

# The DX Bulletin

AMERICA'S OLDEST WEEKLY AMATEUR RADIO PUBLICATION

ISSUE 229 MARCH 5/12, 1984

PROPAGATION: Mar 5-7, Above Normal; Mar 8, High Normal; Mar 9, Low Normal; Mar 10, High Normal; Mar 11, Low Normal; Mar 12, Below Normal; Mar 13-19, High Normal; Mar 20, Above Normal. TNX N4XX.

Flux (81)	Flux (82)	Flux (83)	Date	Flux (84)	Alpha (84)	K (84)
228	177	114	2/23	162	9	2
241	188	117	2/24	170	11	3
239	188	123	2/25	172	11	3
243	208	129	2/26	174	8	4
240	206	141	2/27	168	15	4
232	228	140	2/28	157	27	3
-	-	-	2/29	152	13	2

CLIPPERTON operation is GO...fourteen amateurs, including Americans, Tahitians, French, and Swiss, leave Manzanero Mexico around Mar 7 and should be on from Clipperton about 4-5 days later. They will use call signs F00XU through F00XZ. 160-10 Meters. QSL YASME.

Carl Henson WB4ZNH and wife Martha WN4FVU returned to the Atlanta area Feb 24, having spent two fruitless weeks in Niger trying to get an amateur radio license. Carl has said that the people in the PTT were friendly toward their cause, but the military authorities wouldn't allow any radio operation. There are twenty license applications on file for operation from Niger.

VU2GDG has received tentative permission for an Andaman Islands operation at the end of March or early April, according to one source. Gopal wants amateurs around the world to write letters to him commending the recent Laccadives operations, to encourage the authorities.

IDXB has learned that last Fall a Mr. Shahid, persident of the Bangladesh Amateur Radio League, visited JARL Headquarters and JARL president JALAN was told that "the Wireless and Frequency Allocation Board of the Bangladesh government (has) decided to reopen amateur radio and concrete measures are now being developed by the Posts and Telecommunications authorities." Hope!

BOTH YV0AA (QSL to the Venezuela Radio Club) and the various TI9 Cocos calls completed successful operations last week. IDXB seeks input from Europe and Japan as to how workable these two expeditions were.

PLEASE BE SURE TO READ THE NOTICE ON PAGE 8!

SPRATLY ISLANDS					
OPERATING FROM					
PANATA CAY					
ZONE 26					
1S1CK					
1WAY	2ND WITH RADIO	DATE	QST	MMH	ST
CW	KITN	9/28	1234	14	23
SSB					
<i>Jim, my 23/28</i>					
OPERATORS					
CHITO - DU1CK					
WALING - DU1US					

FLASH! Effective with DXCC submissions of Feb 1 or later, 1S1CK Spratly QSLs DO COUNT for credit. Although the brief operation last May by DU1CK and DU1US did not produce very many contacts (conditions were miserable), this may encourage them to go back!

BOUVET: LAISEA, writing to the Japan DX News, says he hopes to join a Norwegian expedition to the Antarctic, as a helicopter pilot, in December. This would give him an opportunity to put Bouvet 3Y on the air "for a few days." All this is very tentative, though.

KERMADEC operation coming in a few weeks will not include Jim Smith, VK9NS. ZL1AMO and buddies are going if they can get money and transportation. Rumors that VK9NS will go there separately later are not confirmed.

## BRIEF NOTES

Special Ivory Coast call signs for the ARRL Phone Contest last weekend and for the CQ WPX contest were applied for: TU71 by TU2JD, TU72 by TU2MY, and TU73 by TU2NW...Amateur Satellite Report (WA2LQQ, ed.), reports that 89 DXCC countries have been heard/worked on the new Oscar 10 machine...Rumors persist of a Chad TT operation by TL8GE and others; look for a March 25 starting date...VU7WCY Laccadives QSLs for the U.S. will be mailed by W8MPW...That "ZA2R" heard last month was observed in Europe with an erroneous beam heading...G8GRN/5X, AH3AA/AH9, and ZL8AFH all showing for Europeans on 14.220 at 0700Z...W4JVN's VP2VID operation had to be cancelled at the last minute...A35WW is JA5DQH, and P29KY is JA1EMT...TZ6FE QSLs go to DL4BC... 20 Meter band conditions to the general area of China are improving daily, and both BY4AA and BY1PK are more active now (CW only)...A6XYB is W6EYB, not W6XYB...DX News Sheet says 5Z4JR was by OH2BAH, who was also in Uganda recently but didn't even try to take radio gear in...Look for the Colvins to open up from either Easter Island or Juan Fernandez any day now; their W6QL/ZP5 operation ended Feb 22...

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FLASH!  
Just as we are going to press, yet another release has arrived from the Alaska DX Association, timed to get to the DXAC before their impending vote on Pribilof's DXCC status. If enough interest is shown, we will publish that in another "double issue" next time.

#### INTRODUCTION

LAST WEEK we supplied you with the "DXAC Papers." What follows here is the petition from the Alaska DX Association (KL7Y, Public Information Officer) for DXCC country status for the Pribilof Islands. The DXAC is expected to make a recommendation on this matter to ARRL Headquarters sometime in March.

This is your chance not only to play DXAC member, but also to draw your own conclusion in the matter and then let your own DXAC representative know how you feel. The current DXAC roster was listed on page one of Issue 228.

