

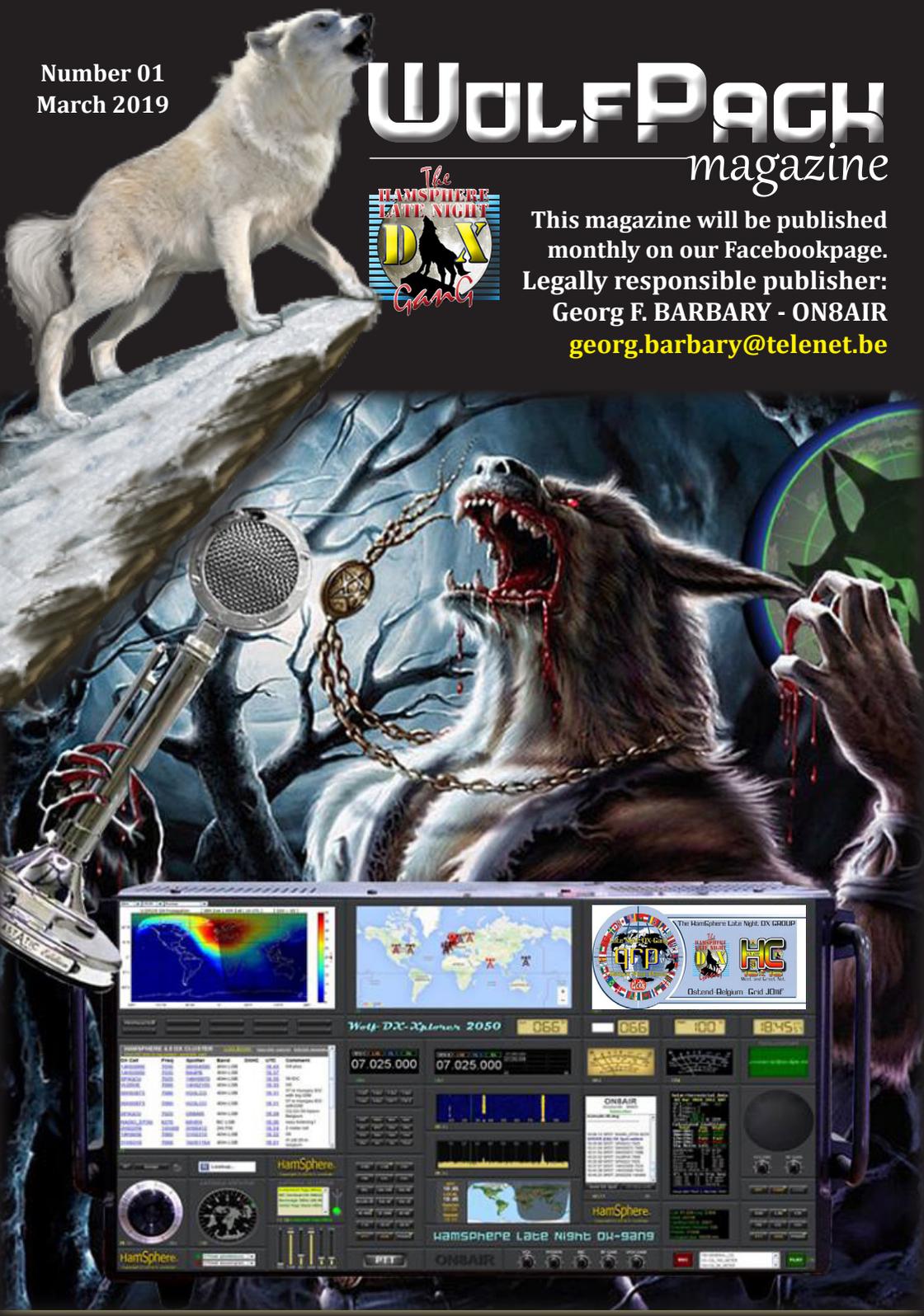
Number 01
March 2019

WOLFPACK

magazine



This magazine will be published
monthly on our Facebookpage.
Legally responsible publisher:
Georg F. BARBARY - ON8AIR
georg.barbary@telenet.be



Wolf-DX-Explorer 2050 066 066 100 18:45

07.025.000 07.025.000

Call	Power	Number	Band	Distance	UTC	Comments
LA100000	100W	000001	40M-1.800	1000	18:45	100W
LA100000	100W	000002	40M-1.800	1000	18:45	100W
LA100000	100W	000003	40M-1.800	1000	18:45	100W
LA100000	100W	000004	40M-1.800	1000	18:45	100W
LA100000	100W	000005	40M-1.800	1000	18:45	100W
LA100000	100W	000006	40M-1.800	1000	18:45	100W
LA100000	100W	000007	40M-1.800	1000	18:45	100W
LA100000	100W	000008	40M-1.800	1000	18:45	100W
LA100000	100W	000009	40M-1.800	1000	18:45	100W
LA100000	100W	000010	40M-1.800	1000	18:45	100W

HamSphere

HamSphere Late Night DX-9379

ON8AIR

Let's have a Keyte with...

ON8AIR



A 'Keyte' is a Belgian beer brewed in the city of Ostend... the city where the Late Night DX-gang was born back in 2015. In each magazine we will have a drink with another Wolf.

In this very first WolfPack Magazine we have a Keyte and a talk with Georg ON8AIR, the clubfounder.

Hello Georg, nice to meet you. Can you tell us about yourself?

Well, I was born the 17th of April 1967 in the city of Waregem (Belgium).

