

The Texan

Newsletter of the Texas NTS CW Net (TEX)

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

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Frequency Changes

We have been using 3643 KHz as our "backup" frequency since the FCC changed the 80 meter allocations and we were forced to move our primary frequency to below 3600. We now have more TEX members, and some do not have the privileges to operate in the 3600-3700 frequency range. As a result, and at the suggestion of Benny and Rodney, our "backup" frequency will now move to **3595 KHz**. NCS stations must be careful to keep side frequency assignments lower than 5 KHz up, just to be on the safe side for those who need to stay below 3600. Personally, I think the FCC made a big mistake when they re-allocated the 3600 range to SSB and Extra-only. They could at least have allowed all license classes CW access in that range. From the lack of SSB stations there, it would have made a lot more sense. But then we tried to fight the re-allocation anyway and failed. That frequency range is thus absolutely no good for any sort of NTS net operation, not CW and not SSB.

While we are talking about frequency changes, note that the TSN frequency has now changed to 3570 instead of 3552. There was just too much QRM on 3552, especially on weekends with the SKCC mini-contests. Pat, KD5TXD, was harassed by some SKCC people who blamed TSN for some lid who was sending dits on their operations. That was, in fact, what persuaded her to finally give up the TSN manager's job. See TSN corner for more.

There is also a move afoot to use 3595 for CAN during CW contest evenings, but that is not yet official. RN5 has set 3598 as its alternate. If you are RN5 liaison (or CAN liaison from RN5), and you don't hear the net on its normal frequency, check 3598 or 3595, respectively.

QNI Newsletters

I was sent one of Jim Wades, WB8SIW's newsletters and liked it so much that I contacted Jim, who sent me all 4 issues to date. These are excellent, with articles from operators all over NTS as well as Jim's own editorials.

I am hosting them for him on the TEX website. Just scroll down a bit and you will see the links to all of them. I highly recommend you take a look, starting with the September issue. There are views in them from not only the CW side, but also the SSB and Digital sides of

NTS. I learned quite a bit myself from reading them. To pique your interest, here are the tables of contents for each issue:

September 2012, Volume 1, Issue 1 Special CW Net Issue

1. The “Radiograms Group
2. QNI Mission Statement
3. The Case for CW
4. Mode Parochialism
5. HF Mobile
6. Spam-grams vs. Real Traffic
7. An Idle Committee is a Dangerous Thing?
8. The Origin of “30”
9. Illinois CW Net Re-Organization

October 2012, Volume 1, Issue 2 Special NTS-Digital Issue

1. The Digital Future
2. QNI Mission Statement
3. An Introduction to NTSD
4. A Big Signal
5. A Not-So-Idle Committee
6. How do our served agencies communicate?
7. The Care and Feeding of a NTS Section
8. The Origin of the Prosign “AR”
9. Correction of ILN Net Frequency

December 2012, Volume 1, Issue 3 Christmas Season 2012

1. A Historic Telegram
2. QNI Mission Statement
3. NTSD—The DRS
4. Operating Tip—Challenging the Group Count (check)
5. Historic Japanese Surrender Message
6. The Requirement for Zip Codes & A State of Confusion
7. The need for 160-meters
8. California Shakeout
9. ARES and NTS at LA City Hall

February 2013, Volume 2, Issue 1 Winter 2013

1. Battery Technology
2. The “New” NTS
3. Operating Tips—Between the Breaks
4. Early Michigan Traffic—A Personal Recollection
5. A VHF Backpack for ARES
6. Do We Really Use Our Resources?
7. A Note Regarding the 7290 Traffic Net

8. In Memoriam—Don Devendorf, W8EGI

I am sure there are many items of interest to all of you who read this newsletter. The usual disclaimers apply - both Jim, WB8SIW, and I caution that the articles submitted (other than those we write) do not necessarily reflect either of our own opinions, but are presented as written in the interest of fostering NTS discussion and participation.