Since the ADXA petition was written by an attorney, it would have been possible to edit it unmercifully but we resisted the temptation, and what you will now read is exactly what DXAC members got.

You decide!

The Alaska DX Association hereby submits its petition for a determination that the Pribilof Islands are a separate "country." This submission is based upon Point 2(a) of the Countries List Criteria currently in effect.

Located in the Bering Sea at 57° N 170° W, the Pribilof Islands are 260 statute miles offshore from the Alaska mainland.

The Alaska DX Association has been researching the Pribilof's submission for over a year. Although initially it was only casual research, the early efforts seemed to point in a favorable direction.

One troublesome aspect of our research on country status for Pribilof Islands has been an unwarranted negative attitude by a minority of DXers. While there will always be a few who reach a conclusion before the evidence is in, we have been more concerned by those who have been hoodwinked by pirates and bootleggers claiming to be on the Pribilofs. The elation of working a possible new one evaporates quickly when the realization occurs that the only "new one" was another victim for a bootlegger's ego. Do this often enough, and a certain negative attitude is bound to occur. Stations claiming to be on the Pribilofs seem to show up at least a few times a year, with KL8AA being a regular for years now. For DXers who get burned by these phonies, the word "Pribilof" actuates a knee-jerk reaction of intense misgivings. The feeling may not be understood by those who have never had a QSO with KL8AA or his buddies, but the association of Pribilofs with pirates and not counting for DXCC is imbedded in more than a few DXers. Counting these islands as a new one would remove this stigma. We hope that those who have been burned by a Pribilof pirate will retain their objectivity when reviewing our evidence for Pribilof DXCC credit.

Many hams who were at first skeptical of country status have had a change of heart once they closely examined the DXCC criteria in light of the distances and geologic data involved. A thorough understanding of Point 2 is a necessity when considering this submission for DXCC status.

#### EARLIER PRIBILOF APPLICATION FOR COUNTRY STATUS

The previous application for the Pribilof Islands in 1976 was based on its separate administration under the Department of the Interior by virtue of Point 1 of the Countries Criteria. The action on the Pribilofs was part of a blanket rejection when Point 1 was being abused by such nominations as national parks, etc. Announcement of the League's earlier denial was published in the November, 1976 issue of QST:

The Pribilofs should not be added to the ARRL countries list. No further additions should be granted to the ARRL Countries list under rule (1) of the countries list criteria unless such additions are made by reason of government until such time as the DXAC can conduct a survey to find out the DXers feelings on the matter.

The earlier rejection of a submission by other amateurs should not prevent a consideration of this submission because new issues with a different and more complete analysis are now being presented. The question of whether the Pribilofs fit under Point 2(a) of the Country Criteria has not yet been formally considered.

#### QUESTIONS PRESENTED

The issue presented by this petition for country status is: whether the Pribilof Islands meet one of the points in the "Countries List Criteria" so as to be considered eligible as a separate entity for the DXCC Countries List.

In addressing the issue we shall first thoroughly examine Points 2(a) and 2(b) of the Countries List Criteria. Then the rule will be applied to the Pribilof Islands. Our conclusion is that the Pribilof Islands are eligible to be considered as a separate entity for the DXCC Countries List.

#### DEVELOPMENT OF POINT 2(a) OF THE COUNTRIES CRITERIA

The ARRL's DXCC developed pre-war from country discussions in QST. Soon it became apparent that a standard reference list of countries for everyone was needed. Like other awards that carry prestige, the rules are based on policies and precedent.

The pre-war DXCC countries list was the starting point for the present DXCC list. A standard list had been developed by extensive consultations and reference to authorities. It was a good list, as far as it went. Much of the older list was taken as generally approved and acceptable. Some listings, such as Scotland and England, were continued as universally satisfactory, even if on academic grounds not all were in agreement. Definite criteria to serve as a guide were needed.

Discussions concerning the ARRL's Countries List with regard to country status and the associated criteria first appeared in QST for July, 1959 (p. 84) and then later in April, 1960 (p. 80), August, 1962 (p. 88), July, 1963 (pp. 94-95) and October, 1972 (p. 131).

The first clear statement of the criteria appeared in July, 1959. The ARRL set forth for the first time a clear statement of how country status was to be determined. "[T]he League rests the case for a given country decision on three standing criteria . . ." The criteria that determine country status and also any precedents in the ARRL List are given careful examination with respect to each case. . . In the ARRL Countries List the aspects examined as having importance are:

- (1) the degree of political-administrative independence;
- (2) the geographical separation; and
- (3) if the given areas have foreign land between.

Apparently the ARRL then started getting lots of questions about specifically how much "geographical separation" would be required. Less than a year after the publication of the original criteria the League responded with the following:



Some amateurs have asked that we tell them the specific distance that would serve as a guide when applying points two and three . . . . This is possible, since the several applications of the policy made over a number of years make for well-established precedents. Here then are those provisions to answer possible questions such as may arise from time to time:

\* \* \*

2. The geographical separation, with regard to geographical by water where the place in question has no political/administrative sovereignty, it must be at least 225 miles from the nearest land to which it is administratively attached to be considered for separate country status in the ARRL Countries List. This point shall not apply to the islands in a natural island grouping.

QST, April, 1960, p. 80.