I was the youngest son of three. My brothers are 9 and 10 years older than me.



When was your very first contact with shortwave?

At the age of 8 Santa Claus dropped a walkie talkie set down our chimney. As my brothers were married and living away from home, my mom was the 'operator' on the other side while I was playing police officer. At a certain moment we heard strange voices. We stopped all transmissions because we thought we heard airplane communication.

I kept on listening these transmissions and after a short time I concluded this couldn't be a pilot or groundcontrol because they were speaking Flemish, a Dutch dialect we talk in Belgium. They chatted about their young lady, about what they did during the weekend, etc. etc.

So you made contact with them?

Not at all, when I was in bed I kept listening those operators. When I heard my mom or dad I quickly shut down the walkie talkie.



And... go on Georg!

The eldest brother came home with a SAMDO 700 CB-set and a white DV27 mobile antenna. He hadn't a clue about SWR and dropped the little antenna in the corner of his room, without any grounding!



I heard him calling but he received no answer at all. Because of his lack of knoweldge the radio did not work for him and he gave me the CB-radio. I didn't know what was wrong with it but I heard the same stations I heard on my walkie talkie! So I discovered citizen band at the age of 8.

You repaired the CB-Radio?

Oh no... I was only 8 years remember? I could overrule my mom to go to the Tandy shop where my brother bought that set. There they explained about the antenna, SWR and... about the costs to repair the radio.

My mom wasn't happy at all, she didn't intend to pay the repairs to this strange thing she had never seen before.

So I used the SAMDO 700 for listening only and this learned all about CB Radio operating procedures.

A friend saw the Radio and said he could repair it. Being only 10 years old I was so excited that the CB-Radio could be repaired. We mounted the DV27 antenna on a pipe in the garden and I then could make my first contact with other CB-Radio operators. A brandnew world opened to me and my skipname was FLANDRIA. I made contacts with stations all with a circle of 20 kilometers.

What was the next step?

I kept going on with that good old SAMDO 700 till citizen band was booming in Belgium. We talk about the early 80ies. At the age of 16 I bought my very first legal CB radio. That was a HAM INTERNATIONAL VIKING B. A little station with 22 channels AM and FM and 0,5 Watts. That was what the government said we might have at that time.

The 40 channel SAMDO700 with his 5 Watts disappeared in a box on the attic, because I was afraid to be caught by the police. My very first legal 'call-sign' on citizen band was AD659. As you can see at the 'prefix' Alpha Delta... I was one of the first CB stations with a permission to transmit in Belgium.





PRESIDENT WASHINGTON 80CH - 10W

With 0.5 Watts on AM/FM you couldn't obtain DX I guess?

No... I saw the first big CB stations in a local CB store.

In that shop, some youngsters were making DX-contacts.

Oh my god... amazing!



PRESIDENT MADISON 80CH - 10W

With what I saved every week I could buy my first big CB-radio. It was a President Washington. With some friends we could update that station to more channels. At that time my parents decided to move to an apartment. I broke open the door to go on top of that apartment where I installed a GPA27, my first base antenna... 35 meters high! Imagine... hihi.



RCI2970 - 10-12Meter - 200W

In no time all neighbors came over to listen to me talking all over Europe and the North America.

I was the hero of the neighborhood (laughing).

Over the years I had several CB-Radios in the shack.



ICOM IC703 QRP 10W



And your first steps on real HF?

I grew up and after my secondary school I went to the University of Ghent. I had no time for CB at all, because my hardworking parents gave me only one chance to go to University. Now my parents are passed away but I am still grateful for what they did for me. They gave me a future...

After my studies I joined the Belgian Navy where I started a radio officer training. My hobby became my profession. I was on board of the

Belgian frigates where I was chief radio operator. I kept on studying to achieve higher military grades... and a higher salary. I was on board as much as I could because being at sea gives also extra salary... I was young and I wished to discover the world.

Those radiocontacts on board brought me to HAM-radio. I passed my very first HF-exam and my first official call on HF was ON3VBJ.

With that callsign I might operate a QRP-radio (max. 10 watts) on all bands. My QRP radio was the ICOM 703.

Many years later I upgraded to a HAREC license. ON8AIR was born. I bought a Kenwood TS850 and later an ICOM 7400.

During my spare time on board I made HF-radiocontacts, while my friends were drinking in the Officers mess. At the end of the evening they



Kenwood TS850





were drunk... and I had a lot of extra lines in the ships logbook. Hahaha...

Why did you moved to HamSphere?

I was on HF for many years. I married Els and after some time we moved to the Northsea coast. There was no place for any antenna and so I discovered HamSphere 3.

I loved the software but when HamSphere 4 started, I quit HS3 to become a HamSphere 4-user at the end of 2014, I guess...

What a relief: my hobby was back.

Why did you started the Late Night DX-gang?

The 10th of May 2015... I will never forget that date... I decided to start a brandnew club on HS4.

I called my 'child' the Late Night DX-gang because at that time there was not much activity in the late European evening hours.

So I propagated transmissions during

European evenings (laugh).

But what started as a joke, became serious. Other HS4-users asked me to become a member.

The club was booming! In no time I had 100 full members.

The Late Night DX-gang is a nice name, but why are the members called wolves?

A wolf howls at the moon for the pure joy of doing so... and the link to 'late night' was made.

I decided to give my members a wolf number.

What will be the future of the club?

As the group grew fast, I decided to ask some stations to form a board of directors. We draw up club statutes and we started launching games and activities.

