

# The Texan

Newsletter of the Texas NTS CW Net (TEX)

**\*\* See "TSN Corner" and "RN5 Corner" on the Last Pages \*\***

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April 2012



## Must be April

Hope you all had a sane April Fool's Day. I received a link from Mike, W5TMO, to a well-done video "promo" where Google "invented" a way to send text messages on a smart phone using Morse Code. They call it "Google Tap" or "Gmail Tap". After thinking about it a bit, I realized that since it was released on April 1, they must be fooling. For a while, though, I thought it was marvelous that more people would want to learn the code. Take a look for yourself at:

<https://mail.google.com/mail/help/promos/tap/index.html>

## The 7290 Picnic will be April 21

Another reminder that the 42nd annual 7290 Traffic Net Picnic will be held at the new location of the SPJST Lodge just outside of Taylor, Texas on April 21. Please check the net's web site of [7290trafficnet.org](http://7290trafficnet.org) for details including a map and pictures.

*Note: Rodney, W5DY is planning to attend, but there will not be a Pfeiffer-Pfist award presentation this year to honor the memory of Jay, N5PWG, the last recipient.*

## Radio Amateur Struck by Lightning

I received the following from Larry, K5XD, a local ham in the DFW area. Thought it was interesting enough to pass along.

A Kansas ham radio operator was struck by lightning hours after buying three lottery tickets on Thursday, March 29, proving in real life the old saying that a gambler is more likely to be struck down from the sky than win the jackpot.

On the way to his car the man commented to a friend, "I've got a better chance of getting struck by lightning, than winning the lottery".

Later at about 9:30 p.m., he was standing in the back yard of his Wichita duplex, when he saw a flash and heard a boom.

"It threw me to the ground quivering," Isles said in a telephone interview on Saturday. "It kind of scrambled my brain and gave me an irregular heartbeat."

He is a volunteer weather spotter and had his ham radio with him checking the skies for storm activity. He crawled on the ground to get the radio, which had been thrown from his hand.

He suffered no burns or other physical effects from the strike, which could have been worse because his yard has a power line pole and wires overhead.

"But for the grace of God, I would have been dead," he said. "It was not a direct strike." Officials of the lottery said that the odds of winning the lottery were about 176 million to one. Americans have a much higher chance of being struck by lightning, at 775,000 to one over the course of a year, depending on the part of the country and the season, according to the National Weather Service.

He said, "The next time I will use the radio while sitting in the car."  
*(K5XD added, "The Faraday cage of the car is not necessarily a better solution".)*

*So be careful y'all when lightning is within several miles. Best to disconnect all antennas, grounding them if possible, stay off the air, and stay inside the house.*

#### **TEX Mailbox:**

**Ken, K5RG**, has a neat weather station and you can look at the readings via the Internet. Check it out at: <http://www.weatherlink.com/user/krgoodwin/>. Then click the "summary" link for Ken's details.

We have another author among us. As you may recall, Doug, KA5KLU, has written several books that were described in past years. Now, **Si, K5JRN**, has a book of his own. Looks really interesting. Here's the info that he sent:

Just a quick note to announce that my latest book, [DARK SIGNALS](#), is now available in paperback on Amazon.com. Thanks and best wishes.

Si, K5JRN

#### [Dark Signals](#)

A Navy Radio Operator in the Tonkin Gulf and South China Sea, 1964-1965  
Publication Date: March 21, 2012

In August, 1964, a young U.S. Navy radio operator found himself in waters he had never heard of, participating in the expansion of a war in a nation he didn't know existed: Vietnam. What he learned from actions he witnessed and the classified messages he handled over the next 10 months left him shaken, disillusioned, and full of questions about America's responses to events in the Tonkin Gulf and South China Sea, including the rush to bomb North Vietnam and the Johnson Administration's decisions to vastly expand the presence of U.S. ground, air, and naval forces in Southeast Asia. Some within the U.S. 7th Fleet knew almost from the

outset that the still-controversial "second attack" which triggered the 1964 Tonkin Gulf Resolution did not involve North Vietnamese PT boats firing on U.S. Navy destroyers in pitch-dark seas. What it did involve, others have since shown, was something simpler and much stranger. This is one sailor's memories of being present at the ragged beginnings of a long conflict that ultimately failed and cost 58,000 American lives.

