several motels on your right. Make a right turn just prior to the Burger King sign. This is the entrance to the Host Hotel. There is plenty of parking in front of the hotel.

The meeting dates for the rest of 1992 and for 1993 are:

| DATE             | DAY      |
|------------------|----------|
| February 7, 1993 | Sunday   |
| April 3, 1993    | Saturday |
| June 6, 1993     | Sunday   |
| August 7, 1993   | Saturday |
| October 4, 1993  | Sunday   |
| December 5, 1993 | Sunday   |

The August meeting may be the club picnic or may be moved to the New England Convention.

Doug, K1DG, talked about post-contest logging practices and surveyed the members — most ops are doing some post-contest looking/editing of logs; about half said they fixed things such as bad zones, obvious typos and questionable calls. Doug also described how CQ checks logs — they are parceled out to K3EST or N6AR according to mode, who then parcel them out to individual checkers. Serious checking is only done on the bigger logs in each category. The logs are then cross checked using uniques and uniques+1. Doug said that the unique rates of the good ops are about 5%. Doug also circulated among the members some good photocopies of log summaries from the very first five years of the CQWW test. A vote of the membership was taken and the consensus was that the deadline for log submission should be changed from December 1 to December 15. K1DG continued: CQ Magazine still needs printed paper logs for the CQWW contests because of their method of visual checking. Log files on disk are helpful but not sufficient.

Our new W1 QSL BURO address for incoming cards is now PO Box 80216, Springfield, MA 01138-0216. Please send checks, not cash!

Rich, K2WR, cautioned against the use of excessive transmitter power in contests, sometimes 6-7 dB over the legal limit! Also, some logs are not reporting the use of packet spotting when used.

Rich, K1CC, one of the truly big names in contesting (12 letters!), gave us an update on the Contest Advisory Committee's work. For the ARRL DX contest, contacts with 'maritime mobile' (/MM) stations in international waters, and 'aeronautical mobile' (/AM) stations will be acceptable for QSO points but not for multiplier credit. There is a new Rover category in the ARRL VHF contest. The time-honored question of how to define a 'Little Pistol' class for contest competition was met with the suggestion to define a 'Big Gun' class instead.

The YCCC PacketCluster system, which is serving this Club so well, served notice that it needs donations for maintenance and expansion.

Bill, KC1AG, reported on the activity of the DXAC (DX Advisory Committee) as they work on the DXCC Countries List. He thanked those who replied to the questions he placed on the PacketCluster. Deletions pending include Abu Ail, Mt. Athos, Czechoslovakia, and possibly the Western Sahara (S0). Two new countries will be added on 1 Jan 93, the Czech Republic and Slovakia, to replace the deleted Czechoslovakia. The future status of Penguin Island, Walvis Bay, and the Southern Sudan is uncertain.

After the break, Jack, W1WEF, gave a DX Quiz intended to separate the men from the boys.

The meeting came to a close with an exciting video presentation by Ed, NT2X, of the DXpedition to Malyj Vysotskyj Island for the recent CQWW SSB contest in October, 1992. A truly international team operated as 4J1FW and 4J1FM after an exciting landing in total darkness on the uninhabited island. (So who stole the gasoline cans?) The QSL route is to OH2LVG.

Submitted December, 1992  
by Saul Abrams, K2XA,  
and Bill Santelmann, N1AU  
Acting Secretary/Treasurer

## 4J1FM — MV Island DXpedition 1992

*Edward Kritsky, NT2X*

Any DXpedition begins with a fantasy. 'Wouldn't it be nice to go to...' One evening in May 1992, sitting in the home of Frank Smith, AA7FM, in Phoenix, Arizona, we began talking about how nice it would be to do a joint trip and operation from Malyj Vysotskyj (MV) Island. We - Romeo Stepanenko, 3W3RR, Andy Chesnokov, UA3AB, Frank and myself. Details were yet unclear, but we were certain in our desire to go ahead and do it. We wanted it to be a joint Russian-Finnish-American operation, much like the first operation from MV Island. One must define a DXpedition in greatest detail, for it to take shape. Then we had no idea how to obtain permissions, who the other play-

ers would be, where and when we would meet. As we parted for the evening, it was decided that Frank would contact the Finnish authorities (Frank is a Finnish Consul in Phoenix, AZ), locate the OH-operators to go to the island with us. Romeo and Andy were to take care of the licenses and permits, arrange transportation to the island. I would act as a coordinator for everyone, tying everyone and everything together. The trip was set to take place in October 1992.

In order to be admitted into the zone of Canal, you must first secure permissions from the Russian and Finnish sides of the Saimaa Canal Authority, an organization that supervises the use of this waterway. The Russian part of the Authority is based in Moscow. For us to get licensed, we first had to receive the paperwork from the Russian side stating they don't object to us being on MV Island. They would give this paperwork only after the Finnish side of the Authority gives its own 'OK'. For Finns to give us the 'go ahead' we needed to present them with the definite dates of our trip and the list of participants. We also had to get visas to enter Russia. The Russian part of the team, of course, required no visas to go to the island.

Frank got to work. Many phone calls and faxes went to Finland, to locate and recruit operators. Martti, OH2BH, offered to find Finns wanting to join us. After going back and forth, talking to the Finns and the Russians (we were considering some other Russian candidates, too), by September we had a team consisting of: OH8PF, OH6LK, OH6EI, OH6LI, XE1VIC, AA7FM, NT2X, UA3AB, and 3W3RR. By the time the trip commenced George, UY5XE, joined the Russians (technically making it a Russian-Finnish-American-Mexican-Ukrainian-Vietnamese (!) DXpedition).

Meantime, Andy in Moscow issued invitations to all the participants. They came out October 7, barely two weeks before the operation. Applying for visa in the newly-opened Russian consulate in New York was a cinch. I had my papers a week later. Getting tickets for the date I wanted was trickier - Finnair had no seats left, and none were available on other airlines

for a flight to St. Petersburg. I had to leave a day earlier.

Preparations for the trip were elaborate - Frank and I came up with a list of items needed for a trip. The list consisted of 57 entries (and is now available for an SASE to anyone who may need it for a similar trip to a cold QTH). It took us some time to figure out who was bringing what. Frank took over an A3S tribander, I got to carry a 'Battle Creek Special' - a multi-band vertical for 160/80/40, donated by a group in Michigan. I also took over antenna tuner, keyer with paddle, a handycam (as an 'official' DXpedition cameraman), assorted connectors and wires. Chuck, K8CH, kindly provided a sunrise/sunset table for MV Island. We determined it would be impractical to carry food over from the USA, so the Finnish team was to bring it. They also brought most hardware, including tower sections (welded by Jukka, OH8PF), another tribander, rotators, a 10-meter monobander, assorted dipoles, three generators with fuel, water, and many other small and large items. The Russian group was to provide two stations, take care of the boat arrangements and other transportation for the members of the DXpedition. Not to be forgotten on a trip like this were sleeping bags - you won't survive without one. Unfortunately, a sleeping bag takes one luggage space and you just can't squeeze it down to a smaller bulk.