George Hart Series

Here is the 3rd installment of the George Hart Series, for your reading pleasure.

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*

W1NJM has a lot of road to cover in these recollections before he gets to be an employee at ARRL in Newington in the pre-WW-II days.

In the summertime, Bunch set up a tent in our mother's hanging garden, a small area below our house cut into the side of the hill. Our mother raised flowers and a few vegetables there, but there was plenty of room left over for a tent, and electricity was available from our father's chemistry laboratory which was nearby with its ground floor on the same level with the garden. Here a wooden platform was constructed and the tent pitched over it. It was a sizable wall tent, capable of containing four cots, and here we set up our summer quarters. The garden was accessible from the house down a steep embankment, across a cinder access road to the college heating plant. The far side of this road was contained by a 12-foot stone wall, so one had to go down the road fifty feet or so to access a path into the garden area. We boys flew down the embankment with abandon, but our mother walked from the house to the upper part of the access road, down the road to the path, a sort of zig-zag configuration; however, in the late 20's she all but abandoned the garden, so we had the area to ourselves.

Bunch exercised the same autocratic control over access to the tent as he had to his attic radio room. The 12-foot wall was a little too high to jump from, so Bunch fashioned a ladder from scrap boards. He wrapped the rungs of the ladder with bare wire and attached a 110 volt line controllable from the tent. When someone he didn't want was spied coming down the ladder he could press a switch at the tent to electrify it, thus giving the intruder a severe jolt, then ordering him back up the ladder. Occasionally. He would give someone a jolt "just for the fun of it." Most of us avoided the ladder entirely, preferring to use the circuitous path to avoid the possibility of being shocked, but Bunch, being the oldest, used other methods of excluding us from the tent if he wished privacy, some electrical, some physical. One rainy night my brother Watson decided to defy the ban and started to descend the ladder. Bunch threw the switch and Wats froze on the wet ladder. When Bunch turned off the switch, Wats continued his descent, so Bunch turned it on and left it on. Wats clung to the ladder, shrieking.

"If I turn it off, will you go back up?" Bunch inquired. Wats was unable to reply, so Bunch turned it off and Wats went back up the ladder whimpering. That was the end of the electrified

ladder. My father, when the incident was reported to him, forthwith ordered the ladder taken down. Bunch disconnected the wiring, but we continued using the ladder, because of its convenience, and his tyranny continued in other ways, both electrical and physical.

Bunch's on-the-air activity decreased during the summers, but he did have a small station set up in the tent, with antennas strung about the many surrounding trees. My two other brothers seldom slept in the tent, but Bunch slept there every night and I quite often. He favored me only slightly because I helped with his many experiments, in a "gofer" capacity. Other friends his own age were favored more than I was, and I recall one girl, a visiting relative of one of the college professors, who spent much time with us one summer, although she never slept in the tent. I hated her because Bunch favored her more than he did me, and because she treated me with lofty contempt. But that was only one summer, then she was forgotten. Bunch was much admired by girls, a phenomenon I could never quite understand.

When he got his first ham ticket, some time in 1925, he somehow acquired one of Paul Godley's "Paragon" transmitters. My memory, which may or may not be entirely accurate, tells me this transmitter used a single RCA UX-210 in a self-excited oscillator circuit. It had no power supply, so Bunch used the 110-volt house service for plate voltage. The receiver he built himself, a 201-A detector and a 201-A audio amplifier powered exclusively by batteries -- a lead-acid storage battery for filaments and Burgess "B" batteries for plate voltage. It was a regenerative type fashioned from a description in QST. Reception was by headphones only -- first Brandes, then Murdock, and finally Baldwin. The latter were the best, but very heavy. The only speaker we boasted at the time was a horizontal cone by which the headphones could be clamped on the narrow end. We seldom used it except for BC reception or very strong ham signals.

