INDEXA

Helping to Make DX Happen Since 1983

Summer 2026 **www.indexa.org** **Issue 149**

A 501(c)(3) non-profit organization for the enhancement of amateur radio, worldwide peace, and friendship

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Message from the President



Dear INDEXA Members,

Thank you for your continued support and dedication to our organization. It has been a great start to the year, highlighted by several significant DXpeditions. I am personally proud to have been part of the Desecheo KP5/NP3VI team. This DXpedition was particularly noteworthy as it was the first-ever 100% solar-powered DXpedition and the first fully unmanned DXpedition operated remotely for 50 days. A complete report is included in this edition of our newsletter.

It is also important to recognize that two major QSO records were broken this year. KP5/NP3VI established a new record for the most QSOs made by a DXpedition operating at 100 watts or less, while J51A set a new all-time DXpedition QSO record. Congratulations to both teams on these remarkable achievements. These records will likely remain in the books for quite some time.

I would also like to highlight another important aspect of KP5/NP3VI. The DXpedition provided near-instant, free Logbook of The World (LoTW) confirmations for all contacts. This was made possible through the generosity of INDEXA members, as our organization provided approximately 50% of the funding required for the project. I am personally grateful for the support of our members in helping make this very special DXpedition a reality.

Once again, INDEXA had a booth at the 2026 Hamvention, building on the success of last year. It was a pleasure meeting many of our members and welcoming new ones who joined our organization during the event. Hamvention was very well attended, providing an excellent opportunity to promote the work and mission of INDEXA throughout the amateur radio community.

In addition, INDEXA proudly sponsored Contest University 2026 and will also be sponsoring WRTC UK, which takes place next month.

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None of this would be possible without the generosity and commitment of our members. Thank you for your continued support in helping make these challenging and often expensive DXpeditions a reality.

Enjoy your summer, and thank you once again for being part of INDEXA.

73,
Otis NP4G
President, INDEXA

INDEXA is proud to support the following future DXpeditions in 2026 and early 2027

St. Lucia, J62K
March 2027 (Support from the Next Generation Fund)

Peter 1, 3Y0
February 2027

Solomon Islands, H49A
October 2026

Democratic Republic of Congo, 9T0MD
Sept./Oct. 2026

2026 KP5/NP3VI Desecheo DXpedition Trip Report

By: Otis NP4G



What happens when you get “No” for an answer—and still need to find a way forward? That is exactly what the 2026 KP5/NP3VI Desecheo DXpedition was all about: overcoming challenges, thinking outside the box, and ultimately proving a concept. It is hoped that the successes achieved from this DXpedition might possibly provide a ray of hope for overcoming the “No go” obstacles to some of DXing’s rarest entities and reshape future DXpedition activations around the world.

This project actually began in 2023, after returning home following my participation with the 3Y0J Bouvet DXpedition. I had been friends with Danny (KP3DR) and Alberic (NP3MR) from the Vieques Island Amateur Radio Club (NP3VI). Danny, an environmental engineer, became active again in amateur radio after Hurricane Maria. As he learned more about DXing and my recent trip to Bouvet, he realized that Desecheo was a top-wanted entity. When he reached out to me, he mentioned that he had previously worked on the island and knew the Director of the USFWS office in Cabo Rojo, Puerto Rico.

After circulating some initial ideas—and having met the Director in person in the summer of 2024—I reached out to my good friend, mentor, and fellow INDEXA Board Member, Lou (N2TU, SK), for guidance on navigating the permitting process. Following his advice, we formally submitted an application. It was rejected.

As part of the process, however, applicants are granted the opportunity to present their case. So in December 2024, I met once again with the Director.

It turns out that in 2017, Desecheo had been declared free of invasive species. After a multi-year effort involving significant resources, the endemic flora and fauna were finally recovering. Naturally, the concern was that a repeat of the 2009 K5D DXpedition—where operators lived on the island for two weeks—could undo years of conservation progress.

During our conversation, I asked what a truly low-impact operation would look like. The response was very clear: no overnight stays, no generators, no cooking—essentially no sustained human presence on the island.

I then asked: if we could meet those requirements, would the USFWS consider granting a permit?

The answer was yes.

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That was the turning point.

I immediately reached out to my good friend Ezequiel (HI3R/K4DX), who had been my teammate during the 2024 Juan Fernández DXpedition. I remembered that he had been working on a new type of remote radio system. Unlike previous generations developed by others, his goal was to create a fully autonomous station—solar-powered and capable of being operated entirely remotely, without human presence on-site.

The idea was simple in concept, but complex in execution: deploy the radios on a remote island, leave, and then operate them from afar. Ezequiel was ready for the challenge. I told him he might need to accelerate development—because there was now a real possibility that Desecheo could happen.

During Dayton 2025, I met with Lee (WW2DX) and Rock (WW1X) from the Remote Ham Radio (RHR) team. I've known them for over a decade, as my station is part of their network. I asked how we could integrate their platform to allow operators worldwide to control a station from one of the most wanted DX entities. They began working on it—even before knowing exactly where the system would be deployed.

Months of development and testing followed. A U.S. government shutdown delayed the expedition into 2026, which turned out to be a blessing in disguise, as it coincided with the 50th anniversary of the Desecheo National Wildlife Refuge. Because this would be the first fully remote, solar-powered DXpedition, extensive testing was critical. We needed to be confident that once deployed, the system could operate without any possibility of intervention.

Our permit allowed for 30 days of operation. On December 20, 2025, I picked up Ezequiel at the San Juan airport for final preparations. Our deployment team—Ezequiel, Osvaldo (KP3N), and Manu (WP4TZ)—gathered at KP4AA's station for assembly and testing.

We deployed the system at a mountaintop site nearby, part of KP4AA's family property. Within 3–4 hours, the station (KP4ES) was on the air. We invited USFWS personnel to observe and inspect the setup, and they provided valuable feedback. The system ran continuously for 48 hours without issues.