It looked like the Finns and the Americans resolved most problems. Not so on the Russian side. Andy was still running around Moscow trying to get the paperwork done (and that in addition to his great workload). Unfortunately, Romeo had to leave on another business trip and could not be of any help during the preparatory stage. Frank and I outlined a plan: he was to fly into Helsinki, meet up with the Finns and Victor, XE1VIC, then drive over to the Finnish-Russian border by van. By that time I would fly into St. Petersburg, meet the Russian team, and then we'd take a train to Vyborg. We were to meet at the border, near the town of Nujamaa. Then reload equipment and supplies onto a Russian vehicle and bring everyone and everything to Vyborg - Jukka and his gang didn't want

to bring cars into Russia, they felt it was unsafe. They had seen hams passing through Nujamaa checkpoint for the prior operations, so getting through could prove easier. We were to talk on 2 meters, to coordinate our approach to the border. For that purpose I brought my HT. But to re-phrase an old Russian saying: 'When trip on paper looks pristine, you neglected the ravine!' Before Frank departed for Finland, I gave him a word of wisdom: 'Frank, we planned everything well. But Russia, as you know, is unlike any other country. Things would get screwed-up, somehow. Please keep your cool and don't throw in the towel, because everything would be fine at the end. This is how Russia works. Nothing is ever simple there.'

I flew into St. Petersburg on October 21, with a stopover in Helsinki. Miika, OH2BAD, came over to say 'hello'. When I go to Russia I always feel like leaving my 'Western civilization footwear' at the door, and tread lightly. Just to reinforce my own conviction, there at Vantaa Airport of Helsinki I heard an American reverend instructing a group of his followers on a religious trip to Russia: 'When you get there, your first impression would be of the USA, circa 1930...'

I didn't like flying into St. Petersburg, it took forever to process passengers, and the Customs were slow. There were no luggage carts available and I had to trudge heavy luggage to a line leading to an X-ray machine. In front of me an American businessman had to open his suitcase, whereupon a Customs official looked through the contents and took two items of whatever, putting them into a uniform's pocket, all in broad daylight. I could see Romeo, Andy, George, Jacob, UA1FA, and Mike, UA1AFM/RW1AI - they all came to greet me. When the same Customs official didn't like my HT and wanted to detain it, despite some paperwork I had, Andy brought the whole bunch in and they began persuading the officer to let me go. Andy wound up going to the local office of Russian Communications Ministry, later the same day brought a permit just for my HT and got it back. For hour storage of a tiny HT at the Customs Office - \$20, no receipt. Welcome to Russia. Despite that, I con-

sidered myself extremely lucky. If it wasn't for my friends, I would have probably lost time and equipment trying to resolve the situation myself.

We left St. Petersburg the same night by taxi to Vyborg, over 100 mile ride even further North. Our cabby spent an hour circling the city looking for an open gas station, he needed a fill-up - gas tank and container, otherwise he couldn't return home from Vyborg. A long run and not a chance of finding a gas station? Only on the road frequented by tourists, leading to Vyborg, in the middle of nowhere we finally stumbled upon one. We bought gasoline for roubles, not some coupons which were in use everywhere else. The cabby breathed a sigh of relief. Then drove us with death-defying speed for a couple of hours along the icy road without lights, reflectors or divider. White snow bordering black asphalt identified road margins.

We drove into Vyborg sometime after 1 AM. So where do you stay in this town? Well, there is 'Druzhba' (Friendship) multi-star hotel, built by the Finns in the 70's for their own. At \$80 per person per night (32,000 roubles, a semi-annual salary in contemporary Russia) this was hardly a bargain. The only other alternative was 'Vyborgskaya' hotel, for Russian visitors. The schedule by the receptionist stated it was 140 roubles per person per night (\$.35) if you were Russian, and 650 roubles (\$1.63) - if you came from one of the Baltic countries. Wow, real discrimination! No mention of other foreigners; apparently they avoided the place. Another permanently affixed sign claimed 'No Vacancies'. Of course there were vacancies; you just had to know how to talk to people! Romeo did the talking.

Automatic elevator was shut down for the night, so we brought heavy bags all the way up to the sixth floor. A three-bed room for four people, a working TV with 2 programs (one of them - MTV, in this black hole), a telephone - for local calls only (you must dial 10-15 times to get a call through), bathroom with a broken shower, falling tiles, half-functioning toilet. We were faring great! And who said you always have to stay at Hilton? Restaurants were all closed or non-exis-



tent, so our supper consisted that night only of some smoked franks, beer, and M&Ms brought from the USA. George cut the sausage with a knife handcrafted in Chernobyl (he volunteered for cleanup after the catastrophe).

Guys just couldn't get up in the morning. Fortunately, I was still living on New York time and woke them up: 'The Finns must be waiting already!' Andy, UA3AB, and George, UY5XE, went to secure permits from the local office of border patrol for all of us. Turned out foreigners (like myself) didn't need one, and the border guards already knew of our upcoming arrival. Romeo and myself stayed behind, watching our belongings - nobody wanted any surprises. Andy and George returned a few hours later, completing all the paper formalities. They now had to catch a truck, drive to the border, and meet Frank, Victor, and the Finnish team. There were no rental places in Vyborg, so you literally had to stop anyone on the road, offer them money, and hope they would agree to run your 'errand'. They indeed found a truck, rode to the border post #2 (which was 25 km south of the real border), only to find that the Finns were already turned away by the guards at post #1. Andy was told that everyone had proper visas, but they didn't have some special paperwork, permitting their motor vehicles to enter Russian territory. Go back, to Helsinki, get permits and try again, border guards told them. The orders from Vyborg to let the entourage in unhindered were late by twenty minutes at the checkpoint, damn bureaucrats! Everything was coming apart! At the border Andy continuously called on a 2-meter frequency, with no luck. Then he heard a one-way transmission by OH5NZ, in English, instructing him to call a number in Finland. Andy and George flagged down some Finnish 18-wheeler truck, equipped with a cellular phone and made a call, immediately speaking with Frank, who with other guys was waiting at OH5NZ's place for a slim chance we would call. Lady Luck was really merciful this time! We talked about the situation later and came to a conclusion that we should have used a random wire for antenna out the hotel window and talked to OH5NZ on 80 or 40 meters, continuously throughout this

'border commotion'. There was nothing worse for a ham than being held incommunicado, in the country without telephones. 'The missing tribe' came through two hours later. Border guards didn't bother checking their passports and visas that time, just waved them through. According to Andy, throughout this episode border guards (formerly part of the KGB troops) were cooperative and even accommodating. Unbelievable.

