

# The Texan

Newsletter of the Texas NTS CW Net (TEX)

**\*\* See "TSN Corner" on Last Page \*\***

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## An "Early Christmas Present"

The newsletter is a bit late, largely due to the arrival of my 3<sup>rd</sup> grandson Saturday night / Sunday morning, December 3Z. It was an amazing experience. My middle daughter delivered Noah Blake Wheeler in a "water tub" at a birthing center with the assistance of two midwives. He was 8 lbs, 6 oz, and 20.5 inches long. She performed this amazing feat, which I was privileged to attend, with no medication of any kind and with nary a murmur of discontent. I was also blessed to be the one to cut the umbilical cord. The baby was born at 12:30 AM and we all went home, including my daughter, son-in-law, and new child (their 2<sup>nd</sup>) around 3:30 AM. How's that for "all natural"? Of course, she was in excellent physical condition, having been teaching aerobics and dance classes right up until about 3 weeks ago. Now, I am wondering which of my grandsons will be the first to learn Morse code and join us on TEX? ☺

## What is that @#%\* SSB QRM?

With the time change, propagation has improved to the point where that SSB QRM near 3552 is becoming more annoying each day. One evening after a particularly bothersome assault on early TEX, I decided to try to determine where the QRM was coming from and whether or not it was legal operation.

The SSB is centered on 3551 using Upper sideband (drat!) such that we get a lot of energy on 3552. Using a narrow filter helps a lot, but some of the stations are particularly loud, causing copy problems. Bandpass shifting won't help since their sideband will cover from 3551 to at least 3553.5. After listening for about 15 minutes to the Spanish chatter back and forth, I determined it was likely NOT amateur radio operators. Although my comprehension of spoken Spanish is not so good, I concluded it was just idle chatter, sort of like a telephone conversation, about nothing in particular. Complaining about the weather, talking about working around the house, etc. seemed to be the primary gist of the conversation. I did not hear an amateur radio callsign (or any callsign for that matter) during the entire time.

I then went on the Internet and found the Mexican amateur radio licensing information. My comprehension of written Spanish is much better, so I was able to find the regulations and understood them with no trouble. It appears that the allocation of 3500 to 4000 is *secondary* for hams in Mexico rather than primary as it is here. Even if it were primary, the higher

classes of license (1<sup>st</sup> and 2<sup>nd</sup>) are allowed to use SSB anywhere in the band. Although the amateur regulations did not specify what services had primary allocation on 80 meters, the fact that amateurs are secondary means that other users, possibly something like our land mobile service, are allowed there. Because the telecommunications infrastructure is not as widely developed in Mexico, it is possible that the folks we hear have been granted use of that frequency for their internal communication in lieu of telephone service. So... it does not appear that we can do anything about it by complaining to the FCC or even the Mexican government. Sigh.

## **Propagation problems**

You “regulars” will have noticed that early TEX is now the one bearing the brunt of the poor low-sunspot propagation (although it is great for the DX’ers). There have been quite a few nights since the time change back to standard where “spotty skip” has been observed. I suspect that there are patches of ionization that form after dark, and then shift around and get filled in later, so that we are experiencing QSB, fading totally out, and inconsistent coverage. For example, there have been nights where I could hear Doug, KA5KLU, at 7 but he disappeared by 7:05. At the same time, I could hear Floyd, N5EL, even after Doug’s signal was lost. Since Floyd is half the distance from me as Doug, there must have been an ionized spot for our path that was not large enough to support the longer path. I have also heard the opposite, where neither Floyd nor Doug was copyable here but then signals suddenly jumped up about 7:15 or so to S9+ levels.

If you have had similar or different observations from your QTH, please pass them along. This period, which seems to be in a prolonged low-sunspot trough, is going to provide some very interesting propagation anomalies for us to muddle through. Also see “TEX Mailbox”.