On Christmas Eve, we held a final coordination meeting with Lee, Rock, Ezequiel, and myself. After reviewing all potential risks and confirming readiness, we made the decision to move forward. The idea to announce the DXpedition as a "Christmas gift" to the worldwide DX community came during discussions with Glen Johnson (W0GJ).

At 0000 UTC on Christmas Day 2025, the DXpedition was officially announced. Our website and social media channels went live, with outstanding support from our media manager, Steve, N2AJ.

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Since KP4ES was located about 30 miles from Desecheo, it also served quite nicely as our training platform. From here, our remote operators were able to familiarize themselves with the RHR system, while the DX community could test propagation and prepare for the upcoming activation.

After a week of successful operation, the system was dismantled and stored following strict USFWS biosecurity protocols.

Deployment



On January 12, at 5:30 AM, we arrived at the Aguadilla boat ramp, where we met USFWS Chief Biologist Nahira Arroyo and Captain Angel Toro. After loading the equipment, we began our journey just as the sun was rising over Puerto Rico.

The 55-minute crossing was smooth, but once on the island, the real work began. Transporting the equipment to the helipad required multiple trips and about two hours of effort.

We began deployment with the Starlink antenna, followed by solar panels and antenna systems. Everything had been carefully planned based on our testing phase. After some troubleshooting, the first contacts were made. Lee (WW2DX) tested multiple bands and modes, confirming that everything was working as expected. With that, the station went fully operational—remotely controlled from off-island. The system was designed with redundancy in mind. Although we had the option of assembling an " emergency trip" to correct any mishap, our system consisted of almost two entirely independent systems. It consists of two antennas, two coax feedlines, two radios, two PI computers, two batteries, two solar controllers, and two solar arrays of 6 flexible panels. The idea was that in case something would fail, we could still remain in operation until retrieval day.

Before we left the island, we tested all bands for any potential RF issues and made contact with KP4AA on all bands. This ensured that no physical presence would be needed in terms of putting extra filters, chokes, etc. After we went through our checklist and all systems proved "good," we began our operation. Little did we know that that would be the last time a human would be in the vicinity for the next 50 days.

We even conducted a live session with Tim Duffy from DX Engineering before departing the island. Our return trip home that day following the arduous setup of KP5/NP3VI however, was much rougher due to changing sea conditions.

Operation and Technology

During our first week of operation we were flexible, allowing operators to test system limits and power management. By the second week, structured schedules were introduced. The idea was for us to focus on being on the bands that were the most productive in order to maximize the most unique stations in the log. Our team consisted of most operators being local to Puerto Rico and the U.S. East coast while we had backup from international operators in Italy, Philippines and Australia that would help us remain operational when most of the others were asleep. We continued to use the feedback provided by the DX community for us to continue to adjust our schedule and maximize our operation.

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The system, developed by Ezequiel and the Manyana DX Foundation, provided real-time telemetry via the expedition website—battery levels, solar charging, transmit frequency, and more. We also integrated Club Log livestreaming and near real-time Logbook of The World confirmations.

This level of transparency created strong engagement with the DX community. Since the previous DXpedition was during Solar Cycle minimum, we remained focused on the high bands 10 and 12m since we knew that they were mostly needed. We also had continuous monitoring for any possible 6m opening with alerts in place and also WP4G in charge of keeping us informed in case of a Magic Band opening. This strategy proved effective when we had the very unusual 6m opening to North America in which we logged stations from East to West coast for about 5-6 hours putting in over 500 6m QSO's in the log. This of course made a lot of DXers very happy!

Our Communications / Chief Pilot, Steve N2AJ did a fantastic job. He was in charge of getting all the data that we incorporated into our schedule and also managed to answer all emails and Social media posts. He even cheered us on, sharing with us his cleverly humorous AI graphics on our WhatsApp channel.

Our team was able to keep in communication through a "Whatsapp" group. Here, the operators would check in to their shifts and provide any feedback to the development team in case we had to make any adjustments. Sometimes the radios would lock up or need a restart, all done remotely in a matter of only a few minutes. In all, the KP5 team had fun even though we weren't all physically operating from the same actual location. It was indeed a "virtual DXpedition" where we developed the same type of team camaraderie and interaction experienced on your typical tent and generator DXpedition. Perhaps the hardest part was balancing our normal lives with our operating schedules. Most of the retired team members would operate daytime during the week while the operators with work schedules enjoyed most of their operating time during weekends. All in all, it was an 8 week long DXpedition and all of the ops got to enjoy the never ceasing pileups from Desecheo.

Challenges and Results

Our operating permit was for a 30 day operation. When the time came for retrieval, there was bad weather in the forecast and also big sea swell so a retrieval operation was not recommended by our captain for potential safety hazards. We were kept in contact with USFWS personnel during our operation. The USFWS staff was constantly monitoring our operation through the on site camera and also through our social media channel. At that time we were at about 60k contacts in the log – far behind our original goal of 100k contacts with 20k Unique's.

After coordinating with USFWS personnel and our captains' availability, to our advantage the newly scheduled retrieval day was going to be 20 days later allowing us to reach our intended goal.

The station performed flawlessly. When we returned, everything was exactly as we had left it—aside from expected salt and corrosion from the marine environment.

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In total, we achieved:
Total QSOs (radio contacts): 109,291
Unique Stations: 20934
Total operating days: 50
Total DXCC entities contacted: 154
Maximum simultaneous radio stations: 2 radios at 50 watts max

Band Distribution:

Frequency Band	Total QSOs
160 meters	179
80 meters	6,026
60 meter	1,128
40 meters	9,247
30 meters	11,507
20 meters	18,259
17 meters	10,884
15 meters	14,849
12 meters	16,642
10 meters	19,791
6 meters	747
2 meter	32

Mode Distribution:

Mode	Total QSOs
CW	35,242
SSB	20,098
FT8	50,614
FT4	3,306
FM	31

Human Modes / Digital Mode Ratio

55,371	53,920
50.6%	49.3%

Global Participation
Contacts were successfully completed with amateur radio operators across:

- North America 49,733
- South America 2,854
- Europe 47,379
- Africa 584
- Asia 7,806
- Oceania 935

All with just 50 watts per radio.