#### About the Author

Si Dunn is a novelist, screenwriter, photojournalist and book reviewer. His previous books include a detective novel, "Erwin's Law," and a novella, "Jump." He lives in Austin, Texas.

**Scott, W7IZ**, sent along a very interesting snapshot in time from 1986 regarding RN7, written by **Vic, W7VSE**, who was net manager at that time. See the "Operating" section for an excerpt of Vic's newsletter.

#### TEX Net Topics

Another reminder that the "TTN" liaison slot is now defined to mean "Texas Traffic Nets", which includes both the 7290 Net and the Texas Traffic Net. Stations checking in from either net may respond to the "QNA TTN" invitation during net call-up. So more than one station may respond, one from 7290 and the other from TTN. Additionally, if you are on late TEX and volunteer to take some otherwise un-handled traffic to either 7290 or TTN, you should so inform the NCS.

We still have **11** open NCS/liaison slots, including **2** open *primary* NCS slots and **5** open *primary* RN5 slots on Tuesday, Thursday, Friday, and Saturday (all shown in **red**). Take a close look at the schedule table - there are only 6 different stations handling all 14 primary NCS slots and 5 different stations as primary for all 14 RN5 slots. It really isn't that hard, and plenty of help is available if you have questions or concerns. Consider taking one of the open slots if you don't already have a regular assignment, or even just an open backup position. Thanks to the backup stations as well, who cover vacancies when they occur.

Note that RN5 has moved the early session to 7108 for the summer with 3567 as alternate. CAN has also moved to 7052 as its primary frequency. PAN has not yet moved to 40.

#### TEX CW Net Weekly Schedule

Local	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
<b>NCS #1</b>	W5GKH	N5RL	KD5TXD	KD5TXD	N5RL	<b>Open</b>	W5GKH
Backup	<b>Open</b>	W5ESE	W5DY	W5DY	W5DY	W5DY	W5CU
<b>NCS #2</b>	W5GKH	K6JT	W5TMO	W5TMO	<b>Open</b>	W5DY	W5GKH
Backup	K6JT	<b>Open</b>	K6JT	K6JT	K6JT	K6JT	W5CU
<b>RN5 #1</b>	W5GKH	N5RL	W5CU	<b>Open</b>	N5RL	<b>Open</b>	W5CU
Backup	W5DY	<b>Open</b>	W5DY	<b>Open</b>	W5ESE	W5ESE	W5GKH
<b>RN5 #2</b>	W5GKH	<b>Open</b>	W5CU	<b>Open</b>	K6JT	<b>Open</b>	W5CU
Backup	W5DY	K6JT	K6JT	W5DY	W5DY	K6JT	W5GKH

TEX/1: **3541/7053** at 19:00 local; TEX/2 **3541/7108/1841** at 22:00 local  
 RN5/1: **7108/3567** at 19:30; RN5/2: **3567** at 21:30 local  
 TSN: **3552** - 19:45 local; CAN: **7052/7108/3552** - 20:30 local; PAN: **3552/7052**- 22:30 local

RN5 Backup: W5CU, W5DY, W5ESE, W5GKH, K5GM, K6JT, K5RG, KA5KLU  
 NCS Backup: W5CU, W5DY, W5ESE, K6JT, N5RL, K5RG, W5TMO, KD5TXD

**Statistics:**

Traffic, checkins, and session time were all down, compared to February, which had 4 fewer sessions. One RN5 slot was missed.

Randy, N5RL, again had an amazing attendance with 59 out of 62 (95%) taking first, followed by Rodney, W5DY, a distant 2nd with 33 (53%), and Sam, W5CU, finished out the “top 3” with 24 (39%). Thanks to all of you who checked in for your support. If you haven’t checked in for a while, try to make it once or twice in April and May.

