

The Texan

Newsletter of the Texas NTS CW Net (TEX)

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

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Texas Slow Net Revival

Pat, KD5TXD, is trying to hold a "summer revival" for TSN. If at all possible, please try to check in with TSN some nights or even try your hand at being NCS. For those of you in other parts of the country, note that Pat has training lessons that you are welcome to a copy for use in your section's slow CW (or even ARES) training nets. Pat writes as follows.

We will try one more time to see what we can do to get TSN, Texas Slow Net, into a stronger situation. As folks may know, TSN is on 3570 at 7:45p.m.

I am going to try to contact all of the ARRL affiliated clubs in Texas and ask them to invite those members who may be interested in CW or NTS to check in with us. Just a few years ago I could contact many of the clubs using the NTS Traffic system. Now it appears to be harder to actually make telephone contact with club presidents or officers. Looks like I will be working through e-mail. No matter.

TSN is a great learning tool. Being a "slow" CW net it is a welcoming place for those new to CW. It is another chance to copy code and to be called on to make a net call. The training lessons are sent in NTS format and each lesson briefly covers some point of traffic handling. Currently there are 150 training lessons. You can stop by at any point in the series and start your learning. You can stop by any night and just cheer us on. KB5TCH, KD5MMM and myself, KD5TXD, are doing our best to cover every night of the year, all 365.

I recall someone bemoaning the lack of NTS training for traffic handlers. TSN has an answer to that. This answer had been around for, well, I don't know... way longer than I have been a licensed amateur. One thing about TSN is that it isn't a lifetime commitment. The goal is to train traffic handlers to actually graduate to work with other CW and SSB traffic nets. We would love to have everyone stay forever, but we would love even more to graduate traffic handlers for TEX CW net and some of the empty spots in the NTS system. If people in other parts of the country would like to set up a CW training net I am happy to share our training lessons.

We need net participants, net control stations, and it would be great to have a new net manager with some fresh ideas. Please check in with us. Please pass the word to people

you think might be interested in CW traffic handling training. Encourage members in your local clubs to check us out. We have a recently revived web page:

http://www.atcweb.com/tsn/Texas_Slow_Net.htm

Thanks and 73!! Pat KD5TXD

George Hart Series

Here is the 8th installment of the George Hart Series, for your reading pleasure. "Geo" and Bunch expand their many operational experiences and W3AMR is born.

RANDOM RECOLLECTIONS OF AN OLD HAM

*A journalistic history of the life and times in Amateur Radio of George Hart, W1NJM (SK)
by George Hart W1NJM*

Part 8 - W3NF continues in 1929 and "Geo" goes legal on Feb. 5, 1930.

W3NF became well known in traffic handling circuits (at least in the northeast). We were awarded a position on Trunk Line A, running from New York to San Francisco. Later we also participated on Trunk Line C, running from Maine to Florida. The Trunk Lines were an ARRL institution originally fostered by Hiram Percy Maxim but implemented by HQ even before WW-I, reorganized in the twenties and going full blast into the thirties. By the time the U.S. got involved in WW-II and amateur radio was again shut down there were 14 trunk lines in operation criss-crossing the U.S. in various configurations, plus a line in Canada.

In those days, especially in the early thirties, spot freq. contacts were the exception, rather than the rule. Trunk Line stations were expected to keep their two TL skeds every weekday, plus other schedules for the handling of traffic not destined for the points along the line. For example, on the Trunk Line A, W3NF would keep a sked with a station in or near New York City, the eastern terminus, and relay traffic going to or coming from an easterly or a westerly direction. We would also keep a schedule with a westerly TL station, say Pittsburgh. That station would also keep a westerly schedule, say with a station in or near Cincinnati. And so on to, say, Indianapolis, Chicago, St. Louis, Omaha, Denver, Salt Lake City and San Francisco.

Each station along the line was expected to provide the outlets and sources to north and south and nearby large cities, if any. The skeds were almost always kept in the evening, sometimes in early morning, hardly ever during the day, not necessarily on any progressive time schedule, but at times convenient to the two operators involved. There were no "nets" because use of spot frequency was rare. W3NF might be 3820 on schedule with W8CGZ, who might be 3650. By the thirties, most stations were using crystal control and crystals were in limited supply to those who could afford them. All traffic handling was done by CW. Voice operation was taking a foothold, but until years later took little serious part in anything but casual rag chewing. No schedules were kept on weekends, most holidays, and during mid-summer months (June through August) everything shut down. In the normal course, messages from New York to San Francisco might take three or four days or, if propagation and

other factors intervened, as much as a week or longer. I kept thinking that there ought to be a better way of doing it, but never put such thoughts into specific action until many years later.