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Conclusion

This was the first fully autonomous, solar-powered DXpedition operating for an extended period without human presence on-site.

More importantly, it proved that environmentally responsible, low-impact DXpeditions are not only possible—but practical. By eliminating fuel, on-site living, and heavy logistics, we demonstrated a model that could unlock access to highly restricted and sensitive locations in the future.

The KP5/NP3VI team would like to sincerely thank INDEXA for their financial support, which made this project possible. We also thank the global DX community for embracing and supporting this new approach to DXpeditioning.



INDEXA at 2026 Dayton Hamvention



Bob N2OO, Elvira IV3FSG and Adrian KO8SCA all proud members of the **Heritage CQ DX Hall of Fame**



Elvira IV3FSG being inducted in to the Heritage CQ DX Hall of Fame by Bob N2OO



Hal W8HC representing the **9U1RU Dxpedition Team** which received the **DXpedition of the Year Award** from SWODXA



Otis NP4G receiving his **CQ Amateur Radio Hall of Fame** plaque as part of the 2026 Class.
Pictured: Richard W2VU, Bob N2OO, Tom K8CX and Otis NP4G

So you want to go on a DXpedition?

By: Paul N6PSE



I am often asked: What's it take to get invited to join a DXpedition? Or I am told "please keep me in mind for future trips".

Participating in DXpeditions is one of the most enjoyable and interesting things I have ever done. The places that you see and the people that you meet are truly fascinating. You may discover, as I have, that our world is truly different than our mass media and biased news reporting would have you believe.

Prior to my first DXpedition to IRAQ, I always wondered why it was always the same guys on each team that activated these strange and interesting places. Soon, I learned that each team often builds a core part of the team. These team members are often retired or semi-retired and are able to travel with little notice. They also bring other skills to the team such as solid and reliable work ethic, a "can do" attitude, they are likely to be very strong operators and able to operate for long periods of time often under harsh conditions. They are often willing to operate in any mode, any time.

They bring a sense of excitement and adventure that adds to the excitement and passion of the team. Some guys are just hard workers. They know what needs to be done and they just get it done. These guys are the backbone of the team and their skills and knowledge are invaluable.

It is my opinion that each team should have some new talent or new people to introduce to DXpeditioning. DXpeditioning should not be an elitist function and the hobby benefits from finding and developing new players who can later go on and do more activations and eventually form and lead their own teams. This kind of activity can propel DXpeditioning activity for decades to come.

When I am approached by a newcomer who wants to join a DXpedition, I gauge their interest and ability to fit in with a team. I find that sometimes future DXpeditioners have an unrealistic expectation of what a DXpedition is like. Those that expect comfort and convenience will bring unrealistic expectations to the table. Cost is a consideration for all of us. Today's DXpeditioner can expect to spend $250-$500 a day or more plus their cost to get to and from the DXpedition meeting point.

When building the DXpedition team, the leaders want to build a team that will be engaged and effective. They will tend to go to their core people first as these people are known for their skills and qualities. The leader knows that he must seek and maintain balance in the skills sets available.

I believe that multi-national teams are the most effective teams at meeting the huge global demand for contacts. For that reason, I prefer to build and assemble a team of US, EU, JA and South American members whenever possible.

I try to tap into the team members feeling of personal obligation to ensure that his own continent is well covered with contacts made. Never do you want to leave a continent feeling that they did not get fair and equitable access to the DXpedition team.

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Strong operating skills are very important to the DXpedition team. An operator should be strong at CW and/or SSB. Willingness and ability to do multiple modes is a plus. FT8 and/or RTTY should not be an afterthought and operators that bring skills such as rapid rate and expertise with multiple decoders are desirable.

Some operators bring extra skills to the team, such as the ability to effectively troubleshoot PC & network issues. Expertise in logging programs such as N1MM, Wintest and Writelog are quite desirable. Skills in gathering log data and performing satellite uploads are very beneficial.
We are often impressed by those that have the right attitude and the aptitude to succeed. Skills can be developed, honed and improved but they must be coupled with the right attitude along with the aptitude to succeed.

There have been countless times when I have been asked “Please keep me in mind for a future trip”. Quite often when I contact those people, I find that they are dreamers and not really engaged in becoming a DXpeditioner. They are not prepared to take the time away from their work and family or prepared for the cost of the DXpedition. The men that say “yes” time and time again are able to live the dream and enjoy the fun.

So when you look at the various DXpedition websites and see the makeup of the team, know that could be you going on the adventure, but only after you have aligned your expectations with those of the team and you have made your skills and abilities attractive to the team leader as he builds and assembles his team.

The future of DXpeditioning needs new blood. If you wish to join the ranks of DXpeditioners, start getting ready now so that you are prepared to say yes when that call comes.



INDEXA is proud to be a GOLD Sponsor for the 2026 WRTC being held in the United Kingdom



TX9W

Dxpedition to Marquesas Is

April 2026

By Craig Boyer – W5CCP

Jeff, K5WE and I, Craig, W5CCP began planning this trip in July 2025. After our trip to The Austral Islands in April 2024 (TX7W), we thought that another trip to French Polynesia, specifically The Marquesas Islands, would not only be fun but challenging as well…… And we were familiar with the routine of a large number of bags thru Tahiti and onward via Air Tahiti. We try to choose countries high on the DXCC Most Wanted list to visit and the Marquesas was listed as #65. While there had been a number of DXpeditions operate from there, it remained high on the list. The 14 man team, TX7N, had been there in early 2025, but the need from Europe was still high.

After our trip to TX7W, Jeff and I decided that the next trip would require us to bring more operators! At TX7W, we discovered that we could use more help installing antennas and operating. Also, our focus at OKDXA recently has been to encourage more young operators. So we began recruiting some help for this trip. At the same time, we wanted to have a more successful low band operation.

Our specific DXpedition goals were to 1) move the Marquesas a little lower down the Most Wanted List, 2) give more Europeans a chance for a contact with the Marquesas, 3) introduce some younger or inexperienced DXpeditioners from OKDXA to real time operating from a remote location, and 4) to make a respectable number of contacts on the low bands.

