

THE NAVASSA ISLAND OPERATION, KIIMP/KC4

Navassa Island, located 30 miles west of Cap des Irois, Haiti, is claimed by Haiti, based on the Treaty of Arranjuez of 1777, at which time Haiti was under French administration. Haiti's claim was reaffirmed in 1806. Spain and Venezuela also had claims during this period but they are no longer considered valid. (Revue de la Societie D'Histoire De Geographie d'Haiti, Vol. 12, No. 37, Port au Prince, Haiti, April, 1940, Montague, "La Navase," Pages 1-24). Haiti's claim to Navassa was again re-stated in 1935, according to Hackworth's "Digest of International Law," A Publication of the U. S. Department of State, Page 516:

at that time. Chargé Woodward to Secretary Hull, no. 298, Apr. 18, 1934, *ibid.* 888.011/135.

In Article I of title I of the new Constitution submitted to a national plebiscite on June 2, 1935, Navassa was included as one of the "dependent Islands", which, along with Haiti's territory, "are inviolable and may not be alienated by any treaty or by any convention". Chargé Chapin to Secretary Hull, nos. 636, 658, and 664, May 29 and June 17 and 19, 1935, *ibid.* files 838.011/149, /154, /155.

Great Swan and Little Swan Islands are situated in the Caribbean

Navassa is also claimed by the United States, according to 48 USC 1411 of the United States Code:

48 U.S.C. § 1411. GUANO DISTRICTS: CLAIM BY UNITED STATES

Whenever any citizen of the United States discovers a deposit of guano on any island, rock, or key, not within the lawful jurisdiction of any other government, and not occupied by the citizens of any other government, and takes peaceable possession thereof, and occupies the same, such island, rock, or key may, at the discretion of the President, be considered as appertaining to the United States.

Derivation. Act Aug. 18, 1856, c. 164, § 1, 11 Stat. 119.


Annotations:

The Guano Islands Act of August 18, 1856, c. 164, 11 Stat. 119, re-enacted in this chapter, is constitutional, and jurisdiction of such islands may be acquired by virtue thereof.

Naturally, neither Haiti nor the United States recognize formally the other's claim, but there can be no doubt that there are two claims to Navassa, one from Haiti and one from the United States. Minor incidents from time to time have included some Haitians being forceable thrown off the Island, an argument about fishing rights around 1874, and a formal protest from Haiti when the United States erected a lighthouse there in 1917 (Navassa was considered a serious menace to navigation for the popular New York-to-Panama route).

Our visit to Navassa was cleared with both the United States and Haitian Authorities. We were formally cleared into Navassa from Ponce, Puerto Rico, and the United States Customs and Immigrations Office issued us a formal clearance:

Customs Form 157H  
TREASURY DEPARTMENT  
U.S. 101, 117, 121, 122, 123, 124, 125, 126,  
C.B.  
April 1906

|  |  |
|--|--|
| <b>The United States of America</b>  |  |
| TREASURY DEPARTMENT  |  |
| BUREAU OF CUSTOMS  |  |
| <b>CLEARANCE OF VESSEL TO A FOREIGN PORT</b>   |  |
| District of <u>Puerto Rico</u>   |  |
| Port of <u>Ponce, P.R.</u>   |  |
| These are to certify all whom it doth concern:   |  |
| That <u>Bernardo Cristoba I Rodriguez</u>  |  |
| Master or Commander of the <u>Ven. O/S (Yacht) Landace I</u>   |  |
| burden <u>10 net</u> Tons, or thereabouts, mounted with <u>no</u>  |  |
| Guns, navigated with <u>4</u> Men, <u>Wood</u>   |  |
| <u>built, and bound for Navassa via Jammel, Haiti</u>  |  |
| <u>with passengers and having on board</u> <u>Pleasure Vessel</u>  |  |
| <b>MERCHANDISE AND STORES,</b>   |  |
| hath here entered and cleared his said vessel, according to law.   |  |
| Given under our hands and seals, at the Customhouse of <u>Ponce, P.R.</u>  |  |
| this <u>27th</u> day of <u>August</u>  |  |
| one thousand nine hundred <u>sixty-six</u> and in the <u>192nd</u>   |  |
| year of the Independence of the United States of America.  |  |
| <br>Deputy Collector of Customs. |  |

Ponce is the closest American Port to Navassa. In addition, it must be remembered that we were American Citizens landing on American soil by virtue of our American Passports. A port clearance is always required, however; without one, landing is sometimes refused, especially when travelling by private yacht.