In the future we will keep on working on games and interesting activities.



How many time do you spend on the club?

At the begin, when we started, I spent 90% of my time on HS4 and 10% for the club. Nowadays I spend 80% on the group and 20% for QSO.

What are you doing for the members?

I love to make QSL cards... so I make all cards for new wolves. I spend a lot of time with administration, QSL design, inventing games, lay-outting the Book of Wolves... and now this WolfPack Magazine.

Thank you Georg for this interview... We wish you all the best of luck with the LNDX-gang (aka WolfPack) and we all hope to hear you soon!

It was all my pleasure, friend... Come on, let's have another Keyte!



Radio operator on board of Belgian fregattes...



16HC16 Meet & Greet WolfNet

Each FRIDAY from 19.00 til 21.00 UTC

QRG: REPEATER 145.500KHz (2Meterband)

Reduce your power to 10 Watts (no antenna required)



The HamSphere Late Night DX GROUP



16HC16 is operated by:

16HS1597 Sophie

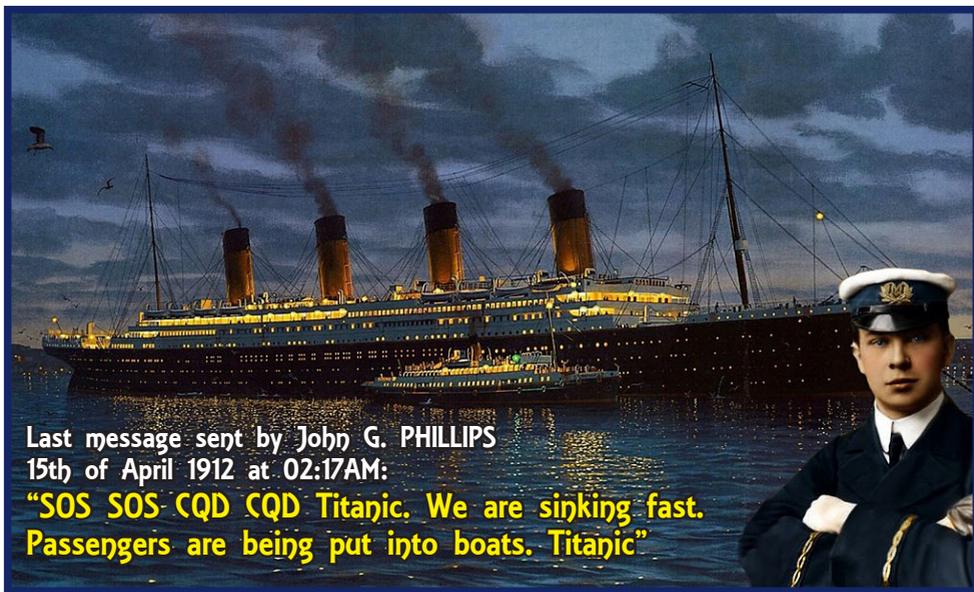
16HS1594 Ronny

ON8AIR Georg

CLUBSTATION LOCATION: MarinaCenter Ostend - Belgium



John George Phillips... the unknown hero!



Last message sent by John G. PHILLIPS
15th of April 1912 at 02:17AM:

**“SOS SOS CQD CQD Titanic. We are sinking fast.
Passengers are being put into boats. Titanic”**

John George Phillips (aka: 'Jack' or 'Spark'), born 11th April 1887 was a British telegraphist and senior wireless officer aboard the RMS Titanic who died during its ill-fated maiden voyage the 15th of April 1912.

As the ship was sinking, Phillips worked tirelessly to send messages to other ships to enlist their assistance with the rescue of Titanic's passengers and crew.

Before the ship hit the iceberg, Phillips told Cyril Evans, the radio operator of Californian:

“Keep out; Shut up!

I am working Cape Race!”

When interrupted on-air by his coun-

terpart warning him that Titanic was in the vicinity of an ice field.

Interesting enough to bring our wolves his biography:

Phillips was born on 11 April 1887 in Farncombe, Surrey.

He was the son of George Alfred Phillips, a draper and Ann (née Sanders), Phillip's family originally came from Trowbridge, Wiltshire, from a lineage of weavers, but moved to Farncombe around 1883.

Phillips lived with his five siblings, of whom only two twin sisters survived to adulthood, above a draper's shop – Gammons – which his father man-



aged in Farncombe Street. Educated at a private school on Hare Lane, then St. John Street's School, Phillips sang as a choirboy at St John the Evangelist – Farncombe's church.

He finished school in 1902 and began working at the Godalming post office, where he learned telegraphy.

He started training to work in wireless for the Marconi Company in March 1906, in Seaforth, and graduated five months later in August.

Phillips's first assignment was on the White Star Line ship Teutonic.

He later worked on board Cunard's Campania; the Allan Line's Corsican, Pretorian and Victorian; and then Cunard's Lusitania and Mauretania.