If you don’t hear anything at 7, wait at least 10 minutes to see if you can hear other stations check in. Then send your call and “QNP NCS”. If you have a good path to the NCS and hear the other station try to check in, please get the attention of the NCS and relay in (QNB) the other station. If all else fails, try to QNI to late TEX to pass your traffic. Conditions have been better then, or at least more consistent.

NCS stations are again reminded to ask the furthest station from your QTH to call for QNI, now on the early TEX session, and also on late TEX. But don’t overdo it. In general, here is no need to ask more than one station, the furthest from you, to call for QNI. An exception would be for high power stations such as W5DY or K5RG. Asking them to call for QNI might yield some more results since their power levels can sometimes get through while the majority of our “100 watt specials” will not. Of course, they might not be able to hear the responding station(s), so all net stations should pay attention and relay as needed.

## **W1NJM Saga**

Again, thanks to Sis, WD8DIN, the editor of the “Traffic Call” newsletter of the Hit and Bounce Net (HBN – 0730 CT, 7042 KHz), for passing along George Hart’s saga of the “early days”. Here’s Part 9 of George Hart’s recollections. “Geo” and Bunch get to meet the local club gang and their off-the-air adventures are expanded.

## **RANDOM RECOLLECTIONS OF AN OLD HAM**

A journalistic history of the life and times in Amateur Radio of George Hart, W1NJM, by George Hart, W1NJM. Part 9.

### **The Radio Club**

When W3NF acquired its "big signal" in 1929 we made many more contacts. One was W3AFE in Catasauqua, a suburb of Allentown. He invited us to his house to attend a meeting of "the club," a group of hams in and around Allentown, who got together at his house on Friday nights.

One Friday night Bunch and I decided to take him up on it. Charlie Milson, W3AFE, turned out to be a rotund, sizable and very jolly Pennsylvania Dutchman. He had his amateur gear in a medium-sized room on the third floor of his parents' house in West Catasauqua. When we got there, the elderly man who opened the door for us directed us upstairs, and there we found an assemblage of about six hams. They had not expected us, and in the true Pennsylvania Dutch fashion there was no cordial greeting... but after a brief silence Charlie sprang to his feet.

"I'm Charlie Milson, W3AFE!" he boomed, shook our hands warmly and introduced us to the others. "Dutchmen" are inclined to be taciturn but are very friendly when the ice is broken, and a mutual interest in ham radio quickly accomplished this. Others that I recall in the room were Nick Stavrou, W3AWB, Herb Snyder, W3CJN, Norm Stiedle, W3ATS, and Pres Schuler, W3BYE. It was a congenial group, very informal, subjects discussed not all having to do with amateur radio.

I'm not sure whether the club was formalized later or that it already existed when Bunch and I came on the scene. I tend to think the former. I do know that I was the youngest, by several years, and often referred to as "the kid." In any case, the Lehigh Valley Amateur Radio Club was duly formed and because of my flair for writing I was the first or a very early secretary. The club is still in existence today. During 1929, 1930 and 1931, I became a regular Friday night attendant at the LVARC meetings. I recall a number of trips Bunch (we'll start calling him Ed now) and I made to Allentown in his little red flivver. It was a second hand Model T, painted red by a former owner, because a new Ford was "available in any color you want as long as it's black." It was, I believe, a 1924 model that had seen its best years and was getting highly temperamental.

I remember especially one trip we made to Allentown in the dead of winter, bundled up in overcoats because few cars in those days had heaters. We had to thaw out the radiator before we started, because it was frozen solid. Usually, once thawed and the engine warmed up there was little danger of its freezing again unless it sat for several hours, but this night the temperature got down close to zero. We made it to the club meeting (believe it was still at Milson's shack), but when we came out to start the journey home we found the radiator was again clogged with ice, so we had to thaw it out again. This meant draping our overcoats over the hood and starting the engine. The ice melted rapidly and the engine settled down to normal operation. (Meanwhile we were stomping around trying to keep ourselves warm.) Once we were on the way we felt there was no possibility of further trouble, but before we

even reached Bethlehem, the steam started spouting from the engine. We had not reckoned on the extreme cold causing the radiator to freeze even while the engine was running. We had to stop twice more to thaw out the radiator and the trip, only about 20 miles took us over 2 hours. It was 2 a.m. when we arrived home, almost literally frozen stiff, but we were young and suffered no ill effects.

