



Bulletin



December 2023

Founded In 1958

Our Next Meeting & Speaker

Date & Time: January 18, 2023
Location: Zoom meeting, 7:00 – 9:00 PM
Speaker: Dick Hattaway
Topic: Club Log

From the Prez (*de John Tramontanis, N4TOL*)

Happy Holidays to all!!

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As we are in the midst of celebrating this holiday season, it is a good time to reflect and share our blessings with family and friends.

That certainly was the case at the SEDXC Holiday dinner, where a distinguished crowd of Southeastern DX Clubbers gathered for some holiday cheer, delicious barbeque, and an exchange of DX tales; past, present and future.

It was a great time to visit in person with friends, both old and new, and a lot of positive feedback was received about the in-person event. On behalf of the club, our appreciation goes out to Verne Fowler, W8BLA, for putting together this wonderful event.









There was even a rare appearance of the SEDXC Hall of Fame Plaque.



I look forward to seeing you all at the January Zoom meeting, on Thursday, January 18th at 7:00 PM. Club member, Dick Hattaway, W4PID, will be our guest presenter for an update on ClubLog - a website that is now an essential tool for all DXers.

Also, be sure to get your logs in order for the submission to the CQ DX Marathon for 2023.

73 John N4TOL

Additional pictures by Joel Levine:













January

Program: A Club Log update for SEDXC

Presented by:
Dick Hattaway W4PID



Dick Hattaway W4PID

Dick Hattaway lives in Salisbury NC. He earned his Novice class ham license at age of 13 with the call KN4PKV. By age 21 he had his Extra ticket. His call now is W4PID, which was the call of his mentor, the late Roy Hill. He has been licensed for over 62 years.

Dick is a graduate of the University of Tennessee and is a Professional Engineer. He spent most of his work career in North Carolina designing automation and machine control systems.

His ham activities have included interest in VHF/UHF frequencies, using moon bounce, meteor scatter, and other weak signal modes. His main interests in retirement are chasing DX on the HF bands and employing microprocessor devices in his station. In addition to ham radio, Dick's hobbies include sailing and fishing.

His Club Log Help Desk involvement began in late 2019 and he became a member of SEDXC within the last two years. According to Dick, "The presentation is built a bit on the talk that Michael G7VJR did for IDXC last year... but directed more toward the home user. There are an awful lot of cool tricks on Club Log that are fun to use. I think more folks should take advantage of them".



sedxc.org/sedxc/DXElmers



VP's Corner

(de Nathan Wood, K4NHW)

A Few Word From Our Vice President

December is always a magical time of year. The holidays are in full swing and most everyone is looking forward to the new year right around the corner. Some of you may be traveling this year and others may be having family traveling to you! Whatever the case I wish you all a fantastic holiday season!

For those who made it out to the Holiday Party, it was an absolute pleasure to see you and meet your families, many for the first time. Thank you for coming out and sharing that occasion with us. We really had a great time. Thank you to Verne, W8BLA, and the team for making this happen! For those who didn't make it out, we look forward to seeing you next year!

This morning, I got an early Christmas present! I received my 200th DXCC confirmation! This is HUGE for me since I have only been active since 2013. Adding CW has really helped me log some entities that I usually would not be able to hear on phone. It's almost like opening a whole new world. There are still several outstanding DXpedition confirmations that I am waiting on, but this was a huge milestone for me that I wanted to share with the club. I just hope Santa doesn't forget all the other stuff on my list!

What is on your wish list? A new radio? Antenna? CW key? A large can of that Solar Flux that everyone is talking about? Let me know your list via email and I'll publish a few of them in January's newsletter; Just in

case Santa delivered the wrong package to the wrong operator! LOL! But for those of you that are on the naughty list, I can't help you there.

January Presentation

January 18, 2024 will be our first club meeting since October. We will have Dick Hattaway, W4PID, present to us on the topic of Club Log. But wait? Didn't we just have a presentation from him on Club Log just a year or two ago? Yes we did. But any of you reached out to me and wanted more on this topic. I reached back out to Dick to see if we could twist his arm one more time. He agreed to bring another presentation entitled "Club Log – Tips and Tricks". Be sure to bring your questions and comments to the meeting in January and be prepared to learn something new about the powerful tool of Club Log.

ARRL Lifetime Members QST

If you are a lifetime ARRL member as of July 2023 AND you enjoy the printed version of QST magazine, you need to follow a simple task to ensure that you will still receive those publications in your mail. The details are found at www.arrl.org/2024-dues-rates. I received a letter in the mail that was a little more specific that read "If you prefer to CONTINUE RECEIVING PRINT, you can make this designation now by reaching out to our member services team by email at members@arrl.org, or by phone at 1-860-594-0200 during business hours..."



Treasurer's Journal *(de Jeff Cantor, K1ZN)*

Greetings, Fellow DXers!