While waiting for the team to arrive, Romeo and I took a little stroll around old Vyborg (Vipure), the Finnish town going back centuries. It was annexed from Finland by the Soviet Union in the 30's, but up to these days had a distinctive Finnish flavor. The streets were semi-empty, most of the activity centering by the city railroad terminal. Adolescents with crew cuts looking for foreigners, to sell them souvenirs, vodka, and who knows what else. Most buildings were built at the turn of the century. To our considerable surprise, one of the major constructions was a joint Russian-Finnish renovation of a large building, dating back to 1908. We were told how city fathers seriously planned to open an excellent 'house of ill repute' there, to attract tourists. Oh, well, lately anything is possible in Russia. Food stores had bread, meat, milk, sausage, some vegetables, few people in lines, high prices. Most variety was at 'Beryozka' hard currency store - from French wine to smoked mussels.

Around 6 PM, Kari, OH6LK, arrived at the hotel, then drove us to the boat, where the rest of the crew was already waiting. A large passenger boat, making regular trips between Vyborg and surrounding islands was at our disposal for a small fee. We parked both vehicles at the port and loaded everything onto the boat, which promptly left into the black night, for a 40 minute ride to MV Island. The uneventful trip was filled with toasts and more toasts to friendship, Amateur Radio and respective countries of the participants. The mood was festive, as if we were sailing into the Caribbean, on a fun cruise. The wind outside was, however, strong and bitter, and the air smelled of winter.

Just as quickly as the journey began, it was over. The boat docked onto something in pitch black darkness. The cap-

tain flashed the floodlights on shore and we saw a frozen wooden dock scaffoldings, a white-colored cylindrical tower with a light-emitting beacon on top. The howling winter night embraced us, as we walked ashore. I certainly felt like an astronaut walking on the moon. Jukka, OH8PF, immediately started one of the generators, turned on our floodlight. We could see now two buildings which we proceeded to occupy, one as our sleeping quarters, and another - as an operating location. It was nippy. As soon as the last piece of luggage was off the boat, it departed and we were left to our own devices.

Before we thought about food and accommodations, we proceeded to set up the first station. An 80-meter dipole was strung as if by magic, Kari, Tomi and both Jukkas unpacked and assembled stations. George plugged one generator directly into the AC outlet in the house, thus providing electricity. Frank had the honor of a first contact, with OH3PK on 75 meters. I was running around with camera, trying to commemorate the occasion on video. Victor, Andy, and Romeo were getting 160 meter dipole up. By the time we finished work, we were absolutely exhausted, but happy. All stations were now set up and operational. We decided to do the HF Yagi assembly in the morning and went to bed, minus the ops on duty. Pileups on low bands were already fierce. Good thing about Europe was that no matter how rare or how common call you had, you never ran out of stations to work.

Everybody found something they were good at. Victor, XE1VIC, possessed some serious knowledge about band openings and greatly helped with multipliers at contest time. Jukka, OH8PF, Tomi, OH6EI, and myself (thanks to the Yankee Clipper Contest Club experience) planned contesting strategies. George, UY5XE, was very good at climbing trees, solving technical problems and keeping score throughout the contest. Romeo, 3W3RR, found time to cook hot meals for the whole crew. Frank, AA7FM, Kari, OH6LK, and Jukka, OH6LI, assembled most of our HF antennas. Everyone helped put them up. Everyone got to operate.

With 10 operators and 3 stations, I wished we had more time to spend on the air, per person. But it felt good to hear time and time again 'Thank you for a new country on this band!' or just 'Thanks for new one!' After all, that's what we were there for. We chose to spend more time on CW before the contest, so they would want to work us on SSB later. Japanese pile-ups were big, and so were American. We had rates up to 220 per hour. Being far up North (latitude of Anchorage, Alaska), we didn't get to work anyone on 75 from North America, despite an excellent 'Battle Creek Special' antenna. Jukka, OH8PF, had a couple of hundred Finnish stations lined up on 75 meters to work us, and he zoomed through them with admirable speed. From time to time we would forget to add gasoline to the generators and they would stop. In the middle of the night the active crew would run out with flashlights to do the refill. Bitter cold made you constantly want to eat and drink, preferably something warm. 'Authentic Finnish Coffee', prepared by Tomi, OH6EI, was everyone's favorite. To be competitive, Jukka, OH8PF, climbed the tower and put up a 2-meter Yagi towards Finland, to be able to pick up contest DX announcements. A total of about 13,000 QSOs were made, many on low bands and 28 MHz, where MV Island was still in demand.

I must give tremendous credit to the Finnish operators; they came well-prepared (did living in colder climate have anything to do with it?). They brought every necessity, including an electric stove, a microwave oven and a heater. Furthermore, all were dressed in warm skiing overalls, unlike the rest of us. I was dressed in: thermal pants, jeans, one pair of regular socks and two pairs of warm ones with hiking boots, a T-shirt, a warm sweatshirt and a thick sweater, 3/4-length winter coat, a cap, wore a pair of gloves with work gloves on top. Was I warm? Not really. Winter DXpeditions are fun!

We got to see some of the island. It is over a mile long, overgrown with trees and bushes. There were plenty of people living on the island in the 30's (Finns) and Russians (in the 50-60's). Right now all that remained were collapsed abandoned buildings, blown-up foundations and

forest paths, that were once real streets. We were told to be careful and not fall into abandoned water wells, which were plentiful. A Finnish historical society continues to maintain street signs there, as a tribute to the once-ebullient life and people that lived on Ravansaare (Finnish for 'Swamp Island'). From where we were, we could see neighboring islands, with motor boats going back and forth, big cargo vessels passing through Saimaa Canal, even some serious-looking navy ships docked in the nearby town of Vysotsk. Time to time a border patrol boat would go by the island, without apparent interest to what we were doing. Locals almost didn't bother us, except when Romeo spotted a couple of men prowling the bushes. One prior DXpedition had some gasoline cans stolen at night, so we moved most of our belongings into the 'radio building'. Our buildings were well-maintained, and we were asked to leave them clean and intact. There were bunk beds and a nice refrigerator there once, but some locals apparently thought it was too much luxury for a small place.

We flew an INDEXA banner while on the island. (Aside from being our sponsor, this international organization believes in goodwill through amateur Radio). Its banner became our own statement of friendship and goodwill. We had the most fantastic time on MV Island, and five short days were hardly enough. Despite our diversity, we haven't had a single argument. Well, as they say: 'Real DXers are true gentlemen!' Being a multinational DXpedition, we worked and lived together, put up antennas, fought preparation and cold weather, worked through pile-ups, joked, ate and toasted Ham Radio, celebrated Romeo's birthday, learned about languages, cultures and each other, shared contest and DX strategies, traded DX stories and on-the-air experiences. When hams meet on the air we do the same things, without seeing each other. This time was different. Face to face, this was Amateur Radio 'Live'. This was our own 'mini-Dayton' with elements of CQ WW Contest and Field Day. What an unforgettable experience in the best ideals of our hobby! Should we do it again, sometime?