Ed soon lost interest in the club and attended only occasionally, but my devotion kept increasing. I still did not hold a driver's license, so when Ed decided not to go I was stuck at home. There was a trolley line that ran to Allentown, but its terminus was still quite far from the meeting places of the club. Eventually one of the newer members, an older man named Ken Schleicher, W3ATN, offered to give me a ride if I could get to his place in Bethlehem. It turned out that "the limited" had a stop in Bethlehem within easy walking distance to Ken's residence. On several occasions thereafter, when Ed declined to attend the meetings (every Friday night), I boarded "the limited" to Bethlehem, walked to Ken's place and waited until he was ready to go, meanwhile sitting and operating his "rig" and munching on a treat his wife provided. This arrangement soon ended, however. One time he forgot I was coming and left without me. When I arrived, Mrs. Schleicher insisted I wait, and sure enough Ken returned for me, full of apologies. I remember his holding his coattails up and inviting me to kick him. The embarrassing episode made me realize I was an inconvenience and I never went back to Ken's place, nonetheless retaining fond memories of his kindness and friendship.

The association with LVARC made me many friendships and gave me much experience in amateur radio. The club usually met in members' homes, but for a period we had our own clubhouse in Fullerton (now, I believe, called White Hall), a rented room over a garage. Here we established an amateur radio station under club call W3OI, which was operated sporadically by members, usually before and after the Friday night meetings. The club was quite active. I was a regular attendant. Ed not quite so regular but he did build a transmitter for use during an Allentown exposition of some kind, I believe in 1929. A special wooden frame was built for the transmitter. After the exposition, Ed became proprietor of the frame and used it to house several later transmitters. I still have it (Feb., 2001) here in my basement "shack" to house a now-obsolete PP 813 transmitter and power supply.

Next in Part 10, "My First Hamfest".

### **TEX Mailbox:**

**Pat, KD5TXD**, wrote: "You must all be ready for some high adventure, post World War II, merchant marine CW action". Yes, it's another book report, but with a twist. "Deep Sea 'Sparks': a Canadian Girl in the Norwegian Merchant Navy" by Olive J. Carroll is the autobiographical recounting of Ms. Carroll's four years serving as a ship's radio operator. Olive didn't want to hang around and settle down in her home town of Vancouver, B.C. She wanted to see the world. The naval actions of World War II left a huge gap in the shipping industry. Many merchant marine ships had been sunk, crews lost, and in 1947 there was a serious need for radio operators. Olive's interest in radio started when she was in high-school. After graduation from radio school, she and several other young ladies were signed onto Norwegian merchant marine ships. The Canadian merchant marine wouldn't take the ladies as radio ops.

Olive's ship was the Siranger, a C1A type vessel built at Beaumont, Texas, in 1944. It was designed for cargo transport mainly, with a few cabins for passengers. Now Olive didn't want to be a secretary or clerk, but along with her radio duties she was stuck with the ship's secretarial duties, too. She accepted all the duties in stride and proceeded to sail round the world working CW in some amazing conditions.

The author describes her radio work with some detail that only another radio op or amateur operator could fully appreciate. I found myself pondering what kind of propagation issues she was facing when she described some particularly difficult contacts. As radio operator Olive had to get the messages through one way or another. I looked up the solar cycle for the years Olive was at sea and found that the years from 1947-1950 were on the thrilling rise of that solar cycle. The main emergency and monitoring frequency was 500kcs, at the bottom of the AM broadcast band. Several other frequencies are mentioned throughout the book being used for different types of contacts. At one point in the radio operations descriptions I believe I can identify a classic Gray Line propagation event.

