

The Texan

Newsletter of the Texas NTS CW Net (TEX)

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January was a very busy month with traffic count, number of check-ins and time in session setting new records. Thanks to all of you for supporting the net and giving of your time and talents to making TEX a thriving group in these days of decreased interest in NTS and competition for our time from so many other sources.

At the top of the news is that there are some changes afoot in the area staffs regarding “official” policy for originations of the “book” or “bulk” traffic that we see so much of (and that keeps the net active and our skills sharpened). The gist of their proposal to ARRL is provided below. Although no formal policies or guidelines have yet been established, it is certain that these will be forthcoming in the near future. Most of us do not mind handling the book traffic. Some types appear more useful than others, with the license renewal reminders and welcome to newly licensed hams having (in my opinion) true value. I have had many good conversations while delivering these types of messages and been able to help new hams get started as well as help older hams find how to renew their licenses. I’ve also had a few hostile responses, but that is bound to happen occasionally and should not discourage us.

All traffic has value in some way, so I am a little concerned that overly restrictive guidelines will cut off the meager supply of traffic that we now have coming through the region and area nets. Without traffic to handle, what is the use of having a net? If we want to ragchew, there are numerous other outlets. I am proud to be a part of what I consider to be a crack team of traffickers operating with great efficiency and considerable skill.

Of course, there are those who disagree that the traffic has merit, and in some states the lack of NTS outlets does create a problem and hardship on the few active traffic handlers. So it would seem that the issues are more complex than just the types, content, and volume of the messages would imply.

Here is the text, taken from a memorandum dated January 24, 2006, and subscribed to by the three (Pacific, Central, and Eastern) area staff chairs that have been given the charter of coordinating and setting guidelines for the National Traffic System. I have included the top portion of the memorandum but omitted the discussion that preceded the policy proposal. If anyone wants a full copy, I will be happy to forward it to you, along with comments from the Eastern Area staff chair, upon E-Mailed request.

TO: ARRL Public Services Committee
VIA: Dave Patton, Field & Educational Services Manager
FROM: NTS Area Staff Chairs –
Robert Griffin, K6YR, PAS Chair
Marcia Forde, KW1U, EAS Chair
Jim Leist, KB5W, CAN Chair
SUBJECT: Recommended NTS Policy on Originating Routine Volume Traffic

(Section I discusses NTS policy development background, and section II discusses early ARRL traffic handling policies, both omitted here).

III. The Policy Proposal

It is proposed to the NTS Pacific Area Staff that the following policy statement be added as an additional section to Chapter 3 of the ARRL Public Service Communications Manual:

3.16 Volume Routine Traffic

Originating routine traffic in volume has the potential to lower delivery percentages thereby diminishing the viability of the system as a back-up for emergency use, simply because “operating enjoyment” becomes “work” and amateur radio operators with limited time are generally willing and able to cope with only finite quantities of routine messages. While in emergencies these amateur operators would be willing to move volumes of traffic at a sacrifice of time in the interest of public service, the origination and transmission through NTS of large volumes of routine messages over an infinite period of time, especially those with common texts to addressees unknown to the originator and absent of time value, can be counter-productive to the system’s purpose and structure.

While such routine messages are welcome and indeed necessary for the continued training and practice of operators and for maintenance of the system, it may be necessary for NTS Area Staff Chairs, in consultation with their respective staffs, to establish guidelines for volume traffic in order to maintain the over-all health of the system.

IV. Recommended Policy Review and Approval Requested

The Area Staff Chairs request that the above policy change be reviewed by the Field & Educational Services Manager for referral and favorable action by the Public Services Committee.

(end of excerpt)

So there it is. As I said, no guidelines have been established as yet, but one can reason from the statements made that guidelines will soon be forthcoming following

acceptance and inclusion of the policy to the PSCM authorizing the area staffs to set them. If you have strong feelings one way or the other about this subject, you may contact our area staff chair, Jim, KB5W (who is also the manager of RN5 and a crack CW traffic man), or you can send them to me and I will compile them to send along to Jim at a later time.

Conditions were again mixed this past month, but somewhat better overall compared to December. NCS stations, please remember to ask a distant station (from you) to call for QNI to the net if you suspect "long skip" conditions are present. Additionally, when sending stations off frequency to handle traffic, always use the "QNV" directive so that you are sure they can copy each other before they leave net frequency. If they cannot, then find another station who can relay (QNB) between them. Refer to past issues of this newsletter for detailed procedures.