The country criteria was reviewed by QST once again in August, 1962 at p. 88. Point 2 (geographical separation) was discussed as follows:

Where a place has no political/administrative sovereignty, it must be at least 225 miles from the nearest land to which it is administratively attached to be considered for separate country status. This point, however, does not apply to islands in a natural island grouping, such as the Marquesas in French Oceania, for example.

By the next summer the League published an expanded and more detailed explanation of the geographical separation criteria. Point 2(a) and Point 2(b) appeared in QST for July, 1963 at p. 94. This was the first appearance of those points in their present form. While Point 4 (regarding "unadministered area") has since been added to the criteria (QST, October, 1972, p. 131), Points 2(a) and 2(b) have remained the same.

To determine whether the Pribilof Islands should count as a new DXCC country requires an examination of the ARRL Countries List Criteria. Here are the relevant portions of the criteria:

(See IDXB Issue 228 - Ed.)

The first paragraph of the Criteria is important because it establishes the continuity and credibility of the Criteria. The phrase "the general policy has remained the same," establishes a consistency for methods of DXCC country qualifications. To any DXer, this consistency implies that his many years of accumulating countries will not be in vain due to a radical change of rules or rules interpretation. The integrity of the DXCC award is directly related to the integrity of the Countries List Criteria.

The first paragraph also states when the specific mileages of Rule 2(a) and 2(b) became effective. April, 1960 and April, 1963, respectively.

#### POINT 2(a) OF THE COUNTRIES LIST CRITERIA

In reviewing Point 2, we shall take a step-by-step approach. The first sentence of 2(a) limits the applicability of 2(a) to:

- (1) islands offshore from their governing area;
- (2) where there is a minimum of 225 miles geographical separation; and
- (3) the separation must be one of open water.

Unfortunately, the wording of the first sentence leaves a question as to where the separation applies. Does this mean that the islands themselves are to be separated by 225 miles, or that the islands and the mainland are to be separated by 225 miles? To someone without some prior knowledge of DXCC determinations, the answer is not clear. Such ambiguities can only be resolved by examining past DXCC country decisions, and, indeed, we shall later verify that the second meaning is correct, i.e., the islands and the mainland are to be separated by 225 miles.

The second sentence of 2(a) narrows the application of this point. "This point is concerned with islands offshore from the mainland only." The term "offshore" simply means "seaward" or away from the mainland as opposed to inland, e.g., an island in Lake Michigan or Lake Baikal. Point 2(a) does not apply to islands in mid-ocean which are away from the mainland.

The third sentence of 2(a) further limits the applicability of this particular criterion. "This point is not concerned with islands which are part of an island group or are geographically located adjacent to an island group."

Semantically, any two or more islands form an "island group," but the intent of this point is clear: if an island is part of an island group then for any other island in the group to receive separate country status (from its sister island) it would have to be 500 miles from any other island in its group. The idea is that you only get one DXCC entity for any one island group.

Islands near the mainland are to be considered under 2(a) while islands not near the mainland (i.e., in mid-ocean) are governed by 2(b). Or, put another way, islands offshore from the mainland are "grouped" with other islands for specific mileage determination. The Marquesas Islands example is illustrative.

There is also a definition question regarding the word "adjacent." Depending on the scale, adjacent applies to light years when discussing the cosmos, but on the other hand, subatomic particles may be adjacent" at separations of less than 10 to the minus 30th power. The dictionary defines adjacent as "contiguous, touching," for one definition, or as "near, next to" for another. Once again, it seems as if we will have to rely on past DXCC Country determinations to resolve questions.

#### POINT 2(b) OF THE COUNTRIES LIST CRITERIA

The first part of 2(b) is much the same as the last sentence of 2(a). Here we see that 2(b) applies to islands or island groups, with no mention of mainland. The 500 mile separation is clearly defined though.

#### PRIOR DETERMINATIONS AS GUIDE TO CLARIFICATION

Just reading Points 2(a) and 2(b) does not settle all questions which may arise as to how and when they should be applied. To resolve the remaining questions we must look to earlier determinations under these points for guidance. This process has been suggested by the ARRL when clarification is needed.

It may be worth repeating part of the first paragraph of the Countries List Criteria:

While the general policy has remained the same specific mileages and additional points have over the past 23 years, been added to the criteria. The specific mileages in Point 2(a) and Point 3, mentioned in the following, have been used in considerations made in April, 1960, and after. The specific mileage in Point 2(b) has been used in considerations made in April, 1963, and after. (emphasis added)

QST for April, 1960 at p. 80 offered the following assistance to those who sought clarification of the criteria:



Some amateurs have asked that we tell them the specific distance that would serve as a guide when applying points two and three of that discussion. This is possible since the several applications of the policy made over a number of years make for well-established precedents. (emphasis added)

Thus, it is clear that one should look to earlier applications of the criteria to determine how the points fit the Pribilof Island situation. Additionally, since "the general policy has remained the same," we may examine prior decisions to find the proper interpretation, knowing that the same interpretation must hold true today. Much as a lawyer researches past court decisions to determine the exact meaning of the law, we have researched past Country List decisions to determine the exact meaning of Rule 2(a).

#### PRIOR DETERMINATIONS AS GUIDE

Ogasawara, Auckland, Willis and Mellish are all examples of island-countries offshore from the mainland where other islands lie between them and the mainland. The 225 mile distance measurements for 2(a) were obviously made from the island-countries to the mainland only, without regard for intervening islands.

