



**The 3B6RF expedition crew**  
(from left to right)

*Back row*

- F6HMJ** Jack (video film, public relations, fund raising France, food logistics)  
**HB9CRV** Hermann (antenna manager, lowband, public relations, fund raising)  
**4X4NJ** Riki (lowband manger, fund raising Israel)  
**N3SL** Steve (medical, propagation, public relations, fund raising NA)  
**NK6F** Ken (documentation, photo, public relations)  
**CT1EPV** Antonio (public relations, fund raising Portugal)  
**4Z5FL** Leonid (generator)  
**HB9JAI** Karl (expedition manager, vessel & flight, license, fund raising)  
**HB9JBI** Friedhelm (webmaster, generator, inmarsat)

*Middle row*

- HB9BQI** Rene (technical manager, cargo, generator, digital operation, photo)  
**3B8CF** Jacky (government affairs, security)  
**HB9BQW** Christina (cashier, camp manager, food manager, documentation)  
**G3KHZ** Derek (photo, public relations, fund raising UK)  
**HB9AAQ** Fred (public relations manager, fund raising)  
**DL6UAA** Mart (6m operation, public relations, fund raising Germany)  
**SP9RTI** Stefan (SSTV operation, video film, public relations)

*Front row*

- HB9BXE** Hans-Peter (expedition leader, radio operations, logging)  
**DL3KUD** Matthias (satellite operation, public relations, fund raising Germany)  
**HB9HFN** Cédric (antennas, public relations)  
**4X1DX** Seth (SSB operation, fund raising Israel)  
**CT1AGF** Luis (public relations, fund raising Portugal)

# 3B6RF

## AGALEGA 2001



**To Radio: ON4AJZ**

Date	UTC	MHz	2way	RST
2001-05-08	05:40	15m	SSB	59
2001-05-08	05:46	15m	CW	599
2001-05-10	16:28	10m	CW	599
2001-05-14	05:15	20m	SSB	59



Agalega operation (probably forever), or get behind the only remaining solution; to fly to S79 and from there to Agalega by small aircraft. Having obtained permission from the S79 air traffic authority, we decided to push ahead with the Agalega expedition, in spite of the much increased travelling distance and the extra US \$30,000 expenses involved.

Having now finally set up the entire logistical program, this was once again overturned when we learned that the flight from S79 to 3B6 is classed as an international route, and so required permission from the 3B8 air traffic authority. This permission was refused on the grounds that the landing runway on Agalega was in very poor condition. No amount of VIP treatment would persuade the authority to issue a pass, as nobody was prepared to accept responsibility for the flights. By this time the whole team had already checked into the S79 hotel. A feverish search for yet another solution resulted in a routing from S79 Mahé, by plane to Coetivy (a 45 min. flight) and from there to 3B6 with a freight ship. What else could we do but accept? (The distance between Mahé and Coetivy is 302 km, and from there to Agalega another 348 km).

Having endured the very rough 23-hour boat crossing - many of the team members were seasick - we finally sighted Agalega Island on the 5th May at 14.00 hours. The Coast Guard gave us a warm reception with coconut milk to revive our flagging souls and stomachs.

The site finally chosen for the camp and antennas was close to the main village. The heavy tropical rain which was falling, and very inadequate transport, turned the 6 km distance between the unloading point and the camp into a nightmare, and served to magnify the problems we had to battle. However, team cooperation and motivated members, enabled us to be QRV after only one day of hard work; we were QRV at 15.00h and able to have our first QSO with our head pilot, Sigi/HB9DLE.

All in all, we were QRV for 8 days and completed 64,239 QSOs for the log. Operating modes were SSB, CW, RTTY, SSTV, 6m, satellite, and 10m FM. The antenna farm for this operation involved the use of six for HF, one for 6m, a satellite antenna, and 17 other LW and verticals. Operation finally ceased at 05.00 UTC on the 15th May 2001. The return journey was by the same route

as the outward leg; via the Seychelles to Mauritius, and on the 19th May by plane back to Zurich, where the team members were heartily welcomed by their relatives.  
Hans-Peter/HB9BXE

Special thanks to:

**Our pilots**

HB9DLE Sigi, Headpilot, Pilot EU, PR support; HB9BGN Albert, Co-Pilot HB9; HB9MX Kurt, Co-Pilot; JA3LDH Yasu, Pilot Japan & Asia; K6GNX Bill, Pilot USA; PT7BI Daniel, Pilot Brasil.

**QSL Team**

HB9AGH Ambrosi, QSL Manager  
QSL Manager for NA (Canada, USA, Mexico) Kimberly Larson, 22 N. Hidden Acres Drive, Sioux City, Iowa, USA - 51108 (daughter of crew member Steve N3SL)  
HB9AHL Willy, QSL Card

**Webmaster**

HB9JBI Friedhelm, Webmaster; HB9ZFL Markus, Co-Webmaster

**Operation and Logistic Support:**

HB9QQ Pierre, 6m coach; HB9WDF Michael, Satellite coach; DJ5MN Bernhard, Satellite coach; HB9AHL Willy, Antenna coordinator; HB9AFI Kurt, Antenna coordinator low band; HB9AJW Joe, Co-Cashier; NF6S Larry, Fund raising USA; DL1GHR Rolf und DG1GHD Hilde, Logistics support HB9/DL; HB9AFH Hugo, Medical care; EU1SA Vladimir, Russian translation; HB9FAX Giancarlo, Italian translation; HB9ALV Ken and others, English translation; Mr Nasir Gopol, Logistics 3B6 Team, Mauritius.