In keeping with presenting some profiles of our TEX members, this month I am happy to be able to share some additional inputs from Ken, K5RG, who was good enough to show us some pictures of "before and after Rita" a couple months ago. If you have the time and have not sent me your experiences and "mini bio" yet, please do, so we can all get to know each other a bit better.

Last month's article on Floyd, N5EL, asked for your "votes" on which of the two in the picture was Floyd and which was Lloyd. Either you "cheated" by meeting Floyd at one time or another (you know who you are) or, like me, you could "see" his personality through his on-air operation, because there was unanimous consensus that Floyd is pictured on the left in the foreground.



And now, Ken's bio for our reading pleasure (Picture of Ken from TAPR Banquet at left)...

It should be noted in this story that my father was a pilot in the U.S. Coast Guard, so the family moved every two to three years. My introduction to the hobby was in 1955 at San Juan, Puerto Rico and can be blamed on Father Ed Turner, KV4BQ. I visited Father Ed's station one afternoon after a church social function. Although I surely didn't know it at the time, he probably had one of the finest ham stations for the period. It consisted of Collins gear; probably a 75-A3 receiver (with a not too shabby NC-183 backup receiver) and a 32-V3 transmitter into a homebrew AM kilowatt that was in a six-foot high rack with a mercury vapor tube power supply. I think it was those mercury vapor tubes, whose glow changed as the transmitter was modulated, that really hooked me. I remember that we talked (AM phone) to a station in England that afternoon. Although I was only 10 years old at the time, it was this amateur radio station visit that shaped the remainder of my life. I almost gave the hobby up when I later received an Allied Radio catalog in the mail and saw the prices associated with Father Ed's equipment. Instead, I ended up taking a

more positive approach and decided that I would strive for a position in life that allowed me to buy Collins amateur radio gear. This was my primary reason for going to college!

I was first licensed as K1ONW on May 9, 1960 as a Technician in Argentina, Newfoundland (where I could not operate, thus I listed my grandmother's New London, Connecticut address as the station location). I later upgraded to a Conditional class license (General class test given by volunteer examiner) later that summer in Connecticut during one of my regular summer jobs at my grandmother's QTH. Some Elmer's in the early stages were Gary Speirs, ex-W1FEU, his father (Silent Key) whose call I don't remember and Steve Aug, K2EOF/1 now W3DEF, who administrated the Conditional license exam.

In retrospect, it was funny that the Morse code requirement was my biggest obstacle to becoming a ham, but it was the Boy Scout Radio merit badge and a rented Instructograph code teaching machine that finally got me over that hump. When my father was transferred to St. Petersburg, Florida, I took on a second station call (allowed in those days) of W4VLH in 1961-62. During those days it was pretty much 10 meter AM (good sun spot cycle) but I did QNI into the Florida Phone Net (SSB/AM) with my Globe DSB-100 every so often. It was during one of my summer jobs in New London, Connecticut that I got into CW traffic, probably 1964.

My slightly younger cousin, Rick K1PAD, had always been held up to me as a shining example in the family. He had a Heathkit DX-35 that he allowed me to borrow (since he had upgraded to a DX-100) that I used along with my HQ-145C receiver. He had never contacted Utah for WAS, so in an attempt to "better" him, I set out to contact that state. For reasons of available trees and my idea that "bigger was better", I erected an 80 meter dipole on my grandmother's property. The only way I was going to contact Utah was on 20 meter CW and although it was a mode I hated, I was determined to out do my cousin. Between the antenna and the CW, I ended up listening to the Connecticut Traffic Net on 80 CW and one day got up the courage to check-in.

At the time there was a big traffic handler in New London (probably W1QV) so I was confident that I would not be called on to do anything with him consistently on the net. But as fate would have it, the one day there was traffic for the amateur station at the Coast Guard Academy, the old traffic handler told the NCS to pass it to me instead. After the transmission and two fills, I finally QSL'ed with probably less than 50% of the message received, which was an attempt to avoid any further embarrassment. I spent the next day attempting to research the missing portions of the message and got up enough guts to call the Academy radio station with the badly received message. Luckily the operator, who answered the telephone call, knew the



gist of the message and I got away with the delivery without him realizing that I had no real idea what I was doing.