We appreciate the assistance of the following groups and individuals:

OH5NZ, WB2JZK, WB2ZHB, OH2BH, OH1VR, RW3AH, RC2AR/AA3BG, UA3AF, Mr. Vasilevsky (Saimaa Canal Authority), KZ3H, KA2DMQ, UW3AX, UT5JDA, UA1FA, OH8AA, OH6NVI, OH6MRA, N2KK, K8CH, Mr. Roman Bezfamily (USA), SRAL, INDEXA, NCDXF, RF Electronics of Finland. Special thanks to W8UVZ, W0CD, and K8GG for providing a 'Battle Creek Special' antenna.

4J1FM/4J1FW was operated by:

OH8PF, OH6LI, OH6LK, OH6EI, OH2LVG/AA7FM, XE1VIC, 3W3RR/AH0M, UA3AB, UY5XE, NT2X.

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## CQ WW CW 1992

*Kurt Pauer, W1PH*

The 1992 CQWW Contests are behind us. The YCCC scored very well with about 132 megapoints on SSB and 150 megapoints on CW. The score is about 40% higher than last year and slightly higher than 1990 when conditions were the same as this year. The bad news: FRC probably outscored us due to the great number of DXpeditions that they put out. Our DXpeditions were S79S, GJ/K2WR, BV/K1RX, 4U1ITU (K1RX), and C6AHZ (AA2Z) scoring about 16 megapoints. Domestically, we score as well as they do. The DXpeditions are the difference.

The scores are listed in two sets. The first set shows all the members' scores broken down into various categories. Of special interest are the scores of the Little Pistols, stations with low power or limited height antennas. To show what can be done with limited antennas, Stu, KC1F, uses a KT34A at 57 feet and wires below it for the low bands. The rig is a TS930 and AL1200. The second set of scores are the band by band breakdown of all the members that sent them to me. You can get an idea how you did compared with other similarly equipped stations. If you didn't

send me breakdowns, please send them to me in the future when you report your scores.

After a year of scorekeeping, I have decided to devote my efforts to the big four contests as these are the main club competition efforts. There is a lot of work

involved and I appreciate all the help from the many folks who have contributed. The ARRL Tests are almost upon us. Check out your eligibility and come to the next meeting if you need it. Many of our ARRL scores don't count for club competition due to member eligibility. In the listing below, an "x" denotes no

information received for that digit. I am sure I missed some scores and I apologize for that. I try to confirm all scores I receive via packet. So if you didn't receive a reply, I probably didn't receive the score. S/O is single operator (no assistance), S/A single with packet, S/L single operator, low power, and S/Q is N1AFC with 3 watts.

## Single Operator

|               |           |                |
|---------------|-----------|----------------|
| Bob, KM1H     | 6,04x,xxx | (KQ2M, opr)    |
| Greg, W1KM    | 5,477,xxx | 48 hrs         |
| Dean, N6BV    | 4,267,080 | 46 hrs         |
| Tom, W2SC     | 3,8xx,xxx | 40 hrs         |
| Mark, BV/K1RX | 3,421,748 |                |
| Jack, W1WEF   | 3,193,664 | 36 hrs         |
| Mark, C6AHJ   | 2,815,302 | (AA2Z, opr)    |
| Rich, GJ/K2WR | 1,8xx,xxx |                |
| Roger, W1BR   | 1,382,829 | 35 hrs         |
| Bob, WE1F     | 1,3xx,xxx |                |
| Don, KA1DWX   | 1,019,418 | 28 hrs         |
| John, W1BIH   | 708,874   |                |
| Dave, K2SS    | 698,196   | (SB 15)        |
| Jim, KC1SJ    | 456,xxx   | (SB 15)        |
| Rob, W1MK     | 359,523   |                |
| Jeff, K1IU    | 319,634   | (SB 80) 21 hrs |
| Jeff, K1ZM    | 3xx,xxx   | (SB 80)        |
| Dave, K1MBO   | 236,376   | 10 hrs         |
| Ash, W1GIH    | 204,xxx   | (SB 40)        |
| Bill, K2EK    | 30,xxx    | (SB 160)       |

## Single Operator-Assisted

|               |           |         |
|---------------|-----------|---------|
| Richard, K5NA | 4,657,905 |         |
| Matt, KC1XX   | 4,600,692 | 43 hrs  |
| Kurt, W1PH    | 4,155,585 | 42 hrs  |
| JP, AA2DU     | 3,300,545 |         |
| Fred, K1VR    | 3,033,600 | 38 hrs  |
| John, W1RR    | 1,940,523 |         |
| Glen, K1GW    | 1,461,774 | 27 hrs  |
| Hank, KF2O    | 1,436,015 |         |
| Vic, N4XR     | 1,368,470 |         |
| Paul, K1GX    | 393,470   | (SB 10) |
| Joe, WA1N     | 126,100   |         |

## Multi-multi

|      |            |  |
|------|------------|--|
| K1AR | 20,xxx,xxx | +K1EA-15, K1GQ-10, K1MEM-160, W1RM-20, K1MM-80, KM3T               |
| AD1C | 13,098,074 | +K1FWE, K1MNS, K1TWF, NX1G, NX1H, NX1P, KT1O, NW1U, NV1J           |
| KY1H | 10,529,090 | +KB1W, NQ1R, KJ4KB, NJ1T, KM1P, NB1Y, NT2X, NS1M, WA1Z, KR1R, NU1P |

## Little Pistol

|               |           |     |                    |
|---------------|-----------|-----|--------------------|
| Stu, KC1F     | 3,723,500 | S/A | 40 hrs             |
| Dave, N4DW    | 1,536,470 | S/A | 29 hrs             |
| Les, KG1D     | 1,468,736 | S/L | 100w               |
| Frank, K1EBY  | 1,195,821 | S/L | 100w               |
| Jim, N1CC     | 1,186,485 | S/O | 20 hrs             |
| George, K2ONP | 1,011,522 | S/O | 25 hrs             |
| John, WS1E    | 1,005,720 | S/L | 100w 27 hrs        |
| Bob, K1YRP    | 1,002,282 | S/L | 100w 27 hrs        |
| Fred, K1EFI   | 1,000,680 | S/A | 23 hrs             |
| Tony, K1KP    | 778,xxx   | S/A | 30 hrs             |
| David, NY1L   | 640,332   | S/A | 16 hrs             |
| Roger, W1AX   | 620,517   | S/A | 18 hrs             |
| Peter, N1AFC  | 400,250   | S/Q | THREE WATTS 22 hrs |
| Don, WB2DND   | 373,572   | S/A | 13 hrs             |
| Jim, KZ1M     | 351,819   | S/A | 9 hrs              |
| John, N1HFE   | 299,450   | S/L | 100w               |
| Bruce, WA1G   | 206,992   | S/A |                    |
| Ann, WA1S     | 199,230   | S/L | 100w 16 hrs        |
| Jack, K1KNQ   | 93,928    | S/A | 8 hrs              |

## Multi-Single

|                                |           |                     |
|--------------------------------|-----------|---------------------|
| K1KI                           | 8,3xx,xxx |                     |
| +K1TO, K1CC, NJ2L, K5FUV, W1OD |           |                     |
| K1DG                           | 8,026,862 |                     |
| +WZ1R, K1XX, K1TR, N1RC, K1ETT |           |                     |
| W1OO                           | 5,396,178 | +K1JKS, W1FJ        |
| S79S                           | 5,312,475 | K1XM, KQ1F          |
| K2TE                           | 2,279,928 | +NE1V               |
| N1AU                           | 1,900,416 | +WM1K, WC1D, WA1TTV |

## K1AR Obit?

As many of you have heard, John, K1AR has taken a job with CQ Magazine and has moved to Long Island.