In addition to the above, we asked for, and were granted permission to visit Navassa, en route to Kingston, Jamaica, by the Haitian Authorities at Jacmel, Haiti. Thus, the Governments of both countries involved granted us formal permission. I mention this to point out how careful we were in seeing that no Government Laws were violated, since we recognize the importance of maintaining good international relations during our Dxpedition! Permission from either Government would have been sufficient, as this has been honored in all other such cases by ARRL, but we went to the trouble to clear this with both Governments.

At Ponce, Puerto Rico, we were informed that the Coast Guard routinely visited Navassa to service the lighthouse on the Island, and we were informed not to molest the lighthouse or other related Government property on the Island. I wish to make it perfectly clear that our operating position was far removed from any Government Property; we could not even see the lighthouse, because of a hill, from where we operated. We did not touch any such property during our stay, which was only a little more than a day.

Navassa Island is uninhabited. In 1916, by Presidential Proclamation, an appropriation was made for construction of a lighthouse:

[NAVASSA ISLAND, WEST INDIES,—RESERVATION FOR LIGHTHOUSE PURPOSES.]

By the President of the United States of America.

### A Proclamation.

WHEREAS, the Congress of the United States has provided by Act of August 18, 1856 (11 U. S. Statutes at Large, page 119; Secs. 5570 to 5578 U. S. Revised Statutes), that whenever any citizen of the United States, after the passage of the Act, discovers a deposit of guano on any island, rock, or key, not within the lawful jurisdiction of any other Government and shall take peaceable possession thereof and occupy the same, the island, rock, or key may, at the discretion of the President of the United States, be considered as appertaining to the United States.

AND WHEREAS, pursuant to the foregoing Act of Congress, the Island of Navassa is now under the sole and exclusive jurisdiction of the United States and out of the jurisdiction of any other Government.

AND WHEREAS, the Congress of the United States by the Act of October 22, 1913, (38 U. S. Statutes at Large, page 224), has made an appropriation for the construction of a light station on the Island of Navassa.

NOW, THEREFORE, I, WOODROW WILSON, President of the United States, by virtue of the power in me vested, do hereby declare, proclaim, and make known that the said Island of Navassa in the West Indies be and the same is hereby reserved for lighthouse purposes, such reservation being deemed necessary in the public interests, subject to such legislative action as the Congress of the United States may take with respect thereto.

In Witness Whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

DONE at the city of Washington this seventeenth day of January in the year of our Lord one thousand nine hundred and sixteen, and of the Independence of the United States the one hundred and fortieth.

[SEAL.]

WOODROW WILSON

By the President:

ROBERT LANSING

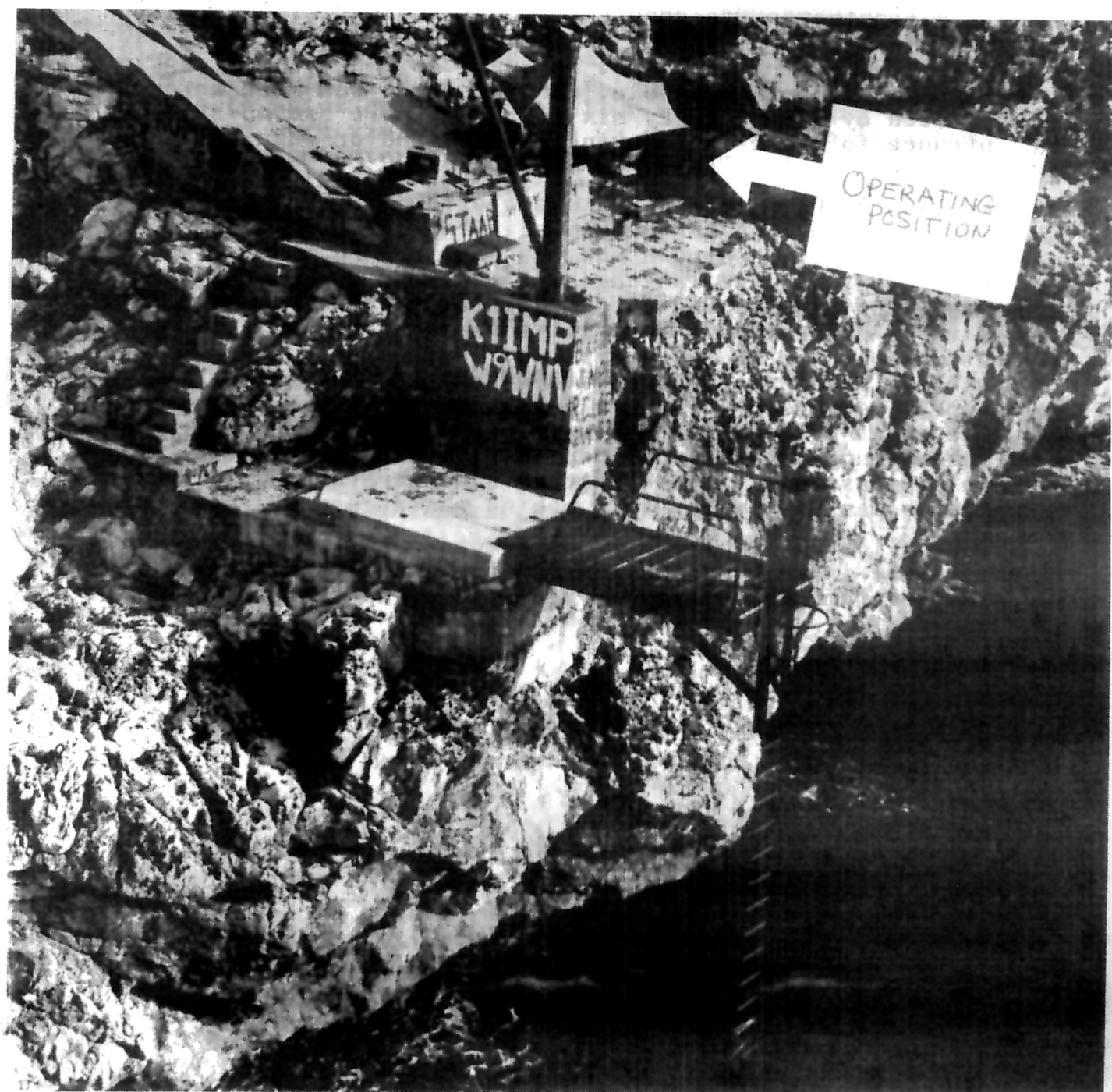
Secretary of State.

In 1917 a lighthouse was constructed; for a while, the Coast Guard made an effort to staff the lighthouse with keepers, but after one died and another went insane, the Coast Guard concluded that Navassa was not habitable, and the light was made automatic and serviced by visits every six months. There are no signs at the entrance to the Island saying not to land or warning to keep off.

The Awards Committee's Statement of 20 Feb. states, "In addition, a photograph has been published showing the KLIMP/KC4 antenna immediately behind a "No Trespassing - U.S. Government Property" sign in three languages," I wish to make it perfectly clear that our antenna was not immediately behind the sign, but almost three hundred feet from it! I feel this was a deliberate misstatement by the Awards Committee, because they had already acknowledged receipt of a complete set of photographs I had voluntarily forwarded to League Headquarters; these photographs show the exact position of our vertical antenna. On one enlargement the antenna is shown behind the sign, but the side views, also in possession of the Committee, demonstrate clearly that the antenna was not immediately behind the sign.