We didn’t really have any visitors in March, since John, KB5NJD in Duncanville has checked in with us before.

The complete list of stations and traffic / liaison totals are shown in the following table. Traffic averaged 2.1 per net session (2.2 last month). Net time averaged 10.6 minutes per session (compared to 12.4 last month). Check-ins averaged 4.4 per session (5.1 last month).

**TEX Net Statistics (Mar 2012)**

Call		QNI	Total	NCS	RN5	TTN	DFW	TSN
W5CU	Sam	9	24		7			
*		15			8			
W5DY	Rodney	14	33	3	1	1		
		19		5	6			
N5EL	Floyd	3	4					
*		1						
W5ESE	Scott	21	21		2			
*		0						
W5GKH	Charlie	8	16	8	5			
*		8		8	4			
K5GM	Pete	1	5					
*		4						
K6JT	Steve	14	44	3	3		14	
*		30		10	13		30	
K5KV	Benny	0	1					
		1						
W6LFB	Jim	2	2					
*		0						
WA5MS	Marty	12	12					
*		0						
KB5NJD	John	1	1					

Call		QNI	Total	NCS	RN5	TTN	DFW	TSN
	Duncanville	0						
N5NVP	Jim	0	5					
		5						
K5QOW	Gary	8	8			8		
*		0						
K5RG	Ken	2	11					
*		9						
N5RL	Randy	29	59	9	12	7		
*		30				6		
W5TMO	Mike	2	21					
*		19		8				
KD5TXD	Pat	8	8	8				4
*		0						
Totals		275		62	61	22	44	4
				100%	98%	35%	71%	6%
QTC 1		52	134					
QTC 2		82			Sessions	62		
Time 1		315	659					
Time 2		344						

The roster, shown next, had no changes since the last newsletter.

### TEX Roster

Call	Name	Location / Notes	Call	Name	Location / Notes
N5BA	Brian	Houston	N5NVP	Jim	Scott LA
W5CU	Sam	Edmond OK	K5QOW	Gary	Reagan Wells
K5CZ	Ed	Temple	WA5MUF	Bill	Watauga
* W5DY	Rodney	Goliad	W5OMR	Geoff	Houston
N5EL	Floyd	Temple	* K5RG	Ken	Houston
* W5ESE	Scott	Dripping Springs	N5RL	Randy	San Antonio
W5GKH	Charlie	West Columbia	W5ROK	Steve	Richardson (K6JT)
K5GM	Pete	Austin	N0SSS	Adam	Oklaunion
W9GVW	Eric	San Antonio	W5TMO	Mike	Austin
AA5J	Lee	Arkansas	W5TV	Tom	Nacogdoches
K5JRN	Si	Austin	KD5TXD	Pat	Kingsville
* K6JT	Steve	Plano	K5RDW	RD	Vilonia AR
KA5KLU	Doug	San Antonio	W5UFK	Ken	College Station
* K5KV	Benny	Star	KS5V	Ed	Bulverde
* W6LFB	Jim	Denton	WB8WKQ	Jeff	Michigan
WA5MS	Marty	Highland Village	* NK5Z	Tom	Conroe
N7NET	Scott	McKinney	W5ZD	Pat	Kingsville (KD5TXD)

\* Capable of 160 meter operation

## Operating:

Although it is a different kind of "operating", I want to thank all of you for your concern and prayers for my father. His surgery on Friday the 6th went well. The doctor performed kyphoplasty on 3 of his lumbar vertebrae that had compression fractures. He spent one night in the hospital, just for observation, and is now back home again. He still has some pain, but it is slowly subsiding. He is weak and needs assistance to move around, so I am busy keeping an eye on him and helping with most activities.

I received a very interesting account of the state of NTS, at least from region net 7's standpoint, some 26 years ago. I wanted to share a bit of it with you, since we seem to be having the same problems now, filling duty slots, but NTS survives...