**Major supporters:**

USKA Switzerland; Swiss DXF; Helvetia Telegraphy Club; ARRL (The Colvin Award); AGCW-DL; JA DX-Lovers Foundation; Ascom Switzerland; INDEXA; Livermore ARK; Island Radio Exped Foundation; USKA Basel; USKA Aargau; RAC Roche Basel; USKA Luzern; Chiltern DXC; Clipperton DXC; FUNKAMATEUR Germany, printing all QSL cards.

**Fiencial supporters, (Associations and clubs)**

USKA Fribourg; USKA Winterthur; USKA Neuchatel; FACB Basel; Lonestar DXA; German DXF; Hickory Withe DX Club; GMDX; Mississippi Valley DXCC; Israel RC; Forum Emmen; N Florida DXA; RSGB; Cent Virginia CC; Florida DXPed Group; N Ohio DXA; SW Ohio DXA; Arkansas DXA; Taegu DXC; Singapore ARTS; Rhein Ruhr DXA; Heartland DXA; Norway DXF; URE; EUDXF; Danish DXG; Grupo Portugues DX.

**Equipment Support:**

YAESU, HF radios; FORCE 12, HF yagis; BIMEX Switzerland, Diesel generators; Schümperlin Engineering Switzerland, HB9CNM, Inmarsat phone; SEICOM Switzerland, Coaxial cables; BYL Electronics Switzerland, HB9BYL/HB9KS, RF parts; Sommer Antennas, DJ2UT; Antenna Specialist Switzerland, HB9CRU; TITANEX Germany, Antennas; Kabel Kusch Germany; HEIL Sound, Headphones; Synthetic Textiles Inc, USA; Comtek Systems, Antenna switchbox; SCS GmbH PTCII controller.

**Private Donations**

HB9AFH Hugo Huber; HB9JBO Walter Fleischmann; HB9AJQ Walter Eisenring; W4DAA William M. Cox; HB9CHV M. Vest; HB9BKP Peter Ollmann; HB9DKV Adolf Brodbeck; HB9YD Alfred Lindegger; HB9DKZ Hans-Jürg Vögeli; CT1AGF Luis Rebelo; HB9ER Robert Grisch; HB9CYF Nicolas Ruggli; HB9EBT Lukas Jauslin; G3LQP Roger Brown; HB9IAM Mathäus Blumer; W8LRL Wallace Eckles; W1KAY/HB9AUG Ken Gleszer; HB9IM H. R. Meienhofer; HB9AAZ Peter Braun; HB9KC Werner Bopp; HB9AQN Ernest Streit; JA3IG Yuji Yoshitani; HB9DMN Raymond Rapin; OD5PL Francois Zouein; HB9BOI Michel Berger; HB9JBK Heinrich Ruckli; W4DR John R. Eshleman; HB9RE Friedrich Zwingli; HB9DIZ Markus Schuler; DL7NS Klaus-G. Gramowski; Dr. Roland Leemann; VK5WO Austin Condon; HB9ABO Urs Hadorn; HB9ADP Erik Seidl; HB9AHL Willy Rüschi; W7SE Walt Marshall; K5KG George Wagner; HB9DBK Hans-Peter Bless; DF5UL Manfred Loos; DL2HYH Sigggi Körber; HB9JAX Schoch Adolf; HB9KAN Kurt Lengweiler; HB9TJ Hansrüdi Schär; HB9CSG Peter Scherz; HB9DEV Albert Voney; I1SNW Claudio Scaglia; HB9AKB Arnold Ganz; DF5AN Hans Hartmann; HB9FAX Giancarlo Bottani; HB9JCL Roland Brun; HB9HFN Cédric Baechler; HB9JBD Lukas Schaubert; DL2HWA Dietmar Lindner; HB9CEM Oliver S. Pilloud; HB9CQC Gerhard Moser; DL2LVM Reinhard Dathe; CT1KT Nelson Soromenho; HB9WDF Michael Lipp; CEMEQ AG Marco Tinner; K7ER Elliott Klein; HB9AJW Joe/Irma Meier; HB9BMZ Rüdi Meyer; HB9KO Hans Dobler; HB9PL Peter Langenegger; HB9DNT Gregor Achermann; HB9DJS Werner Vetterli.

**Agalega (IOTA AF-001) 10°22' 50.9" S, 56°36' 46.3" E (CW tent)  
Loc LH89HO, CQ-Zone 39, ITU-Zone 53**

The Story of a Very Difficult Agalega Expedition.

As you will surely remember, the expedition was planned for the 1st October 2000. Only days before the whole team was due to depart, license and landing permission were cancelled due to a change in government; a blow and disappointment for everybody concerned. Karl/HB9JAI remained in Mauritius for a further 2 weeks in order to obtain new permission from the responsible authorities for a later date. He was successful, and a new date was fixed for the end of April 2001; this to coincide with the sailing of the passenger ship "Pride of Mauritius" taking us to 3B6 on the 1st May. We had to reorganize our team, as many of the members could not make this new date. Thus, the major brunt of the organization work fell on the shoulders of a few HB9 core members, who found themselves confronted with a doubled working load.

At the beginning of April 2001, we were informed that the ship's departure date for 3B6 had been advanced to the 17th April, so we were once again forced to look for alternative transport solutions for both outward and return journeys. Possibilities lay in a Transall aircraft, a boat, or a large catamaran, but all these fell through for various reasons.

And so for a second time, the core members had to consider cancelling the whole