GETTING ON 40 METERS Up to this point (1930), all our operation was on 80 meters. Bunch was acutely aware of the existence of higher frequency bands and their potential for daylight operation. We were so deeply involved in traffic handling that there was little opportunity to explore 40 and 20 meters; but Bunch increasingly wondered what it would be like to operate in the higher frequency bands. He wound new coils for our regenerative receiver so he could at least listen on 40 and was amazed to hear "nines" coming through in broad daylight. On 80 you could seldom hear them at night, and in the daytime only relatively local signals were audible, or sometimes not at all.

The age level of hams was considerably lower than it is now. During the day a big segment of the ham population was in school or college or at work. I remember that many times when I had an opportunity to operate in midday there were no signals audible; but on 40 meters you could almost always hear signals, some of them 4's and 9's (remember, the nearest 4's were in North Carolina or in Tennessee, the nearest 9's in Kentucky or Indiana). I was content to stay on 80, but Bunch wanted to get on 40, so one weekend, again to my dismay, I found we were off the air as Bunch made alterations to the transmitter to try to make it work on 40, and fashioning a 40 meter antenna. He succeeded, but the signal lacked in stability and the results were not so good.

He found we did not compete so well with the "big boys" on 40 as we did on 80. So now his ambition was to modify the 852 transmitter so it would work as well on 40 as it did on 80 meters. This meant a lot of experimenting often to the detriment of our traffic-handling program, of which I was mainly in charge while Bunch spent his spare time socializing or tinkering with the transmitter. We had some bitter quarrels about it, but I was always the loser. Bunch prevailed. I was almost thankful that his social activities (mostly with girls) greatly limited his on-the-air operations, but sometimes he would leave the transmitter in an inoperative condition and all my pleading would be ineffective.

"Do it yourself," he would snicker, knowing full well that I had neither the knowledge nor skill to restore the transmitter to operation. The sad part was that I had no desire to participate in that phase of amateur radio. I just wanted to operate. Eventually, of course, I learned the basics, much as I had learned the code, by osmosis, watching Bunch and emulating him; but I never even came close to matching his skill or know-how in construction or experimenting. I did eventually surpass him in operating and organizing ability, but not by much. All thru our Amateur Radio careers I always came to Bunch (we later dropped this moniker and he became simply Ed) when I had any kind of technical problem.

FIRST LICENSE My technical shortcomings were such that I kept putting off taking my license test, but when a few eyebrows were raised, in late 1929, I decided to do something about it. I applied for a "temporary" amateur license. This was just what the name implied, a license granted by the Federal Radio Commission (Department of Commerce) which would make operation legal until the applicant could take the written and code test under supervision at an FRC testing point - in our case, Philadelphia as the nearest place where such tests were given. It was conducted entirely by mail on the "honor system," but was good only for one

year maximum, after which it became invalid unless the licensee took the regular test. During that year it conferred full amateur privileges.

I had Bunch help me with the technical questions and had copied a diagram out of QST. Cheating? Oh yes, I cheated, but Bunch had threatened to forbid me from operating his station unless I got a license. The call assigned was W3AMR. The license was dated Feb.5, 1930. I was "legal" at last.

DX DAZE Back in 1927, when we were still struggling with our 210 Hartley on raw a.c., we received a card from an SWL in England stating that he had heard us, but we didn't believe it. We couldn't work a 9 or a 4 unless conditions were exceptionally good, how could we be heard in England? After the "great discovery" of the RF choke and our contacts and range increased, we began to hear that some of our colleagues were working Englishmen on 80 meters. It was necessary to stay up quite late, e.g. after midnight, before they started coming through as the Englishmen started getting up. We usually went to bed before midnight, but one Friday night in January of 1929, I decided to stay up and check out these reports. Sure enough, a few English hams were coming through, principally "Ham" White, G6WY. That is, he was the strongest. Other G stations were much weaker but audible. I called and called, but they always came back to someone else, so I went to bed, unable to stay awake longer.