RN7 Newsletter dated August 1986:

Good News and Bad News: The Good News first: RN7 will have an official meeting at the Tacoma Hamfair, Saturday August 16, 1986 at 4 to 5 PM. Our meeting will immediately follow the Traffic Forum moderated by Phil KD7ME, so we sincerely hope you can attend both. This may be the FIRST EVER RN7 meeting.

The Bad News is probably obvious to those who check into RN7: We are badly in need of more people on the evening CW system. Look at the Roster and you will note eleven vacant spots. Four NCS positions, Five 7T (Transmit to PAN) positions and two 7R (Receive from PAN) positions. Also notice the doubling and tripling of some of the same stations. These same stations show up on other nights and take another spot, just to keep the net functioning. There are some others, thank goodness, who do not want to be pinned down to a regular schedule, but show up frequently to 'fill in where needed'. Believe me, they ARE needed!! I won't mention any calls, for fear of omitting someone, but we know who they are. If we had enough of these kind of people, we wouldn't need a regular 'roster' at all. Someone would show up and be NCS, others would volunteer for 7T and 7R, and we would have it made for the night. Experience has shown that this method does NOT work, however, and the roster is the next best answer.

RN7 is not the only CW net that is short of people. I hear things from the other nets that reflect the same problems. The problem is here, probably throughout the entire NTS (with maybe a few exceptions). A bigger problem is: What are we going to do about it?? That is the big question.

The National Traffic System came into being around 1949. It was completely CW and remained so for many years. CW was the only 'store' in town... if you sent a message via the NTS, it went by CW. There were many CW operators left over from the 'trunk line' days, (the system that preceded the NTS), and also there was a huge number of CW operators who had been in the armed services during WW2, the big war. This was the heyday of the CW operator. Just as the American Morse (Railroad Morse to some) operators had their days in the pre-radio days, the CW Ops had theirs during the 40s, 50s, 60s and into the 70s. There were some of the best CW operators in the world available at that time, and naturally, there was much competition for the NCS and Liaison jobs. The Net Managers never had it so good.....they had people standing in line to be NCS's and Liaison Operators. The TCC Trans-

Continental-Corps Directors and the Area and Region Managers could pick and choose from some of the best CW operators in the world!!

Radioteletype RTTY had been used widely in WW2, and of course there were those who said that RTTY was going to replace the manual CW operation. It might have too, except that most RTTY stations were NOT traffic handlers. They got a RTTY system going just to QSO (shoot the bull), if I may, or Work All States, DX, etc. It takes some learning to be a traffic man/yl, and a lot of them were not willing to take the time to learn. Of course, some traffic was handled by this mode, but not enough to replace the CW man. Also, CW was a backup to RTTY: If your RTTY broke down, you simply went back to CW and handled the traffic.

So, the CW traffic system continued on into the '70s. Then there was SSB, Single SideBand, and it really took off like a skyrocket. Sometime in the mid 1970's the 'Daytime' NTS system had its beginning. It was a shaky start, though, with a lot of people wondering whether it would work or not. Who was going to be home in the daytime to run these nets? Or participate in them? Well, someone was home: Retired people, shift workers, housewives, the handicapped and others showed up in droves as the SSB NTS System got off the ground.

I made a forecast a few years back that the SSB System would soon overtake and pass the CW System in the amount of traffic handled. That forecast has come to pass.

(By the Way, for many years I believed that CW was the ONLY way to handle traffic, but I finally came to realize that it is not the MODE used to handle the traffic, it is the TRAFFIC that is the most important!)

Well, it's FORECAST TIME again. If CW operation continues to go downhill, and SSB operation continues to grow, then the obvious answer is to have an ALL-SSB NTS. This will not come about overnight, in fact, there are a lot of us old CW ops who will be around a few years longer and keep the ship afloat. It will probably evolve as a part-CW, part-SSB system in the evenings for awhile, then eventually go to all SSB or some other mode or modes.