In May 1908, he was assigned to the Marconi station outside Clifden, Ire-

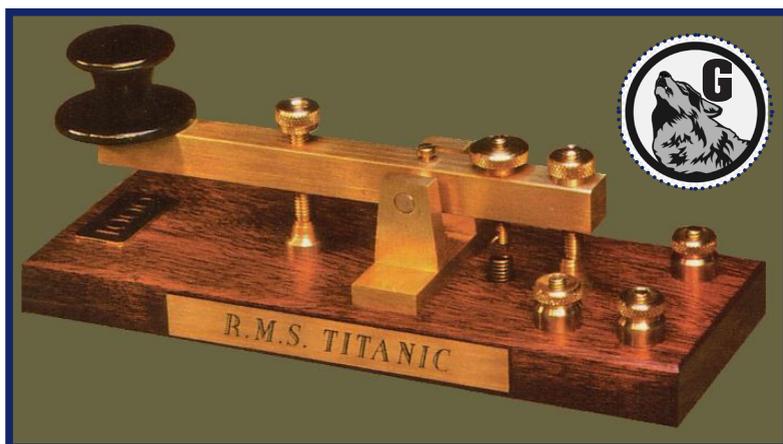
land, where he worked until 1911, when he was assigned to the Adriatic. Later, in early 1912, to the Oceanic.

RMS Titanic

In March 1912, Phillips was sent to Belfast, Ireland, to be the senior wireless operator on board the Titanic for her maiden voyage. He was joined by junior wireless operator Harold Bride.

Stories have appeared that Phillips knew Bride before Titanic, but Bride insisted they had never met before Belfast.

Titanic sailed for New York City, United States, from Southampton, England, on 10 April 1912, and during the voyage Phillips and Bride transmitted passengers' personal messages and received iceberg warnings and other navigational information from other ships.



Phillips celebrated his 25th birthday the day after the voyage began.

On the evening of 14 April, in the wireless room on the boat deck, Phillips was sending messages to Cape Race, Newfoundland, working to clear a backlog of passengers' personal messages that had accumulated when the wireless had broken down the day before (Both wireless operators worked about 6 hours to repair the radio... so we can understand there was a massive backlog of personal messages...)

Operator Bride was asleep in the adjoining cabin, intending to relieve Phillips at midnight, two hours early.

Shortly after 9:30 pm, Phillips received an ice warning from the steamship Mesaba reporting a large number of icebergs and an ice field directly in Titanic's path. Phillips acknowledged Mesaba's warning and continued to transmit messages to Cape Race.

Mesaba's wireless operator waited for Phillips to report that he had given the report to the bridge, but Phillips continued working Cape Race. The message was one of the most important warnings Titanic received, but it was never delivered to the bridge.

Second Officer (Second Mate) Charles Lightoller reports in Chapter 31 of his autobiography:

"...Phillips explained when I (Mr. Lightoller) said that I did not recollect any Mesaba report: "I just put the message under a paper weight at my elbow, just until I squared up what I was doing before sending it to the Bridge." That delay proved fatal and was the main contributory cause to the loss of that magnificent ship and hundreds of lives. Had I as Officer of the Watch, or the Captain, become aware of the peril lying so close ahead and not instantly slowed down or stopped, we should have been guilty of culpable and criminal negligence..."

At 10:55 pm, Phillips was again interrupted by another ship, this time the SS Californian. Californian's only wireless operator, Cyril Evans, was reporting that they were stopped and surrounded by ice.

Californian's relative proximity (and the fact that both Evans and Phillips were using spark gap wireless sets whose signals bled across the spectrum and were impossible to tune out) meant that Evans's signal was strong and loud in Phillips's ears, while the signals from Cape Race were faint to Phillips and inaudible to Evans. Phillips quickly sent back, *"Keep out; shut up, I'm working: Cape*

Race", and continued communicating with Cape Race, while Evans listened a while longer before going to bed for the night.

It can be argued that this communication had important consequences:

Firstly, Evans was giving a warning of ice, which, if heeded, could have prevented Titanic's sinking.

Secondly, Californian was the closest ship to Titanic. As the radio had been switched off by Evans, Phillips had no way of communicating with Californian should Titanic require immediate assistance, which she very soon did.

However, others[who?] point out that several ice warnings had already been received and communicated to the captain, so he was aware that there was ice in the area, and a lookout had been posted.

Furthermore, Evans did not request that the message be delivered to the bridge, and the crew of Californian did see the rockets from Titanic at 12:47 AM and woke their captain, who chose to ignore the rockets and returned to bed.

Titanic struck an iceberg at 11:40 PM that night and began sinking.

Bride had woken up and begun getting ready to relieve Phillips, when Captain Edward Smith came into the wireless room and told Phillips to prepare to send out a distress signal.

Shortly after midnight, Captain Smith came in again and told them to send out the call for assistance and gave them Titanic's estimated position.

Phillips began sending out the distress signal, code CQD (CQD= General Call Distress), while Bride took messages to Captain Smith about which ships were coming to Titanic's assistance.

At one point, Bride jokingly reminded Phillips that the new call was SOS and said: "*Send S.O.S., it's the new call, and it may be your last chance to send it.*" (A myth developed after the disaster that this was the first time SOS was used, but it had been used on other ships previously.)

After taking a quick break, Phillips returned to the wireless room and reported to Bride: the forward part of the ship was flooded, and they should put on more clothes and lifebelts. Bride began to get ready, while Phillips went back to work on the wireless machine.

The wireless power was almost com-



Many researchers have expressed the belief that Phillips died aboard Collapsible B, despite evidence to the contrary.



pletely out shortly after 2:00 am, when Captain Smith arrived and told the men they had done their duty and were relieved.

Bride later remembered being moved by the way Phillips continued working. While their backs were turned, a crew member (either a stoker or trimmer) snuck in and attempted to steal Phillips's lifebelt. Bride saw and grabbed the man as Phillips stood up and knocked the crew member out.