The Paragon transmitter operated only on the 160 meter band. The antenna was a random piece of wire fastened to a nearby tall maple tree, with a counterpoise about 10 feet above ground. The power reaching the antenna must have been extremely low, because on-the-air contacts were few and far between, and usually the signal strength reports were quite low, R-3 or R-4 on a scale of 1-9. Signal quality was equally low, for few amateurs of the day possessed means of rectifying and filtering the plate voltage. Most signals had a characteristic 60-cycle rasp as broad as the traditional barn door. Some were rectified to a low-frequency buzz, and a very few had the most desired musical quality. Those that did were usually chirpy or otherwise unstable. On rare occasions I would come across a signal of high-pitched musical quality that was steady, and I would sit and listen to it in rapture. It was beautiful music to my ears, better than the most brilliant symphony.

From the time Bunch got his first license, in 1925, until I made my first on-the-air contact in late 1926, I was learning the code "by osmosis." Bunch allowed me to use the receiver occasionally, with plenty of restrictions. At other times I would sit and listen to him sending on his Western Union straight key. I was only 11 years old. Soon I learned to recognize CQ. 3NF (Bunch's assigned call), a few commonly used letters and combinations such as "Q" signals. I never sat down and "memorized" the code, either by dots and dashes or by sound. I learned the code the way a baby learns to talk, by listening and mimicking.

By 1926, after trying in vain to make the Paragon perform on 80 meters, Bunch cannibalized it and built an entirely new transmitter on a "breadboard." A new inductance was wound around

an oatmeal box, several plates were removed from the Paragon's variable capacitor, other parts as necessary fashioned from whatever materials were available or could be purchased. New coils had to be wound for the receiver. It was a makeshift, rag-tag setup, but he finally got it working and entered the new world of 80 meters. All connections were made by twisting wires together, or by binding posts or Fahenstock or small spring clips with teeth. The grid leak resistor was a mayonnaise jar filled with a borax solution in which copper electrodes were inserted. There were a few parts which could be purchased at electric stores, none of them intended for amateur radio. Most parts had to be fashioned by hand from whatever material was available.

One thing Bunch did obtain, I've forgotten where or how, was a squatty transformer manufactured by GE for RCA. It delivered 550 volts each side of center tap and also 7-1/2 volts to light the UX-210 filament. This was a big improvement over the toy train transformer and 110-volt house current previously used and figured to give us a much stronger signal. I say "us" because by that time I was definitely part of the picture, although Bunch still held all the reins of authority and exercised them fully.

Still, with the increased power and the shift to 80 meters, our signal reports were unsatisfactorily low and only about 1 in 5 calls received answers. Bunch hardly ever called CQ, because experience indicated the unlikelihood of a call. A typical hour at the key might produce four contacts in about 20 calls. Frustrated, he continually tinkered with the transmitter and antenna system, trying to get better performance.

Coming in the next installment: Tapping the Trolley Line

TEX Mailbox:

Scott, W7IZ, sent along a couple stories, written by Vic, W7VSE. Although they do not pertain to ham radio, they do take place in our area, so I'm including them as interesting anecdotes that will probably bring back memories to the older TEX members...

A DAY AT THE BEACH

I grew up in Waurika, Oklahoma in the 20s and 30s about 7 miles from Texas. One of my best friends was Pete Marks. My grandmother, that raised me, told me that Pete and I first saw each other when we were both infants in our mother's arms. I do not remember that, of course, but I remember Pete all through the years.

Pete's dad, Ford L. Marks SR, owned the Red Front garage on Main Street for a long time, then he started what I think was one of the first house-moving businesses in Waurika. He had an old Model T (I think) truck that he used in moving houses, or anything else that needed moving. I'm sure that Pete picked up a lot of knowledge about working on things from his dad and his brother Joe. Later on Pete proved that he could just about do anything or fix anything.