But during the day Saturday, I gave much thought to the matter and the lure of "DX" started to infect me. I stayed up late again on Saturday night, and this time G6WY finally answered my call. I let out a whoop, waking Bunch up. "If you can't operate quietly," he said, groggily, "you can get the hell out of here." "But I'm working an Englishman!" I protested. "I don't care who you're working. Do it quietly or get the hell out." It was reminiscent of the time a couple of years before when, one crisp winter morning, I had worked 5QQ in Mississippi and 4OO in Florida, waking Bunch up to inform him of this outstanding feat. He was never overly impressed, and not at all when he was awakened. I feared him because he had the power to take away my amateur radio fun, and he used it purposefully whenever he disapproved of anything I did as far as ham radio was concerned.

Coming next in Part 9, The Lehigh Valley Radio Club.

TEX Mailbox:

Pat, KD5TXD, sent along the following last month, just a tad late to make that newsletter. Pat wrote: The continuing saga of the land of rotten antennas: As you may know from the other whining posts I have made, we have a bit of an antenna problem down here in the Wild Horse Desert. A few weeks back the bracket holding up my trapped dipole antenna on the 30 foot push up pole broke. Well, the broken bracket and the dipole antenna are dangling about half way up the push up pole. One side of the antenna leg is still attached to a mesquite tree holding the wire antenna up above the drive way enough for us to come and go without dragging the tree with us. The other side was carefully coiled next to the base of the push up pole. Winds and other activity in the yard caused the coil to fall to the ground.

I didn't pay much attention to that. I figured it was just as broken on the ground as on the deck. Now we have the cows up in the yard because that is the only green grass on the

place. They are my yard crew and doing a really fine job of mowing the lawn, edging around the trees, around my herb planters, in my herb planters...

I was sitting on the deck, minding my own business, when O'I Crooked Horn came for breakfast. She is mother of Backwards Seven. I occasionally cut grass out of the dog yard and carry it out to her in a green bucket. Needless to say, O'I Crooked Horn is a pet now and follows me everywhere. She saw me sitting on the deck and came to munch around the base of the wondrous antenna tower, you remember, the one with no antennas on it. Suddenly, everything started shaking. The push up pole was trembling and guy wires were straining. O'I Crooked Horn had stepped into the rolled up dipole. She is a pet, but I was very concerned about trying to get the wire off of her. Well, my cows are probably smarter than I am. She realized she was hooked up in something and very gingerly backed up out of the dangerous antenna wire. What a smart cow. So, Charles has orders to take down the remainder of the dipole, today. He also has standing orders to PUT IT BACK UP.

We have had almost three inches of desperately needed rain in the last couple days. All I have is my 80 meter loop. I will walk the yard soon as the sky clears to make sure the loop is still up.

Life is grand in the Wild Horse Desert. 73!! Pat KD5TXD

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Scott, W7IZ sent along the following, written by **Vic, W7VSE**, who is 91 and still active on the nets. Good advice... Quite a while ago, I got a service message back on one of my messages. It said "phone has been disconnected." Reminds me of what a SERVICE message is for. We used to harp on it at my Seaside traffic seminars when discussing necessary things for traffic handling. Most people did not know how to handle a service message. A service message is a "must" just like the station of origin, message number, precedence, group count, and date. I'm probably leaving out some things. Anyway, the service message is the fail-safe feature of the NTS and the same thing that the internet now uses as a "notice of non-delivery," and without it the system is not complete.

I wish I could remember this recent message more clearly, but I do remember that it was missing a very important part. When you call the number that you get on the message and the operator tells you it has been disconnected, you should service the originator. In addition to telling the sender that the phone has been disconnected, you should ALWAYS INCLUDE THE TELEPHONE NUMBER THAT YOU TRIED TO CALL. There is the possibility that the phone number was garbled enroute and you called the wrong number. The sending station doesn't know what number you tried unless you tell him.

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Randy, N5RL, was a bit surprised at a QNI from an Argentine station a week ago. Randy wrote: Strange thing about the DX on the net, LW1EB. I'm not sure he even knew it was a traffic net. I asked him QRU? and he sent me a signal report (599) and so I sent him one back (599). He didn't seem to understand what we were doing and so I tried to be cordial, sending him on his way. Honest I wasn't trying to work any DX ! He never gave me a name or QTH but I am not sure he was in Argentina with a signal like he had. Based on what I saw in the QRZ database I think he may have been portable XE2 in Mexico. In any event, I also suspect he didn't understand English very well. You just never know what your gonna find on TEX !