His new address is 8 Anchor Lane, Mt. Sinai, NY 11766. His new work phone is

(516)681-2922 and his home phone is (516)928-6904.

John is still in YCCC, he just lives in the southern part of the club territory.

So give him a call at work - ham radio is his job now!



## Single op

|         | 160       | 80        | 40          | 20         | 15           | 10         |
|---------|-----------|-----------|-------------|------------|--------------|------------|
| N1AFC   |           | 6 3 2     | 82 12 34    | 186 24 54  | 159 16 51    | 128 12 42  |
| W1AX    |           | 61 10 30  | 75 15 46    | 161 27 72  | 133 24 65    | 139 26 76  |
| W1BIH   | 1 1 1     | 28 10 22  | 74 26 55    | 139 36 86  | 129 32 78    | 164 31 100 |
| W1BR    | 1 1 1     | 106 14 42 | 124 20 58   | 262 31 89  | 271 29 80    | 236 27 91  |
| N1CC    | 3 3 2     | 14 7 10   | 71 16 41    | 301 31 87  | 312 29 85    | 300 27 77  |
| KG1D    | 5 3 2     | 52 10 24  | 201 23 71   | 276 32 72  | 304 24 69    | 366 26 68  |
| KA1DWB  | 15 6 9    | 116 12 40 | 183 21 58   | 98 23 51   | 209 29 78    | 208 24 75  |
| WS1E    | 15 5 7    | 94 12 33  | 201 26 77   | 196 30 67  | 147 26 66    | 173 23 66  |
| K1EBY   |           | 47 8 22   | 181 23 64   | 234 34 81  | 299 27 73    | 244 22 69  |
| K1EFI   |           | 16 4 11   | 74 12 34    | 199 35 99  | 223 34 102   | 244 31 103 |
| KC1F    | 24 10 17  | 113 17 59 | 444 31 107  | 506 37 118 | 601 32 110   | 233 30 100 |
| W1GIH   |           |           | 540 31 98   |            |              |            |
| K1GW    | 19 8 16   | 70 17 45  | 178 30 84   | 166 31 78  | 230 29 87    | 296 28 89  |
| KM1H    | 37 11 26  | 363 23 64 | 783 31 93   | 515 33 91  | 646 33 106   | 912 32 99  |
| N1HFE   | 5 3 2     | 20 7 11   | 42 12 22    | 122 22 55  | 130 20 45    | 97 21 45   |
| K1IU    |           | 946 28 91 |             |            |              |            |
| W1KM    | 23 9 16   | 528 30 81 | 745 31 96   | 551 33 91  | 598 31 85    | 610 28 84  |
| K1KNQ   | 1 1 1     |           | 49 12 33    | 37 13 33   | 40 18 33     | 45 17 38   |
| NY1L    |           | 1 1 1     | 68 12 40    | 159 34 78  | 169 29 88    | 170 26 87  |
| KZ1M    |           | 13 4 11   | 47 8 24     | 81 20 45   | 140 20 57    | 162 27 63  |
| K1MBO   |           | 18 5 13   | 80 15 44    | 60 16 35   | 76 18 41     | 105 20 45  |
| W1MK    |           | 964 25 80 | 35 9 15     |            |              |            |
| WA1N    |           |           | 115 18 62   | 22 6 15    | 51 16 31     | 46 15 31   |
| W1PH    | 13 7 10   | 168 17 62 | 406 32 102  | 446 38 121 | 554 32 110   | 560 30 104 |
| BV/K1RX | 21 3 3    | 457 18 32 | 1,021 29 67 | 665 32 50  | 731 31 59    | 648 29 65  |
| WA1S    |           |           | 65 10 39    | 45 18 26   | 129 20 56    | 83 18 42   |
| KC1SJ   |           |           |             |            | 964 35 129   |            |
| K1VR    | 22 8 13   | 220 17 63 | 449 32 101  | 208 34 97  | 405 32 99    | 354 30 106 |
| W1WEF   | 14 6 10   | 237 14 45 | 337 27 82   | 516 36 101 | 463 34 96    | 442 28 77  |
| KC1XX   | 34 12 29  | 155 20 74 | 870 34 124  | 401 37 123 | 446 32 114   | 246 30 109 |
| K1YRP   | 2 2 2     | 18 8 11   | 86 15 44    | 203 29 72  | 344 29 80    | 248 26 72  |
| WB2DND  | 3 3 1     | 38 8 22   | 78 16 49    | 86 20 52   | 106 21 54    | 103 21 57  |
| AA2DU   | 7 4 3     | 165 15 61 | 170 28 90   | 482 36 119 | 474 36 121   | 457 30 112 |
| K2EK    | 160 19 63 |           |             |            |              |            |
| KF2O    | 12 5 9    | 93 16 54  | 219 36 114  | 178 37 103 | 111 29 81    | 109 30 109 |
| K2ONP   | 6 4 3     | 68 9 24   | 129 16 55   | 354 32 72  | 282 20 59    | 159 19 48  |
| W2SC    | 17 6 9    | 143 15 49 | 725 30 96   | 414 32 89  | 583 31 93    | 504 28 76  |
| K2SS    |           |           |             |            | 1,426 35 131 |            |
| N4DW    |           | 115 14 51 | 216 26 86   | 273 35 96  | 238 28 87    | 179 28 79  |
| N4XR    | 4 4 4     | 117 15 52 | 150 23 78   | 170 35 89  | 206 34 100   | 212 29 99  |
| K5NA    | 38 13 34  | 171 22 76 | 524 34 126  | 243 37 131 | 467 36 131   | 587 33 122 |
| N6BV    | 20 9 12   | 425 19 57 | 717 25 81   | 441 35 93  | 674 27 80    | 443 25 73  |
| C6AHJ   | 180 9 13  | 404 15 38 | 891 18 56   | 535 23 46  | 594 18 44    | 730 22 55- |

## Multi-multi

|      | 160       | 80         | 40           | 20           | 15           | 10           |
|------|-----------|------------|--------------|--------------|--------------|--------------|
| K1AR | 109 16 59 | 742 29 108 | 1,917 37 142 | 1,770 39 157 | 1,615 37 154 | 1,137 35 138 |
| AD1C | 49 12 31  | 510 19 81  | 1,311 35 119 | 1,512 39 157 | 1,331 36 139 | 897 34 121   |
| KY1H | 101 11 36 | 485 25 88  | 1,179 36 129 | 1,111 38 140 | 1,023 33 132 | 686 34 113   |