But the interest in traffic nets took hold along with the newfound interest in CW. I did accomplish the now secondary objective and received a QSL card from Utah! During 1963, I was an active participant in the Eastern Massachusetts Net (EMN) and 1RN. Bud, K2KIR lived in town (Needham, Massachusetts) and was a regular NCS on EAN, so my visits with him introduced me to the EAN. I really got into traffic, receiving a BPL medallion for K1ONW in 1963. I moved to Texas with the space program in 1968 and was even net manager of TEX (known as Route Manager in those days) with my Yankee call, which I later changed to W5UGE. When the FCC allowed Extra class licensees to pick their call, I selected K5RG, which happens to be the three initials of my full name. I found out recently that it is a "virgin" call, having been saved for Navy reserve stations sometime back and never assigned. So it has been traffic for a few years. I did a five-year term as Chairman of the Central Area Staff when the current four NTS cycles was being implemented. Currently I have a regular TCC sked and the CAN NCS job on Wednesday, which I've had since the early 1970's. I've enjoyed every minute - even during the summer!!

73, Ken, K5RG, ARRL Life Member, ARRL Diamond Club, A-1 Operator Club, BPL (Medallion), QCWA Life Member, and OOTC Life Member No. 4192

Thanks, Ken, for a very interesting story and pictures.

TEX Net Topics

TEX CW Net Weekly Schedule

Local	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
NCS #1	K5HHS	KA5KLU	K6JT	<i>Open</i>	K5HHS	AC5Z	AC5Z
Backup			N5EL	K6JT	N5EL	AC5XK	
NCS #2	W5GKH	KA5KLU	K6JT	<i>Open</i>	N5PWG	<i>Open</i>	W5GKH
Backup			N5EL	K6JT	K6JT	AC5XK	
RN5 #1	W5GKH	KA5KLU	W5TFB	<i>Open</i>	<i>Open</i>	AC5XK	W5CU
Backup				AC5XK	K6JT	KA5KLU	W5GKH
RN5 #2	W5GKH	KA5KLU	W5TFB	<i>Open</i>	<i>Open</i>	AC5XK	W5CU
Backup				AC5XK	K6JT	W5CU	

TEX/1: 3643 at 19:00 local; TEX/2 3643 at 22:00 local
 RN5/1: 3650 at 19:30; CAN: 3670 at 20:30; RN5/2: 3650 at 21:30 local

RN5 Backups: N5EL, K5JRN, K6JT, KJ9J, KA5KLU, K5RG, W5TFB, AC5XK
 NCS Backups: N5EL, K5HHS, K5JRN, K6JT, KA5KLU, N5PWG, AC5XK, AC5Z

I am delighted to report that Charlie, W5GKH, has been able to return to operation this last month. As shown in the schedule, he has taken on many of his former slots on

Sunday and Monday. Welcome back, Charlie, we're really glad to have you with us again.

Notice there are some other changes in the weekly schedule. Don, AC5XK, has had a lot of trouble keeping his Thursday night RN5 liaison slots due to increased family and work pressures. So that night has been returned to "open" status for RN5 and Don has moved to Saturday night, which was also open. Since Bert moved to weekends, the Thursday early NCS slot is now open (and the late one as well with Don's move). I've been filling it, but as you may recall, I had to QNG from the W5ROK radio club station one night. Net control is sometimes challenging when there are lots of QNI and traffic listed, but most of the time it is pretty easy. How about giving it a try if you don't currently have a regular slot? I have information to send you that will hopefully answer any questions you may have.

RN5 liaison is even easier than NCS, most of the time. The only "stumbling block" might be the higher code speeds used on the region nets. But not all NCS stations send that fast. Traffic has been pretty light lately, so you are likely to be in and out in less than 10 minutes (5 minutes some nights). The 7:30 session is mostly for outgoing traffic to other states and the area net, with some TEX traffic occasionally coming in. The 9:30 session is primarily for incoming area net traffic and any inter-state traffic that did not get handled on the early session. RN5 works pretty much the same as TEX as far as procedure is concerned – first a QNA for liaisons then the QNI invitation. If your code speed is at least 20 WPM, you can handle it. Let me know if you want to try a slot (even if only one per night) and I can send you more information and/or answer your questions. We need regular liaisons for both Thursday and Friday.

I have noticed that some net control stations do not have a current copy of the net roster handy during their NCS slot. Please print out the page containing the roster so you will know the new stations that have joined us in the past few months. It helps to make them feel welcome to be recognized by name (and conversely, it is a little disheartening to not be recognized as a regular net member).