73 de Randy, N5RL

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George, K5BMR, the assistant 7290 Traffic Net manager sent the following along. Since I had reported that John, W5BWC, was a Palstar distributor in a past newsletter, thought this should be included here. George wrote: Howdy all, John, W5BWC is closing out his Palstar demo gear from HamCom 2013... The link below is to the QTH web site where it is listed. He is giving up his Palstar dealership. It has full factory warranty. The photo & price is listed for each item.

<http://swap.qth.com/search-results.php?keywords=palstar&fieldtosearch=TitleOrDesc>

If the link doesn't work, go to www.qth.com and search for Palstar.

73, George K5BMR

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Pat, KD5TXD, also included the following in her "TSN Revival" email. She wrote: I hooked up my microphone for the first time in a while and the first response I got on SSB is I have RF on my signal. Hmm... My antenna is not the best so I guess it can handle CW but not voice any more. More work to do on the home front.

Charles spent his allowance for August on a rotator controller so technically we have all the parts needed for the desired antennas for our antenna tower. We will have to get all the assorted antennas out, assembled and tested now. Charles had thought of building a platform that would allow him to get up to the first level of the crank-up tower. You remember, we can't tilt down the crank-up/tilt down tower. I have come to the conclusion that we will have to rent a bucket truck to access the top of the crank-up/tilt down tower. I am down to just one antenna now and it is so low to the ground that the javelinas can use it for skipping rope.

I started phase one of my TSN Revival. I will contact by e-mail or radiogram all of the ARRL affiliated clubs in Texas inviting anyone interested in CW to come and check in with us. The other part is to get on the voice nets to see what folks are doing lately and maybe round up some interest or suggestions there. As a last resort I will go see if the SKCC folks have any interest. Well, maybe not last resort...

It has been a very long time since I worked SSB. Today folks were telling me that I have RF on my signal. I spent the better part of the day wiggling stuff, checking connections, begging signal reports, and fiddling around in my non technical way. I finally found some folks on 7230 and broke in to ask for a signal report. The gentlemen were most gracious. N5ZPW, KK5CQ and W5CRS worked with me for a bit. The way I solicit help is I first listen to the conversation for a bit to get an idea of how technical the folks are. It does me little good to ask someone like me for technical help. These gentlemen were deep in conversation about the fine points of antennas and all had stunning signals so I knew they were the right group.

KK5CQ copied me best and detected the noise on my signal. He suggested it might be in my microphone. I have a Heil headphone with the little stick out microphone. KK5CQ suggested that I wiggle the mic. They could tell there was a bit of shorting going on. Then he had me wiggle the cable and again they could tell there was something going on. The mic part of my Heil headphone set is the problem. I thanked them and left to go rummage through the "old

stuff box". I found my old Heil hand mic and hooked that up. I broke in again and the fellows all agreed that the old mic cured my problem. We chatted for a bit and then I excused myself as I was running out of intelligent things to share with the technical folks. Hi Hi!! Hopefully next time I check in on the SSB nets I will be sounding like my old self. Never had that kind of problem on CW, at least no one has mentioned it to me.

Thanks and 73!! Pat KD5TXD

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Received the following forward of a response written by **Dave, WB2FTX**, regarding servicing the DL4FN messages and the use of HXG. I agree with him about HXG not being required. No handling instruction means essentially the same thing. Dave wrote: Note that a reply is not requested. The Op Note is there for reference if the delivering traffic handler needs to service back the message. Since it is coming from Germany we thought that most operators would have some confusion concerning how and where to service it.

Since all the messages are coming via NTSD we originally tried to simply use service via NTSD to DF0NTS @WB2FTX but then found that was confusing to most of the non digital operators, hence the use of DL4FN C/O WA4STO. I agree that maybe the in Wilber, NE part is probably not necessary.

While on a similar topic I have noted the recent increase in the amount of traffic with a HXG handling instruction I think this is a bad habit that is being picked up by newer traffic handlers who are being taught or perceive that handling instructions are always needed. I have even noticed instances of operators adding a HXG to a message that was not originally placed there by the station of origin in the misguided idea that it was needed. This is not true, handling instructions are optional and should only be used for a specific purpose or need. The HXG has also become less relevant since the advent of wide area phone calling.