We were fortunate to recruit Bob Hensey, K4VBM and Jeremy Conkling, N5TEA – both members of OKDXA, both serious DXers, but lacking DXpedition experience. To address our low band goals, we recruited one of the best low band guys in the business, Dave Jorgensen, WD5COV. Dave was excited to go as he wanted to test the viability of airplane travel with his Top Band Express Twin 80/160m vertical, that he had designed. He had used this antenna on the Clipperton DXpedition (TX5S) in 2024 but had never carried it on an airplane.



TX9W Team at Hiva Oa Airport

The Oklahoma contingent had decided to depart together from Tulsa, OK. on the morning of April 18, Saturday. Since it was an early flight, we spent the night at Jeff's house, planning to wake up at 3:30 am and head to the airport. At 1:30 am, Jeff woke me up to tell me that he needed to go the Emergency Room. He had an urgent medical problem that needed to be diagnosed and treated. So his wife took him to the Hospital and the rest of us headed to the Tulsa Airport with all the luggage, including Jeff's with the hope that he would join us soon.

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A Note from the Team Leader - I became ill late in the evening and spent the night before our scheduled departure in the Emergency Room and the next day in the hospital. The doctors would not allow me to travel, so I stayed home and tried to help out as a pilot and remote help desk support via phone/text/email. I was very disappointed that I couldn't go. I had put a lot of work and energy into this trip. The team overcame numerous technical and operational problems and poor propagation conditions. Some good results were achieved on 160/80/60 meters, which is always difficult from the Marquesas Islands. An emphasis was made on putting Europeans in the log, since the need for FO/M was greater in Europe. Tnx for the QSOs. CU from the next one...73 de Jeff - K5WE

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Dave joined us at our layover in Denver and we flew on to San Francisco and then Tahiti, arriving around 8pm local time at the Fa'aa airport. At this point, the 4 of us were carrying 21 pieces of luggage! Didier, F6BCW, had arranged some help for us at the airport to store the bags overnight and give us a ride to the Airport Hotel. We left on Sunday morning, April 19, for Hiva O'a, Marquesas. At this point, we were convinced that Jeff, K5WE, would be joining us in a few days.



We arrived in Hiva O'a (I had the best tuna sandwich of my life on the Air Tahiti flight!) and Didier and the folks from Pension Kanahau were there to meet us and our 21 bags of luggage. Upon arriving, we immediately started erecting antennas. I focused on the BuddiHex because of its' ease of installation and fired it up on FT8 while we focused on installing the 30 and 40m verticals and the second HexBeam. In total we had 7 antennas that were all installed over the next few days. We secured permission to install the Top Band Express on some adjoining land which gave a little more but barely enough space!



Top Band Express



I installed the StarLink Mini on the roof of the dining area and immediately had strong wifi . We were encouraged. We began our operation and started logging to ClubLog Livestream. It appeared to work for a while, then we noticed that it seemed to be dropping some callsigns. We switched from MSHV to WSJT-X to no avail – we had a serious problem. Reluctantly, after an animated team meeting, we decided to forgo using Livestream and Bob, K4VBM, began uploading the logs to ClubLog at 12:00pm local and at 00:00 local, two uploads per day. Bob proved to be an incredible resource with his background in IT. He was a great trouble shooter, fixing many software issues. Since Jeff wasn't present, Bob picked up the mantle of IT Guru and served us well throughout the entire trip!

Our initial plan was to use MSHV exclusively on FT8 but since some team members were more familiar with WSJT-X we decided to go forward with both WSJT-X and MSHV for the rest of the trip. After that initial struggle with FT8, Murphy came and visited and stayed for a while! We had an abundance of problems. We had interactivity issues and found it was almost impossible to run two stations on CW at the same time. We used ICE filters, combination filters and triplexers from VA6AM, and stubs to no avail……. We changed our operating plan to accommodate this issue. Didier operated mostly CW and changed his operating schedule accordingly. On a side note, Didier was an incredible resource of information. He masterfully organized the transport of luggage on Air Tahiti both to and from the island and made a large part of the CW QSOs. He is a superior CW op. His experiences in operating from this location proved very valuable.

We experienced some strange problems including stray RF likely emanating from Didier's amplifier and station which was located in the corner of the operating room. We discovered later that equipment that was plugged into the same line voltage source as Didier's experienced problems. We fought power surges, loss of line power, etc. It was all very frustrating as it slowed our QSO rate very dramatically. By the end of the trip we had equipment problems or complete failure with the following equipment: two (2) – Elecraft K3S had lost their KIO port, making them usable only on SSB, one PowerWerx 12v PS, the only Elecraft KPA500 would not power on (interlock and fuse block issues we later discovered), and Didier's RF power HVLA1K3 amplifier became unusable and had to be taken offline with a multitude of issues.





On top of equipment and software issues to sort out, we experienced what can only be described as terrible propagation and solar maladies. The sun cursed us with two different CME's and low sunspots. Of course we knew in advance that conditions would not be ideal, but we were all surprised at how bad propagation would be!

So that's a detailed description of most of our problems……. but it was a fabulous trip ! Here's what went right:

On a brighter note, Dave's Top Band Express performed actually better than expected and allowed us to complete almost 300 contacts on 160m even though the 160m season ended months before. We reached and exceeded our goal on 80 and 160 and completed the highest number of 160m QSOs since TX7M made 729 in 2011.

As operations progressed, our new dxpeditioners learned to run contest style SSB and FT8. They were coached well and by the end of the trip, no one could say that they were 'newbies' any longer. I am proud of their contribution to the team. Jeremy was instrumental in getting all the antennas up as well as being the main 'muscle' on the team. His commitment to the team goal of working lots of Europeans was evident especially when running FT8. The fact that we used WSJT-X in DXpedition mode meant we had to 'fill the

queue' with calls. Our FT8 operators like Jeremy attempted to fill that queue with European calls when possible, bypassing JA's in particular to give the EU stations a preference. We still worked a ton of JA's! This decision enhanced the EU operators chances of a contact with us – especially some of the lower powered stations. Attention was also given to Northern Europe, where the low band need and 10/12 meters was very high. Our friend Tom, LA9GX, helped coordinate and effectively became our Northern European pilot..... Thanks Tom! I mentioned Bob's contribution to our IT needs already but he also showed, as did Jeremy, a great 'can do' attitude towards any activity he attempted. Bob was already a good SSB op because of all his Field Day and contest experience. Our goal of teaching and training some of our more inexperienced OKDXA club members and participants was achieved. Thank you Bob K4VBM and Jeremy N5TEA..... we couldn't have done it without you.