The water was beginning to flood the wireless room as they both ran out of

the wireless room, leaving the unconscious crewman where he fell. The men then split up, Bride heading forward and Phillips heading aft.

This was the last time Bride saw Phillips.

For many years, there has been conflicting and contradictory information regarding the exact manner in which Phillips met his death. Many researchers have expressed the belief that Phillips managed to make it to the overturned lifeboat B, which was in the charge of Second Officer Charles Lightoller, along with Harold Bride.

In Lightoller's autobiography, *Titanic and Other Ships*, he writes, "*Phillips, the senior wireless operator, standing near me, told me the different ships that had answered our call ...*"

"... As it turned out, the information from Phillips, and the calculation, were about right, though poor old Phillips did not live to benefit by it. He hung on till daylight came in and we sighted one of the lifeboats in the distance ..."

"... I think it must have been the final and terrible anxiety that tipped the beam with Phillips, for he suddenly slipped down, sitting in the water, and though we held his head up, he never recovered. I insisted on taking him into the lifeboat with us, hoping there still might be life, but it was too late."

Bride reporting seeing Phillips's body as he boarded the *Carthia*.

However, Lightoller's and Bride's claims about Jack Phillips are contradicted elsewhere by Archibald Gracie, who made it clear that the wireless operator who cheered up the occupants of the upturned collapsible by calling out the names of approaching ships was Harold Bride, not Jack Phillips (as Lightoller thought in 1934.)

It is also clear from the accounts of Gracie and Lightoller that only one body was transferred from the collapsible onto boat #12. Bride stated that he knew the body of "*the man lying aft*" was transferred to #12—which was undoubtedly the body of the crewman mentioned by Gracie

Phillips family grave and Jack Phillips memorial, Nightingale cemetery



and which Lightoller (in 1912) agreed was the body of a crewman.

Bride's assumption that the body of Phillips (which he never saw) was also taken on board the Carpathia was just that - an assumption (since he obviously did not see Phillips's body lying abandoned in #12 after the boat was emptied of living passengers.)

We can conclude:

Some have doubts about the way operator PHILLIPS acted when he kept sending messages for passengers while he received announcements for the iceberg.

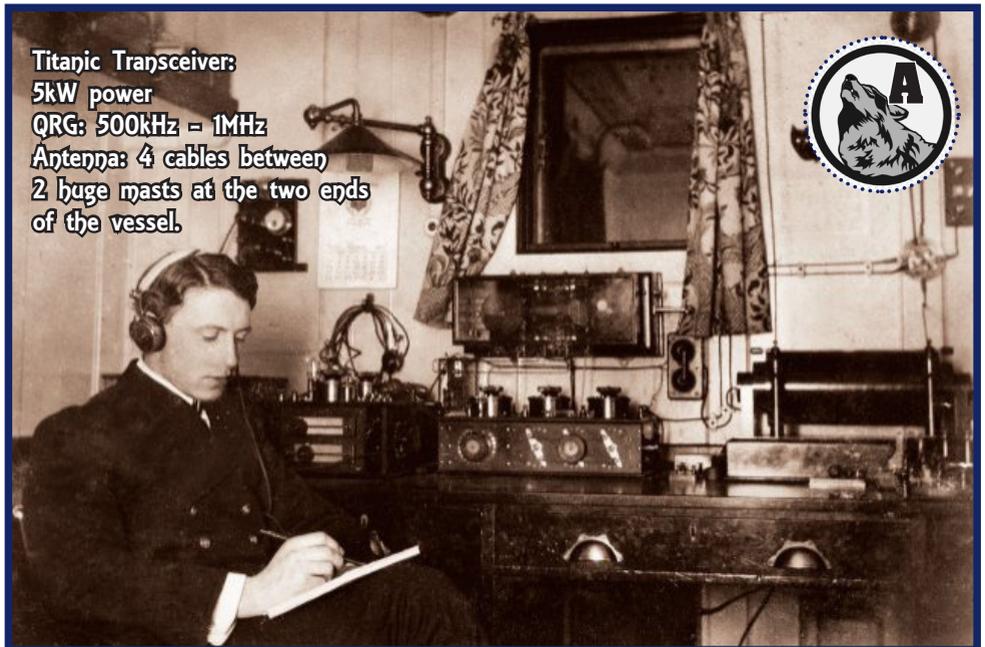
But let it be clear:

After captain Edward J. Smith ordered John PHILLIPS to leave the ship, he kept calling SOS/CQD for another 20 minutes and saved 745 souls.

In our eyes wireless operator PHILLIPS is a forgotten hero!



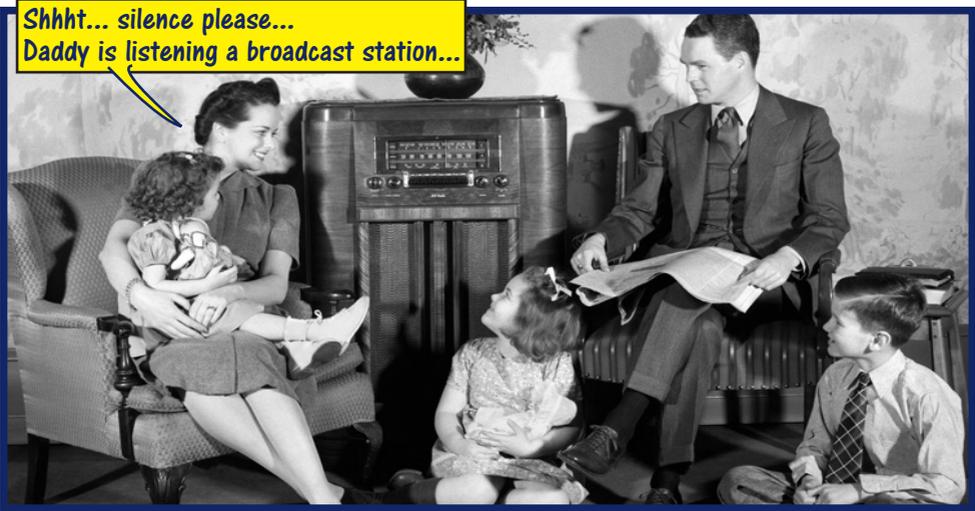
Phillips Memorial Cloister, Godalming.