73 Dave WB2FTX
Eastern Area Digital Coordinator- NTS Digital
Section Traffic Manager- NNJ

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Doug, KA5KLU, sent the following in response to my telling him he was very weak on 40 meters the first time he tried to check in to TEX this month. Doug wrote: Yes, Several months back I had unhooked my antennas during a rain storm. When I re-hooked them I switched antennas. I loaded 40 on the vertical instead of the dipole. By 10 p.m. I saw what I did and hooked them up correctly. Been a while since I've messed with the radios. Things are beginning to settle down some for me. My son is married now and graduated from college. He works in Hondo as a prison guard hoping to become an investigator in time. My mother is still living although her eyes are very dim now. The heat has been tough here in San Antonio now for about 3 weeks. Everyday it's over 100 last couple of days was 106 here at my QTH. I don't have A/C in my shack although I have a fan which helps. Can't handle the heat as well as I used too. Our heat index has been around 110 with the humidity down here. Should start cooling down by the end of August, it usually does, at least I hope so.

I'll try to get on more often. I even went up and looked for DX but didn't hear much other than a LZ station on 20 meters. My log says the last contact I made was in 2011 so It's been a

while. Had to blow the dust off the radios. Had to hunt for you guys on 40 meters. I thought you were on 7041. I have forgotten what freqs. we used to use.

73, Doug//KA5KLU

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Spoke with **Jim, N5NVP**, who reports that he is currently off the air due to probable lightning damage to both his antenna and IC-7000, which will no longer work in the CW mode. Jim has backup rigs including Yaesu 897 and 450 radios but they will not load the antenna. He hopes to be able to put up a new antenna once the weather cools off. In the meantime, Dick, WA5CAV, is carrying the LA traffic liaison load.

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TEX Net Topics

Welcome back to the net to Doug, KA5KLU. You “old timers” will recall that Doug was the TEX manager and bowed out in August of 2005 (yes, it has been 8 years - a nice long vacation for you, Doug). Doug is jumping in with at least one foot by taking the Saturday night RN5 liaison slots. Super!

There are still 5 backup slots open (shown in **yellow**) but now only **1** open liaison and **1** NCS slot (shown in **red**) in need of a station for Thursday early RN5 and Saturday early NCS. Primarily Rodney, Scott, and I have been filling them, but we cannot always be available.

The TEX Duty Schedule and Roster are shown on the following page (for easier printing of a single page). NCS and liaison stations should have a copy of this handy both to remind you of your skeds and to easily look up names of stations you may not be familiar with.

If you are scheduled for an NCS or Liaison slot, and you cannot make it, if at all possible, please notify both K6JT and W5DY (see email addresses and cell phone number at top of page 1) as soon as you can before the net meeting so that the backups can be alerted.

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TEX CW Net Weekly Schedule

Local	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
NCS #1	W5GKH	N5RL	KD5TXD	KD5TXD	N5RL	<i>Open</i>	W5GKH
Backup	<i>Open</i>	W5ESE	W5DY	W5DY	W5DY	W5DY	W5CU
NCS #2	W5GKH	K6JT	W5TMO	W5TMO	K5KV	W5DY	W5GKH
Backup	K6JT	K5KV	K6JT	K6JT	K6JT	K6JT	W5CU
RN5 #1	K5KV	N5RL	W5CU	<i>Open</i>	N5RL	KA5KLU	W5CU
Backup	W5DY	<i>Open</i>	W5DY	<i>Open</i>	W5ESE	W5ESE	<i>Open</i>
RN5 #2	K5KV	K5KV	W5CU	K6JT	K6JT	KA5KLU	W5CU
Backup	W5DY	K6JT	K6JT	W5DY	K5KV	K6JT	<i>Open</i>