Ships' emergency procedures are described, including the use of QRT, meaning all stations shut up, and QTE to get bearings. Relay techniques are used extensively. Also, Olive described an interesting encounter with an English ship which refused to QSP for her. It turned out that English ship was running a Marconi station and was not allowed to work her RCA station.

The Siranger sailed all around the world and the radio operator got to enjoy all the sights, adventures, and a little danger. Olive reported that in Argentina a local amateur radio operator requested a visit and tour of her radio room. But it wasn't all fun and games for this 'sparks'. Often her antennas and insulators were encrusted with salt causing transmission and reception problems. She would have to go out and attempt to wash the salt off when the weather was not obliging with suitable rain to clear the encrusted problem.

Olive encountered prejudice against women at sea as well as the interest of many reporters who sought interviews with the unusual woman 'sparks'. Her shipmates accepted her willingly and acknowledged her skills. In port the crew looked after her as if she were family. It was an exciting but equally difficult life, not for the faint of heart. This was a fun book with a lot of CW radio interest.

73!! Pat KD5TXD

**Pete, K5GM**, who joins us on TEX from Austin, and is the Central Area TCC manager, sent along the Eastern Area Net (EAN) NTS digest. There was a discussion thread about the current conditions, which I have copied here for your information. Thanks, Pete.

1a. HF QSP

Posted by: "W2RU - Bud Hippisley" W2RU@frontiernet.net oldvacuumtubes

Date: Wed Nov 7, 2007 6:30 pm ((PST))

I've been doing this EAN "thing" at least weekly since the first Wednesday of 1963. That's over 44 years, so in effect I've been a regular Wednesday night NCS through four complete sunspot cycles.

"Amazingly", each sunspot cycle minimum is much like the others - long skip at 0130Z during November, December, and the first part of January. Often, as it was tonight, it's coupled with some QRN audible in the eastern part of North America.

In the first two decades of running EAN, we "bulled" our way through the bad nights with our amplifiers - because most stations on EAN had outstanding signals which came from a combination of good antennas and QRO. For those (relatively) few cases when the direct QSP didn't work, I used to turn handsprings as NCS to arrange QNB combinations to get the traffic cleared. For the most part, 160 meters was not a viable alternative - because most of us had no rigs for 160, FCC rules limited us to very low power there, and in some cases we couldn't even operate in the same band segments.

During those earlier decades, we could handle 150-300 messages on EAN in an hour, even during sunspot minimum years - and that was back when book messages counted 1/3 of "regular" messages!

So here we are, a few decades later. What's different besides the fact I could only clear 5 messages tonight?

1. Despite changes in the FCC power limits that have made an additional 3 or 4 dB improvement in CW signal-to-noise-ratio available to us, we no longer have anywhere near the number of potent signals on EAN that we used to. Way too many of us are barefoot and/or antenna-challenged. It kinda reminds me of all the guys who run around in contests signing "/QRP" and then brag about their scores. \*They're\* not the ones who should be proud; it's the operators on the other end who are able to \*copy\* these weak signals who should get the credit and the recognition!
2. The equipment is substantially better. We have much more stable VFOs, and we have all sorts of analog and digital filters and noise reduction systems available to us that we didn't have 40 years ago.
3. Almost everyone now has a rig capable of operating on 160 meters.
4. Yet we can't clear anything like the traffic we used to clear on EAN when the skip was long and the QRN crashes were constant - like tonight, for instance.

I think I said it last winter, but I'm going to say it again this winter: I've given up knocking myself (and my southern friends) out trying to arrange QNB skeds when so few of us have gone "that extra mile" to equip our stations properly for clearing the hook 365 days a year, all 11 years of each sunspot cycle. In short, if we can't run high power into decent antennas on 80, we need to figure out how to put a semi-decent signal out on 160. Or shut down Cycle 4 in favor of Cycle 3. Or...