Si, K5JRN, has had to severely curtail his TEX and TSN activities due to work and family obligations. Pat, KD5TXD, has consented to take the TSN liaison. Have you noticed that she is really doing much better and handling quite a bit of traffic these days? I hope she won't mind, but I'll share a little "secret" – one of her new year's resolutions was to get "comfortable" with CW traffic handling before the end of 2006. At the rate she is going, I think it will be a "done deal" a whole lot sooner than that! Please do take it easy and slow down when giving Pat instructions, however. She is still just a bit nervous about it all.

Statistics:

This month the "prize" for most check-ins again goes to Floyd, N5EL, who had a very impressive QNI record with 58 out of 62 (94%), even more than my own QNI total. Floyd will be receiving another "key pad" since he has a nice collection of keys and

might want to switch back and forth. Thanks again to Jack, W5TFB, who sent me a nice supply of them.

TEX Net Statistics (January 2006)

Call	Name	QNI	Total	NCS	RN5	TTN	DFW	CTTN
W5CDX	Wads	1	4					
*		3						
AC5CI	Homer	19	34					
		15						
W5CU	Sam	10	13		4			
*		3			3			
W5DY	Rodney	1	1					
		0						
N5EL	Floyd	29	58		1			2
*		29			2	1		1
W5ESE	Scott	16	17					1
*		1						
W5GKH	Charlie	8	16		5	2		
*		8		8	5			
K5GM	Pete	1	1					
*		0						
K5HHS	Roger	16	16	8		14		
*		0						
KE5IPO	Noel	0	1					
		1						
KJ9J	Newt	18	18					
*		0						
K5JRN	Si	15	20		2		8	
*		5			1		2	
KD5JSS	Dennis	3	6					
		3						
K6JT	Steve	27	55	10	6		20	
*		28		13	8		25	
K0KJ	Eric	2	3					
*		1						
KA5KLU	Doug	11	19	4	6	3		2
*		8		4	6	3		
N5NVP	Jim	2	2					
		0						
N5PWG	Jay	3	10					
*		7		3				

Call	Name	QNI	Total	NCS	RN5	TTN	DFW	CTTN
W7QM	Allen	0	1					
		1						
K5RG	Ken	6	17					
*		11						
W5TFB	Jack	8	12		4			
*		4			4			
KD5TXD	Pat	20	44			4		
*		24				5		
W5UFK	Ken	4	9					
*		5						
K5UN	Lee	6	12					
		6						
AC5XK	Don	6	13	1	3	3		5
*		7		3	2	4		7
AC5Z	Bert	24	24	8				
*		0						
Totals		426		62	62	39	55	18
				100%	100%	63%	89%	29%
QTC 1		157	221					
QTC 2		64		Sessions:		62	100%	
Time 1		640	1044					
Time 2		404						

Notes on the TEX Net Statistics: Each station has 2 lines, the first is for session 1 at 7 PM and the second for session 2 at 10 PM. Similarly, the totals at the bottom are divided for each session. Percentages are calculated based on the total number of net sessions for all except “sessions”, which is based on total net meeting times.

Note that we were in session for 17.4 hours this past month, a new record, and QTC totals were way up, too, by 36%. QNI totals were also up, by 17% over December.

We had a couple “visitors” this past month including W7QM, Allen, in Washington, who was trying to establish a link with Doug, KA5KLU, to pass some traffic out that way.

Another reported checkin was Noel, call KE5IPO, but I must have copied it wrong because that callsign is not in the FCC database. My record shows his only QNI was on Monday night, the 9th (10Z) on the late session. I think Charlie, W5GKH, had already taken over as NCS that night. Charlie, please let me know the correct call, if it differs from what you have on record. Finally, we had Rodney, W5DY in Goliad, check in once with us. I have added him to the station list. Please join me in welcoming him to TEX. I need his E-Mail address if you have it, since the one on QRZ “bounced”.

TEX Net Stations (QNS)

Call	Name	Location / Notes	Call	Name	Location / Notes
KF9AS*	Megan	Dallas	KA5KLU	Doug	San Antonio
N5BA*	Brian	Houston	W6LFB	Jim	Denton
W5CDX	Wads	Crowley LA	WA5MUF	Bill	Watauga
AC5CI	Homer	Caldwell	KB5NJD	John	Duncanville
W5CU	Sam	Edmond OK	N5NVP	Jim	Leesville LA
W5DY*	Rodney	Goliad	N5PWG	Jay	Pasadena
N5EL	Floyd	Temple	W5RCP	Ron	Houston
W5ESE	Scott	Dripping Springs	K5RG	Ken	Houston
W5GKH	Charlie	West Columbia	N5SIG	Randy	Huntsville
K5GM	Pete	Austin	KC5T	Bob	Houston
K5HHS	Roger	Mathis	W5TFB	Jack	College Station
KB5IZO	David	Irving	W5TV*	Tom	Nacogdoches
KJ9J	Newt	Pharr TX (winter)	KD5TXD	Pat	Kingsville
K5JRN	Si	Denton	W5UFK	Ken	College Station
KD5JSS	Dennis	Temple	K5UN	Lee	Leonard
K6JT	Steve	Plano	KS5V	Ed	Bulverde (SA)
KA5KAB*	Carl	Baytown	AC5XK	Don	San Antonio
KØKJ	Eric	San Antonio	AC5Z	Bert	Nacogdoches (Lufkin)