TREASURER's Report – December 2023

Checkbook Balance on Dec. 1 st : \$ 13,823.12

Payments Made, month of November 2023:

1. Brochure printing for Lawrenceville hamfest - \$37.24
2. Postage - \$14.55
3. Sponsor of International DX Convention raffle prizes - \$62.33

A DXPedition Funding request has been received from LA7GIA, Ken for an activation of Yemen, under the call sign of 7O8AD, which has already begun.

☑ 7O is # 44 Globally Most Wanted & #49 North America – East Coast Most Wanted

☑ This will be a two person DXPedition – LA7GIA, Ken & HA5DDX, Shani

☑ This is a 14 Day Event

☑ All Modes

☑ Antennae – Verticals next to Saltwater

☑ SEDXC Member Needs based on a Club Leagues sample of 28/94:

o ATNO=10 (36%)

o Has ½ Bands – 4;

o Rest of sample will benefit with band fills

The EC recommends a grant of \$300. See end of Bulletin for full Funding Request.

As we move closer to 2024, I need to highlight a few things:

1. I have now served a decade as your Treasurer, and it has been an honor to do so.

This past June I agreed to stay in office one additional year with the proviso that a new person come forward to “understudy” the SEDXC bookkeeping process and DXPedition funding application vetting process, etc., so as to make for a seamless transition to a new officer. I call for a volunteer to come forward and begin that understudy.

2. Likewise, our WebMaster has asked for a volunteer to begin that understudy.

Please, SEDXC members, we ask for the next generation of officers to step forward.

73s & GUD DX, Jeff / K1ZN, Treasurer

2023 DX Marathon

Dear Southeastern DX Club members,

We now have exactly two weeks to maximize our individual and collective DX Marathon scores for 2023. Even if you have not started seriously competing, you still can! In any given month there are ~200 DX entities active, and of course, all 40 zones. And for those of you who have been playing along already, there are good opportunities for picking up some final points, especially with conditions on 10, 12 and 15 excellent (almost) every day. If you are reading this email, you likely already know quite a bit about the competition. More information is here: <https://dxmarathon.com/>.

There is a club competition, which is simply the aggregation of all the club members' scores. We placed sixth in 2022 (3rd among US clubs). Wouldn't it be nice if we could win the US this year? There is no maximum number of submissions -- since we are a fairly large DX club, we should be able to generate 50 or more entries. My focus this month will be on encouraging any and all Southeastern DX Club members who worked DX this year to submit an entry for 2023. The only stipulation is that you made all the contacts from a single location within the continental 48 states (so far afield members in Washington, Arizona, etc. can participate).

And submitting your score this year is much easier than in the past! There is now a web interface that accepts an ADIF file. You can

still edit and tweak your entry, but no longer is it necessary to use the Excel spreadsheet entry form (although you still can).

When submitting your entry, please make sure to include our club, typed EXACTLY as: Southeastern DX Club

Based upon information Jeff K1ZN got from LZ1GC, there were 54 club members who worked E6AM this year. And while I'm sure some club members missed him, that means we have 50+ club members actively chasing DX this year. I'd really love to see each of us who got through to E6AM participate in the DX Marathon!

Submission now just requires the uploading of a single ADIF file, and then a web interface will walk you through completing the entry. Scores must be submitted before the end of the UTC day on January 5th -- and they can in fact be submitted now already: <https://entry.dxmarathon.com/>. Most of us will submit on January 1st or 2nd. I can help on those two days. Unfortunately, on January 3rd I'm flying to a conference and will be largely out of touch from then until after the submission deadline.

For those of you trying to maximize your individual scores, there are some tips, which I will circulate later.

Some members (including me) will probably submit their score using the Excel spreadsheet, which is still permitted. This will mostly apply to those of us who have been keeping track of their progress throughout the year, and already have their Excel entry form largely complete, just waiting for the December contacts.

For December, my main focus will be on getting everyone in the Southeastern DX Club who has DX contacts in 2023 to submit an entry. I see four categories of club members and have some general instructions here. More to follow near the end of the month.

1. Most or all of your contacts are in a single logger OR in ClubLog. If this is you, you can create your entry using one ADIF file (there is no problem if it includes pre-2023 contacts, those will be ignored). So for those who have all their 2023 contacts in a single logger, just export those contacts, and you are ready to go to the entry window linked above. Or if you use ClubLog, download your ADIF file (Settings > Callsigns > Download), and that can then be used.

2. You only made DX contacts during contests, or at a few times during the year. Or you have your various contacts scattered across different ADIF files because you use a contest logger (like me). Not a problem--we can combine those files into a single ADIF file. If you have ADIFMaster, you can do it yourself, or contact me for assistance, as I could do it for you.

3. You made contacts from multiple locations, either because you move around during the year, or had access to a remote station. All DX Marathon contacts must be made from the same location (it's actually OK if they were all remote, as long as it is the same remote station). This will likely be the trickiest challenge, as you will probably have a single file with all the contacts, but some are not eligible for use. Contact me for suggestions.

4. You log on paper. Not a problem! Easiest will be to fill out the entry sheet manually, directly in Excel. I could also assist especially if it is a limited number of contacts. If this is you, and you want to participate, don't wait till January 1st, contact me soon, and I'll see how to help you.