Perhaps the WinLink and other internet-centric people are right - perhaps HF is no place for reliable traffic handling.

But I don't believe that. Here's what \*I\* think:

1. We need to adapt, instead of beating our heads against the wall.

2. We can adapt through our choice of frequency, our choice of time, our choice of signal level, our choice of...

When I'm in a contest, and I quit working new stations on 20 meters, I find another band to QSY to in order to keep working stations, or I wait until a different time, when conditions have changed, to come back to 20. Seems like we ought to be able to do a modified version of that when we're handling traffic and trying to show others how we can come through in time of crisis.

I love CW, I love NCSing, I love the structure of NTS, and I think all of those things should be preserved and nurtured and cultivated - not because I love them but because I truly believe that they are important resources and skills to have in emergencies.

Bud, W2RU

1b. Re: HF QSP

Posted by: "Jan" wa2yl@arrl.net ylham  
Date: Wed Nov 7, 2007 7:27 pm ((PST))

Amen, Bud. I fully agree with you and am QRV on 160 in New Jersey but my dipole here in Flaaaarida won't load on 160, nor will the vertical.

At the present time, I just can't justify spending big bux for an amplifier, unless I can find one in the 3-400 watt range with a super price.

However, there's a solution. If any of the guys/gals want to come down here and set me up with a good antenna system and tweak it up for me, I'd be happy to give them free room and board for a week or so, with pleasure. I have one guest room that'll accommodate two people, plus a sofabed, which can be made fairly comfortable. (This includes W2RU and family. Hi) If someone has a cheap amplifier that I can buy, all the better.... and the antenna party offer still stands. Also, there's a vertical hanging in the garage, waiting to be reinstalled on the dock.

So far my schedule looks like this ...

My volunteer family caregivers will be leaving the first week in December, and I'll be flying to NJ for three weeks on Dec. 15th. From there I'll come home for a few days, then fly to Las Vegas to spend our 75th birthday with my twin sister. We've planned this for a long time and I sure hope to be able to do it. By the end of January or the first of February, I'll be ready for company that works. :-)

Hopefully the NJ antenna will be intact when I get there, and I can give 160 a try to see if it still works.

Thanks for the use of this reflector for such a long response to your email, but I needed to get my appeal out to the EAN group. Also, I want to thank you for your cards and emails. They've really done a lot to lift my spirits. This has been a difficult time, and be assured, I do intend to beat this monster... to a pulp, if necessary.

And I plan to be back, if only temporarily, from NJ in December.

73/88 and 33 to the YLs....

Jan WA2YL

1c. Re: HF QSP

Posted by: "Glenn Killam" ve3gna@sympatico.ca ve3gna

Date: Thu Nov 8, 2007 5:26 am ((PST))

Bud: I am a comparative newcomer to the traffic scene, but have been CW active for more than 40 years, too. Much prefer the "Old Mode" over any other because it does succeed when others cannot. That being said there must be some way of getting around the conditions such as we had last night. That was excruciating. On Tuesday I could barely hear Terry at all and I have heard from others as well saying the same thing. Your signal was a solid 539 to me, but you were about the only one who was. I am running "barefoot" as well (120 watts) with an auxilliary fan on the heat sink to keep it there.

I do have 160 capability here with my old FT101 but perhaps only 30 watts or so as the final tubes are fading fast. My 160 dipole is coiled up in the shack and there are enough trees around to enable me to get it up in the air somewhat.

Perhaps you are right in that we should consider Cycle 3. Many other nets arbitrarily move up one hour when the time changes, such as the Ontario Phone Net but even that does not completely solve the problem. Ideally I would like to see it move to Cycle 3, but then most of the ops would be still at their places of employment.

I have been frequenting the morning CW nets such as HBN and HBSN simply because of propagation and have been able to clear much of my traffic there. There was a time, for which I have been chastized mightily, when I would simply circumvent the system completely, but those days are gone now. I prefer to work within NTS structure as much as possible, as long as the guys are willing to take the traffic and we can hear each other.