## Multi-single

|      | 160      | 80        | 40           | 20           | 15         | 10         |
|------|----------|-----------|--------------|--------------|------------|------------|
| N1AU | 4 3 2    | 91 14 54  | 97 24 74     | 239 37 105   | 321 33 106 | 384 31 105 |
| K1DG | 40 14 37 | 256 23 83 | 1,094 37 131 | 627 39 136   | 801 36 136 | 537 33 122 |
| K1KI | 51 13 35 | 304 26 92 | 1,054 36 134 | 587 38 144   | 614 36 133 | 762 33 125 |
| W1OO | 34 11 27 | 285 20 71 | 607 36 124   | 502 38 122   | 635 31 119 | 470 30 110 |
| K2TE |          | 138 14 50 | 487 30 101   | 251 35 102   | 240 29 88  | 280 29 96  |
| S79S | 4 3 4    | 129 18 40 | 380 21 57    | 1,123 23 100 | 912 34 102 | 871 26 86  |

## YCCC: Its Birth and the Early Years - Part I

*Jeff Briggs, K1ZM*

Our club reached a significant milestone last year when it celebrated its fifteenth birthday. Since many of YCCC's current members were not around (or even active contesters) in 1977, it may be of interest to learn about the early history of our contest club. This is a project I have been meaning to undertake for some time, so I am glad to finally see it through to fruition.

YCCC was formed in 1977 through a merging of the NorthEast Contest Club (NECC) and Murphy's Marauders. MM, you say, Jeff, how can that be? Isn't there a Murphy's Marauders Club in existence today? Yes, there is, but it is a second generation club - the original MM club ceased to exist when YCCC was formed and quite a number of the original MM members are still YCCC members today, including K1AR, K1DG, K1XX, K2TR, K1ZM, K1RM, K1RX and others.

Although memories fade over the years, those who were direct participants and principals at the time remember, I am sure, just how YCCC came into existence. And, it was an arduous and sensitive undertaking. To understand it all, one must go back to about 1973-74 when it all really began.

1973-74 - In these years, the MM club was in its heyday and, as a very new Hartford, CT, based club (only about three years old if I remember correctly), it was the only real game in town as far as contest clubs within New England were concerned. As a consequence, its members were drawn from all over the Northeast and included the Boston area crowd as well as a good number of Eastern New York boys. Murphy's, at the time, had over 120 members and actually won the SS club competition in 1973, followed by the ARRL DX Test club competition in 1974.

At the time, Murphy's was really something and I can still remember coming to my first MM meeting in 1973 and seeing

the callsign license plates parked out in front of Roger Kaul, W1FLM's home in Glastonbury, Conn. It was really awe-inspiring because one after another there they were virtually the entire top ten in the preceding year's ARRL DX Contest K1VTM, W1BGD/2, K1THQ, WA1KZE, WA1PID, WA1KID. When one actually got into the building you were the privileged (and I truly do mean that) to meet and learn from other notables like WB2OEU, K1JHX, W1ZM, W1FBY, K1ZND, WA1ABV, WA2LQZ, W1GQO, etc. (Although some of these guys are not active today, many of them still are under their present calls, which are W1RM, K1RM, K7GM, K1RX, K2TR, K1ZZ, K1AR, and K1XX.) Without elaborating further, if you've ever felt like you just walked into a room and were among a group of the GODS, this was what it was like and membership among that kind of a group was truly special indeed!

Unfortunately, those glory years did not last very long for MM, and within two short years, a few of the key sparkplug guys like WA1KID, WA1PID, and W1FLM had moved away, W1BGD/2 had resigned from the club and, with almost incredible speed, club meetings that used to draw around 90 attendees were only turning out 20-25 diehard members. I won't try to affix an exact cause or blame, but it happened and there was considerable discussion among the club at the time as to whether MM should continue trying to be a super-regional club or, alternatively, turn its focus inward and become what it was fast becoming anyway which was something akin to the Greater Hartford-Area Radio Club.

These discussions continued through 1974 and 1975 and as time wore on, the club continued to drift. Little effort was made to try to keep the Massachusetts and New Hampshire crowd in the club (although it was suggested several times by what was the minority faction within MM) and all the while, meeting attendance began to drop further still. There was even an attempt around 1975 to kick K1AR out of the club for participating at a PVRC multi-multi conducted at W3AU. (Murphy's actually had a by-law on the books that said you could be

removed from the club for contributing toward another competing club's aggregate score. Since this is exactly what John had done, an attempt was made to enforce the by-law.) After much heated discussion (the most memorable coming from K1DG), the motion was narrowly defeated. By now the club had become seriously divided and, as we all know, "a house divided against itself cannot stand!"

During early 1976 the Mass/NH crowd decided they had had just about enough and decided to break away and form their own club. This was what became the NorthEast Contest Club and its first (and only) President was Roger Burt, W5UDK/1 who is now known as the "zeppelin commander" or N4ZC.

Shortly thereafter, the 1976 club elections were held within MM and believe it or not, no-one really wanted to run for office. Morale had hit absolute zero. Sure, many had strongly-held opinions about virtually anything and everything - but nobody really wanted or even seemed to care much about making the hard choices that would be required to turn the club around again.

In the midst of that scene, your truly stood up and volunteered to run for the office of President - but upon one and only one condition. And that was simply the following: if elected, an immediate attempt would be made to meet with the club officers of NECC, form a task force and see what could be done to rebuild a super-regional contest club again within the New England/Eastern New York area. Members were advised at the time to understand exactly what they were voting for. The agenda to be undertaken, if elected, would be to work with NECC, listen to their issues and probably, make some compromises that would be necessary to recognize the contributions made (for example, points to the club aggregate) by the East Mass/NH contingent.

This meant, when you actually got down to brass tacks, that the proximity of meeting locations would have to be made more accessible to members traveling great distances, the club center might have to be shifted North of Hartford to be fairer to all the club's members and by-laws that shaft people, like the notorious "K1AR-



affair", would have to be re-drafted to foster inclusion rather than exclusion which, in the final analysis, was totally counter-productive to club morale and the generation of winning club scores.

Actually, it was a pretty clear choice. One could either vote for more of the same, which, by then, had clearly demonstrated that it was no longer a viable program, or, alternatively, compromise and try to find a formula that would return the club to its former position as a competitive force to be reckoned with in ARRL and CQ WW club competition. To say that this was an emotionally charged issue is the understatement of the century. There were may within the old MM club who really wanted to run the club as a local Hartford area club, with meetings being held in various members' homes and who didn't give a hoot about competing with FRC or PVRC anymore. And, on the other side,

there was a group who wanted to be something more.

In the final analysis, that particular night and that election wasn't the real decision at all. The really hard choice would come later and so, running on a platform of "change", whatever that might bring - which would have to be voted on by the members "en masse" anyway according to the MM by-laws, your truly was elected the new (and last) President of Murphy's Marauders - a group composed of some of the finest operator talent and also some of the most competitive contest stations that then existed in the country.