Ogasawara (JD1) is about 520 miles from the Japanese mainland. Muko-Jima and Mishino-Shima of the Ogasawara Gunto are 185 miles from Sofu Gen (Lot's Wife), which is part of the Nampo Shoto archipelago. This island chain stretches along the Honshu ridge towards Japan and counts as Japan. Ogasawara was originally a separate country under Rule 1 as was KR6, Ryukyu Islands, due to American occupation from WWII. In the early 70's, the U.S. returned these islands to Japan. KR6 was deleted because it failed to meet the distance requirements, but Ogasawara remained a DXCC country, evidently because it did meet the distance requirement.

Auckland Island (ZL) is 290 miles from New Zealand. It is 235 from Stewart Island, which is just south of the South Island. Auckland is about 160 miles from the Snares Island group, which is about 130 miles from New Zealand's South Island and counts as New Zealand. Auckland became a "country" on June 1, 1960.

Willis Island (VK) is 260 miles from Cape Grafton on the Australian mainland, but there are many intervening islands. Holmes Reef is 125 miles from Willis at its nearest point, but only 130 from Cape Grafton. Chilcott Island group is 35 miles from the Willis group, but only 220 miles from Cape Bowling Green on the Mainland. Bouganville Reef is 195 from Willis but only 110 miles from Cape Bedford on the Australian mainland. Willis added to DXCC List in January, 1960.

Mellish Reef (VK) is 480 miles from Cape Conway on the Mainland and 375 miles from the Willis Island group. Careful measurements showed that part of the Mellish Atoll is about 220 miles from the northeastern portion of Marion Reefs. Additionally, one issue of the Rand McNally Atlas shows an un-named reef or island at 17°43'S, 153°10'E, but we were unable to determine if this was actual land or a submerged reef. Cheaper atlases don't show this at all. If real, this would be only 167 from Mellish. One atlas shows this as submerged, and another shows it as an island. The larger the scale of the atlas the bigger the islands get. A small scale shows only a dot for Mellish, for example, where the Time Atlas shows the whole atoll. Additionally, the distance from Mellish to Lithou Reef and Cay seems to be right at 225. The scale of measurements was 1 mm = 9 miles, and is plus or minus 3 miles. There are several reefs or islands other than Marion such as Litou that are closer than 225 miles from Mellish. The addition of Mellish Reef to the ARRL Countries List was announced in QST for October, 1972, p. 131: "This addition to the Countries List is made under Point 2(a) of the criteria."

Parenthetically, we would note that Mellish was added under 2(a) only. Some people have taken the position that both 2(a) and 2(b) must be satisfied, but this is obviously not the case. See the announcement of Mellish being added to the list. October, 1972 QST.

With this data about point 2(a) ambiguities or uncertainties are resolved. First off, it is clear that the 225 mile separation is to be measured from islands ~~adjacent to the~~ to the mainland (only), not to other islands which just happen to be offshore from the mainland. No case was found where an island with common government was closer than 225 miles to the mainland and got separate DXCC status under Point 2(a). Additionally, all of the four DXCC countries mentioned are less than 225 miles from other islands which count as mainland. So we see that for islands "offshore from the mainland," the 225 mile separation means between the islands and the mainland, not just between islands.

To illustrate the point further, consider that the original intention of the 225 mile rule had to be from mainland to island, as it was based on earlier precedents such as the 1958 entry of PY0, Fernando de Noronha, which is 230 miles from Cabo de Sao Roque, but only 90 miles from Atol das Rocas (which is only 145 miles from the Brazilian mainland).

#### DO THE PRIBILOF ISLANDS MEET THE REQUIREMENTS OF 2(a)?

The Pribilof Islands are more than 225 miles from the Alaskan mainland. See maps submitted herewith.

The mainland of Alaska extends to the end of the Alaska Peninsula just short of Unimak Island, which is the first island of the Aleutian Chain. The Aleutian Island Chain extends from that point westwardly in an arc made up of six island groups. Specifically these island groups (east to west) are as follows: (1) Fox, (2) Four Mountains, (3) Andreanof, (4) Rat, (5) Near, and (6) Komandorsk (part of USSR). Source: Encyclopedia of Oceanography, p. 135. Thus, it is clear that islands of the Aleutian Chain are not part of the Alaska mainland.

The Pribilof Islands are governed by the State of Alaska which exercises its civil and criminal jurisdiction on the islands. Alaska Statute 22.10.010, Alaska Constitution, Article XIV, section 3(14).

By examining the maps attached to this application it is clear that the Pribilof Islands meet the requirements of 2(a):

- (1) the Pribilof Islands are offshore from their governing area (Alaska);
- (2) There is a geographical separation of at least 225 miles between the Pribilofs and the nearest Alaska mainland; and
- (3) The separation consists of open water.

#### DISCUSSION

There may still be some concern over the words "island group" and "adjacent," as used in 2(a) and 2(b). Certainly the Pribilofs are an island group in the semantic sense, but so is Willis, so is Ogasawara, so is Auckland and Campbell, and even Mellish Reef is a collection of reefs, which technically would be considered an island group. Annobon (DXCC status 1972) could also be considered an island group. Yet none of these islands are relegated to 2(b) because they all meet 2(a) requirements.