Good luck all! Andy AA5JF

Final weeks of the 2023 DX Marathon, by Andy AA5JF

It is the final weeks of the 2023 DX Marathon. Still a good week to chase DX! Any contacts made before 2359Z on December 31st are eligible. Almost all questions about the DX Marathon can be answered from information on the <https://dxmarathon.com/> webpage.

As you know, one of the club's goals for 2023 is a top finish in the club portion of the DX Marathon competition. Each of our entries contributes to that total! So as you maximize your own DX Marathon score, you

are also contributing to the club score. There is no maximum number of entries. I'd love to see 50 or even 60 of us submit scores. That would put us near to the top for US clubs.

I'll be updating you via the SEDXC groups.io listserv, especially on hints, suggestions, and assistance with submissions. If you are NOT on the listserv, please send me your email address (amgoss05@yahoo.com) so I can keep you updated.

Some short thoughts for now:

1. Entries are due by January 5, 2359Z. Use the submission tool on the DX Marathon website.
2. Be sure to list your club exactly as: South-eastern DX Club
3. Any Southeastern DX Club affiliated ham is eligible to participate. All contacts must be made from the same station/location, and be located in the W DX entity (i.e. the continental 48). If your station is in California (say), you can still be part of the club effort.
4. If you've made it this far in the article, you are probably set. Now think about

assisting others in the club who has chased DX this year, but may need a nudge to submit.

5. Be careful with the zones. I generally use Canadian contacts for Zones 3,4 and 5, as there is less uncertainty about those. Lots of Zone 2 stations on this year, but safest is to use a VO2 (Labrador) contact, as all of those are Zone 2. You'll need to use some Asiatic Russian contacts, but the calls can be confusing. You can use Kazakhstan (UN) for Zone 17, but be double-careful with Zones 18 and 19.

6. Don't forget the extra European DX entities which CQ magazine uses, some of which are pretty common, including IT9, 4U1A, TA1 (European Turkey). Harder are Shetland Islands, Bear Island (wasn't on this year I think), and IG9/IH9 (African Italy).

You can submit now if you want to, but most of us will wait till January 1st. I'm setting January 2nd aside for assistance throughout the day. I'm flying to a conference on January 3rd, and largely out of touch then.

Good luck all! Andy AA5JF

NEW SUBMISSION TOOL FOR DX MARATHON 2023

Ladies and Gentlemen of The DX Marathon Program:

We wanted to make all of you aware early of an exciting change we have been working on throughout 2023 to simplify the submission process for your 2023 results to be submitted between January 1-5, 2024.

Why are we doing this? The answer is simple. We are trying to continue to make participation easy for everyone AND we must position our program for future growth as we expand. We don't yet know what 2023 will bring in terms of participation but in 2022, we grew at a +46% rate. We have exciting enhancements we wish to make in the future so we must pay careful attention to our processes to make it possible to continue to administer the program in a quality manner.

How does the submission process work? In the past, you created an Excel file and that was your submission. Some of you edited this worksheet manually, directly in Excel, but most used tools like AD1C's to process an ADIF export from your logging program, or if you were using DX Keeper, you generated the Excel worksheet directly. This Excel file is still accepted, and you can upload it on our new Submission Tool to get started with your entry.

Now, however, you can skip all these steps, generate an ADIF file from your logging program, and upload this instead of the Excel

file. The Submission Tool will help you select, review and edit your entry directly, making any additional tools and applications completely optional.

You can find a link to the new Submission Tool right in the middle of www.dxmarathon.com.

The most significant benefit to you with the new tool is that it will allow you to review, and more importantly, EDIT, each one of your entries.

Why is this a benefit to you? Well as you all know, you and only you are responsible for the integrity and accuracy of your reported QSO's. Just as the case in the past, you get a wrong CQ zone, you list a pirate, or you make a typo, your QSO will be rejected, and you will lose the point. The new submission tool does not check the integrity of your QSOs; that is for you to do just as you have in the past.

Stated another way, your results as reported are only as good as the accuracy of your log. Therefore, we encourage all participants to carefully check all of your information before submission. The tool will make this easier for you to accomplish.

If you've been using Excel to keep track of your progress or use DX Keeper or AD1C's tool to generate the worksheet, you can still keep your workflow.

We have beta-tested the tool for the last 2 months with over 100 participants. The results that we have thus far are excellent and those that have used it are very impressed. Of course, in a beta test, we did uncover some issues which have been corrected.

You will notice with the tool, that there will be a list of questions as you continue through the process to include your station data, your call, and your antenna details. If you have a club affiliation, be sure to include that as well. If your club is not in the provided list, that's fine, just make sure all clubs settle on a single descriptive input, for example, the Northern Illinois DX Association should decide on NIDXA or whatever they choose (or even better, send us an email with the name and we'll include it in the list). The antenna questions will help define your entry classification, i.e. Unlimited, Limited, Formula, or QRP.