The following two photographs demonstrate that the entrance to the Island is devoid of signs and that the antenna was far from the government property marked with a "no trespassing" sign:





The Amateur Radio Operation K1IMP/KC4, was carried out under F.C.C. Amateur Regulations, Sections 97.95-97.97. Since the operation was only about 30 hours, less than the 48 hours stipulated in these regulations, it was not necessary to notify the FCC in advance of the operation. Nevertheless, we both took the time to notify the FCC Field Engineers in advance of the Operation, since there was the possibility we may have been stranded.

I wish to make it clear that this operation strictly adhered to FCC Regulations, that no violations or citations were issued by the FCC, and that no action is contemplated. The Awards Committee should pay particular attention to the



final paragraph of this FCC Letter:

FEDERAL COMMUNICATIONS COMMISSION

WASHINGTON, D.C. 20554

February 21, 1967

ADDRESS ALL COMMUNICATIONS  
TO THE SECRETARY

IN REPLY REFER TO:

7511

Dr. Donald A. Miller  
Box 3278  
San Bernardino, California 92404

Dear Dr. Miller:

This is in reply to your letter dated February 7, 1967,  
regarding your operations in the Amateur Radio Service.

To the extent that we are aware of the reports and comments to which you refer, such material apparently does not present a problem of official concern to the Commission. Consideration of the matter does not, therefore, appear to be warranted.

You are advised that any Commission action which would affect the license status of any licensee, could not, and would not, be taken without affording the affected licensee every reasonable opportunity to be fully heard.

Very truly yours,

*Ben F. Waple*  
Ben F. Waple  
Secretary

There was no pressure brought to bear by the Coast Guard in this case. As early as 6 December, 1966, I was notified by the Commander, Seventh Coast Guard District, Miami, Florida, that the Coast Guard contemplated no further action in the matter. Nevertheless, correspondence from the Awards Committee initiated the Coast Guard Letter, published in the 20 Feb. Statement, signed by a Communications Officer in the Coast Guard.

The Coast Guard does not have "ownership" of Navassa. As you can see, the Documents reproduced on pages 37 and 39 of this Report show that Navassa is "owned" by the United States.

Moreover, the position of the State Department is made perfectly clear in the reproduction on the next page; This is taken from Page 4 of Geographic Bulletin No. 5, April, 1965, entitled United States and Outlying Areas, published by the Department of State, Bureau of Intelligence and Research.

In the Awards Committee's Statement it is mentioned that ".....No permission was granted KLIMP or Dr. Miller to land on or operate from Navassa Island," and, ".....the operation on Navassa Island was not authorized by appropriate authorities." These statements are FALSE, because the ONLY authority regarding Amateur Radio Operation on Navassa, is the FCC, the regulations of which authorized the portable operation. The League must not recognize anyone other than the FCC as licensing authority for Amateur Radio in this country.

Mr. Huntoon has stated that the Awards Committee would reverse its decision on our Navassa operation if the Coast Guard

## NAVASSA

Navassa lies between Jamaica and Haiti, 75 miles northeast of Norant Point and 30 miles west of *Cap des Irois*. Like the Swan Islands, but 2 years later in 1865, it was bonded as a guano island. By a proclamation of the President of the United States dated January 17, 1916,<sup>8</sup> the island was declared to be under the sole and exclusive jurisdiction of the United States and out of the jurisdiction of any other government; and by the same instrument the island was proclaimed to be reserved for lighthouse purposes. A light was established in 1917.

similarly reversed its position regarding the operation. The Coast Guard has done exactly that, now stating that the radio operation is not under their jurisdiction, but under the FCC:



TREASURY DEPARTMENT  
UNITED STATES COAST GUARD

Address reply to:  
COMMANDANT (OC)  
U.S. COAST GUARD  
WASHINGTON, D.C. 20226

2070  
Serial 871-OC  
8 MAR 1967

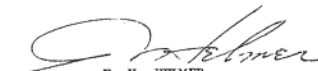
Mr. John Huntoon,  
General Manager  
American Radio Relay League, Inc.  
225 Maine Street  
Newington, Connecticut 06111

Dear Mr. Huntoon:

I regret that Captain Charles Dorian is in Europe at this time and is unable to comment directly to you on the matter of Doctor Donald Miller's, W9WNV, and Mr. Herb Kline's, KLMP, amateur radio operations from Navassa Island.