As for the term "adjacent," it appears that all our examples have nearby islands, many of which count for the mainland and would certainly be considered "adjacent" under 2(b), but that rule just doesn't apply here. Even so, the Alaska DX Association has obtained geological information showing that the Pribilofs are geologically separate and not adjacent to the Aleutians. See, letter from David B. Stone, Ph.D. attached in Section IV.

Mellish Reef is a similar situation -- it is located on the Mellish Rise, whereas the nearest islands to it are on the Coral Sea Plateau, a separate geological area. But it appears that none of the other examples even meet this requirement, so the only conclusion is that where 2(a) applies, 2(b) does not.



This even makes good sense. Consider a hypothetical island at, say, 230 miles from the mainland. Along almost any shoreline, one can find small islands, reefs, sand bars, etc., at least some piece of real estate which is separate (if even by only a few feet) from the mainland. Does the presence of such offshore objects mean that our hypothetical country would now be categorized under 2(b)? Such an idea would mean that any island meeting 2(a) would require a search of all the surrounding waters out to 500 miles for any hint of offshore objects. A boulder just off the coast would move our hypothetical country from 2(a) to 2(b).

But this does not happen or our DXCC list would be much shorter today. In fact, Rule 2(a) may have been worded the way it is just to prevent such happenings -- giving "offshore" islands the freedom from technical nit-picking over every coastal rock and reef. Certainly our examples corroborate this way of thinking that any area meeting 2(a) requirements need not satisfy 2(b) requirements.

#### CONCLUSION

On this basis, the only reasonable conclusion is that the Pribilof Islands should count as a new DXCC country under Point 2(a). Past interpretations of 2(a) by the ARRL and the phrase "the general policy has remained the same," indeed mandate such a conclusion.

#### ADDITIONAL CONSIDERATION

There are certain advantages in considering the Pribilofs as a new DXCC accredited country. We won't have to worry about a governmental ban on amateur radio. Under the auspices of the USA, the Pribilofs pose no problems with licensing or permission to operate which seem to haunt the present DXCC "most-needed" list. Although permission will be needed from the Pribilof Islanders to erect any antennas on their property, this is hardly an insurmountable problem as they encourage tourism and visitation to their islands.

The proximity of the Pribilofs to the North American continent is a positive factor in two ways. First, transportation is available two or three times a week by direct flights from Anchorage. Round trip costs at this time are \$748. While the weather at the Pribilofs is often dangerous for flying, it is certainly less dangerous than a trip to the Spratlys or a landing at Navassa. Secondly, the Pribilofs should be workable for North American, Japanese and European stations on several bands at any point of the sunspot cycle. A new country generates excitement among DXers, but only if it is workable. The recent loss of several DXCC countries seems to have left a "vacuum" in the country list, and the addition of the Pribilofs would help restore the country count.

As a side note, careful research by the ADXA has shown that there are no other Alaskan islands which could satisfy any points on the Countries List Criteria. (See Map (2).)

ADXA members have researched the cultural and political history of the Pribilof Islands. Perhaps the most complete yet succinct writing on the subject is the attached article from Oceans magazine, May, 1983, entitled "A Home to Call Their Own." It is a well-written account of a truly unique experience of mankind.

Even beyond the considerations of Point 2(a), there is a strong appeal to consider the Pribilofs as a new country. There is no doubt that the islands would have been a shoo-in under the old interpretations of Point 1 (separate administration).

The Pribilofs were administered by the U.S. Department of Interior in 1976 when a DXCC application was made under the "Separate Administration" clause of the old Point 1 of the DXCC Countries Criteria. But, this was the same time that the DXAC voted to reject applications coming in under this clause because the clause was being considered for deletion from Point 1. Thus, the Pribilof application was rejected at that time. Had the DXCC submission occurred just a year sooner, or been based upon Point 2(a), the Pribilofs would already be on the DXCC list.

In fact, the Pribilofs may have been on the DXCC list at one time. Many KL7's are familiar with the story that the Pribilofs were once on the DXCC list, but taken off because no operation took place from there. While several phone calls have been placed to confirm this story, consider a quote from QST of October 1982, p. 59 in "How's DX" (in reference to the history of DX of 1976): "Other notes in the November issue clarified topics the DX advisory committee had been studying: . . . The Pribilofs would not be returned to the list." So the possibility exists. Perhaps they had not actually been on the list, but had been approved pending operation from there (similar to the recent decision on Peter 1 Island). Whatever the true story, there definitely seems to be past support for separate Pribilof DXCC status. One can't help but feel if a well-researched, well-documented application for these islands had been submitted previously, the islands would presently be on the Countries List. Unfortunately, such a detailed application has never been made. Given only meager data, and poor timing, it is understandable that the Pribilofs never made it. This petition for new country status at last provides the data and detail to include the Pribilof Islands on the DXCC Countries List.