One day, just a week or so before school started, Pete got permission and took several of us out to Red River for a swim. We all piled on that old truck and rode out there. Pete was driving. Red River separates Oklahoma and Texas, and it had nice sandy beaches in places and some spots were quite isolated. Pete drove that old truck right down to the river's edge.

We all took our clothes off and ran around bare-assed naked all day, having a ball. It was overcast with clouds and I, being young and dumb, thought those clouds would keep me from getting sun burned. . WRONG ! I got the worst blistering I've have ever had.

When we got ready to go home the truck started up ok, but it wouldn't move. The wheels just spun around in that sand. After much trying, Pete decided to let the air out of the two big back tires to see if we could get out of the sand. It worked! The only thing wrong with the idea was when we got out of the sand we had to pump up those two big back tires with a small hand pump. Two or three of us took turns pumping and it seemed like forever before we got enough air in the tires to get us back home. I was completely exhausted, red as a beet, and had a temperature.

I was unable to get out of bed next morning and spent a few days trying to get well after all that sun-burning. I blistered and peeled off over my whole body. In the next few days, every place on my body had blisters and peeled off, except the bottoms of my feet. I remember the first day of school, I still had some of the water-filled blisters on my back and now and then one would break and water would trickle down my back. Embarrassing, but some of life's little lessons are harder to learn than others, especially when you're young and dumb....

HOBO TRIP TO HOUSTON

This trip occurred in 1938. I was a junior in Waurika High School in Oklahoma where I grew up. My parents were divorced when I was an infant, and my mother died when I was four years old. My maternal grandmother and grandfather raised me and I used their name (Layton) until I got out of High School. My grandmother was "Mama" to me and she gave me all the love and care that anyone could ever want. But she was angry with my father, who lived in Houston, Texas, for the divorce. Much later in life I learned that my mother was to blame for the breakup. Mama did not ever have anything to do with my father's family, and I don't remember her ever saying a kind word about them. My dad passed away when I was 13, and I never got to see him.

The great depression was in full bloom about this time and hitchhiking and riding freight trains were a way of life back then. Nobody had money for bus or train tickets and when you wanted to travel you hitchhiked or caught a freight train.

My friend and neighbor, Skinny Cutler, (Henry David Sullivan) and I got the chance to buy a 1928 Chevy coupe for \$25. It was ten years old and looked like it had hardly been used and was in beautiful condition. Skinny had dropped out of school and was working at his grandfather's gas station and he had half the money to buy the car. Mama convinced my grandpa that he should let me have \$12.50, which he did. I had already been driving for several years, but Skinny hadn't driven a car yet. He learned to drive that '28 Chevy in a hurry. He worked the night shift at the gas station, and many nights I could hear him roaring around the block in our car.

My family went on a vacation that summer. When we got back, I found that Skinny had wrecked our car and had stripped it down to practically nothing. He took the body and fenders completely off, and it really looked like a hot rod. I was disappointed, but what could I do?

It was summer vacation time, so, we decided we would drive that car down to see my grandmother Seeberger in Houston Texas, that I had never seen before. Houston was about 250 miles, or more, but we figured we could make it. We drove down to Ft Worth, Texas, about 120 miles, and visited my great uncle and aunt Gibbs and Maggie Layton. The car had started to knock quite badly and I wasn't sure it was capable of taking us to Houston. So, we decided to hit the rails.

We parked that car at Uncle Gibbs house and caught a freight train down to Houston overnight. The yards in Houston were huge, many tracks and lots of boxcars, etc. We found a gas station near the yards and looked at a city map. I saw the street where grandma lived was only a mile or so away, so we walked over there, found her house number and knocked on the door. She was slow to answer and when she did I saw she was pushing a walker. I told her who I was, and I thought she was going to pass out, but she didn't. She told us to come on in, and asked if we were hungry. We said yes, of course, and she fixed us a fine meal. And she got on the phone and called a couple of numbers. Before I knew it there were about 10 Seebergers there to see me--Aunts and kinfolk I'd never seen. We had baths and stayed overnight, and the next afternoon, I told grandma that we were going home. She offered to buy us bus or train tickets, but I assured her we were skilled at catching freight trains. She asked if there was anything she could do and I told her we would appreciate a ride over to the railroad yards. Someone of the family hauled us over there, and we waved goodbye. This was the only time in my life that I saw any of these relatives.