TEX/1: **7053**/ 7108 / 3541 at 19:00 CT; TEX/2 **3541**/3595/1841 at 22:00 CT

RN5/1: **7108**/3567 at 19:30; RN5/2: **7108**/3567/3598 at 21:30 CT

TSN: **3570** - 19:45 CT; CAN: **7052**/7108/3552/3595 - 20:30 CT; PAN: **7052**/3552 - 22:30 CT

RN5 Backup: W5CU, W5DY, W5ESE, K5GM, K6JT, K5KV, K5RG, N5RL

NCS Backup: W5CU, W5DY, W5ESE, K6JT, K5KV, K5RG, N5RL, W5TMO, KD5TXD

TEX Roster

Call	Name	Location / Notes	Call	Name	Location / Notes
N5BA	Brian	Houston	WA5MUF	Bill	Watauga
W6CL	Carol	Tulsa OK	N7NET	Scott	McKinney
W5CU	Sam	Edmond OK	* KB5NJD	John	Duncanville
W5DH	Tom	Dallas	N5NVP	Jim	Scott LA
W4DLZ	Frank	Florida	W5OMR	Geoff	Houston
* W5DY	Rodney	Goliad	K1PKZ	Paul	Tom Bean
* W5ESE	Scott	Dripping Springs	K5QOW	Gary	Reagan Wells
W5FEA	Jim	Graham	* K5RG	Ken	Houston
W5GKH	Charlie	West Columbia	N5RL	Randy	San Antonio
K5GM	Pete	Austin	W5ROK	Steve	Richardson (K6JT)
W9GVW	Eric	San Antonio	W5TMO	Mike	Austin
K5JRN	Si	Austin	KD5TXD	Pat	Kingsville
* K6JT	Steve	Plano	W5UFK	Ken	College Station
KA5KLU	Doug	San Antonio	WB8WKQ	Jeff	Michigan
* K5KV	Benny	Star	K6YBV	Bob	Placerville CA
* W6LFB	Jim	Denton	W5YE	Brian	Harlingen
WA5MS	Marty	Highland Village	W5ZD	Pat	Kingsville (KD5TXD)

* Capable of 160 meter operation

Statistics:

Traffic and check-ins were about the same as last month. All RN5 slots were covered and TTN / DFW representation were very good.

Randy, N5RL, with 59 out of 62 (95%) again captured first, Benny, K5KV, with 37 (60%) was second and Rodney, W5DY, with 30 (48%) captured third. Thanks to all of you who checked in for your support.

We had a couple of "regular" visitors to the net including Frank, W4DLZ, from Florida and Bob, K6YBV, from California. Welcome to all and thanks!

The complete list of stations and traffic / liaison totals are shown in the following table. Traffic averaged 3.2 per net session (3.0 last month). Net time averaged 12.0 minutes per session (compared to 11.9 last month). Check-ins averaged 5.5 per session (5.4 last month).

TEX Net Statistics (July 2013)

Call	Name	QNI	Total	NCS	RN5	TTN	DFW
W4DLZ	Frank	0	1				
	FL	1					
W5CU	Sam	10	24		5		
*		14			5		
W5DH	Tom	5	5				5
		0					
W5DY	Rodney	13	30	1	3		
		17		4	1		
W5ESE	Scott	22	22		1		
*		0					
W5FEA	Jim	14	25			1	
*		11				1	
W5GKH	Charlie	9	19	9			
*		10		10			
K5GM	Pete	6	15				
*		9					
W9GVW	Eric	1	1				
*		0					
K6JT	Steve	15	46	2	4	1	12
*		31		6	13		31
K5KV	Benny	16	37		6		
		21		4	11		
KB5NJD	John	1	1				
		0					
N5NVP	Jim	0	3				
		3					
K5QOW	Gary	12	12			11	
*		0					
K5RG	Ken	2	11		1		

Call	Name	QNI	Total	NCS	RN5	TTN	DFW
*		9			1		
N5RL	Randy	30	59	11	11	14	
*		29				27	
W5TMO	Mike	0	18				
*		18		7			
KD5TXD	Pat	8	8	8			
*		0					
K6YBV	Bob	0	1				
	CA	1					
Totals		338		62	62	55	48
				100%	100%	89%	77%
QTC 1		60	197				
QTC 2		137			Sessions:	62	
Time 1		353	744				
Time 2		391					

Operating:

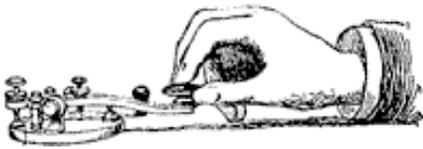
Time has a bad habit of running by just too fast! This month completes my *eighth* year as TEX manager. I wonder if that is some sort of record for TEX? I know back years ago, the manager's job changed out every 2 years or so. Well, there is no "term limit" I know of, so as long as y'all want me to remain manager, I'll continue building up my "seniority" for a better "pension" when I finally do retire :-). Oh, darn - forgot the TEX pension fund went belly up already. Oh well.