The tool is live now. Go ahead and try it out. As was the case in the past, you can have multiple submittals, the last of which will be the only one to be maintained. Also, your early submittals are held confidential within our system and are not available in

the public domain. I encourage all to start using it to avoid a panic rush when the official submittal is due between January 1-5, 2024.

We want to encourage more software developers to produce ADIF files that work flawlessly with our tool, and if their apps do a better job at selecting QSOs than our does, then they can produce an ADIF, or even an XML file, that only has one QSO per entity and zone, so no further decisions are needed.

Your DX Marathon administrative staff are always available to assist you. I would also encourage you to join DX Marathon Group IO as that is a great forum to get many of your questions answered.

PLEASE TRY IT OUT NOW! JUST DO IT! If you have any issues, please email both Sebastian at KI2D@dxmarathon.com myself, at wc3w@dxmarathon.com and describe the issue. Any other comments are appreciated.

73

Mark-WC3W

CQ DX Marathon Program Administrator

Around The Shack (de Hal Kennedy N4GG)



Around the Shack

December, 2023 de
N4GG

The Human Interface

This month's column is an opinion piece that begins far afield from ham radio. Eventually however, the following stories will tie back to our favorite pastime.

Let's begin with two news articles, one describing an unfortunate trend and one describing two catastrophic incidents.

The first article:

Screen fatigue – Buttons are back in these new electric vehicles. By Morgan Korn, writing for ABC News. Some quotes:

“Drivers now traverse layers of screens to switch radio channels or turn on the heated seats. Digital dashboards seemingly extend for miles. Buttons and knobs are scarce -- even obsolete.”

“There is growing evidence some consumers are experiencing ‘screen fatigue’”

“According to a recent J.D. Power study, built-in infotainment systems are making motorists unhappy. These systems are a prime example of a technology not resonating with today's buyers.”

“An EV is still a luxury vehicle and needs to be refined and elegant. It's not a good experience to dig through two menu layers to change the heat inside the car.”

“Consumers are tired of having to do everything via the screen.”

I can attest to the car-screen-fatigue problem. I had the unpleasant experience of owning a 2018 Acura MDX for three years. The dashboard had one knob – a volume control. Figuring out how to tune the AM and FM radio bands was worse than non-intuitive, it was counter-intuitive. I ran off the road once trying to do some nighttime DXing on the AM band.

Whenever I brought that car to the dealership, a young man would drive the car from where you meet your service advisor (the guy who 30 minutes later will up-sell you a cabin air filter) to the bays in the back. I would comment to the young man how much I liked the car and disliked the infotainment system. His reply: “I hear

that all day, every day.” Why do Acura owners tell the valet how much they dislike the car, given he can’t do anything about it? It’s because the frustration can become visceral.

I half-heartedly shopped at the Acura dealership for the MDX’s replacement. Me: “How’s the infotainment system in these new ones?” Salesman: “Oh yeah, they fixed that.” Note the choice of words. Acura’s infotainment system hadn’t been improved,” it had been “fixed.” I test drove a new one; it wasn’t fixed. That cost Acura a sale. I bought a competitor’s car. One that had a rational, safer human interface.

Poor human interfaces can be worse than annoying and inconvenient, they can be lethal. Here is the second story – a tragic one. I promise to get back to ham radio shortly.

Excerpts from the article *Collision Course*, Written by T. Christian Miller, Megan Rose, Robert Faturechi and Agnes Chang, for ProPublica, December, 2019, regarding the USS John S. McCain, an Arleigh Burke-class destroyer, 9,000 tons):

“To guide the McCain...relied upon a navigation system the Navy considered a triumph of technology and thrift. It featured slick black touch screens to operate the ship’s wheel and propeller.”

“In the early hours of August 21, 2017, the McCain was 20 miles from Singapore, navigating one of the world’s busiest shipping lanes. Sanchez was on the bridge to assist in the complex maneuvers ahead. He ordered Bordeaux to take control over steering the warship while another sailor controlled its speed. The idea was to avoid distractions by having each man focus on a single task in the heavy maritime traffic.”

“To check that he had control, Bordeaux tugged the ship’s wheel lightly to the left. The McCain did not alter its course. Bordeaux rotated it slightly to starboard. Again, the McCain maintained its track. Bordeaux suddenly realized that the McCain was steering uncontrolled toward a cargo ship sailing the Singapore straight.”

“Three minutes and 19 seconds later, the McCain collided violently with a 30,000 ton Liberian-flagged oil tanker. Ten navy sailors were killed and scores more were injured. It was the Navy’s worst accident at sea in 40 years.” See Figure 1.



Figure 1. Result of piloting the USS McCain with a touchscreen

“The NTSB put it plainly: ‘The danger of the John S McCain’s touch-screen steering and thrust control system, the board found, increased the likelihood of the operator errors that led to the collision.’”

This was the Navy’s worst accident in 40 years, but there was a similar one two months earlier.

“The US Navy reports looked into collisions involving the USS Fitzgerald in June 2017 and the USS McCain in August 2017. The Fitzgerald collided with a container ship near the Japanese mainland in an accident that killed seven sailors. The McCain was off the coast of Singapore when it hit a container ship [not correct – it was the oil tanker Alnic MC], killing 10 of the Navy destroyer’s crew.”