We wandered around those many tracks and found a workman putting stove oil in a signal light. I asked him if he knew which one of the many tracks should we catch the train to Ft Worth? He told me which one, and we waited many hours and finally a steam train came chugging along on that track. We didn't have a chance to look it over, so we caught the first flatcar in a long line of them and had some shelter behind the boxcar ahead of us. There was another hobo on this flatcar. After we got out of town, I asked him if he was going to Ft Worth, and he said no, that he was going to Shreveport, Louisiana. I asked him if he was going by way of Ft Worth? He laughed and said no, and if you kids are going to Ft Worth, you are on the wrong train.

I had visions of our going all the way to Shreveport and having to catch another train back to Houston and adding a couple of days more on to our trip. I then asked him if this train stopped anywhere before it got to Shreveport so we could get off. He told us that the train will slow down in (I've forgotten the name of the town) and that we should get off there and wait for a train on the railroad that crossed this one and catch a train that would take us over to (another forgotten name) where we could get off and wait for the Ft Worth train on another crossing track. This sounded better than going to Shreveport. (That workman back at Houston, who told us to catch this train, was probably laughing all the way home.)

We got off where he told us to, and waited about half a day for a train and finally one came by. We caught it and rode it through several small towns. Finally, I figured we had gone far enough and Skinny and I got off when the train slowed down in the next town. We were walking beside the train and finally I saw the name of the town on a building, and it was the WRONG name! I told Skinny we had to catch that train again and we started running. That train was picking up speed and when I caught the metal ladder on a boxcar it felt like it was going to jerk my arms out of their sockets, but I made it. I stood on that ladder and looked

back at Skinny running as hard as he could about 2 cars back. The train was going faster. I didn't think he was going to make it, but he grabbed a ladder and it gave him such a hard jerk that he missed the bottom rung with his foot and was hanging by both arms and he slipped down a little and his legs dragged on the ground and I just knew he was a goner. Skinny didn't weigh very much, and was very strong in his upper body, and I think it scared him so badly, that he actually pulled himself up by his arms until he got that foot on the bottom rung. But both his pant legs were torn from dragging on the ground and they fluttered in the breeze, showing his bare and slightly bloody legs. But he was safely aboard. The rest of the trip home I'll save for another story.

I firmly believe that we had a little help from someone up above that day. Years later Skinny was a glider pilot during the Normandy Invasion. Maybe this was why he was being saved, to be one of those that helped us defeat the Nazis and save this country during WW2.

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Heard from **Doug, KA5KLU**. He wrote: Lucy and I have bundled to save some money. We are wireless and no longer have a home telephone, only cell phones. Lucy 210-246-2167 and mine is Doug 210-514-3488. Our new email address is ka5klu@yahoo.com for now. Still trying to figure out this wireless system.

Thank you. Gods Blessings to all,
Doug and Lucy

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Jim, W5FEA, did a little sleuthing and came up with some interesting information about Joe, AC5BE, who checked into TEX last month. Jim wrote: Well, I tried to contact Joe, the guy who checked in on TEX late session Tuesday PM.

I was going to try to call him and encourage him not to give up. He apparently cannot copy or send very fast, but you'll never believe what I found out.

I still have not come up with his number, but his name is Joseph L Taylor and he lives in Matagorda, TX.

In December of 2010 his Cessna airplane crashed, killing the pilot and two skydivers in Crowley, LA. Joe owned the airplane, but was not the pilot...he and another skydiver managed to escape the airplane after it crashed, but three died in the craft which caught fire when it hit.