A telephone call has been received from Doctor Miller requesting that further clarification be made of Captain Dorian's letter, 2070, serial 818-OC, of 30 November 1966. The intent of the letter was to notify you that the Coast Guard had not authorized Doctor Miller to land on Navassa Island. It was not the intent of the 30 November letter to recommend crediting or discrediting the amateur radio operation. This is not a matter under Coast Guard jurisdiction. It is understood that the question of whether or not the station was operating in accordance with Federal Communications Commission's Rules has been referred by the Miami office of the FCC to the Washington office for consideration. May I re-emphasize that the U. S. Coast Guard would appreciate anything you can do to discourage such activity on Navassa Island.

Sincerely yours,

  
F. V. HEIMER  
Rear Admiral, U. S. Coast Guard  
Chief, Office of Operations



The Coast Guard disclaims jurisdiction over the amateur radio operation.

Regarding our physical presence on Navassa, the legality or illegality of this is not a concern of the Awards Committee and is none of its business, as it is not related to Amateur Radio.

However, since the 20 Feb. Statement claimed we were there illegally, we have presented herein 48 USC 1411 and the 1916 Presidential Proclamation, neither of which were violated.

Until such time as the Awards Committee demonstrates that some facet of our amateur radio operation on Navassa, KLIMP/KC4, was illegal (contrary to FCC Regulations) or unethical, the operation should not be discredited; Admiral Helmer's letter does not recommend discrediting the operation.

Meanwhile I would like to make it clear that there is no dispute between myself and the Coast Guard and no dispute between the Coast Guard and amateur radio. I cannot speak for the relationship between the Awards Committee and the Coast Guard.

It has been suggested that the Committee should delete Navassa from the Countries List until such time as the Coast Guard supports amateur radio on Navassa. I respectfully suggest that the Awards Committee make no such move unless the FCC does so first. The FCC could do this by designating an agency such as the Coast Guard as the licensing authority, a procedure similar to the special licensing authority set up in the Canal Zone (KZ5). Meanwhile, however, no special licensing authority exists for Navassa.

The Awards Committee mentions a letter from Bob White mentioning Navassa and the Coast Guard; the letter also mentions that Bob had recently been ill, explaining the three week delay in correspondence; this could explain why the letter never reached me in Pago Pago. Also, Mr. McCoy falsely claims he "warned" me about the Coast Guard and mentioned the 160 meter problem; I have no recollection of this; In fact, two others who were physically present in the room with McCoy and myself also will testify they have no such recollection. Moreover, during that same day, both McCoy and I appeared on a DX Panel during which I mentioned my upcoming trip to Navassa - McCoy had no comment at that time, either.

Statements such as, ".....damages the prestige of amateur radio in government circles," and, "Dr. Miller's operations have jeopardized acceptance and support of amateur radio by agencies of the U. S. Government and by foreign governments," and other such statements and insinuations in the Committee's Statements against me, must be retracted.

If the Awards Committee were really interested in the position of the U. S. Government and its Agencies, it would never have accepted credits toward Tibet when an American amateur twice visited that country contrary to the Passport Restrictions of the Department of State, of which the Committee had full knowledge during and after the venture.