The PACKETEERS are telling us now that PACKET is going to replace ALL the traffic nets. (Remember RTTY?) I say 'More Power To Them', and will they please let me know when they are ready. This could well come to pass, but I'm afraid we are going to have to handle the traffic manually for a couple more days, at least!! The traffic is similar to the US Mail, it MUST go through!! If it doesn't go through TODAY, you will have TWICE as much tomorrow, and 3 times as much the next day, and so on.

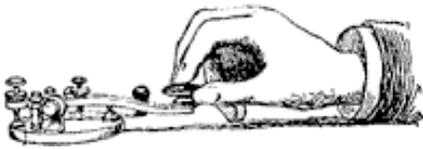
One of our problems is similar to the RTTY days. We traffic handlers will have to work with the PACKET people and educate them on how to handle traffic.

73, Victor B. Seeberger W7VSE

*Also see "RN5 Corner" for NCS tips and techniques.*

Until next month,  
73, Steve K6JT

(TSN Corner starts on the next page)



## TSN Corner

Texas Slow Net (Daily) 1945 CT 3552.0 KHz +/- QRM  
[http://www.atcweb.com/tsn/Texas\\_Slow\\_Net.htm](http://www.atcweb.com/tsn/Texas_Slow_Net.htm)  
 Pat Allison KD5TXD ( [pja@atcweb.com](mailto:pja@atcweb.com) )  
 TSN Net Manager

*The telegraph key image is courtesy of FCIT*

### Greetings from the Wild Horse Desert – home of your TSN Manager

March was a big month but our checkins were down a bit. We held our own in traffic and thanks to those from TEX who brought some traffic over to TSN. Remember, Arley and Pat are there every night and ready to take traffic. It is great for the TSN folks to get a chance to copy real traffic. Carroll, KB5TCH, is really regular and on our net almost as often as Arley and Pat. Thanks, Carroll. TSN averages five checkins per session. We have had as high as 11 checkins in one session. Thanks to all who participate. Visit as often as you can and as always, bring some traffic.

### March 2012 TSN Roster

Call	Name	City	ST	Call	Name	City	ST
N5AF	Sam	Cleveland	TX	K9JWV	Jim	St. George	UT
W5AG	Arch	Lafayette	LA	K5KV	Benny	Star	TX
W5AS	Club Call			K7KV	David	Auburn	WA
K5AVJ	Lynn	Abilene	TX	KB0LF	Fred	Murray	NE
N9AWP	Edward	Markleville	IN	W8LKI	Wolfe	Defiance	OH
WA4BAM	John	Miami	FL	K5MDK	Mike	Plano	TX
W4CCU	David	Pensacola	FL	KD5MMM	Phil	Fentress	TX
K0CMH	Craig	St Louis	MO	WB5NKC	Arley	Oklahoma City	OK
ND0CW	David	Newburg	ND	WB5NKD	Pat	Oklahoma City	OK
AB0DK	Dave	Kirksville	MO	N5NVP	Jim	Scott	LA
K5DMC	Jerry	Kiln	MS	K5OAI	Sam	San Angelo	TX
W5DPT	Louis	Deer Park	TX	K9PUI	Rich		
W5DY	Rodney	Goliad	TX	KE5PYF	David	Fort Worth	TX
W5ESE	Scott	Dripping Springs	TX	K5QOW	Gary	Reagan Wells	TX
WD0ESF	Mike	Medicine Lodge	KS	N5RL	Randy	San Antonio	TX
WD9F	Woody	Springfield	IL	KB5TCH	Carroll	Douglassville	TX
K5FAL	Curt	Edmond	OK	KD5TXD, W5ZD	Pat	Kingsville	TX
AG9G	Dwight			WB5UPS	Ron	Port Neches	TX
K5GM	Pete	Austin	TX	N5UZ	Rick	Cedar Park	TX
AK4GY	Russ	Lewisberg	TN	K4VIZ	Tom	Conway	AR
WD5ILB	Bob	Azle	TX	W5VXI	Dave	Caddo Mills	TX
AA5J	Lee	Cabot	AR	WB8W	Bob	Cincinnati	OH
N0JL	Jim	Chilliecothe	IA	WB5WKQ	Jeff	Dryden	MI
K6JT, W0CXX	Steve	Plano	TX	N5XGG	Joe	Colmesneil	TX
AA5JW	Carl	Stafford	TX	WJ5Z	Roy	Tyler	TX

This is a great place to learn how to handle traffic on CW. If you are a voice net traffic handler this is a great addition to your amateur radio skill set. See you on the air!!