On the ClubLog Most Needed DXCC list, the Marquesas were listed as #63 worldwide and #43 for Europe before our trip. The new Most Needed List shows them as #65 worldwide and #49 for Europe, not a huge difference but a 6 point change for Europe. We didn't move the needle as much as we had hoped, but we did impact European totals.



Craig - W5CCP

Band/Mode breakdown

Band	CW	FT8	SSB	FT4	Total	Total %
160	3	285	0	0	288	1.1%
80	114	915	0	0	1029	3.9%
60	0	201	0	0	201	0.8%
40	331	3438	189	0	3958	14.8%
30	890	3484	0	0	4374	16.4%
20	817	4064	423	0	5304	19.9%
17	711	2271	412	0	3394	12.7%
15	957	2534	881	0	4372	16.4%
12	569	982	193	249	1993	7.5%
10	335	1145	75	201	1756	6.6%
6	0	5	0	0	5	0.0%
Totals:						
	4727	19324	2173	450	26674	

We ended up running a lot more digital modes than we initially planned, but the decision was made to put QSOs in the logs, and with the lousy conditions, I believe it was the correct decision. After the first 7 days, a request was received from some Europeans to please run more FT8 in order to give some of the smaller 'little pistols' a chance for a new one. On the last 2 or 3 days of the DXpedition, conditions improved slightly and we were able to run FT4 for a few hours till the band (10/12) died.

Just in case you thought that DXpeditioning is all fun and games and a part time vacation, our new DXpeditioners will tell you emphatically that it is not! Our location, while beautiful, had limited space for optimal antenna placement. We experienced high noise levels on the low bands, power surges, power outages, roach-like insects the size of small birds, high heat and humidity, equipment breakdowns, poor radio conditions, fatigue, and the high cost of transporting ourselves and 21 bags of gear to a remote location. On top of that, our Team Leader was at home in the hospital, which reduced our already small team down to just 5 operators, and only 3 with prior experience.

So why did we go to such a difficult location? Team goals:

1) To put the Marquesas in as many logbooks as possible
2) To focus on Europe, including Northern Europe and the 'little pistols' who needed Marquesas
3) To continue to develop new DXpeditioners and give them a chance to participate
4) And lastly, to evaluate and use the Top Band Express with the intent of making difficult low band contacts

And through all our difficulties and problems, we accomplished all our Team Goals –

Hope you worked us! And if it was difficult for you, thanks for hanging in there.

We had a blast, and remember, if it was easy, everyone would do it....hi

Craig – W5CCP / TX9W

PS - Jeremy, N5TEA will never forget our trip!



TX9W Low Band Story – By Dave Jorgensen WD5COV

When I was invited to join the TX9W DXpedition slated for mid-April 2026, I knew this late in the low band season conditions would be poor. When I designed the Top Band Express 160 and the Express Twin 80/60 verticals, my goals were to build an antenna which could travel via airplane, set up quickly and raise the verticals by a single person, and most of all have the antenna perform very well. Having used these antennas on Clipperton Island TX5S in 2024 proved the antenna performance, but everything traveled by boat. This DXpedition proved they can easily travel by plane. Each vertical and the falling derrick raising system were packed in three ski bags and under the required weight allowance. One additional suitcase held hinged base plates, radial plates, and insulated vertical plates.



Dave - WD5COV

Once we arrived at Hive Oa, we looked for a suitable location to erect the vertical. As it turned out, the only suitable location was behind our guest house on a narrow strip of ground but owned by another resident of the Island. Our host Tanya contacted this person and the next day we had permission

to use this ground. This strip of ground was about 6 meters wide but 30 meters long. It was located on the side of a cliff with limited space for guys and radials. With the help of Jeremy N5TEA, we had the antenna ready to go up in about 2 hours' time. With the falling derrick system, the vertical goes up in seconds. After adjusting the guys and laying out some radials we were ready for our sunset at 0300Z.

We suffered a CME and the K index was high, but we tried the first night anyway. The vertical SWR was 1.18:1 without any adjustment. Just after 0400Z with the team huddled around, we made our first QSO. Ironically it was with my hometown friend Fred NO5Z in New Mexico. Just two days before I left for the DXpedition I climbed Fred's tower to erect his 160 antenna which had broken the year before. That was a memorable QSO.

For the next six nights I would man the 160 meter station from 0300Z until 1400Z. The second night conditions improved and worked about 50 North American stations and 6 South America stations. The next morning after 4 hours sleep, I put up the Express Twin 80/60 vertical. From the third night on, we ran on both 80 and 160 meters with even better results. At 0500Z Western Europe was heard for the first time on 160. We put six EU stations in the log. Something I thought might be impossible. After running the North America greyline, it was fun watching PSK reporter and seeing the flags light up near the greyline. Soon the VK's were coming in followed by a good JA opening. About 45 stations in Asia were in the log including BY, RA0, and YB. Our last night on 160, we worked about 8 more EU stations, 2 in Africa and another good JA opening with about 40 more Asia in the log.

In total we made 288 QSO's on 160 meters in 16 countries. The Top Band Express performed far better than my expectations.

Our 80-meter operation was also productive. Conditions slowly improved and we were happy to log 86 EU stations, and over 500 stations in Asia. We had a good balance worldwide. Craig W5CCP and Didier F6BCW did the vast majority of our 80 meter contacts while Jeremy N5TEA focused his time working EU on 40 meters. The last night, I switched over the Express Twin for 60-meter operation and Bob K4VBM took the helm. He had a blast whittling down the pile-up!