* I do not have the E-Mail addresses for these stations, or their E-Mail stopped working. If anyone knows how to contact them via E-Mail, please advise me. Jack, W5TFB, still has only intermittent E-Mail capability.

Operating:

This month's operating tips have to do with net control procedures, particularly during marginal band conditions, and the first part of a mini-tutorial on the "QN" signals.

First, the NCS tips, primarily for our newest NCS stations, but for you old timers, this will only take a couple minutes and might refresh your memory, too...

After taking QNI, it is good for the NCS to issue a "QNC" with a list of traffic in case the stations who checked in did not hear the original listing due to inability to copy or arriving late. For example, with a couple messages listed, as NCS you could send:

QNC QNC de (your call) QTC San Antonio aa Austin QSP? QNI K

Then anyone who could take the traffic would hail you and give you the list of QSP locations.

Additionally, with poor conditions, it is good to ask the farthest away station (at the other end of the state, if possible) to call for additional QNI. You'd say something like:
K5RG Pse call for QNI K

Then Ken would say: TEX de K5RG QNI K

a couple times to see if there are any stations listening that could not hear you.

Finally, if a station, such as N5EL, had volunteered for the traffic, and you told the station with the traffic, such as KD5TXD, to QNV N5EL, he may tell you: QNP KD5TXD (need QNB pse) K (item in parenthesis is optional)

Select the strongest station that checked in, for example, K5RG, who always has a great signal, and ask if he can copy both stations. If so, then send all stations off frequency with something like:

N5EL (wait for ack), KD5TXD (wait for ack), K5RG (wait for ack) QNB KD5TXD N5EL
up 3 Austin K

Then all 3 stations should send "G" and be off. Ken would then call KD5TXD up 3 and she would send the message. Ken would copy it and relay the entire message to N5EL (or supply fills as requested by Floyd).

RN5: On those nights when nobody answers the QNA RN5 call, the NCS should ask for an RN5 volunteer after a few QNI if nobody has volunteered yet. For example, something as simple as: QNC Need RN5 volunteer QNI K

will often be enough. If there is outgoing RN5 traffic, then it is important to try to get a volunteer. But if nobody comes forward and there is no traffic, don't worry about it too much. Our policy is to make the RN5 late session (which I can usually cover) even if we can't make the early session.

Where'd those "QN" signals come from and what do they mean?

This month, I'll describe the most used "QN" signals and then go into the rest of them next time. As I learned from reading the "Traffic Call" net bulletin of the Hit and Bounce Net, courtesy of Sis, WD8DIN, the net manager, the ARRL did *not* invent the QN signals. More on that in a minute. First, I wanted to let you "early birds" know that the Hit and Bounce Net is a great place to move traffic. Jack, W5TFB, is a regular there and put me in touch with Sis (her CW nickname), the manager. The net, which was started in 1938 by Ben White, W4PL, meets every morning at 8:30 eastern time (7:30 for us here in Texas) on 7042 kHz (Alternate 7114, used on CW contest weekends or when bad QRM on 7042). There is also a Hit and Bounce Slow Net that meets Daily at 7:30 AM ET on 3714 kHz. We could probably not copy that one, though, even if we were up early enough (6:30) since propagation on 80 would likely be no good to the east coast.

Getting back to the QN signals... The QNA-QNZ signals did not come from ARRL. They originated in Michigan where the first one-spot traffic net began in 1935. It's

always been said that nothing good ever came out of a committee, but there have been notable exceptions. One was the King James Bible in 1611. Another, the QN signals devised for net use together with the original concept of a National Traffic System, by the Detroit Amateur Radio Association QMN Net Committee in 1939. The QN signals were published that fall in the DARA/QMN Bulletin and immediately spread far and wide on the new area nets that were following QMN's pioneering example.