### TSN Activity Report for March 2012

Total Sessions 31, Total Check-ins 143, Total Traffic 33 by 13 different operators.

### March 2012 QNS

March	Callsign	Name	QTH	STATE
31	WB5NKC	Arley	Oklahoma City	OK
31	WB5NKD	Pat	Oklahoma City	OK
28	KB5TCH	Carroll	Douglassville	TX
14	W5VXI	Dave	Caddo Mills	TX
11	WD0ESF	Mike	Medicine Lodge	KS
8	KD5MMM	Phil	Fentress	TX
7	KD5TXD, W5ZD	Pat	Kingsville	TX
5	N5RL	Randy	San Antonio	TX
4	AA5JW	Carl	Stafford	TX
1	K5KV	Benny	Star	TX
1	K5MDK	Mike	Plano	TX
1	W5DPT	Louis	Deer Park	TX
1	W5DY	Rodney	Goliad	TX

**73!!**

**Pat KD5TXD**

**April 1, 2012**

(RN5 Corner Starts on the next page)

## **RN5 Corner**

Region Net 5 (Daily) 1930 CT on **7108** and 2130 CT on 3567  
Alternate Frequency 3567 (early) or 3598 when conditions warrant  
*Serving TX, OK, LA, AR, MS, TN, AL, and FL*  
Frank Thrash W4DLZ (W4DLZ@YAHOO.COM)  
RN5 Net Manager

Hello again and welcome to the second edition of the **RN5 Corner**.

Lets thank Steve again for inviting us to be a part of the TEX NewsLetter.

Notice that the primary early RN5 frequency is now 7108 with 3567 as secondary should long skip conditions occur.

Last month I included a message I had sent to a Ham in Maine thanking him for the nice QSO we had on 17 meters. The message included the NTS handling instruction of HXC:

HXA -- (followed by a number): Collect landline delivery authorize by addressee within \_\_\_\_ miles. (If no number, authorization is unlimited).

HXB -- (followed by a number): Cancel message if not delivered within \_\_\_\_ hours of filing time; service originating station.

**HXC** -- Report date and time of delivery (TOD) to originating station.

HXD -- Report to originating station the identity of station from which received, plus date, time and method of delivery.

HXE -- Delivering station get reply from addressee, originate message back.

HXF -- (followed by a number): Hold delivery until \_\_\_\_ (date).

HXG -- Delivery by mail or landline toll call not required. If toll or other expense involved, cancel message and service originating station.

Of course, silly me, didn't I know the handling instruction would be ignored, which it was, or who in the H---- do I think I am for asking for such a thing....

To this day, I don't know what happened to that message, and I'm sure it was never delivered, further validating my assertion that delivery percentages of NTS are down to 25 pct in some parts of the US and perhaps as good as 85 pct in others.

The ones who don't take NTS seriously say it's just a hobby and I remind them that nowhere does the FCC describe our service as a hobby. The FCC says its a service to the public, and NTS is a public service.

With all the threats to homeland security, NTS is needed now more than any time in the History of the United States and CW is part of it along with Voice and Digital.

An accountable message system is needed. What if a pulse bomb is delivered over the US? The Electro-Magnetic Pulse (EMP) will set us back 100 years technically. Consider all the possibilities of so many kinds of terrorist attacks now, the infrastructure going down, many many more reasons, and personally we will have a communications system for ourselves, neighbors, and family.

The standard protection for a solid state rig from EMP is to put it inside a microwave oven. Otherwise we will have a 100 pct boat anchor or you're off the air, and of course there'll be no computers or satellites, or even modern automobiles that work. Note that tube rigs will generally survive (unless they have solid-state rectifiers), so if you have an old boat anchor tube rig sitting in the attic or garage, you may want to get it back into working order.