Getting elected turned out to be the easy part. Getting the job done was anything but and was fraught with pitfalls and landmines everywhere. Nevertheless, a small core team from BOTH clubs were determined to make it happen. In the next issue, we will review who they were,

## Movers and Shakers

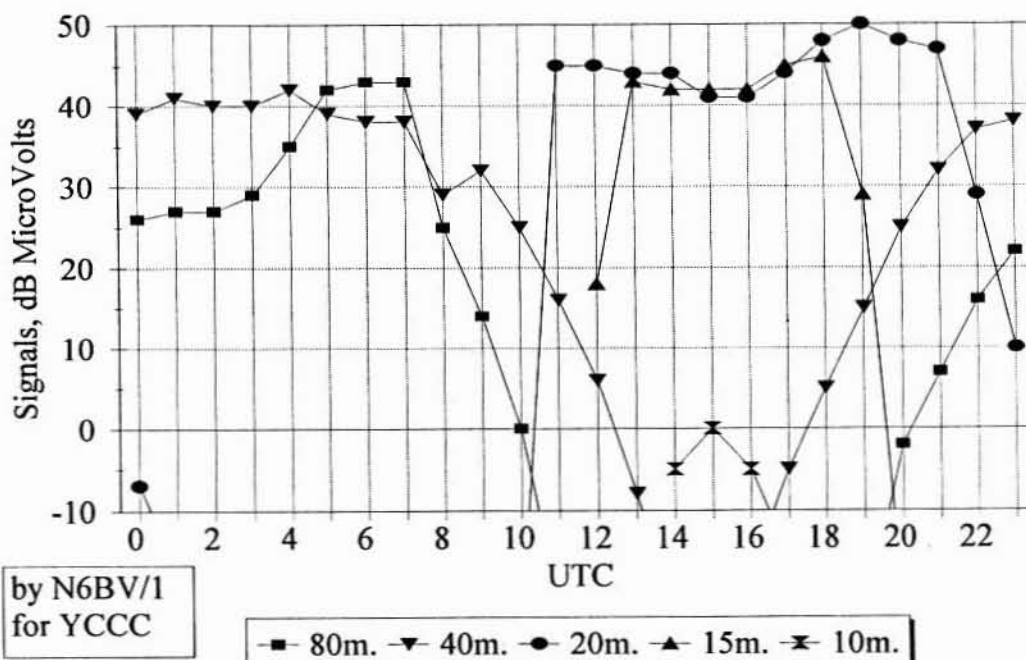
New address for Mike, WA1UAR:  
PO Box 302  
Westford, MA 01886-0302

New address for Carl, WG2E:  
RD 1, Box 303  
Delanson, NY 12053  
home phone: (518)895-2838

New address for Rich, KA1CI:  
34 Turnstone Drive  
Safety harbor, FL 34695  
home phone: (813)791-6596  
work phone: (813)286-4984

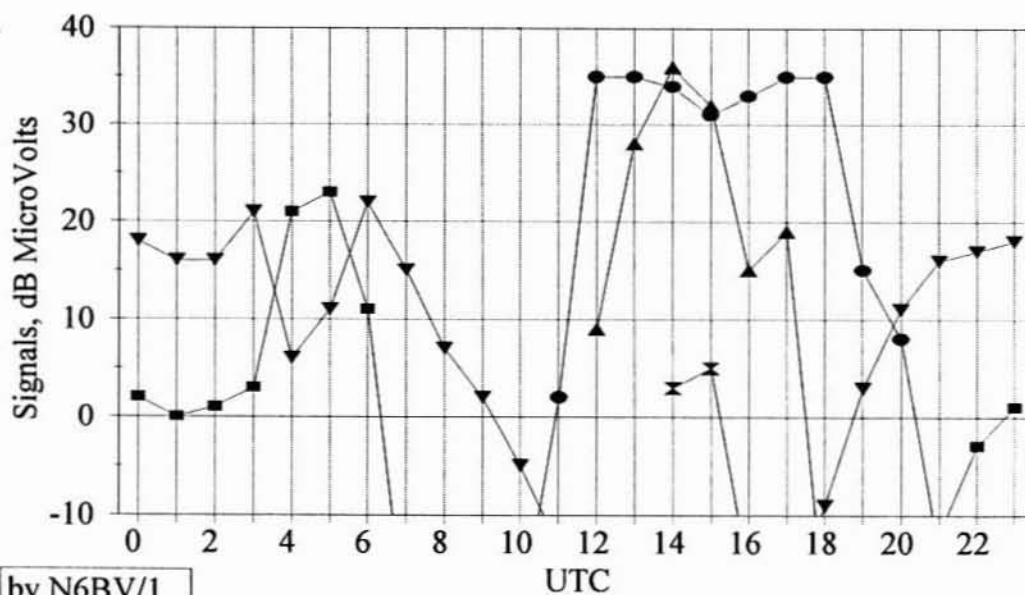
New home phone for Joe, KM1P, is  
(518)462-6210.