Titanic Transceiver:
5kW power
QRG: 500kHz - 1MHz
Antenna: 4 cables between
2 huge masts at the two ends
of the vessel.



Updated Broadcast Frequencylist 48 ^{meter}band



RADIO_PHLI.....	6205LSB
RADIO_1Z1.....	6208LSB
RADIO_WFFI	6210USB
RADIO_INKA.....	6213LSB
RADIO_6215 also	
AFN BREMERHAVEN...	6215LSB
RADIO_ROCK.....	6220LSB
RADIO_ZETA.....	6225LSB
RADIO_118.....	6230LSB
RADIO_KSN1	6234LSB
RADIO_14TO	6237LSB
RADIO_ELVR.....	6240LSB
RADIO_1975.....	6245LSB
RADIO_FUN.....	6248USB
RADIO_KIEL.....	6250LSB
RADIO_UKR	6252LSB

RADIO_SKIS	6255LSB
RADIO_MOOG	6257USB
RADIO_ULM.....	6260LSB
RADIO_COOL.....	6265LSB
RADIO_DTSS.....	6270LSB
RADIO_FOX1.....	6272USB
RADIO_NSK.....	6277USB
RADIO_PENY	6275LSB
RADIO_AMBR.....	6280LSB
RADIO_Q5.....	6285LSB
RADIO_SQRA.....	6290LSB
RADIO_RKDY.....	6295LSB

***LISTEN THE BROADCASTBAND
AND SEND A QSL.
IN NO TIME YOU WILL
RECEIVE A CARD BACK...***

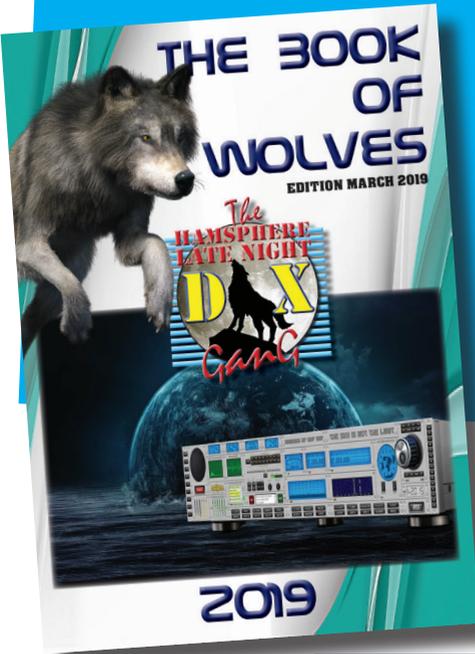


Check this out: The Book of Wolves

Each first day of the Month we launch an update of our Book of Wolves.

You can find this book on our FaceBook Page:

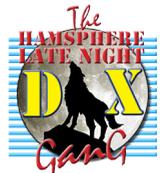
www.facebook.com/groups/LateNightDX/files/



Be proud:

Merge our official logo on each of your QSL-cards.

LNDX is a symbol of quality!



WolfNews:

Wolf 71 - Pavel has upgraded his HAM-license. His new callsign on HS4 is UZ7F

Wolf 302 - Werner has a new callsign. His new callsign on HS4 is 14HS125

New members since we launched our first Book of Wolves:
WOLF 306 & 307:

Wolf: 306



Callsign: IZ7DMT
Name:..... Vito
Country:..... ITALY
ISO2: IT
QTH: Casamassima (Bari)
Lat: 41.083000
Long: 16.779699
Grid: JN81jb

Wolf: 307



Callsign: 57HS3863
Name:..... Babul
Country:..... INDIA
ISO2: IN
QTH: Barasat, West Bengal
Lat: 22.569700
Long: 88.369698
Grid: NL42en



Plug In of the Month:

.....•You can find this plug in at: shop.hamsphere.com.....

Transmitting and listening CW (morse) on HamSphere 4 is not new at all. Stations who have a cw-paddle or bencher are active for some time on the HS4-bands. Those who miss 'musical ears' to decode the dih's and dah's can be happy: We have 2 brandnew plug ins to extend our amazing hobby.

For the price of 35 euro* you can upgrade your traditional HS4-station to a huge CW transmitter.

* CW Decoder: 20 euro

* CW Encoder: 15 euro

(See the HamSphere4 shop).



The CW Decoder:

This plug-in comes with auto-speed and translates received CW (Morse Code) to text. Tunable filter between 250-700Hz. Clear button and On/Off switch.

Instructions.

1. Tune a CW station in either LSB/USB or CW mode and keep the tone around 400-700Hz.
2. Use CW filters, get rid of as much noise as possible.
3. Slowly adjust the Tune knob until it starts capturing CW. Adjust for highest peak.
4. Fine tune the Peak by adjusting the VFO slightly.
5. Keep input so that peak is at least in "yellow" zone.
6. Use the RF Gain to adjust input level.