#### Madison DXer Specials:

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Alpha: call Don for up to minute quote	
Bugcatcher, mobile coil	\$ 45
Single band coil	\$ 39
Yaesu FT726R	\$ 699

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Collins 3253 \$300; 7553 \$300; KWM2A/NB \$795	
Collins 7553C	\$ 595

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BANDPASS: Call/Frequency/UTC (plus West, Mountain, Central, East Coast)/Date

AP2ZA 14213 14W 18	JT1BR 14026 01E 29	TL8MM 14040 22M 19	YI1BGD 14209 15C 23
AP2SQ 14204 14W 19	JX6BAA 14288 15E 18	TL8ER 21011 16E 20	YJ8TT 14310 03W 22
AP2UR 14025 13C 24	JY9CL 3795 03E 10	TL8ER 21026 20E 21	YK1AO 14194 14W 15
AP2UR 14006 13E 25	JY5CI 14193 16W 18	TL8ER 21027 20C 26	YN1JCC 21025 21E 22
AZ5ZA 14219 04E 18	J28DP 7004 04E 16	TR8JLD 21029 12E 13	YV1OB 1824 02E 19
A22ME 28560 13E 18	J28DM 14015 21E 19	TR8JLD 7005 06E 14	DL2GG/
A22DP 14207 13W 19	J28DX 21335 18E 25	TR8JLD 7006 00E 15	YV5 10109 23C 20
A22NE 21335 18C 19	J28EB 14155 02E 26	TR8JLD 3505 00E 16	Y83ANT 14023 23E 15
A22ME 3789 04E 24	J37AJ 28574 16W 18	TR8JLD 7009 06C 21	ZB2EO 1832 23E 28
A35WW 7008 12E 24	J73AH 7025 02M 17	TR8GM 14203 02E 26	ZD7CW 21335 18C 19
A35WW 7008 13M 24	J73AH 14332 03W 18	F6BFN/	ZD8TM 21039 19C 15
A4XJQ 28615 14E 19	J88BC 3796 03C 14	TT8 14018 20C 22	ZD8RC 21345 22C 25
A4XJW 14015 13E 24	W8JBI/	TU2NW 21001 15E 18	ZK1XO 21037 23M 18
A71BK 14190 14W 16	J8 7010 02E 22	TU2NW 21283 14W 19	ZK1CG 14310 03W 19
A71BK 14191 13W 21	KC6DX 21292 21W 18	TZ6FE 21288 22W 12	ZK1XO 28505 00W 22
A71AD 14227 16C 23	(East Carols)	TZ6CY 14190 21C 19	ZK1XL 7005 08E 23
A92NH 14200 14W 18	KC6DX 14310 03W 21	TZ6FIC 3787 07E 22	ZK1CG 14310 03W 24
A92AB 21291 14E 19	KC6DS 21292 20C 25	TZ6FIC 3789 06E 23	ZK2RS 3805 09E 22
A92DY 14199 15C 24	KC6HA 21292 22C 25	T30BY 14234 05W 14	ZL2AQI 28534 01W 13
BV2A 14040 12E 27	(West Carols)	T30AT 21024 19C 15	ZL7OY 3784 09E 23
BV2A 14038 12E 29	KG4DX 14190 02W 18	T30DB 21292 20W 18	ZL8AFH 14210 06C 13
BY4AA 14050 01M 17	KH6DX 1826 12C 16	T30AT 21037 19W 24	ZP5AO 14027 02E 24
BY4AA 14050 02C 17	KL7Y 1817 08E 24	T77C 21030 17C 22	Z21BA 14031 23E 16
BY1PK 14015 01E 29	KL7Y 3789 08E 25	R0K 14027 04E 15	Z22JS 7011 04E 22
CE0AE 28605 23W 19	KD7P/	R0K 3506 23E 16	Z21AR 21292 18C 22
CE0AE 28594 18E 21	KH2 7010 13M 24	R0K 14026 01C 16	1Z9A 14172 13C 17
CE0AE 7179 07C 22	N2EDQ/	UA9AEC 7006 05E 16	1Z9A 14175 14E 18
CO2QR 1825 05E 19	KH7 14310 03W 22	UA0ADN 14226 02E 26	1Z9A 14214 14C 19
CO7RG 3793 03E 20	VE7BBC/	UO5GQ 1850 05E 15	1Z9A 14227 15C 23
CM2HR 7008 00E 22	KH8 14188 05E 21	UL7CAD 3503 02E 24	3A2LF 14217 15E 18
CN8ES 3788 06E 14	K2FJ/	UL7IEI 14028 12C 28	3B8CF 14225 04W 15
CN2AQ 28520 14E 18	KH8 7010 13M 23	UH8EAD 14015 12C 20	3B8CF 3506 02E 15
CP6IM 3792 06E 23	KH0AC 14227 17W 18	UH8DC 1853 03E 23	3B8CF 10107 02C 17
CT4BD 1832 06E 15	KX6DX 3508 11E 20	UI8LBB 14016 13C 20	3B8CF 3507 02C 23
CT3BM 3790 09E 25	KX6QC 28025 00M 21	UI8AAO 14009 13E 25	3B8FK 14019 14E 25
CY9SAB 1835 04C 24	KX6OR 7095 13E 25	UI8AI 14006 13E 25	3D2FR 3788 12E 17
C21BD 28566 21W 21	LA7XP 1827 03E 14	UI8LBB 14006 12C 28	3D2FR 3788 10E 24