“Strongly implicated in the collisions were the touch screen controls introduced on the destroyers.”

Here are a few notes:

- The reference to a steering wheel in the McCain incident refers to a small wheel provided for small steering corrections - the main steering was via touchscreen.
- The assignment of one man to steer and another to control the throttle onboard the McCain is a clear indication something was wrong on an everyday basis. Those tasks are best done by one person, not two. The statement that the job was split up to avoid distractions is antithetical. Having to communicate between two people doing that job IS a distraction.

Why did anyone think you could pilot a ship (throttle and steering) with a touchscreen? Can you replace the steering wheel and gas pedal in your car with a touchscreen? No, no you can’t. Tesla however may be close to trying it.

Piloting a destroyer with a touchscreen is an inherently bad idea – one that should be self-evident. There’s no need to look at the details to draw that conclusion, but let’s. The workload 20 miles from Singapore is high but not unreasonably so. Compared to being at war? In wartime stress levels and fatigue will be enormous compared to sailing through routine maritime traffic.

Then there is “sea state.” US Navy destroyers operate in conditions up to sea state ten (20 foot seas, 50 knot wind). Sea state ten will toss a bridge crew from one wall of the bridge to the other if there isn’t something to grab on to. How would anyone operate a touchscreen under those conditions?



Figure 2. Result of piloting the USS Fitzgerald with a touchscreen

It took three years and \$220 million to repair the McCain. The Fitzgerald’s repair cost \$377 million. See Figure 2. When I saw those numbers I thought they were somehow in error, until I looked up the cost of an Arleigh Burke destroyer. They cost \$1.5B. So, okay, \$220 million is “only” a 15% repair bill – “not bad.”

The Navy is in the midst of replacing touchscreens with conventional controls on all its destroyers. The retrofit will cost considerably more than the savings attributed to the use of touchscreens.

“[I]t goes into the, in my mind, ‘just because you can doesn’t mean you should’ category. We really made the helm control systems, specifically on the [DDG] 51 class, just overly complex, with the touch screens under glass and all this kind of stuff,” said Rear Admiral Bill Galinis during a recent speech quoted by USNI News.

“When we started getting the feedback from the fleet from the Comprehensive Review effort... doing some fleet surveys and whatnot — it was really eye-opening. And it goes into the, in my mind, ‘just because you can, doesn’t mean you should.’”

I’m nonplussed by the last quote. Not the “just because you can, doesn’t mean you should” part, I’m painfully aware of that phenomenon. It’s that the user community had to be surveyed to discover steering ships with touchscreens was a bad idea, and, describing that finding as eye-opening!

Here is Jonathan M. Gitlin, writing for ARS Technica. He is bringing the McCain incident back to autos:

“It’s a warning that the auto industry could do well to listen to. Touchscreens continue to proliferate into car infotainment systems, a trend fueled by the plaudits given to Tesla for its huge touchscreens as well as a general belief that CES-primed customers

are asking for more and more consumer tech in their vehicles. But there's mounting evidence that touch interfaces are an *awful* idea for a driver who is supposed to be—literally— focusing on the road ahead , not hunting for an icon or slider on a screen.” [This is verbatim – I did not add the emphases.]

If you would like to read more, Google: “Navy gets rid of touchscreens.” You can read for hours.

What is it about digital interfaces in general and touchscreens in particular that makes people lose their common sense?

Seventeen US Navy sailors are dead because someone thought a touchscreen was both a cool way to drive a ship and because a touchscreen in lieu of controls was less expensive. I chose the word “cool” because it had to be due to a cult-like belief that “advanced technology” is better, or maybe it was “digital is better?” It couldn't have been the result of sound human factors engineering followed by comprehensive testing (like it's supposed to be).

Okay, finally, back to ham radio. What's new and exciting in ham radio? *No knobs and touchscreens.*

This begs the question, how important is the human interface when dealing with a

piece of ham gear – let's say an HF transceiver?

Fortunately, fumbling at the controls of your radio is not serious, unlike driving off the road or ramming a 9,000 ton warship into a 30,000 ton oil tanker. But the human interface or “ease of use” if you prefer, will affect your enjoyment. Ham radio is a hobby. Hobbies are to be enjoyed.

I had a great deal of difficulty thinking through what to write from here forward. The problem is ham radio is a diverse set of sub-hobbies, encompassing a variety of interests, brand loyalty, cost sensitivity and other considerations. It's not possible to generalize. I'm writing this month simply to urge you to consider the human interface the next time you make a buying decision.

Let's look at a summary of the myriad considerations. As we read through these, keep in mind that most of these items involve tradeoffs. Individuals will see the value of various considerations through their own lens. Getting a given desire fulfilled may come at the expense of others foregone. There are no perfect radios. What are your needs? What are your wants? Only you know.

Considerations, in no particular order (except the last one is intentionally last):

- Where is the radio made? Some of us want a radio made in the USA if possible. Is this a deal-breaker or just nice to have? Knowing you can't have everything, where does this consideration fall on your hierarchy of desired characteristics?