C = Clears the text window

A = Active

P = Off



CW Encoder:

With this plug-in your radio translates text to transmittable CW with Adjustable speed and tone.

This CW transmitter uses a notepad to transmit text. It does not use macros, instead it saves the text in the notepad so it remembers it for the next time. In that way you can build a big library with prerecorded CW texts. Use cut and paste and move texts and words around.

The encoder sends a line at a time. Just move your cursor to the end of the line and hit enter.

The transmitted line is marked in red during transmit. You can hit enter on multiple lines consecutively to send more text. For users who are used to other CW sending software this method of transmission may feel a bit different. But once you get used to work CW as you are “editing” a text, you will love it.

So If you need to transmit long lines. Just split them up and hit enter on each one. It will merge the text during transmit.

Please note:

Speed and Tone can not be adjusted during transmit.

Use Escape key to abort any transmission.

The CW encoder supports the following characters:

A-Z and 0-9

Special characters: /,
“=?()!@;:~&_ÄOuml;Uuml;

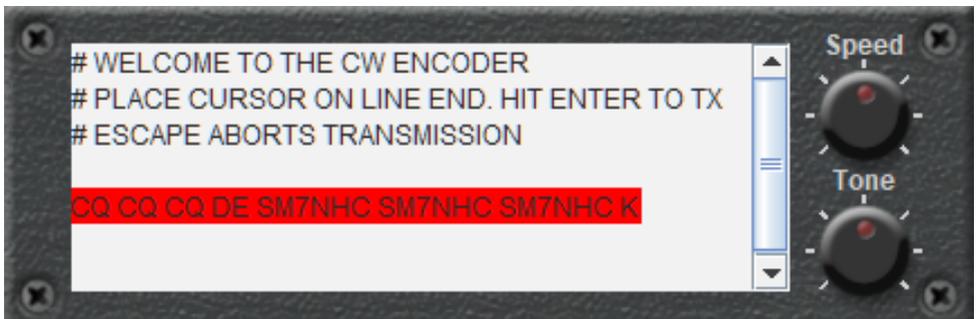
CW Sequences:

+ = “AR”

* = “SK”

= “KN”

You can write commented lines starting with #. Those will not be transmitted.



We did a test...

Before we bought the CW encoder and CW decoder we had already the 'CW KEYER' plug-in on our radio (see picture below):



The CW KEYER plug-in (30 euro) is a keyer who supports CW, IAM-BIC-A and IAMBIC-B modes. This plug-in was launched for HS4-users who wish to transmit morse with a keyer or bencher.

We have noticed that the 'CW KEYER' can interfere with the 'CW ENCODER' and 'CW DECODER'.

At a certain moment we tried to transmit CW with the encoder and we saw a spike in the waterfall. But we never had any answer and the oscilloscope didn't show any transmission activity at all.

We discussed this fact with Geert 15HS575 (Admin) and he advised us to delete the 'CW KEYER' plug-in in that radio and yep: everything worked 100% fine.

About decoding received CW-signals. The plug-in is perfect for strong CW-transmissions.

Once the signal is low or 'blurry' it is hard to tune it, and it gives

a lot of decode-errors. We found out that it is smart to go in SPLIT-mode to read morse with the decoder. Handling this way you keep on transmitting on the correct frequency, but you can tune the received signal without changing TX-QRG.

Newbie?

If you are a beginner and you start transmitting CW you must learn 'some' abbreviations. CW is not 'Messenger'. We heard some 'greenhorns' telling their life in full words.

Hard to follow and it looks/sounds unprofessional.

In our 'Book of Wolves' we have published a list with the most common abbreviations. Try to learn the most of them and you will see: you will become a well-trained wireless morse operator!

Our score:

Lay-out of the plug-ins.... 10/10

CW encoder fonction..... 10/10

CW decoder fonction..... 7/10

TOTAL SCORE:27/30

Conclusion: Worth the price!

For your first steps in the interesting world of morse, this set is perfect. If you can decode some words, the CW decoder is a very nice extra help.

No (virtual) cables needed.





We need you for our upcoming game...

*In the month of April we intend to launch a new game:
"The PostCard Game".*

Target of the game:

- Try to collect as much as possible different game postcards.
- On the postcard we will publish the most wellknown statue/building of the QTH where the out-sending wolf lives.
- Next to the image we will give some explanation about the building/statue (so it will be an educational/informative game).

We need you:

Some wolves have already sent their availability, but we are still looking for MORE stations and MORE countries!!

Rules:

The official rules will be given in April, but we can already say that we will give a very beautiful prize to the winner.



Pay attention:

The game will be launched during the second part of April 2019.

We love to make the cards in advance.

Send your disposal before 10th of April to: georg.barbary@telenet.be





**Become a
member
of our
WolfPack!**

If you are reading this magazine, but you aren't a member of the Late Night DX-gang yet... we friendly ask you to join our group.

Being part of this group means you are a decent radio operator because we discuss each member request with our board of directors. Stations with bad behavior on the HS4 bands cannot belong to our wolfpack.

We have 2 types of membership:

a. The NOVICE howler:

The NOVICE howler hasn't worked 50 countries on HS4 yet. This station can become a novice wolf and will receive some QSL cards. The novice will be helped out by a Godfather (member of our board of directors) to work more countries.

b. The Wolf:

The full member (or Wolf) is a station who can prove with the '50 worked countries award on HS4' that he/she is ready to become part of our WolfPack.