Ralph Thetreat, W8FX, aka Tate, chaired the Net Committee and personally saw to it that the QN list, together with an excellent outline of the QMN operation and its national system implications, were given the widest possible dissemination. In recognition of these efforts, W8FX was appointed Secretary/Treasurer of the QMN Net and held that office for over forty years. Tate was always somewhat bitter, though, about ARRL refusing to even acknowledge the existence of the QN signals until years after they were in common use nationwide. The League was chicken, he told us, just because a couple of the old aeronautical QNs were still being used on some obscure overseas Pan American CW circuit. In a final touch of irony they were published at last in February 1947 QST, but without any credit to either DARA or QMN.

Nevertheless, like QST, Tate was devoted to amateur radio and left a very substantial legacy to the ARRL, specifically for a 'decent and adequate' W1AW antenna system. Their startlingly improved signal since has been a fitting memorial to W8FX. *(Written by Don Devendorf, W8EGI, and published a few years ago in the Central Michigan Amateur Radio Club paper. Taken from the HBN latest Traffic Call bulletin.)*

The table on the next page (for more convenient printout) shows the most commonly used QN signals, their meaning, and a summary of how they are used. These should be kept for handy reference during net (and eventually memorized, if possible).

Note that the QN signals are for use *only* on CW traffic nets, not phone nets. Other meanings may apply to other services. It is not necessary to follow a QN signal with a question mark when the meaning is clearly a question, but it is permissible if desired to make the context completely clear. I have capitalized and made bold type the letter in the "meaning" that corresponds with the directive to help memorize each signal.

Those marked with an asterisk (*) are normally reserved for the net control station and should not be used by net members (some exceptions may apply).

That's it for this month. A somewhat long newsletter with all the things to discuss and share with you. I hope you will have the time to read it. More importantly, I hope you will get a little enjoyment out of it.

Until next month, see you on TEX !

73, Steve K6JT

Commonly Used QN Signals

QN	Meaning	Usage
QNA*	Answer in prearranged order	NCS use at net callup to check in the liaison stations before general checkins
QNB*	Act as relay B etween and (station calls)	NCS directing a 3 rd station to relay traffic (or instructions) between 2 other stations
QNC	All net stations C opy.	Used by the NCS to list the traffic reported when asking for stations to take it; used by any net member to send a general-interest message or bulletin
QND*	Net is D irected (controlled)	NCS sends this during net startup to indicate that stations should not transmit unless invited to do so
QNE*	E ntire net stand by	Used by NCS to pause net operations when it is required to update the log, take a phone call, check off-frequency stations, etc.
QNF	Net is F ree (not controlled)	Usually the last thing sent by the NCS when closing the net, indicating anyone may transmit without explicit permission.
QNI	Net stations report I n (NCS) / I am reporting into the net (members)	Invitation by the NCS for net members to send a hail sign to check into the net. Used by net member to indicate checking in and would be followed with a list of traffic or QRU
QNN	N et control station is (or who is net control?)	Used at net startup by the NCS to advise who is controlling the net; used at other times by net members to ask who the net control station is (e.g., when they come in late)
QNO	Station is leaving the net	Not used so much any more, but used to be the standard way for a station, when excused, to indicate he will no longer monitor the net
QNP	Unable to c o P y you (or)	Indicates that you cannot copy the station sending to you (or another named station)
QNU*	The net has traffic for yoU	NCS may send to a station checking in to alert them that there will be traffic to be sent to them soon
QNV*	Establish contact with on this frequency. If OK, move to and send traffic for	Used by the NCS, particularly when conditions are poor, to make sure 2 stations can copy each other before they move off frequency to handle traffic (e.g., W5TFB QNV K5UN D3 Greenville)
QNX	You are eX cused from the net (or "I request to be excused")	The normal way for an NCS to excuse a station. Also used by any station that needs to leave the net (e.g., for another schedule or liaison)
QNY*	Shift to frequenc Y to clear traffic with	Used instead of "QSY" by the NCS usually to send a station to a side frequency where other stations are already active. Normally will add "after" (e.g., K6JT QNY U3 W5CU after AC5CI, for 'JT to send traffic after AC5CI finishes with W5CU)
QNZ	Z ero beat your signal with mine	Used at net startup by the NCS or during net (on a side frequency) to indicate the other station(s) should move as close to the transmitting station's frequency as possible (mainly used when someone checks in more than 100 Hz or so away from the NCS's freq.)

* NCS usage only