

from LA and was at 25,000 feet enroute for Singapore in a 747. After a time I had to ask Sid to QRX whilst I investigated some rather loud and persistent noises outside the tent. A passing elephant was trying to uproot my ground wire! The 'Ober-fuhrer' had advised me that I should shine a powerful torch at them if I had any trouble during the night. I did so and it worked. I tried to direct the elephant in the direction of the 'Ober-fuhrers' tent. Back on the air I explained the unusual QRM problem to Sid. 'O.K. Vic. That's really something special. Boy. I just have to announce that one to our passengers'. I wonder if airline captains get points for entertaining the passengers?

Thoughts for the future

Yes we are going again — maybe next year. We learnt a lot, are still friends and enjoyed the holiday of a lifetime. But we also learned what not to do. So far as equipment is concerned there would probably be only three changes I would make — first, to construct a special shock-proof suitcase inside which the station



is already set up and ready to switch on. Setting up, dismantling and repacking used to take at least 15 often precious minutes of operating time. Next time I would take a 'mini-beam' for 10, 15 and 20m and a portable tubular mast at least 16 feet long. They did not seem to put the trees in the most convenient places. A directional aerial would have made a lot of difference with QRM troubles. I would also carry a random length of wire to cope with the LF bands. In the

meantime I shall re-read the RSGB Amateur Radio Operating Manual to try to develop more sophisticated operating techniques. I came home with one lasting impression. Ham radio can indeed be improved. The improvement should come from the operating techniques rather than the equipment.

Go to 5Z4 if you get the chance. The hospitality is tremendous and the natives are delightful. Asante Sana Kenya, kwaheri.

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