C21BD 3790 08E 23	LX1PD 7032 00E 20	UK8JBD 14211 12C 20	3D2FR 7093 13E 25
C30LAZ 14227 16C 23	DL6YE/	UJ8SAD 14155 02E 26	3D2DX 3795 12E 28
C53AL 3798 02C 15	LX 3509 02E 24	UM8MCY 14227 15C 23	3D6AL 21303 20M 24
C53AL 3796 01E 21	OD5LX 7005 04E 28	UK8MFA 14160 12E 26	3V8PS 28545 15E 19
DU7TLC 28566 01W 13	OK2PG 1834 06E 19	UM8MBA 7002 22E 27	3V8PS 3645 04E 24
DULIC 21305 01M 27	OX3UD 14040 13E 13	VK9NS 14203 03W 19	3X4EX 3798 01C 15
D44BC 21259 20C 25	OX3BA 14090 02E 29	VK9NS 3797 11E 24	3X4EX 3785 07E 15
EA6FK 21028 19E 25	(RTTY)	VP8AS 7011 05M 13	3X4EX 14236 01W 17
EA8QO 1833 06E 15	OY7ML 1834 07E 15	VP8KF 7005 23E 14	3X4EX 38567 15E 18
EA8ACL 3504 00E 15	OY9R 21327 14E 19	VP8KF 14027 03E 15	3X4EX 21335 18C 19
EA8AFS 3800 01E 18	OY8R 3799 01E 24	VP8KF 14195 03E 16	3X4EX 14236 00W 19
EA8XS 21339 18C 22	PJ3JB 7005 01E 17	VP8LP 14222 00W 19	3X4EX 14193 03E 19
EA8JE 28577 16E 22	PZ1DV 7002 01M 13	VP8KF 7074 08E 20	3X4EX 7080 07E 23
EA9KF 1825 04E 21	P29KY 7010 12E 21	VP8KF 14195 23C 21	4K1QAV 7005 23E 16
EA9IE 3787 07E 22	P29KY 3506 11E 22	VP8KF 14185 12E 24	4S7CF 14206 02W 16
FB8WJ 14225 04W 15	P29AX 14190 12E 24	VP8LP 14211 02E 26	4S7CF 14210 13W 19
FB8WJ 14226 03E 18	P29JM 21292 20C 24	VQ9GE 14208 14E 25	4S7EA 14197 13C 21
FB8WK 14024 13E 22	P29PR 3504 13M 25	VR6KY 3807 11C 17	4S7EA 14210 12E 24
FB8WK 7003 03M 23	P29KY 7009 14M 25	VR6KY 21295 23C 23	4S7NE 14016 13E 25
FB8WJ 14227 17E 24	P29JM 21292 20C 25	VR6KY 7183 12E 24	4S7NS 14022 13E 25
FC2XN 3512 23E 20	SP9DH 1833 03E 23	VS5I 14006 14C 25	4S7NMR 14201 12C 28
FK0AQ 28020 00M 12	DF3NZ/	VS5IC 7001 14M 25	4U1UN 14039 17E 11
FO8GQ 14224 03E 18	ST2 3800 00E 16	VS5IC 21276 00M 27	4U1UN 21024 22C 22
FO8JN 3806 09E 23	DF3NZ/	VS6CT 14227 00W 19	4U1UN 14025 01E 23
HL9SN 7006 14M 12	ST2 29510 14E 18	VS6DO 7011 12E 21	4Z4DX 3799 04E 13
HL2GS 28585 01W 13	DF3NZ/	VU2TS 7005 13C 14	4X4NJ 1832 03E 14
HL1SF 28562 00W 22	ST2 3798 03E 23	VU2DZ 14227 02W 16	5H3BH 21280 18E 20
HL1CX 7006 13C 25	DF3NZ/	VU2BEJ 14200 14W 17	5H3BH 21335 19C 22
W4US/	ST2 3799 04E 24	VU2GI 21360 15E 18	5H3BH 21292 20C 24
HR1 1829 01E 17	SV0AA 1831 04E 15	VU2MKK 7009 13E 19	5N1ARY 3796 03E 13
HV3SJ 14202 15W 19	SV5OX 1833 03E 21	VU2JNA 14191 13W 21	YU3KI/
HV3SJ 21300 14M 25	SV5OX 7003 04E 21	VU2VS 14010 13E 24	5N3 21028 00E 22
HZ1AB 21026 13E 16	TA0A/2 21025 13E 14	VU2GI 21301 14C 24	5N1ARY 14212 01E 26
HZ1HZ 14027 20E 19	TA1UA/2 21025 13E 15	VU2GI 21300 15W 24	5T5CJ 7086 08C 24
HZ1AB 7003 02E 23	TA2TAT 7014 22E 27	N4JDX/	5W1DC 7007 13C 15
HZ1AB 7006 14M 25	W3TTS/	V3 21027 23E 24	5W1DC 21026 21E 22
H44IA 28528 02W 13	TF 14058 21E 19	XT2BJ 21003 15E 20	5W1DC 7006 11E 24
H44IA 3787 09E 23	TJ1QS 14023 06E 21	XT2BR 14194 00E 21	5Z4MX 21024 19C 17
JL1MRT 28020 23M 22	TJ1AF 21335 21W 21	XT2AW 21007 17C 25	5Z4JR 14025 14E 25
JD1BBG 3795 13W 20	TL8ER 14009 22M 12	YB0WR 14188 13W 19	6W1HL 21335 17W 12
JT1BR 14021 00E 24	TL8CK 3795 05E 16	YB0WR 14186 13C 20	6W1KY 28560 13E 18
JT1BR 14038 02C 25	TL8ER 28503 14E 18	YB0WR 3795 23E 21	
JT1AO 7005 08W 26	TL8MM 14041 20E 19	YI1BGD 14227 16C 22	