Seriously, the net owes its continued success to all of you who participate so faithfully and who continue to support Rodney and me with your NCS, RN5, TTN/7290, and DFW liaisons. Once again, I want to thank Rodney for his able assistance and coverage of open slots. You may not recall that Rodney is the 3rd assistant TEX manager in my 8 year term. We started with Don, AC5XK, then Floyd, N5EL, and now Rodney. While we don't have a real large "footprint" for message delivery, all the liaisons make it work well to the great benefit of NTS here in Texas.

Speaking of that, I have resumed updating the NTS Status white paper and am about ready to release it to the Central Area Staff and (I hope) all the STMs in the Central sections for review and a start on identifying possible workarounds where representation is lacking. I still have a couple inquiries out awaiting responses, but for the most part, all net and digital activity is covered. We have very good representation here in Texas. Sadly, that is not the case for very many other states / sections. Take a look if you have the time and let me know if you have other information or suggestions. There is a link to it on the TEX website.

Until next month, 73, Steve K6JT

(TSN Corner starts on the next page)



TSN Corner

Texas Slow Net (Daily) 1945 CT 3570.0 KHz +/- QRM
http://www.atcweb.com/tsn/Texas_Slow_Net.htm
 Looking for new TSN Net Manager

The telegraph key image is courtesy of FCIT

Greetings from the Wild Horse Desert - Home of KD5TXD

Again, TSN survived for another month. Carroll, KB5TCH, was calling or checking into the net every night this month with just one exception. We sure could use an additional net control station. If anyone is interested in helping TSN it would be greatly appreciated.

We are going to make one more try at getting TSN fired up and doing what it is supposed to do, help train CW traffic handlers. I am gradually going to contact all of the ARRL affiliated clubs in Texas and invite their membership to check out TSN. We got the TSN web page back up after several calls to our web page host. I updated the training lessons to reflect our new frequency, 3570. I am doing a little tweaking with the training lessons. We will start using the tweaked version soon as we get through this set of lessons. If anyone has any suggestions for TSN, please let me know.

Stop by any evening on 3570 kHz at 7:45p.m. CDT.

If you have time and are interested in helping us out, please drop me an e-mail at pja@atcweb.com. We have some available evenings if anyone would like to take on NCS duties. And it would be above and beyond the call of duty if someone could help with sending the training lessons. Thanks to all!!

July 2013 TSN Roster

Call	Name	City	ST	Call	Name	City	ST
WA4BAM	John	Miami	FL	K5MDK	Mike	Plano	TX
AC5BE	Joe	Houston	TX	KD5MMM	Phil	Fentress	TX
KX5C	Ron	Silsbee	TX	WB5NKC	Arley	Oklahoma City	OK
W6CL	Carol	Tulsa	OK	N5NVP	Jim	Scott	LA
AB0DK	Dave	Kirksville	MO	K5OAI	Sam	San Angelo	TX
W7DML	Richard	Salt Lake City	UT	N4OLN	Gary	Conyers	GA
W5DPT	Louis	Deer Park	TX	K9PUI	Dick		IN
W5DY	Rodney	Goliad	TX	K5QOW	Gary	Reagan Wells	TX
W5ESE	Scott	Dripping Springs	TX	N5RL	Randy	San Antonio	TX
WD0ESF	Mike	Medicine Lodge	KS	KB5TCH	Carroll	Douglasville	TX
W5FEA	Jim	Graham	TX	KD5TXD, W5ZD	Pat	Kingsville	TX
AG9G	Dwight		WI	W5TMO	Mike	Austin	TX
KK4HCF	Sam	Maryville	TN	WB5UPS	Ron	Port Neches	TX
N0JL	Jim	Chillicothe	IA	K4VIZ	Tom	Conway	AR
K6JT	Steve	Plano	TX	W5VXI	Dave	Caddo Mills	TX
AA5JW	Carl	Stafford	TX	WB8WKQ	Jeff	Dryden	MI
K5KV	Benny	Star	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 July 2013

Total Sessions 30, Total Check-ins 71, Total Traffic 26 by 6 different operators.