I may have to send him a letter or something, but I still want to encourage him and can work with him to get his speed up if he wants.

This is the information on the crash...they had made one flight and jumped out, then were going up for another jump when on take off the engine quit and the pilot did what he should not have tried to do, turn and go back. When I flew my instructor told me, never turn and try to go back, do the best you can with what is straight ahead....but he didn't.

I hope I can locate his telephone number somehow, haven't quit trying, I might call the Chamber of Commerce there and ask them to look his number up.

Just wanted to share all this with somebody....

73, Jim/W5FEA

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In my contacts with **Jim, WB8SIW**, whose newsletters were described in the first part of this issue, we had a little discussion about CW traffic handling. Here are some of my comments and his responses:

K6JT: I read your article about handling traffic and avoiding spurious dialogue with somewhat of a smile. We don't have any of those issues when handling traffic on CW. No breaks, no pauses, etc. are needed because the vast majority of us use full break-in and all that is needed to get a fill is to send a couple dashes and then the last thing received and the sender picks up right there. I have found, from personal experience, that passing traffic on CW is faster and more efficient than either SSB or Digital (assuming the message has to be typed in).

WB8SIW: I feel a bit sorry for those radio amateurs who have never become proficient CW operators. Likewise, I see those traffic handlers who have not invested the skills needed to learn CW traffic handling as having "missed out" on something good! LOL. Back during the Y2K roll-over, our State Police agency analyzed the efficiency of various radio networks providing status reports from county EMAs, prisons, and police posts throughout Michigan. The CW net handed 3.75 times more traffic per hour than the voice nets. Overall, the CW net handled four times more traffic than the packet network during the operation. Some "no-code" hams simply refused to believe it at the time! CW is a great mode for traffic handling and ECOM. I wish I still had the video tape of the TV news story showing me clearing traffic using the old Vibroplex Bug at the State EOC. It was an interesting opportunity to compare CW, SSB and packet radio under operational conditions.

Unfortunately, CW traffic nets went through a "lost decade" or two during which we failed to bring new operators into either the CW mode or CW traffic nets. This is catching up with us now as older operators "burn out" and others pass on to the message center in the sky. Everyone who is a CW traffic operator needs to find one or two individuals in his area and make a commitment to mentor them into the art of CW nets.

K6JT: On TEX, we have liaisons to the 7290 net (for which you had a short piece from Jo Ann), the DFW Traffic Net (which is on 2 Meter FM and a Local net), and the Texas Traffic Net (TTN), all of which are on voice, SSB or FM. So I have a lot of respect for the voice traffic handlers and we absolutely must have voice nets to get wide enough coverage for message deliveries. While we have around 8 to 10 check-ins to the TEX CW net, and the major metropolitan areas are covered, Texas is very large and there are hundreds (if not thousands) of small towns reachable only by wide area nets such as 7290 (which regularly has over 100 check-ins on the 10 to noon net and another 50+ on the 1 to 2 PM session).

WB8SIW: NTS would not function in this era without voice nets. All "modes" share the same problem of recruiting and attracting new operators. Certainly, each mode has pros and cons. However, the real point is that we need to support each other in the NTS member recruiting process.

K6JT: I was not particularly in agreement with the article about "The New NTS". I think that is indeed the new ARES support mechanism, but I am still not convinced that a widespread outage of Internet access is going to be supportable with that system. That's the main reason we keep the "classic" NTS running, recognizing that our services may never be needed, but not wanting to put all our eggs in the Winlink basket.

WB8SIW: I agree that we shouldn't put all our eggs in one basket. We need the traditional NTS, with its basic survivable characteristics. Traditional mode nets also provide an interactive operating experience that is more appealing to some volunteers than automated systems, which can feel a bit "impersonal." That having been said..to each their own. NTSD and WinLink are additional tools in the tool belt. They are of interest to some, and they expand our capabilities. While not a replacement for traditional NTS, I see NTSD as an excellent additional capability.