Continent By Band

Band	160	80	60
AF	2	10	5
AN	0	0	0
AS	85	508	0
EU	14	86	58
NA	166	365	120
OC	15	35	7
SA	6	25	11
Totals	288	1029	201



Express Twin 80/60 Vertical



Bouvet Island 3Y0K Trip Report

By: Dennis KT8X

Bouvet Island is considered the most remote island on earth, located approximately 2500km southwest of Cape Town, South Africa. The island is approximately 49 square kilometers with 89% glacier coverage. It is located at 54°25′S, 3°20′E
https://npolar.no/en/themes/bouvetoya/

After the 2023 3Y0J effort, Ken, LA7GIA began planning for a return visit to Bouvet. Not until August 17, 2024, when I saw a Face-book post that the 2026 3Y0K DX'pedition group was soliciting for team members, did I decide to make an email inquiry – nothing ventured, nothing gained. I received a reply from Cezar, VE3LYC who provided a brief overview of the Bouvet and Peter 1 projects, time-frames and financial commitments and a questionnaire.

After a Zoom meeting with Cezar and consultation with my friends N8CC & W8JRK, as well as my family, on August 25 I informed Cezar that I would be interested in joining the DX'pedition, and later that day I signed the Bouvet Team agreement.

In early December, Ken provided me the 2023 3Y0J gear list, and I began purchasing my trip gear, taking advantage of holiday sales and veteran discounts wherever I could. I worked on evolving and refining the gear list throughout 2025.

As time passed, I prepared various procedures for waste, toilet usage, fuel handling and of course the team gear list. On April 30, 2025 I took my first trip to Oslo, Norway to meet the team and begin preparations for the trip. During our workshop we spent time bonding, learning how to erect the tents, performing some inventory of items and testing the freeze-dried food. We spent time packing all the generators and assembling crates. There was enough time to tour Oslo with a few team members before returning home on May 5th. Right afterwards, I booked my flights and hotel for the September workshops. However, little did I know at that time how my role on the team would change.

On May 13 2025, Ken advised me via email that Alan, EA3HSO, had decided to leave the team for personal reasons and asked if I would be willing to backfill his position on the Leadership Team. We spoke on May 19 about the role, responsibilities, and expectations of being on the Leadership Team. After careful consideration I agreed to accept responsibility as the primary interface with the helicopter company, and logistical coordination in Cape Town prior to our departure.

The summer of 2025 was spent working with the other members of the Leadership Team – Cezar VE3LYZ, Adrian KO8SCA and Ken LA7GIA - on a multitude of logistical and planning topics. I also began working with Paul, ZS1S, who resides in Cape Town. Paul graciously volunteered to be our local contact / logistics hub and his assistance was invaluable. Our first project together was sourcing the generator fuel pump system. We were successful working with a company based in Johannesburg and Paul stored the pumps until our arrival.

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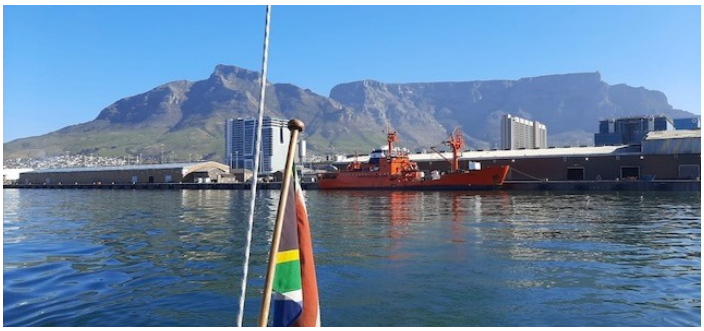
I arrived in Oslo on September 11 for the September workshop. A group of team members were in Oslo a few weeks prior, but I was unable to join them due to a volunteer commitment in Guatemala that week. The final container packing was completed by the September group a day early. The final contents were inventoried and weighed, then the container closed for its trip to Cape Town. I returned home on September 15.

After the workshop, there remained significant work to do for the final preparations of the DX'pedtion, with the focus on the vessel, helicopters, Cape Town preparation and on-island activities. I was chosen to attend a small workshop in Iceland for a long weekend in November. There I worked with our two guides and another team member to learn the ins and outs of glacier hiking. It was a memorable experience spending 2 days on an ice glacier learning the proper techniques for glacier hiking.

Upon returning from Iceland, my focus switched to Cape Town. I had the pleasure of working closely with Paul, ZS1S, and receiving his counsel on how things moved on the ground there. I further worked with two very professional companies supplying the helicopter and harbor logistics. Many messages, calls, and emails were exchanged as I worked with these teams to coordinate helicopter logistics & issues, container delivery, fuel procurement, supply procurement, hotel accommodations, local transportation and harbor immigration. I never imagined in my years as an Air Force technician, nor an Electrical Engineer that I would be so intimately involved in coordinating such critical activities for a sub-Antarctic expedition! The requirements and business are very complex and so very different from a lifelong role in electronics.

Everything was prepared for a February 1, 2026 departure, but then the vessel was delayed for ongoing maintenance in Las Palmas, Grand Canary Islands. I decided to keep my departure of January 24 and spend an extra week in Cape Town. Ultimately, due to a major winter storm, my flights were canceled. Then I learned of an additional week vessel delay. The delays caused all our near-term planning to be moot while we waited for a new vessel arrival in Cape Town.

I finally departed Detroit on February 11 and was greeted in Cape Town by Paul ZS1S, Donato IK2EGL, Gudmi TF3SG, Max N4ML, and Alex DL2ALY when I exited the customs area. My first trip to South Africa had begun!



Paul was an amazing tour guide. After shuttling us to meetings with our freight handling company and the lead helicopter pilot, he showed me around some of the Cape Town sights on Friday afternoon and Saturday. On Sunday, Paul took a group of us to Cape Agalus, the southern most point in Africa. The weather was great, and we met several local hams along the way and for lunch. We were all pretty tired by the end of the day.