- What about performance? Are you planning to work rare DX down in the noise level, perhaps next to strong stations, i.e. do you need high dynamic range? How important is that and all the myriad other performance characteristics?

- Cost. What can you afford? What do you choose to afford?

- Portability. Is this radio destined to be a base station, never moving from a large desk? Or will it be operated mobile and/or portable? Will it go to Field Day? POTA? Will it be spending time under airline seats?

- What about features? For example, is a good spectrum display a must-have or just nice to have? If the radio will drive a high resolution display via a jack on the back, is that good enough, or, maybe, is that best? What about all the other features?

- How much power would you like? How much do you need? If you want to drive a grounded-grid amplifier you are working with a gain of ten. A 100 watt radio will get you 1,000 watts output. Is that good enough? Maybe you have an amp with a gain of 30 dB and you plan to use it most or all of the time – that only requires a few watts of drive from the transceiver. Maybe you have no amp. How much power

then? There are now 200 watt transceivers to choose from. Is an extra 100 watts valuable to you?

- Appearance, i.e., fit and finish. Important or unimportant? I heard an opinion once in defense of a poorly finished radio. The owner said, (with an edge in his voice) "I don't want a radio that looks like some hi-fi stereo." Was that an honest comment or simply defensiveness?

- Is your radio at the perceived state of the art? Do you care? At one end of this axis are those who don't care if the radio is full of vacuum tubes as long as the performance is outstanding. Those are the operators. At the other end of the spectrum are technically minded hams who look forward to working with the latest advancements in technology. They enjoy the opportunity to learn and the challenge of getting new technology debugged and up-and-running. Unfortunately, however, some advanced technology falls into the category of "just because you can doesn't mean you should." Maybe you adhere to Rob Sherwood's receiver rankings, oblivious to or not caring that Rob states publicly and frequently that any radio in the top 30 on his list has more performance than anyone needs. Being on top of the list comes with bragging rights for radio owners and manufacturers, but doesn't offer useable enhancements in performance. What does that mean to you?

- What about the ability to add upgrades and the necessity to add fixes? Will you look

forward to adding a sub-receiver downstream? Will you look forward to replacing an audio board with high distortion with a new one that has less distortion? Do you enjoy testing out a stream of firmware updates? Or maybe you prefer to spend your time operating and want a radio that's excellent as-delivered. This goes for software as well. Are you eagerly awaiting the next release of Ham Radio Deluxe or are you dreading it?

- How about integration challenges? Do you look forward to station building or just want to get on the air? Are your technical skills minimal such that "plug and play" is important to you?
- How about your new radio's learning curve. Do you look forward to a steep/long learning curve? Some people do. Or maybe you want to get on the air in under an hour without opening the manual. Where will the radio reside? If it's going to a clubhouse, will a steep learning curve scare club members away? Or will such a radio contain enough new technology to attract a younger crowd?
- What about reliability and service? Will this radio break often? How's the service department's reputation? Turn-around time? Willingness to pay shipping? Do you know these things from personal experience or from hearsay? Could you conceivably fix it yourself? If you built the radio from a kit, then maybe so.

- Etcetera. This list is not exhaustive although it may have been exhausting to read.

Last and often receiving the least attention is the quality of the human interface. There is inattention to this on both sides of the purchase transaction. Buyers often overlook 'ease of use.' Radio designers often save it for last, or don't care, or run out of budget before 'ease of use' receives proper treatment. I've managed many EEs and many designs. High dynamic range low-noise quad-balanced mixers are sexy to EEs, while 'which button does what' isn't. Meanwhile, the user will spend no time operating the mixer and all of his time pushing the buttons.

Is the radio hard to operate? Even the human interface on poorly thought-out radios can be learned over time. Human factors engineers (yes, there is such a discipline) call this "mastery learning" or "automaticity." Even when mastered however, some radios are needlessly difficult to operate, forever, and therefore less fun.

Radios with poorly implemented human interfaces come with many drawbacks. They are hard to master and easy to forget. If you put the radio on the shelf for two years, you can count on learning it all over again. If you operate for long stretches, interface complexity causes fatigue.

Poorly thought-out radios are anathema to visitors. A visitor to your shack will not be able to operate the radio(s). Someone sitting down in front of your radio at Field Day will have the same problem. Field Day exists to demonstrate preparedness. Inscrutable radios don't square with that objective. If a high learning-curve radio is in a club station, how many members will visit? To have attendance, the zeal for advanced technology will have to outweigh the desire to get on the air.

A trend in ham radio is toward smaller radios and more features. That's fine although, personally, I don't understand putting a small radio on a large desk in a base station. What could be the advantage?

Smaller radios have smaller front panels with less room for knobs, switches and buttons. This requires functions be placed within menus. That's justifiable by virtue of necessity.

Going to smaller radios and more features greatly increases the value of good human factors design.

The smaller the radio, the more the human interface has to be optimized. The opposite is often what happens.