A letter, dated 13 Feb.(my birthday), 1967, signed by "R. C. McLeary," written on outdated Coast Guard Stationery, although unimportant to the Navassa matter, has been shown to be a "phony." I and two other amateurs, possibly more, were sent copies of this letter around the same time. Mr. Huntton made a big issue of its existence after asking me to try to determine its source; possibly he, a former Coast Guard employee, could offer a better explanation of its existence than I. It seems to me that a genuine effort should have been made by the Committee to determine its source, instead of using the existence of the letter for political purposes.

UNITED STATES COAST GUARD

ADDRESSEE REPLY TO  
COMMANDANT  
U.S. COAST GUARD  
HEADQUARTERS  
WASHINGTON 25, D.C.



0500  
Serial: 0087

13 FEB 1967

Donald A. Miller, M.D.  
Box 5121  
Mombasa, Kenya

Dear Doctor Miller:

Your letter of 4 February, 1967, regarding the Coast Guard's position in your recent visit to Navassa Island, has been referred to me for further reply.

Navassa Island is under the sole and exclusive jurisdiction of the Coast Guard pursuant to 48 U.S.C. 1411. By proclamation of the President dated 17 January, 1916, the entire Island was reserved for lighthouse purposes, such reservation being in the public interest.

The Coast Guard is aware that your party sought advice in this matter at the United States Bureau of Customs, Ponce, Puerto Rico, and was misinformed by an Immigration Official there; your port clearance should not have been issued. In reply to the remarks in your letter, the Coast Guard has never doubted your sincerity in this matter.

According to our letter of 6 December, 1966, the Coast Guard contemplates no further action in this matter. For your information, our correspondence has indicated only that the Coast Guard considers your visit unauthorized; It is not our desire to discredit your amateur radio operation as this was apparently in accordance with the Federal Communication Commission requirements for portable and mobile operation. You are advised, however, that visits to the Island for this purpose are not authorized, and must not be repeated.

I trust this will clarify to your fellow hams and amateur radio organizations the position of the Coast Guard in this matter.

Sincerely yours,

*R. C. McLeary*  
R. C. McLEARY

Vice Admiral, U.S. Coast Guard  
Acting Commandant

On March 3rd I indicated to the Committee that I was sent the original of that letter and had redirected it; however, an investigation showed that I was actually in receipt of a copy, probably identical to the others received in the States. The letter to which it refers, of course, is not in existence, so far as I know. The Public announcement of its existence by Mr. Huntoon ended any hopes we had of locating the source; I then confronted the Coast Guard, directly, on the subject:



TREASURY DEPARTMENT  
UNITED STATES COAST GUARD

Address reply to:  
COMMANDANT(OC)  
U.S. COAST GUARD  
WASHINGTON, D.C. 20226

Dr. Donald A. Miller  
51 Gulliver Street  
Milton, Massachusetts 02186

2070  
Serial 235-1-OC

23 MAR 1967

Dear Dr. Miller:

At our 17 March 1967 meeting at Coast Guard Headquarters, Washington, D. C., you delivered a photocopy of a letter bearing the signature of "R. C. McLeary, Vice Admiral, U. S. Coast Guard, Acting Commandant", and requested confirmation. We understand from our conversation that you received a photocopy and not an original and that the copy you furnished to us was a copy of the document received by you. If your search for the original is successful we would be most interested in examining it. There is no Vice Admiral R. C. McLeary or any other officer by that name in the Coast Guard and the letter of which the photocopy purports to be a copy was not originated by the Coast Guard.

We appreciate your bringing this matter to our attention.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "F. V. Helmer".

F. V. HELMER  
Chief, Office of Operations

Finally, some interesting correspondence, regarding Navassa, from League Members, is presented:

January 28, 1967

Mr. Philip P. Spencer, W5LDH  
296 Maple Street  
New Orleans 24, Louisiana

Dear Phil:

I have heard the news that Bob White and his "Committee" have decided that Don Miller's contacts from Navassa Island do not count. This not only enrages but also disgusts me.

In the first place, just who is this Committee besides Mr. White? No one knows. I think the amateur fraternity is entitled to know.