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Unfortunately, by the end of the weekend, we had lost several team members due to illness or the inability to reschedule around the 3 week vessel delay. Regardless, we were still determined to press ahead and activate Bouvet.

Vessel boarding day arrived quickly on Wednesday. Three years of preparations were coming to fruition. The container was loaded, the helicopter secured on deck and local supplies were loaded on the vessel. The team finished moving in on Thursday, settled in their cabins and began the necessary work of moving items out of the container to the rear of the vessel, and securing them for the voyage. Most of us had no idea of the rough seas we were about to experience!

In spite of the naysayers and Internet expedition experts, we departed Cape Town early in the morning of February 21. The team was greeted with 3 meter swells not far from Cape Town, which provided a taste of the week ahead.

During the voyage some of team met daily with the helicopter pilots to assess and revise the landing plans, loading strategies, and safety protocols. The radio team met daily to review plans, discuss priorities and safety. We all practiced donning survival suits.

As we neared Bouvet, the winds and seas became so bad, the vessel was required to slow down to 4 knots of speed and zig zag their course in order to reduce the stress on the helicopter. Swells were about 6 meters and winds were on the order of 30 to 40 knots. It was rough for everyone!



We arrived at Bouvet on Friday February 27, 2026. The island hid in the fog for several hours, but eventually decided to show itself to us. The excitement was building! Our guides, the vessel captain and the helicopter team agreed we were likely to have our first weather window the following day. We packed the helicopter for the initial recon flight of 3 persons.

Saturday afternoon arrived and the winds switched and calmed to some degree. The vessel positioned itself in the protection of the island where the seas were calm enough to commence operations. The helicopter team installed the blades and began pre-flight checks. They started the helicopter and took an initial flight to ensure all systems were ready for Bouvet operations. There was a brief landing on the helideck, and the recon team boarded for the first flight. I was excited!



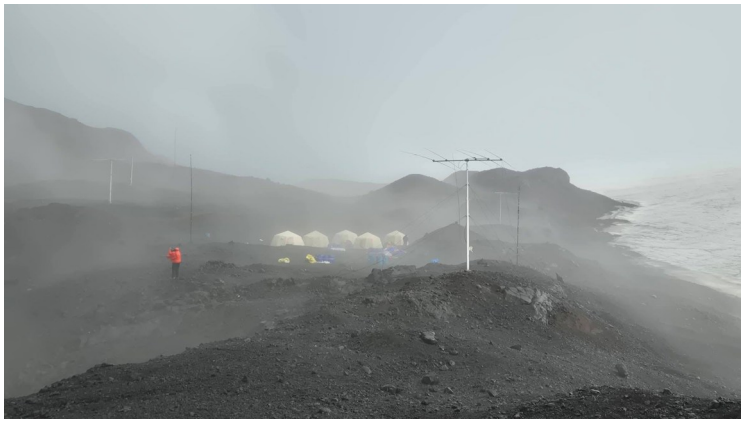
On our way to the to what would become our campsite, we quickly realized that our “Plan B” and emergency evacuation plans were at high risk. There were hundreds, if not thousands, of seals on the beach. Three years ago the beach had been empty and supported the 3Y0J landing. The amount of glacial receding since that time was incredible. We pressed ahead, and found a suitable landing spot we would use for the next 2 weeks. What was once a 2-camp operation, was now a 1-camp operation at the NA focus location.

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We brought 3 cargo flights and 4 more people on the island with enough time to erect 2 tents and grab a delicious meal of freeze dried food and hot water boiled on a small paraffin stove.

Our first full day was in retrospect the scariest of them all. We had gale force winds up to 50mph, the rain was horizontal and the tents rattled and shook the entire time. The rain was penetrating the canvas and the rattling frame dripped with water. James W7EY and Alex DL2ALY decided to brave the elements, set up a dipole between two ridges with a 2.5 meter high feed point, and made the first QSO's as 3Y0K. Throughout the day, as propagation changed, Alex and James made adjustments to the dipole so that we could switch bands, ending up with a 40M configuration that Cezar VE3LYC operated through the night.



The following day, Monday March 1', the weather calmed enough to commence operations from the vessel. The rest of team was brought to the island as well as most of our supplies. Three more tents were installed, as well as a couple of smaller tents. The tents were not only reinforced with large boulders we collected, but also soil. The addition of soil on the tent skirts greatly increased their stability and proved invaluable later on in the expedition when we faced 55-60mph sustained winds. In addition to the new tents, a radio tent consisting of 5 positions was established and first "real" antennas were installed – 40M Vertical, 20M Vee, 160M Vertical.

As the week progressed, the antenna configurations continued to grow. The team eventually ended up with monoband yagis on 10,15, & 20, two 12/17 duoband yagis, 40M vertical, 40M Vee, 30M Vee, 80M Vertical, and 160M Vertical. The team members operated in 18 hour shifts, 6 hours on the radio 12 hours off. The off time was typically used for eating, sleeping, and working. Due to the constant winds much of the "rest time" was spent repairing and reinforcing the antennas.

The wind challenged of all our antennas, and visually the spiderpoles seemed under the biggest assault, but they persevered. Eventually, the 18M high, 160M vertical's top section broke. Vadym, UT6UD retuned the antenna to accommodate the shortened height during the daytime and was ready for more Q's at night. In general, the majority of our antenna issues were due to installation that occurred in rain, snow, and high winds with cold hands. The team likely didn't tie a knot well enough, or tighten down nuts as they should have. It was extremely challenging, and took several people to raise a single antenna, fighting the elements the entire time.

The pileups were fierce. The bands always seemed to be open to Europe. This made it challenging to work openings to other parts of the world "under" the EU pileup. Our operators worked diligently to work through some of the loudest stations as quickly as possible, all the while working the areas that had limited band openings. Sometimes the pileup was cooperative, sometimes it wasn't.