Cycle 3 - maybe a viable solution. 73,

Glenn, VE3GNA Ontario STM

Pat, KD5TXD, reported that **Pat, WB5NKD**, was in the hospital on the 26<sup>th</sup> of November for a medical procedure to alleviate an arterial blockage. Since traffic from her has commenced with dates in early December, the procedure was apparently a success and she is back on the nets again. Sure glad you are OK, Pat.

**Scott, W7IZ**, Oregon STM passed along some information that does not affect us here in Texas very much, but is good to know anyway. When passing 3<sup>rd</sup> party traffic to another country (including Canada), the rules require sending the calls of BOTH parties when signing off with that station, not just your own call.

Scott also sent a link to a YouTube video about "old time ham radio" that was really enjoyable. The link is: <http://www.youtube.com/watch?v=vBGldf0VjQ4> . Highly recommended! Thanks, Scott.



## TEX Net Topics

We still have **many** openings for RN5 liaison, Wednesday through Friday early and Wednesday through Saturday, late. If you are able, please take one (or more) of the open RN5 slots. If you can take only one, early or late, that is fine. NCS stations are reminded to always ask for an RN5 volunteer on the early session if no regular scheduled station is there. If possible, also ask for both early and late RN5 volunteers. Rodney often “shadows” the late session, as do I, but it is best to have a known volunteer.

### TEX CW Net Weekly Schedule

Local	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
<b>NCS #1</b>	W5DY	KA5KLU	K6JT	AC5Z	KD5TXD	AC5Z	W5GKH
Backup	W5GKH	<b>Open</b>	KD5TXD	W5DY	W5DY	W5DY	W5DY
<b>NCS #2</b>	W5GKH	KA5KLU	KD5TXD	K6JT	N5PWG	W5DY	W5GKH
Backup	K6JT	<b>Open</b>	K6JT	<b>Open</b>	K6JT	<b>Open</b>	K6JT
<b>RN5 #1</b>	W5GKH	KA5KLU	<b>Open</b>	<b>Open</b>	<b>Open</b>	W5ESE	W5CU
Backup	W5DY	<b>Open</b>	W5DY	KA5KLU	<b>Open</b>	<b>Open</b>	W5GKH
<b>RN5 #2</b>	W5GKH	KA5KLU	<b>Open</b>	<b>Open</b>	<b>Open</b>	<b>Open</b>	W5CU
Backup	W5DY	<b>Open</b>	W5DY	K6JT	W5DY	W5DY	W5GKH

TEX/1: 3552 at 19:00 local; TEX/2 3552 at 22:00 local

RN5/1: 3567 at 19:30; RN5/2: 3567 at 21:30 local

TSN: 3552 at 19:45 local; CAN: 3552 at 20:30 local; PAN: 3552 at 22:30 local

RN5 Backup: W5DY, W5ESE, W5GKH, K5GM, K6JT, KA5KLU, K5RG

NCS Backup: W5DY, N5EL, K6JT, KA5KLU, N5PWG, KD5TXD, AC5Z

Note: Although “backup” stations are listed above, anyone is welcome (and encouraged) to take the RN5 or NCS duty slots when it becomes necessary. If you don’t hear anyone open the net within 2 - 3 minutes of start time after tuning up and down 3 KHz looking for the NCS, please go ahead and QNG. Be careful, though, as skip may be present.

### Statistics:

This month Rodney, W5DY, took top honors with QNI of 44 (73%). He was followed by Pat, KD5TXD, with 37 (62%), Ken, K5RG, with 27 and Sam, W5CU, with 26 (45%). Thanks to everyone for your support.

The complete list of stations and traffic / liaison totals are shown in the following table. Traffic was down again, but QNI improved slightly over October. Traffic averaged 2.7 per net session. Net time averaged 14.6 minutes per session. Check-ins averaged 5.6 per session.