A few conclusions:

- A given radio's human interface may or may not be important to you. It is important if you operate a lot. If you prefer challenging yourself to master new technology it may not be.

- Touchscreens are fine if used judiciously. So are trackballs and mice. Small radios can't have a knob for everything, so touchscreens, mice and trackballs are in order.

- Your enjoyment (what it's all about) may suffer, long term, from a less than optimized human interface. After you learn the radio, you will be happy or stuck with whatever you wound up with.

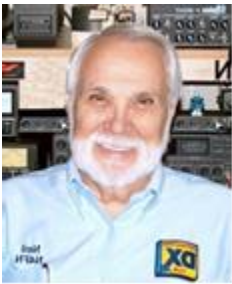
- In my humble opinion, consideration of a radio's human interface should be a part of every buying decision.

73,

Hal N4GG

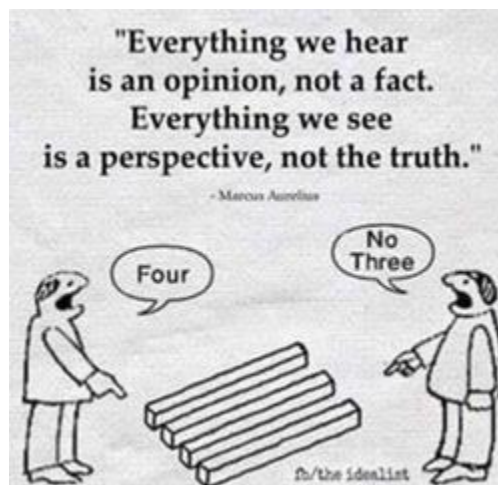
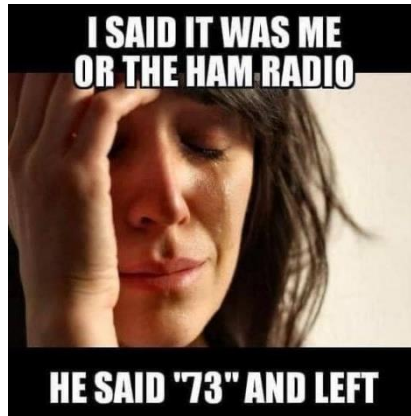
Postscript: Many radios are bought without consideration of anything mentioned above. They are bought on the basis of "everyone says it's a great radio."

Here's a true story: In the 1990s and 2000s the FT1000MP was considered a gold standard radio, particularly among contesters. I know a contester who bought two because everyone said they were great. A week later he was voicing disappointment that the radios didn't include six meters. He blamed "everyone" who said it was a great radio rather than his lack of due diligence. Don't do this!



December Humor

De Neil Foster – N4FN

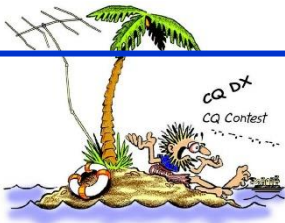


25 Years Ago... (de Van Herridge, N4VGE, Bulletin Editor)



Merry Christmas and Happy New Year to our SEDXC family. The December 1998 Bulletin link is attached below for your enlightenment and enjoyment. Don't forget to check SEDXC's website to get the latest club information, www.sedxc.org.

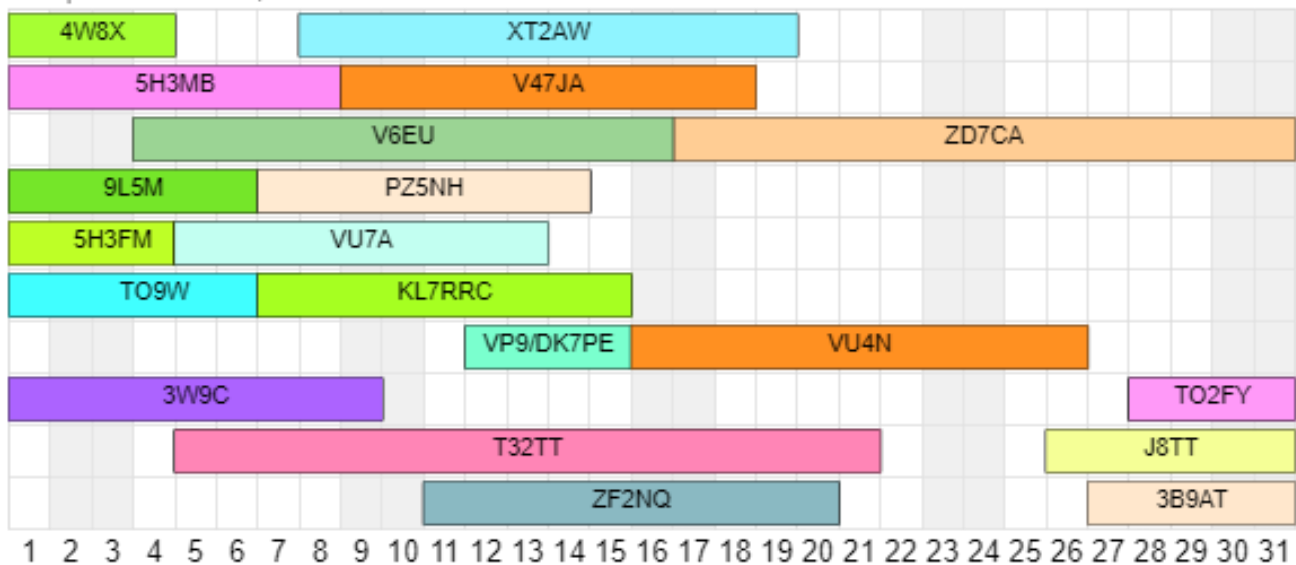
<https://t-rexsoftware.com/sedxc/bulletins/sedxc1298.pdf>