## W1-England, Feb. 1993 ARRL CW IONCAP Predictions, SSN = 70



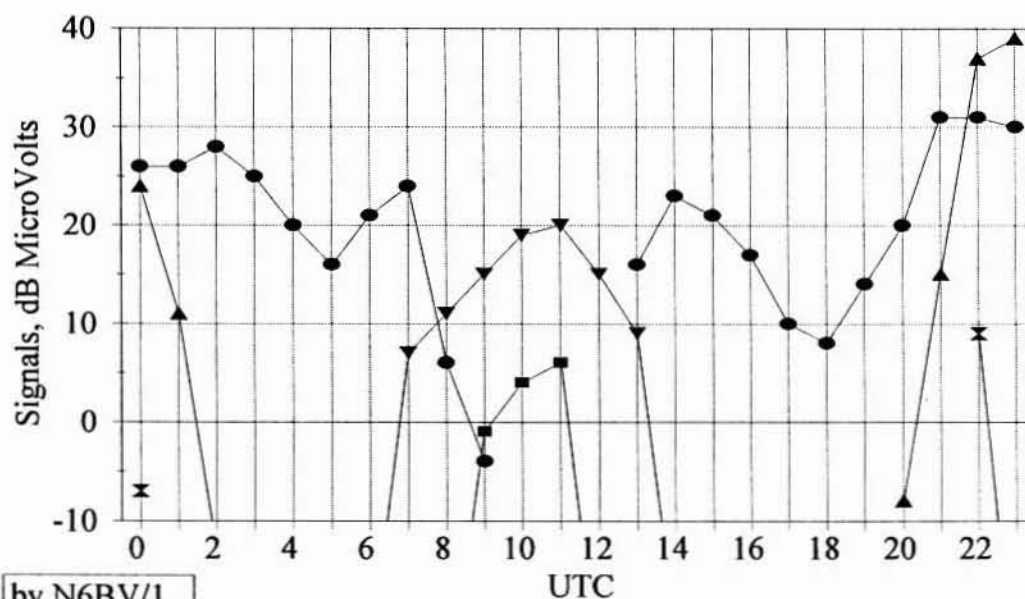
## W1-Ukraine, Feb. 1993 ARRL CW

IONCAP Predictions, SSN = 70



## W1-Japan, Feb. 1993 ARRL CW

IONCAP Predictions, SSN = 70



## THE CLUB RESOURCES PAGE

### The Place to Find Club Information

**DUES** are due at the April election meeting, which begins our club "contest year", with a grace period until the end of June. Membership in the club will lapse at the end of the grace period if dues are not paid up. In order to re-join the club, a lapsed member must attend a meeting, like any new member, and be welcomed back into membership, or may become a subscriber to the *Scuttlebutt* by paying up (see below). Club members who move out of club territory and so are not eligible to contribute to club aggregate scores automatically become subscribers. New members who join at the last meeting of the club's contest year (February) are credited with dues for the following year (that is, the contest year beginning that April). You can tell if you owe dues by checking your 'Butt mailing label. Only paid-up members are eligible to contribute to the club score in contests.

**FAMILY MEMBER** Members of the same family living at the same address may elect to receive only one copy of the *Scuttlebutt*. One member of the family must pay full dues, enabling the rest of the family to join as family members. Being a family member is currently free.

**STUDENT MEMBERS** Full-time students are eligible for dues at half the regular rate.

**SCUTTLEBUTT SUBSCRIBERS** Anyone may subscribe to the club newsletter, the *Scuttlebutt*. A subscription currently costs \$10 per year. At the present time, overseas subscriptions cost the same as domestic (we have very few overseas subscribers). The subscription period begins at the beginning of the club year, in April. New subscribers who begin their subscriptions after the December issue are considered to have paid for the following year (that is, they receive as many issues as new members joining at that time do). You can tell if your subscription is current by checking your 'Butt mailing label. The grace period for late subscriptions is the same as for late memberships.

**SCUTTLEBUTT ARTICLES** should be sent to the *Scuttlebutt* editor, Paul Young, K1XM, 11 Michigan Drive, Hudson, MA 01749, home phone (508)562-5819. The deadline for each issue is usually three weeks before the next meeting.

**CLUB JACKETS** We are looking for someone to coordinate club jackets. If you can help contact Ed Kritsky, NT2X, 580 East 17th Street, Apt. 2F, Brooklyn, NY 11226, home phone (718)284-4493.

**CLUB QSL CARDS** are ordered through John Dorr, K1AR, 8 Anchor Lane, Mt. Sinai, NY 11766.

**PACKET NET** information is available from Dick Newell, AK1A, 8 Golden Run Rd., Bolton, MA 01740, home phone (508)779-5198, or Dave Robbins, KY1H, Baumann Road, Peru, MA 01235, home phone (413)655-2714.

**CONTEST SCORES** are sent to the club scorekeeper, Kurt Pauer, W1PH.

**CLUB ROSTER** appears in the summer issue of the *Scuttlebutt* every year. Updates are published when members move or change callsigns. If you want a new copy of the club roster, contact the club secretary/treasurer, Charlotte Richardson, KQ1F, 11 Michigan Drive, Hudson, MA 01749, home phone (508)562-5819.

**CONTRIBUTIONS** The YCCC welcomes your contributions, be it money to help offset the cost of the *Scuttlebutt* and club operations, scores for the club aggregate score, time spent helping other members, articles for the *Scuttlebutt*, or presentations at club meetings.

**DXCC LIST** The club maintains a one-page version of the ARRL DXCC Countries List. To get a copy, send an SASE to the club secretary, Charlotte Richardson, KQ1F, 11 Michigan Drive, Hudson, MA 01749. Complete DXCC rules are only available from the ARRL.

**CT** by K1EA is available from Bill McGowan, KC1EO, 33 Truell Rd., Hollis, NH 03049. Send \$40 (US funds) to register and receive the latest version. CT phone: (603)465-2392. CT BBS: (603)465-2161 (1200/2400 N81). Visa/MC accepted.

**W1 QSL Bureau** is sponsored by the YCCC. Keep your account up to date with SASEs, or send a check. Stamps are sold at face value, envelopes are 10 cents each. W1 QSL Bureau - YCCC, PO Box 216, Forest Park Station, Springfield, MA 01108.

**ARRL LIAISON** For ARRL matters, contact Tom Frenaye, K1KI, PO Box 386, West Suffield, CT 06093, home phone (203)668-5444.



Dues are \$15 per year, payable 1 April. Non-members may subscribe to the Scuttlebutt by sending \$10 to the treasurer: Charlotte Richardson, KQ1F, 11 Michigan Drive, Hudson MA 01749. Subscribers who subsequently become members will be credited as having paid \$10 towards dues.

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The Yankee Clipper Contest Club (an ARRL affiliated club) holds six official meetings per year, on the Saturday or Sunday afternoon of the first full weekend of every even month, usually in the Sturbridge, Massachusetts area. The deadline for article submission to the Scuttlebutt is usually three weeks before the next meeting date. The next meeting will be on Sunday, February 7, 1993. Attendance at an official meeting is required in order to become a member. Club members congregate on 3830 after contests. The packet frequencies for DX spotting are 144.95, 145.69, 144.93, 144.97 and 144.99 MHz.

Rosters are mailed to all paid members each summer. For more information and/or assistance, contact the area manager nearest you.

**Officers:**

|                       |                      |      |              |
|-----------------------|----------------------|------|--------------|
| President             | Rich Gelber          | K2WR | 212-580-1075 |
| VP-Activities Manager | Saul Abrams          | K2XA | 518-439-5700 |
| Secretary-treasurer   | Charlotte Richardson | KQ1F | 508-562-5819 |
| Editor                | Paul Young           | K1XM | 508-562-5819 |

**Area Managers:**

| Area   | Call  | Name            | Home         | Work         |
|--------|-------|-----------------|--------------|--------------|
| CT/RI  | K1RU  | Gene Frohman    | 203-393-1772 | 203-386-6137 |
| EMass  | N1AU  | Bill Santelmann | 617-862-1753 | 508-692-6000 |
| WMass  | W1GG  | Gary Gaudette   | 413-443-3404 |              |
| VT/NH  | K1GW  | Glen Whitehouse | 603-673-6290 | 603-627-7877 |
| ME     | N1AFC | Peter Archibald | 207-767-2169 | 207-797-8931 |
| NLI    | NQ2D  | Jim Metcalf     | 516-744-9422 | 516-467-4800 |
| NNY    | K2TR  | Fred Lass       | 518-355-4813 | 518-346-6666 |
| SNY/NJ | K2EK  | Bill Gioia      | 914-221-1672 | 914-697-3250 |

**YCCC**

**11 Michigan Drive  
Hudson, MA 01749**

**First Class**