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You may have heard **Bob, K6YBV**, check into late TEX a few times. I remembered him from my traffic work in California. What you may not know is that Bob Ringwald is the father of Molly Ringwald, the actress. He is also a musician and has been in a couple of Molly's movies as well. Bob wrote: I was very active on NCN, RN6 and PAN and even TCC from 1957 to about 1961 or 62. Then got a TR3 which did not have QSK or CW monitor. So, after that I wasn't as active on CW. Graduated from San Juan High School in 1960.

I was living in Citrus heights until 1979 when I moved to Los Angeles to further my kids show biz career. I knew that I'd be off for a while so sold my TR3. Didn't want to put it into storage and then drag out a 20 year old rig, still with no CW monitor or QSK.

I purchased a home in North Hollywood about 1981. I was in Moab UT on location with Molly on a film. I had 2-meters and met a ham and went to his house. He had an Ten-Tech Omni C (D series). I fell in love with it. It had the best QSK at the time. So I purchased one. I still use it. It needs some TLC but 30 years later it is still doing the job.

I moved back to the Sacramento area, Placerville, in 1995. While in LA QNI SCN and RN6 and PAN. Now back on NCN.

Yes, you have heard me on PAN from time to time. My regular RN6/PAN sked is Tue night. But I miss a lot of them due to work. I still play music. Not for a living any more but for extra money. I own a vending machine co.

I called CQ on the bottom end of 10 meters about a week ago and worked Jim W6LFB. Turned out he used to live out here and work NCN & RN6. We have been exchanging emails. He told me about the Tex Net so I thought I'd see if I could hear you guys. I am sure before long as summer condx sets in, I won't be able to hear you, but I'll visit from time to time while I can. I am running about 85 to 95 watts to a G5RV up about 50 feet. The problem is in order to get it in the trees up behind our house and not let people see it, the feed line is way too long.

We have a sort of Victorian looking old house with the big wrap around porch. My wife asked me not to string antennas on it or have ugly coax coming off of it. So the feed line goes all the way to the other end of the house in the attic, down two stories and under ground in conduit,

comes out in a shed up behind the house and out the back and up into the trees. Way too long to be real efficient.

Regarding my daughter, she published her first book two years ago and it made the Wall Street Journal and LA Times Best Selling List. In August her 2nd book came out and is getting great reviews.

She has signed with Concord Records and has a CD being released on April 9. She just finished 5-years on a sit-com. She is singing a lot with her band. She just did two nights at Club 54 in NY and has been invited to the Montreal Jazz Festival. Also invited to Sydney Australia for two weeks with her band.

She is currently writing a screen play for her 2nd book and hopes to be able to direct it. She is also working on her 3rd book.

She belongs to a speaker's bureau and does a lot of appearances as the Keynote speaker at large conventions. She is also working on a pilot for the Lifetime Channel. So you can see she is very busy. She also has a 9-year-old girl and 3 year old twins, a boy and a girl.

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TEX Net Topics

There are still 7 backup slots open (shown in **yellow**) and the **1** open liaison slot (shown in **red**) is still in need of a station for Thursday early RN5. How about at least signing on for one of the backup slots, even if you can't make it all the time that evening? Thanks again to Rodney for filling in most Thursdays.