The *DX World* Calendar/Timeline for December

DXWORLD.net FEATURED DXPEDITIONS TIMELINE

Last update: December 10, 2023



Edited by MM0NDX

DECEMBER

© IK8LOV Max Laconca

The *DX World* Calendar features a timeline of all DXpeditions anticipated for the current month and is a great way to plan your chase for the next, All-Time New One (ATNO). The Calendar is updated regularly; use this link to see the latest version: <https://www.dx-world.net/>

SEDXC Officers & Positions

John Tramontanis, N4TOL – President – iam4rb@gmail.com

Nathan Wood, K4NHW – Vice President -- nathan.wood23@gmail.com

Joel Levine, WA4HNL – Secretary -- jlevine@bellsouth.net

Jeff Cantor, K1ZN – Treasurer -- jacantor9@gmail.com

Verne Fowler, W8BLA – Activities Manager -- w8bla@arrl.net

SEDXC Appointed Positions

Chaz Cone, W4GKF – Webmaster – w4gkf@chazcone.com

Van Herridge, N4VGE – *SEDXC Bulletin* Editor – vanherridge@gmail.com

**Fill out the form completely and send it to:
Treasurer.SEDXC@Gmail.com**

Entity Name / Call Sign	Yemen / 7o8ad																																		
Date of Application	24 Oct																																		
Approx. Date and duration of Expedition	Nov 3 rd , 14 days																																		
Web page	N/A																																		
Team leader / number of members:	Ken LA7GIA / 2																																		
List name & call of each team member	Ken LA7GIA Shani HA5DDX																																		
List DXPeditions that each team member above took part in	Ken la7gia 3yøj, tl8, tl7, tt8, 3c, 6o +++ Ha5ddx portable + contest operator SSB only																																		
QSL manager / QSL route	M0oxo																																		
Funding amount requested – please attach budget & show team’s contribution	<table border="1"> <tr> <td colspan="3">\$500</td> </tr> <tr> <td>Charter fees - airfare</td> <td>\$</td> <td>2 000,00</td> </tr> <tr> <td>Insurance</td> <td>\$</td> <td>350,00</td> </tr> <tr> <td>Licensing fees</td> <td>\$</td> <td>300,00</td> </tr> <tr> <td>Non-Commercial Lodging or Shelters</td> <td>\$</td> <td>3 600,00</td> </tr> <tr> <td>Food and Water Supplies (non-restaurant)</td> <td>\$</td> <td>1 000,00</td> </tr> <tr> <td>First Aid & Medical Supplies</td> <td>\$</td> <td>150,00</td> </tr> <tr> <td>Generators</td> <td>\$</td> <td>1 000,00</td> </tr> <tr> <td>QSL printing</td> <td>\$</td> <td>100,00</td> </tr> <tr> <td>QSL mailing</td> <td>\$</td> <td>2 500,00</td> </tr> <tr> <td>SUM</td> <td>\$</td> <td>11 000,00</td> </tr> </table>		\$500			Charter fees - airfare	\$	2 000,00	Insurance	\$	350,00	Licensing fees	\$	300,00	Non-Commercial Lodging or Shelters	\$	3 600,00	Food and Water Supplies (non-restaurant)	\$	1 000,00	First Aid & Medical Supplies	\$	150,00	Generators	\$	1 000,00	QSL printing	\$	100,00	QSL mailing	\$	2 500,00	SUM	\$	11 000,00
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SUM	\$	11 000,00																																	
Send Funds to:	kenneth@opskar.no paypal																																		
Position on most wanted list – both global & North America – East Coast	Global: 44 NA-EC:																																		

Landing permit/operating permission approved (attach copy).	Yes
Overview of antennas & equipment to be taken on DXPedition	VDA, verticals next to saltwater 160-10m 1xCW, 1xSSB, 1xFT8 3 radios , 14 days , 2 men
Last time(s) this entity was activated	2012
Typical interval between activations	
Method of transportation to DXPedition site	Flight, vehicle
Your team's objective / strategy including social objective	Have fun, working DX from a remote and adventurous destination - tent & generator trip
Callsign/Age of youngest Team member	
SEDXC member initiating request	
SEDXC member(s) participating, if any	
SEDXC logo on QSL card & web page?	On QSL, we don't have a webpage. Can also be on our facbook page run by Steve N2AJ
Additional comments:	