In the second place, a free American citizen with a valid U.S. ham license has an absolute right to operate from Navassa, portable. His license was valid and he was actually there and the is all it ought to take. I realize that Don says he has the necessary documents to prove he had the right to be there and that when he returns to the United States he will personally go to A.R.R.L. Headquarters and show those documents to Bob. Regardless, this is not the point. The contacts ought to be valid even if he was ordered to stay off the island. If he is liable in either a civil or a criminal action of trespass, he was nevertheless in the "country" and has a valid right to operate an amateur station as an American citizen.

Since when is it a matter of whether you have a passport or a visa? Since when does it matter whether you cross the border legally? If you have a license to operate and are actually there is it not enough? One knowing certainly had no entry permit when he crossed the border into A.C. The attitude Bob White takes on that is completely inconsistent with his attitude on Navassa. One did not need a license and it is properly the ruling of Bob White that he did not need one because there is no licensing authority. On the other hand, if it is necessary to prove legal entry, one's contacts are invalid.

ARRL has been the focal point of enough controversy in the last few years without having a big flap over a ridiculous argument like this. I think it is time the board took Mr. White to task. I certainly hope that you will see that something is done about this at the May board meeting if this action is not resolved beforehand. Knowing you, I feel certain the you will, for I feel certain that you agree with my sentiments. I just got so mad when I read about this that I could not help writing you.

Cordially,

J. Foy Gwin, Jr.  
W4RLS

JFG,Jr/Al

# the PUERTO RICAN DXer

PUBLISHED BY THE DX CLUB OF PUERTO RICO, P. O. BOX 10223, CAPARRA HEIGHTS, P. R. 00922

EDITOR: JOSE TORO, KP4RK

ANNUAL DUES: \$3.00

Jan-Feb. 1967

Member, A.R.R.C.A.

Number 41

## EDITORIAL NOTES...

Word goes that ARRL's DXCC Committee will not give credit for communications from K1MP/KC4, allegedly for "lack of proper permission" to operate from Navassa Island.

We always thought that American amateurs could operate from any part of USA soil as long as they abode with FCC portable operation rules, without any need of further permission (unless there is an established licensing authority, as in the Canal Zone, which we do not think is the case of Navassa). In addition, we also understand that the only objections the Coast Guard has had against operation from Navassa have been based on the lack of good docking facilities and transportation arrangements.

So, in order to overcome these obstacles, K1MP and W9WNV went to Navassa on their own, provided their own transportation, docked on the island and FCC portable rules. In fact, all phone operation was made within the FCC band restrictions for telephony.

Now, almost 6 months after the operation took place and cards have been distributed, ARRL says they will not allow credit in DXCC for these contacts. Frankly, we don't see the point in these inconsistencies regarding DXCC credits. Not too long ago, two spots (Ebon Atoll and Cormoran Reef) were made new DXCC countries, only to be removed afterwards without any explanation. The official explanation came out recently, almost one year after the operation took place. It is sadly coincidental that these three situations have involved Don Miller, W9WNV.

Don Miller has certainly revolutionized the DXpedition endeavor and has given a lot of his time and efforts so that thousands of hams the world over could have a chance of working real good DX--some brand new countries, others so rare and long inactive that almost constituted a dream for the new breed of DXers. His method of operation has been the subject of controversy and we have stated our position in previous editorials.

But, to penalize the DX fraternity by "eliminating" countries after they have been accepted, is what we call a bad sport way of doing things.

Feb. 20, 1967

John Huntoon - Editor QST

Dear John:

As an avid fellow DXer, I thought this would be an opportune time to express my feelings on the DXpeditions of Don Miller & Co. This has come about after the comments made by Bob White recently during his trip through Chicago and stop-off here at the Air Host Motel for a brief stay. Since then, Don has been made aware of the Navassa Island Expedition to be removed from the acceptance list of ARRL listings and from what I hear, is greatly disappointed. I'm sure as well as many others that Don has played fair particularly in the way he went about getting the necessary permission to operate on that island via US Customs and Immigration etc. anyway I feel that Navassa should count on these points, as Don would like you to know:

- 1.) The radio operation was carried out under FCC regs and was never questioned by the FCC.
- 2.) Landing formalities are not particularly radio business and therefore ~~should~~ should be no concern of ARRL's.
- 3.) The Coast Guard cannot expect anyone to follow its wishes if they are not posted in the appropriate places (with US Customs and Immigration, on the Islands signs, Etc.)