MORE...



MORE BANDPASS...

6W1HL 21335 18C 19  
6W1DY 3787 07E 22  
7P8CL 14193 06E 22  
7P8CL 7004 01E 24  
7Q7LW 21292 19M 24  
7Q7LW 7005 04E 28  
7X2LS 3799 05E 16  
7X5PCY 28585 15E 19  
7X5AB 1847 05E 21

8Q7AH 14204 13E 25  
9H1DV 7003 22E 13  
9H1CG 1831 03E 22  
9H1BB 3789 02E 22  
9H1CG 1840 04E 23  
9H1BB 1832 23E 28  
9J2LG 28480 13E 18  
9K2BE 1827 02E 17  
9K2BE 1831 03E 23

9N1RMK 14202 12E 27  
9N1MM 14204 12E 27  
9U5JB 21262 18E 26  
9V1VP 14194 17E 24  
9X5JB 14174 18E 25

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AH8/DL1VU	DB5UJ	J37XC	W2BJI	ZC4BI	G3KGB
AZ5ZA	LU2A	KG4DX	WB2CPV	ZC4SR	BURO
A22BW	DK3KD	LX0WCY	LX1BI	ZS1XR	N7RO
A22ME	AK1E	NA2E/KP2	NA2E	3X4EX	N4CID
A22TE	AK1E	OA8CP	N4CQ	4K1ANO	UA3AEL
A4XYS	W4FRU	OH0BH	OH2BH	4S7EMG	DL7EM
A71BK	G4HNP	OX3LV	W3HNC	4T4WCY	YASME
A92NH	W8LU	SV1OL/5	SV1NA	5B4LP	KA3FIB
CE0AE	WA3HUP	TR0AB	F6AJA	5J5LR	HK3SO
CT2DV	CT1CFT	TR8SDP	F8BC	5R8AL	WA4VDE
CT2EE	WA7GXD	TR8WCY	TR8JLD	5W1EU	VE3XJ
CX5RV	G5RV	TU2MY	WB5EPL	6U0WCY	DF7ZH
CY0SAB	VE1AJH	T30CT	DL7NS	6W1CK	DL1HH
C53AL	KA2CDE	T77C	M1C	9K2BE	G4GIR
DL7NS/HB0	DL7NS	UK1PGO	UK3SAB	9M2HB	N4FFN
FB8YK	F6EMY	VP2KBZ	VE3KZ	9U5JB	ON5NT
FG7CO	FG7BT	VP2MKY	KY5R	9Y4IH	WB3AKI
FG7CP	FG7BT	VP2MSS	KN3P		
FK0AQ	F2BS	VU7WCY/DQP	VU2GDG		
FM7WS	F2BS	VU7WCY/GDG	VU2GDG		
FR7AI/T	FR7AI	VU7WCY/GO	VU2GDG		
FY7YE	W5JLU	VU7WCY/TS	VU2GDG		
FY7YE/FM7	W5JLU	W1BIH/PJ2	W1KDD		
HC1SK/8	SM6DYK	W6KG/CP6	YASME		
HI8LC	W2KF	XT2AU	WA1ZEZ		
		YB0ARA	K6DLV		
		YB2ARH	K2ROR		

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EA9KS	Box 278, Melilla
EL2EM	Box 463, Monrovia
FM7WU	Box 1130, Fort de France
FR7BX	Box 50, Reunion Is., France
FY7AQ	Box 89, Cayenne
HT1JCC	Box C89, Managua
J28EB	Box 2417, Djibouti
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LULYBV	Box 13, Neuquen
XT2BR	Alain, Box 116, Ouagadougou
YV4DDT	Box 3100, Valencia
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# CALENDAR

ANTARCTICA ATØA by VU2IF continues through March  
 UGANDA G8GRN/5X 14.160 @ 2000Z, 14.220 @ 0700Z  
 N COOKS ZK1MA by K6OZL now to Mar 20  
 YASME Colvins due from Chile/Easter/J. Fern.  
 KERMADEC ZL8AFH various bands @ 07-09Z; ZL1AMO  
 group due on in March

CHINA More activity on 20 CW now; VE7BC and  
 others going there end of Mar; I 221

FALKLANDS VP8KF by G3VPW very active; until end of Mar  
 ANDAMANS VU2GDG rumored having permission for Mar/Apr  
 TOKELAU ZM7VU by DL1VU now; CW only

SPRATLY IS1CK QSLs count now for DXCC; I 229  
 CLIPPERTON FOØXU-XZ starts approx Mar 10; I 229  
 JAMAICA KJ8G/6Y5 ends Mar 14  
 S SHETLANDS Anybody hear XQ9BSC???  
 B.V.I. VP2VID by W4JVN cancelled

IVORY COAST Special calls in March: I 229  
 CONTEST CQ WPX SSB Mar 24/25  
 DEADLINE Honor Roll QSLs in Newington by Mar 30  
 OMAN GFT activity Mar 9-26; I 226  
 BERLENGA IS. CTØBI Mar 16-18; I 226

OGASAWARA By JO1CLZ, JO1GOF, Mar 27-30

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 We have been pushing the PO BOX  
 873 because the street address  
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DX News Sheet, W4JVN, DA2ER,  
 KA1XN, W1PNR, K6IR, W7HRD,  
 KR1G, TU2NW, JH1FDP, WAØQZW,  
 K4DLI, W6OAT, XE1XMT, AB8K,  
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