I realize the Titanic isn't sinking but this country of ours is beginning to take on water fast.

Lets make NTS work. I think Uncle Sam needs you whether he knows it or not.

Back to the matter of RN5:

We need NCS's for Monday and Tuesday Nights (Trey will soon be tied up with school). Either both sessions, or if you can only do one session, early or late, please let me know. Many people may be NCS rusty or entirely new to it. It's easier than it seems (see the tutorial following the roster) and you don't have to be a liaison station - you can just be the NCS. If you like, I'll be your NCS mentor and will call you on the phone to completely explain it and help you through your first session(s).

Back to the Titanic, as you probably know, many stations are on the air to honor the valiant operators involved, so go ahead and participate. Thanks to **Dean, W8IM**, we have the following information about the special events:

#### TITANIC SPECIAL EVENT STATION

Amateur Radio Station W4AVM on board the SS American Victory, a WWII Victory Ship will be on the air Friday April 13th through Monday April 16th with special transmissions commemorating the 100th anniversary of the sinking of the Titanic in 1912.

Call Sign W4AVM

Dates: Friday 13 April through Monday 16 April, 2012

QTH: Tampa Bay, Florida

Hours of Operation on Friday and Monday 1400Z to 2000Z (10 a.m. to 4 p.m. Eastern).

On Saturday station operations will start at 1400Z and continue until 0600Z on Sunday 15 April to cover the times of the sinking of the great ship.

Times and frequencies of operation Friday through Monday

EDT	GMT	Mode	Frequency
10-11 a.m.	1400-1500	CW	14.040

11 a.m.-12:30 pm	1500-1630	SSB	14.225/28.375
12:30-2 p.m.	1630-1800	CW	14.040
2-4 p.m.	1800-2000	SSB	14.225

Saturday Evening 14 April to Early Sunday Morning 15 April

4 pm -5:30 pm	2000-2130	CW	14.040/7.040
5:30-7 pm	2130-2300	SSB	7.275
7 pm-8:30 p.	2300-0030	CW	7.040
9-10:30 pm	0100-0230	SSB	7.275
10:30 pm-11:59 pm	0230-0359	CW	7.040

In addition to the operation on the Amateur Service frequencies, on Saturday night and early Sunday morning the ship station KKUI will transmit a special call up and commemorative message in CW during the hour the Titanic struck the iceberg and the hour that the doomed ship slipped beneath the waves. The call up will be on 500 kc. (600 meters) and the commemorative message will follow on (TBD) kc. Special certificates will be available to stations intercepting these signals on the medium frequencies.

Here are the times for these transmissions:

Eastern	GMT	
10:05 p.m.	0205	
10:30 p.m.	0230	
10:49 p.m.	0249	The actual time the ship struck the iceberg
1 a.m.	0500	
1:20 a.m.	0520	The actual time of the sinking of the Titanic
1:50 a.m.	0550	

the QSL Manager is W4REX; send a #10 SASE envelope for a QSL card from the ship.

### RN5 Duty Roster

Local	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
NCS #1	KJ4FDV	Open	W5CU	WA4ZPZ	W4QAT	W4DLZ	K4VIZ
NCS #2	KJ4FDV	Open	W5CU	WA4ZPZ	W4QAT	W4DLZ	K4VIZ
CAN TX	Open	WA4ZPZ	K4VIZ	Open	K4VIZ	K4VIZ	K5KV
CAN RX	Open	WA4ZPZ	Open	Open	W4DLZ	W4DLZ	W5CU
DRN5	Open	Open	Open	Open	Open	Open	Open

### March 2012 Statistics

SESSIONS	59
QTC	206
QNI	367
QTR	738
CAN TX REP	88%
CAN RX REP	92%
DRN5 REP	40%

The following is a roster of the most active stations coming to RN5 from their various states.