Well John hope you will consider some of these points and weigh them carefully. I'm sure many fellow DXers worked long hours and truly supported Don, succeeded in working him there for a new <sup>one</sup> only to be disappointed. Trust you will consider this formal protest on behalf of many personal friends and members of ARRL.

73's de Walt Wisniewski  
WYTKD

MR. JOHN HUNTOON  
AMERICAN RADIO RELAY LEAGUE  
NEWINGTON, CONNECTICUT

DEAR MR. HUNTOON:

DO WE STILL HAVE DEMOCRATIC ORGANIZATION IN A DEMOCRATIC COUNTRY? IS A MAN NOW LABELED GUILTY WITHOUT A HEARING AND A CHANCE TO DEFEND HIMSELF? I DON'T UNDERSTAND THE A.R.R.L. ACTION OF EFFECTIVELY LABELING DON MILLER A CHEAT AND A LIAR WITHOUT GIVING HIM A CHANCE TO REPLY ESPECIALLY AFTER YOUR EDITORIAL BLASTS AT ANOTHER EDITOR FOR NAME CALLING AND MIS-INFORMED FACTS.

I DO NOT KNOW IF MR. MILLER IS GUILTY OR NOT OF THESE DEEDS. MY COMPLAINT IS THE GUILTY VERDICT WITHOUT A FAIR HEARING.

I AM NEW TO THIS DX GAME AND HAVE NOT WORKED MR. MILLER AT ALL OF HIS LOCATIONS BUT I APPRECIATE HIS DEDICATION TOWARD THE DX CHASING GROUP. HE HAS OVERCOME OBSTACLES WHICH HAVE TURNED MANY A DXER BACK. HE HAS SUCCEEDED WHERE MANY OTHERS HAVE FAILED AT RISK TO HIS OWN LIFE AND PROFESSION. NOW HE IS CONDEMNED FOR HIS EFFORTS.

I UNDERSTAND IN THE PAST OTHER DXERS HAVE OPERATED FROM ILLEGAL STATIONS (TIBET, ETC.) AND THESE HAVE BEEN CREDITED TOWARD DXCC SO NOW WHY THIS PERSONAL SLASH AT MR. MILLER. I FEEL THAT BY THIS MOVE YOU HAVE DISCOURAGED FUTURE DXERS.

IF MR. MILLER IS PROVEN GUILTY, HE SHOULD BE PUNISHED. IF KC4 WAS AN ILLEGAL OPERATION, THE FEDERAL GOVERNMENT HAS THE POWER TO TAKE HIS AMATEUR LICENSE. IF THEY TAKE NO ACTION, WHY SHOULD THE A.R.R.L.?

THIS TYPE OF ACTION HAS DONE MORE TO WEAKEN THE AMATEUR RANKS THAN TO STRENGTHEN THEM.

PLEASE TAKE INTO CONSIDERATION THE MAJORITY MEMBERS OF THE AMATEUR POPULATION IN FUTURE DECISIONS AND POLICY OF THE A.R.R.L. WE CANNOT EXIST LONG WITH YESTERYEAR PERSONNEL AND POLICY.

SINCERELY,

*J.P. Malone Jr.*  
L.P. MALONE, JR., W5DAU  
4305 WINDSOR DRIVE  
GARLAND, TEXAS 75040

MARCH 1, 1967

**KIIMP/**

**NAVASSA ISLAND**

**1965 - 1966 DXPEDITION**

**SPONSORED BY THE WORLD RADIO  
PROPAGATION STUDY ASSOCIATION**

**KGY**