### TEX Net Statistics (November 2007)

			total	NCS	RN5	TTN	DFW	CTTN	TSN
Call		QNI							
KB0All	David	0	3						

			total	NCS	RN5	TTN	DFW	CTTN	TSN
Call		QNI							
		3							
W5CDX	Wads	0	4						
*		4							
W5CU	Sam	16	26		8				
*		10			8				
W5DY	Rodney	24	44	6	7	1			
		20		4	5				
N5EL	Floyd	14	19						
*		5							
AA7FY	Mark	1	1						
*		0							
W5ESE	Scott	12	12		2			9	1
*		0							
W5GKH	Charlie	8	16	4	4				
*		8		8	4				
K5GM	Pete	1	2						
*		1							
W9GVW	Eric	4	5						
*		1							
AA5J	Chuck	0	1						
*		1							
KJ9J	Newt	16	16						
*		0							
K5JRN	Si	8	8				2		
*		0							
K6JT	Steve	21	46	4	3		21		
*		25		5	7		25		
KA5KLU	Doug	6	10	4	4	1		5	
*		4		4	4			3	
K5KV	Benny	2	3		1				
		1			1				
AA0NI	Daniel	1	1						
		0							
N5NVP	Jim	1	11						
		10							
K9PUI	Dick	1	1						
		0							
N5PWG	Jay	2	9						
*		7		4					
K5RDW	RD	6	6						
*		0							
K5RG	Ken	11	27		1				

			total	NCS	RN5	TTN	DFW	CTTN	TSN
Call		QNI							
*		16							
KC5T	Bob	1	1						
		0							
KD5TXD	Pat	21	38	4					21
*		17		5					17
W5UFK	Ken	5	7						
*		2							
AC5Z	Bert	20	20	8		1			
*		0							
Totals		337		60	59	3	48	17	39
				100%	98%	5%	80%	28%	65%
QTC 1		84	160						
QTC 2		76		Sessions:		60	100%		
Time 1		504	877						
Time 2		373							

The roster, which follows, is unchanged from last month.

### TEX Roster

Call	Name	Location / Notes	Call	Name	Location / Notes
N5BA	Brian	Houston	W6LFB	Jim	Denton
W5BYQ	Earl	Houston	WA5MUF	Bill	Watauga
W5CDX	Wads	Crowley LA	# N7NET	Scott	Allen
W5CU	Sam	Edmond OK	AAØNI	Daniel	Oklahoma City OK
NV5D	Martin	Allen	KB5NJD	John	Duncanville
* W5DY	Rodney	Goliad	# N5NVP	Jim	Leesville LA
N5EL	Floyd	Temple	* N5PWG	Jay	Pasadena
* W5ESE	Scott	Dripping Springs	K5RDW	RD	Vilonia AR
AA7FY	Mark	Fort Worth	K5RG	Ken	Houston
W5GKH	Charlie	West Columbia	W5ROK	Steve	Richardson (K6JT)
K5GM	Pete	Austin	KC5T	Bob	Houston
W9GVW	Eric	San Antonio	W5TFB	Jack	College Station
KA9IKK	Bill	Houston	W5TV	Tom	Nacogdoches
K7IZ	David	Bridge City	* KD5TXD	Pat	Kingsville
AA5J	Chuck	Plano	# W5UFK	Ken	College Station
KJ9J	Newt	Pharr TX (winter)	* K5UN	Lee	Leonard
* K5JRN	Si	Denton	KS5V	Ed	Bulverde
K6JT	Steve	Plano	K5WQG	Eddy	Tomball
KA5KLU	Doug	San Antonio	AC5XK	Don	San Antonio
K5KV	Benny	Star	* AC5Z	Bert	Nacogdoches (Lufkin)

# Not Capable of operating in 3600-3700 band; \* Capable of 160 meter operation

## **Operating:**

We again used our “old” frequency, 3643 (+/- 2 KHz), during the CQ WW DX contest weekend. That again worked out quite well. Unfortunately, I neglected to send out the notification for Friday night’s activities (I was not home), but Saturday went well.