### Region Net 5 Roster

Call	Name	State	Call	Name	State
W4AGL	JIM	FL	W8IM	DEAN	FL
WA5CAV	DICK	LA	WA5JAN	JIM	AR/MS
W5CU	SAM	OK*	K6JT	STEVE	TX
AC5CW	ERIC	LA	KA5KLU	DOUG	TX
KO9D	BENNY	IN	K5KV	BENNY	LA
W4DLZ	FRANK	FL	WA5LQZ	ALAN	LA
K5DMC	JER	MS/AR	K5MC	MICKEY	LA
AD4DO	JOHN	FL	N5NVP	JIM	LA
W5DTR	CURT	IL	WA4PIZ	JIM	AL
K1DW	DALLAS	LA	W4QAT	PAT	AL
W5DY	RODNEY	TX	K5RG	KEN	TX
NY4E	BILL	FL	N5RL	RANDY	TX
W5ESE	SCOTT	TX	W4SQE	ANDY	TN
KJ4FDV	TREY	AL	W6SX	HANK	CA
KC4FL	JOHN	FL	KI5T	WADE	LA
KA4FZI	PHYL	FL	K4VIZ	TOM	AR/MS
W5GKH	CHARLIE	TX	K6YR	ROB	CA
K5GM	PETE	TX	WA4ZPZ	TOM	AL

\* When W5CU is not present on Late RN5, OK traffic may be sent to the TX station

#### RN5 NCS Mini-tutorial:

(Note, these are guidelines - net call-up can take any form as long as "QND QNZ and QNN" are part of it.)

RN5 RN5 de (call) NTS Region Net Five is now open QND QNZ QNN (call)

QNA CAN TX K (early session only - omit for late session) (Station taking traffic to CAN)

QNA CAN RX K (both sessions) (Station who will bring traffic from CAN)

QNA DRN5 K (late session primarily - optional for early session) (Station taking traffic that cannot be handled to daytime Region Net 5)

RN5 de (call) QNI

(Answer hail signs of stations as they check in from the various sections)

Note the QTC listings as each station checks in. On the late session with incoming CAN traffic, after getting the listing of traffic, it is advantageous, but not required, to do a "QNA" for stations to handle it before a general QNI call. For example, if the CAN RX station lists OK 2 and TN 1, do something like the following:

RN5 QNA TN K

Assuming W4SQE checks in, send the CAN RX off frequency with the TN station. For example, if K4VIZ is the CAN RX and W4SQE is the TN station:

K4VIZ (wait for dit or acknowledgment from Tom to assure he has your attention),  
W4SQE (wait for dit or ack from Andy)  
QNY up 3 TN K  
(Both stations should send "G" or "GG" for "going")

You can then send:

RN5 QNA OK K

To get Sam's check-in and send him to get the OK traffic using something like:

W5CU QNY up 3 K4VIZ OK after W4SQE

Continue to match up traffic with the receiving stations. As seen above, if a station has more than one destination, try to clear the one(s) with the FEWEST number of messages first.

After all traffic is routed, excuse each station that checked in. This may be done singly or in groups of no more than 3. For example,

K4VIZ (ack received), W4SQE (ack), W5CU (ack) TU all QNX 73 QNA K

Each station will then sign off in the sequence given.

Once all stations have been excused, simply send:

RN5 QNF de (call)

Send a report to me either on the air or via email as soon as you can. The report is just the date (zulu) and early or late, a list of stations with their states (e.g., W5CU/OK, K4VIZ/CANRX/AR/MS, etc.), the total QTC handled, and the QTR (time in session).

Although the above may seem complicated (because examples were given) note that there is currently very little traffic going in or out, so many nets, particularly the late session when there is no CAN traffic, is just a check-in and excuse affair with no fuss about sending anyone off frequency. Those are good ones to learn with. It can be intimidating the first few times, but if you are an NCS on your section net, the procedure may actually be easier because there are only expected section stations checking in rather than an ad-hoc group of locals.

Give it a try ! You just might enjoy it after a while !

Thanks for all you do, I do appreciate all of you !!

Frank W4DLZ  
RN5/4 Mgr