Membership is free (no costs).

Send an email to: georg.barbary@telenet.be

Give extra information: Your callsign - Operatorname - Cityname - ...

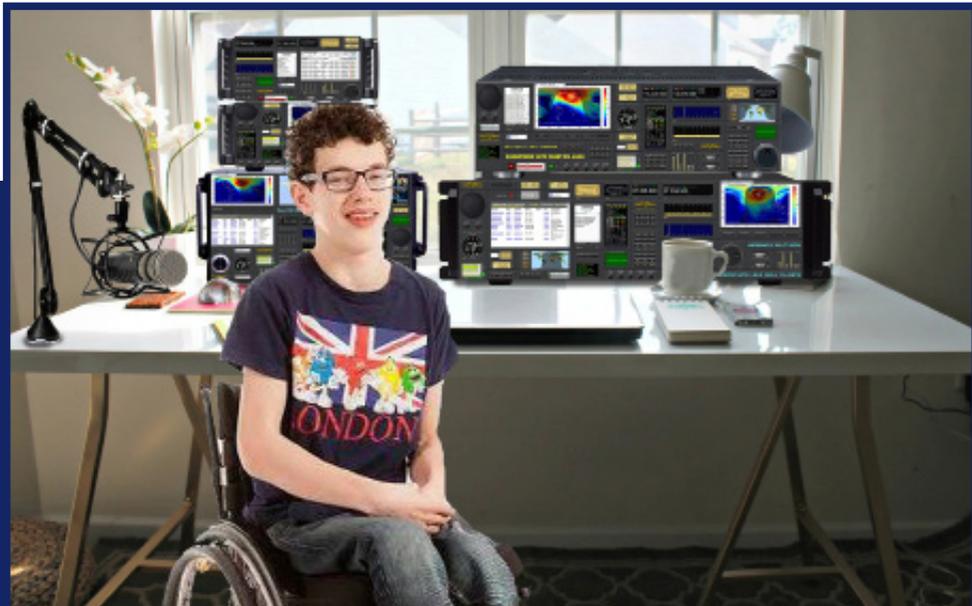
Send us a recent picture (for our 'Book of Wolves').

If you have obtained the 'worked 50 countries award on HS4': please include it.

Handling this way we know you will be a full member.



Amazing Wolf Pictures seen on Facebook



Wolf 240: 19HS1708 - Operator Niels - The Netherlands

Wolf 031: 14HS3000 - Operator Seb - France



Wolf: 31



Amazing Wolf Pictures seen on Facebook



Wolf 205: 16HS1594 - Operator Ronny - Belgium

Wolf 216: 151HS676 - Operator Faisal - Iraq



**Visit Clubstation 16HC16 at
 'Ostend at Anchor' - Belgium
 23 - 26 May 2019
www.oostendevooranker.be**



During 'Ostend at Anchor' we will activate our HS4-Clubstation 16HC16 on board of ship MERCATOR.

Operators will be:

16HS1597 Sophie

16HS1594 Ronny

ON8AIR Georg

You can visit us to have a nice eye-ball contact. See the website for the complete program of this mega event. Go on board of fantastic ships. Taste seafood, Belgian chocolate and Belgian beers while you enjoy hundreds of marvelous activities.



Oostende voor Anker



Oostende voor Anker



**Visit Clubstation 16HC16 at
'Ostend at Anchor' - Belgium
23 - 26 May 2019
www.oostendevooranker.be**

Oostende
VOOR
Anker



UPCOMING HAMSHERE 4 CONTESTS: www.hamsphere4.com/contest

HamSphere 4.0 Pacific Ocean Contest 2019

start: 2019-03-23 00:00 end: 2019-03-23 23:59 log deadline: 2019-03-28 23:59

.....

HamSphere 4.0 Latin America and Caribbeans contest 2019

start: 2019-04-06 07:00 end: 2019-04-07 06:59 log deadline: 2019-04-12 23:59

.....

HamSphere 4.0 4-hour series contest stage 2

start: 2019-04-27 08:00 end: 2019-04-27 11:59 log deadline: 2019-05-02 23:59

.....

HamSphere 4.0 CIS & Baltic May Day contest 2019

start: 2019-05-04 04:00 end: 2019-05-05 03:59 log deadline: 2019-05-10 23:59

.....

HamSphere 4.0 PSK31 contest 2019

start: 2019-05-25 04:00 end: 2019-05-26 03:59 log deadline: 2019-05-31 23:59



This WolfPack Magazine is yours...



Every **FIRST** day of the month we announce an update of 'The Book of Wolves' and in-between we launch a brandnew WolfPack Magazine on our Facebookpage.

Example:

1st of April:

Update 'The Book of Wolves'

15th of April:

WolfPack Magazine

If you have missed an edition, you can find it between the 'files' on our page.

This WolfPack Magazine is yours...

If you have an article, a nice HamSphere4 related picture of yourself, a report of a DX-pedition, a technical discussion, etc... etc... you can send it to: georg.barbary@telenet.be

Please:

Will edit your articles in English.



WolfPack Word Contest

In this WolfPack Magazine you will find

9 wolf pictures



with a character in it.

Try to find them and puzzle a word:



Send correct answer + your your callsign and wolfnumber to:
georg.barbary@telenet.be

*The first WOLF who sends in the correct answer will win 5 HS-coins.
The result and the name of the winner will be published in next Magazine.*