Speaking of the CQ WW DX contest, as reported last month, Lee, K5UN, was down in Suriname, operating as PZ5X. Scott, W5ESE, reported that he was able to work Lee using only QRP during the contest. Great going, fellows! Hope to hear from Lee about his experiences there soon.

Scott will be visiting his parents in Kerrville starting December 12 and will only have QRP capability there. He will try to QNI TEX, if it is not too cold (his operating position is outside). Hope the weather will cooperate.

Scott’s input for TSN Corner appears on the next page.

I’ve noticed that the TTN liaison representation has significantly dropped off. If you can take traffic for relay on TTN, please indicate this to the NCS when you check in. I suspect some of you are still active there but don’t officially report being a liaison. I am also wondering if we should expand the “meaning” of TTN to both the Texas Traffic Net and the 7290 net? We can still leave it as “TTN” for the QNA list, but either net qualifies. We used to offload the undeliverable (via direct QSP) traffic to the voice nets, but that seems to no longer be feasible. Please let me know what you think and whether the voice nets have sufficient coverage to warrant continuing the liaison.

Until next year, I hope you all have a Merry Christmas and a Happy New Year !

73, Steve K6JT



## TSN Corner

Texas Slow Net (Daily) 1945 CT 3552.0 Khz

[http://www.geocities.com/scottamcmullen/Texas\\_Slow\\_Net.html](http://www.geocities.com/scottamcmullen/Texas_Slow_Net.html)

Scott McMullen W5ESE

TSN Net Manager

Pat, WB5NKD, had some health problems this month, and was in the hospital. She and Arley missed the net for a few days. Many thanks to our "other" Pat, KD5TXD, for helping fill as NCS during their absence. Pat and Arley, we've missed you both very much!

Here is a list of stations that have participated in the Slow Net in recent months. A big welcome to Wade, KI5T, Lou, WA5LOU, Fred, KD5RSS, and Dana, AD5VC. Please join us as often as you can.

### Net Stations (QNS)

Call	Name	City	State	Call	Name	City	State
KI5T	Wade	Walker	LA	KD5RSS	Fred	Haskell	OK
W5BYQ	Earl	Houston	TX	WB5NKC	Arley	Oklahoma City	OK
WX5CW	Chris	Ruston	LA	WB5NKD	Pat	Oklahoma City	OK
W5DY	Rodney	Goliad	TX	N5NVP	Jim	Leesville	LA
K5ECI	Bill	Enid	OK	K5RDW	RD	Vilonia	AR
W5ESE	Scott	Dripping Springs	TX	KB5TCH	Carroll	Douglassville	TX
AA5JW	Carl	Stafford	TX	W5TFB	Jack	College Station	TX
K6JT	Steve	Plano	TX	KD5TXD	Pat	Kingsville	TX
K5KV	Benny	Prarieville	LA	AD5VC	Dana	Baton Rouge	LA
WA5LOU	Lou	Kennard	TX	W5VDM	Bill	New Ulm	TX
KD5MMM	Phil	Fentress	TX	N5XGG	Joe	Colmesneil	TX

### Straight Key Night

ARRL Straight Key Night occurs on New Years' eve and day, beginning at 0000Z (Monday evening), and ending at 2400Z (Tuesday). Straight Key Night is more of an operating event than a contest. Participants may call 'CQ SKN', or listen on the bands for the distinctive character of hand formed Morse. Feel free to make use of your own straight keys during TSN on Straight Key Night (as well as any other night).



### November Activity Report

TOTAL SESSIONS 29

TOTAL CHECKINS 97

TOTAL TRAFFIC 28

BY 15 DIFFERENT STATIONS

73, Scott, W5ESE

*The telegraph key image is courtesy of FCIT*