July 2013 QNS

July	Callsign	Name	QTH	STATE
30	KB5TCH	Carroll	Douglasville	TX
21	KD5TXD, W5ZD	Pat	Kingsville	TX
6	KD5MMM	Phil	Fentress	TX
6	W5VXI	Dave	Caddo Mills	TX
5	KK4HCF	Sam	Maryville	TN
3	WD0ESF	Mike	Medicine Lodge	KS

73!!

Pat KD5TXD

August 4, 2013

(RN5 Corner Starts on the next page)

RN5 Corner

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

Hello guys and welcome to Edition 18 of the **RN5 Corner**.

Some good news to pass along... As reported last month, Tom, WA4ZPZ, who lives in a very deed-restricted development where antennas are not allowed had been forced to take down his push-up pole G5RV antenna. That left him only with a "stealth" G5RV that wrapped around the eaves of his single story home, which simply did not work well.

Thanks to the interchanges with K6JT and W4DLZ, Tom added a choke balun to the feed line of his remaining antenna. The results were both stunning and amazing. Somehow that balun allowed more energy to reach the antenna. It was so much better that Tom is now able to resume both his NCS and CAN liaison duties. He still has some trouble "hearing" with that antenna, but his transmit signal is adequate and appears to be even better than when he was using the (higher) push-up pole.

So those of you who might be using a G5RV (or plan to in the future) take careful note that a choke balun (just the coax wound around a 10 to 12 inch form, which is then removed, for about 10 turns before connection to the balanced line feeding the G5RV) is absolutely necessary for proper performance of the antenna.

It was really great to hear an MS station starting to check into the net again. Welcome to John, K5WNU, who has also been added to the roster on the next page.

We still *really* need CAN liaison stations for Monday, which has been vacant for some time. Other nights have openings as well. NCS slots are covered but backups are always needed.

GOOGLE has just announced that if you want your messages secure don't use Gmail or any Internet mail service because its going to be read by those you may not want to see it.

So if you want your messages secure use NTS or even Snail Mail.

Thanks to all of you for a great job -- last month was again very good.

Thanks again...

Frank W4DLZ
RN5/4 CW Net Mgr..

(See next page for Statistics, Duty and Net Rosters)

RN5 Duty Roster

Local	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
NCS #1	KZ8Q	W4DLZ	W5CU	WA4ZPZ	W4SU	W4DLZ	K4VIZ
NCS #2	KZ8Q	W4DLZ	W5CU	WA4ZPZ	W4SU	W4DLZ	K4VIZ
CAN TX	Open	WA4ZPZ	K4VIZ	Open	K5KV	Open	K5KV
CAN RX	Open	W4DLZ	Open	K6JT	Open	W4DLZ	W5CU
DRN5	Open	Open	K5RG	Open	Open	Open	Open

July 2013 Statistics

SESSIONS	62
QTC	177
QNI	306
QTR	652
AVG QTC	2.8
AVG QNI	4.9
AVG QTR	10.5

The following (updated) roster shows stations coming to RN5 in the past 3 years and their sections.

Region Net 5 Roster

Call	Name	Section	Call	Name	Section
W4AGL	JIM	FL	AA4HT	BOB	FL
K4AKC	TOM	AL	W8IM	DEAN	FL
WA4BAM	JOHN	FL	WA5JAN	JIM	AR
WA5CAV	DICK	LA	K6JT	STEVE	TX
W5CU	SAM	OK*	KA5KLU	DOUG	TX
AC5CW	ERIC	LA	K5KV	BENNY	TX
KO9D	BENNY	IN	K8KV	BEN	FL
W4DLZ	FRANK	FL	K5MC	MICKEY	LA
K5DMC	JER	MS	N5NVP	JIM	LA
WD4DNC	BARRY	FL	K4PG	KEVIN	FL
AD4DO	JOHN	FL	KZ8Q	BEN	AL
W5DTR	CURT	IL	K5RG	KEN	TX
K1DW	DALLAS	LA	N5RL	RANDY	TX
W5DY	RODNEY	TX	W4SQE	ANDY	TN
NY4E	BILL	FL	W4SU	JERRY	AL
W5ESE	SCOTT	TX	W6SX	HANK	CA
KJ4FDV	TREY	AL	K15T	WADE	LA
KC4FL	JOHN	FL	K4VIZ	TOM	AR
KA4FZI	PHYL	FL	K5WNU	JOHN	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

73, Frank W4DLZ