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The weather wasn't all bad, just mostly bad! We had time enough for 1 circumnavigational helicopter flight around the island the second day of operations. On that flight we observed that the Norwegian weather station that had already been installed most recently in 2012, had one leg hanging over the cliff! Generally speaking, the calmest weather was in the morning and afforded a few beautiful sunrises. Our longest weather window occurred on the Saturday, one week after our arrival. The black surface of the island radiated the sunlight and it almost felt like summer! Several team members found an ice melt pond and took a "bath." It was great to clean up after a week of wearing the same clothes! Every team member had a chance to take a helicopter ride around the island. Unfortunately, the northern part of the island was fogged in, but the experience was still amazing! Even landing near Mount Olaftoppen was incredible for the private tourists. Unfortunately, all good things must come to an end and we were later greeted with more wind and pelting snow.

As the week progressed, the team was in a groove, and so was the weather. We barely had enough of a weather opening for two re-supply flights on the following Tuesday that included a pizza delivery from the vessel. The pizza was a welcome respite from the daily freeze dried food routine!

The guides and helicopter teams began looking for further additional weather windows. It became evident that the weather wasn't looking good. Even as potential weather windows looked possible, they later disappeared. Weather forecasting on Bouvet is guess work at best, and no more than 24 hours in advance!

As the antennas continued to take a beating and repairing them more and more difficult, a Saturday and Sunday weather window looked possible for extraction. The team started to prepare for departure on Thursday and Friday, securing and packing everything possible that didn't impact radio operations. When Saturday arrived, the window finally opened for us. We put packing in high gear and began teardown in earnest, only leaving 4 radios and antennas available in the social tent. We eventually had 11 helicopter flights, returning all but 7 people and about one quarter of our overall gear on the island.

The team onboard the vessel quickly stowed and secured the cargo as it arrived and everyone was grateful for a shower and hot meal on Saturday night, while our 7 colleagues worked to complete the rest of the camp tear down, and ceased radio operations with a total of 102K+ QSOs.

Sunday arrived, the vessel moved around the corner of the island and operations commenced again. The remaining team members and cargo were removed as part of an additional seven helicopter flights. Those 7 team members quickly showered and changed their clothes while the rest of the team worked to secure all the cargo.

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A huge storm was on the way and we had to hurry. We managed some team photos and as we completed them, the captain urged us to get below deck so we could leave. Otherwise, we were looking at an additional two and a half days of waiting at Bouvet for the weather to improve. Everyone breathed a sigh of relief and we celebrated our accomplishment together.

The voyage back took 6 days. The first 3 days were very rough. The storm we manage to skirt was huge indeed and we were all relieved to be headed back. There was no way to know when we would have had another weather window, and given the ferocity of the storm, if the tents would have held up. After clearing the storm, the team was treated with some incredible sunsets at sea.

We arrived in Cape Town at sunrise on Saturday March 21, 4 weeks after we had left. The DX'pedition was coming to an end and everyone was ready to go home. Upon docking, the radio team worked hard to pack the container for it's shipment to Texas. The helicopter team prepared the helicopter for a return flight to Cape Town International Airport, and our support team was ready for stable footing on land!

The local ham club, ZS1CT, hosted a special reception for the team on Sunday at the Royal Cape Town Yacht Club attended by nearly 60 people. We are grateful for their support and hospitality.

The DX'pedition to Bouvet took an incredible amount of planning and courage. Ken, LA7GIA, spent years meticulously planning each piece of the puzzle. That planning was not just radio. Considerable attention was placed on team safety and survival. The skilled pilots from Ultimate Aviation were essential. Without them we would never had gotten on and off the island. These pilots were an integral part of the team. They researched our expedition, and integrated themselves in all aspects of operational success. Securing a vessel capable of operating in such undesirable conditions, without any issues was another key element, along with an experienced and skilled captain.

Another essential aspect was Harbor Logistics. We were very fortunate to work with a skilled team at Meihuizen Freight. They have extensive experience supporting Antarctic expeditions out of Cape Town, and they know all the ins and outs of how the harbor operates. On more than one occasion they broke down barriers for us and were a valuable part of our team.
The Cape Town logistics and support we received from Paul ZS1S, Allan ZS1LS, and Robert ZS1FF were incredible. Paul in particular supported the DX'pedition for well over a year. It wasn't unusual to have multiple calls and emails daily with Paul as he coordinated the logistics and contacts we relied on in Cape Town. We were truly fortunate to have Paul as a member of our team.

To the sponsors who provided equipment and support, as well operators who worked us – Thank you!

Band	QSOs	% DX	Graph
160M	772	12.18	
80M	15,607	10.48	
60M	2,212	29.29	
40M	123,330	16.53	
30M	47,705	49.54	
20M	235,937	34.23	
17M	103,246	60.37	
15M	144,690	51.18	
12M	27,717	48.21	
10M	69,280	28.29	
6M	145,636	20.99	
4M	7,636	3.78	
2M	22,560	2.91	

CLUBLOG

Club Log DX Report

Rank	Prefix	Entity Name
1.	P5	DPRK (NORTH KOREA)
2.	KH3	JOHNSTON ISLAND
3.	KH7K	KURE ISLAND
4.	CE0X	SAN FELIX ISLANDS
5.	FT5/X	KERGUELEN ISLAND
6.	BS7H	SCARBOROUGH REEF
7.	3Y/P	PETER 1 ISLAND
8.	YV0	AVES ISLAND
9.	BV9P	PRATAS ISLAND
10.	KH4	MIDWAY ISLAND

Mode	% Use	QSOs	Graph
FT8	73.25	696,286	
SSB	11.02	104,740	
CW	8.73	83,033	
FT4	6.00	57,057	
MFSK	0.35	3,280	
FM	0.32	3,037	
RTTY	0.10	969	
DIGITALVOICE	0.07	696	
FT2	0.03	288	
MSK144	0.02	182	
DYNAMIC	0.01	117	
PSK	0.01	102	
AM	0.01	93	
DSTAR	0.01	70	
All other	0.07	634	



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The ***INDEXA Newsletter*** is a quarterly publication of the International DX Association. INDEXA is a 501(c)(3) non-profit organization.

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From the Editor:

If you have an article that you would like to share with INDEXA please pass along no later than September1st for Fall 2026 Issue.

73,
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