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 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	K5KV	W5GKH
Backup	<i>Open</i>	W5ESE	W5DY	W5DY	W5DY	W5DY	W5CU
NCS #2	W5GKH	K6JT	W5TMO	W5TMO	K5KV	W5DY	W5GKH
Backup	K6JT	<i>Open</i>	K6JT	K6JT	K6JT	K6JT	W5CU
RN5 #1	K5KV	N5RL	W5CU	<i>Open</i>	N5RL	K5KV	W5CU
Backup	W5DY	<i>Open</i>	W5DY	<i>Open</i>	W5ESE	W5ESE	<i>Open</i>
RN5 #2	K5KV	K5KV	W5CU	K6JT	K6JT	K5KV	W5CU
Backup	W5DY	K6JT	K6JT	<i>Open</i>	W5DY	K6JT	<i>Open</i>

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

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

TSN: **3570** - 19:45 CT; CAN: **3552**/3595/7052/7108 - 20:30 CT; PAN: **3552**/7052 - 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	WA5MS	Marty	Highland Village
W6CL	Carol	Tulsa OK	N7NET	Scott	McKinney
W5CU	Sam	Edmond OK	N5NVP	Jim	Scott LA
W5DH	Tom	Dallas	K5QOW	Gary	Reagan Wells
W4DLZ	Frank	Florida	WA5MUF	Bill	Watauga
* W5DY	Rodney	Goliad	W5OMR	Geoff	Houston
* W5ESE	Scott	Dripping Springs	* K5RG	Ken	Houston
W5FEA	Jim	Graham	N5RL	Randy	San Antonio
W5GKH	Charlie	West Columbia	W5ROK	Steve	Richardson (K6JT)
K5GM	Pete	Austin	W5TMO	Mike	Austin
W9GVW	Eric	San Antonio	W5TV	Tom	Nacogdoches
K5JRN	Si	Austin	KD5TXD	Pat	Kingsville
* K6JT	Steve	Plano	W5UFK	Ken	College Station
KA5KLU	Doug	San Antonio	KS5V	Ed	Bulverde
* K5KV	Benny	Star	WB8WKQ	Jeff	Michigan
* W6LFB	Jim	Denton	W5ZD	Pat	Kingsville (KD5TXD)

* Capable of 160 meter operation

Statistics:

Traffic was somewhat down from December, but check-ins were slightly up. One RN5 slot was missed.

Jim, W5FEA, with an almost perfect 59 out of 62 (95%) took first, Benny, K5KV, with 41 (66%) captured second, and Randy, N5RL, with 36 (58%) was third. Thanks fellows for your excellent support. Thanks to all of you who checked in for your support, too, as checkins have steadily climbed each month.

We had some visitors to the net including Joe, AC5BE, from Houston, Paul, W6DIZ, from CA, Ken, W7EKB, from Idaho, and Kevin, K4PG, from Florida.

The complete list of stations and traffic / liaison totals are shown in the following table. Traffic averaged 3.2 per net session (3.6 last month). Net time averaged 12.4 minutes per session (compared to 13.7 last month). Check-ins averaged 6.6 per session (6.4 last month).

TEX Net Statistics (January 2013)

Call	Name	QNI	Total	NCS	RN5	TTN	DFW	TSN
AC5BE	Joe	0	1					
	Houston	1						
W6CL	Carol	4	6					
		2						
W5CU	Sam	15	28		8	2		
*		13			7			
W6DIZ	Paul	0	1					
	California	1						
W5DH	Tom	13	13				13	
		0						
W5DY	Rodney	16	30	3	4			
		14		3	1			
W7EKB	Ken	0	1					
	Idaho	1						
W5ESE	Scott	15	15					
*		0						
W5FEA	Jim	30	59			19		
*		29				7		
W5GKH	Charlie	9	18	9				
*		9		9				
K5GM	Pete	13	21		1			
*		8						
W9GVW	Eric	5	7					
*		2						
K6JT	Steve	20	51		2		11	
*		31		6	10		31	
K5KV	Benny	20	41	4	7			
		21		4	11			
W6LFB	Jim	7	7					
*		0						
N5NVP	Jim	2	6					

Call	Name	QNI	Total	NCS	RN5	TTN	DFW	TSN
		4						
K4PG	Kevin	1	1					
	Florida	0						
K5QOW	Gary	19	19			7		
*		0						
K5RG	Ken	5	20					
*		15			1			
N5RL	Randy	18	36	6	9	2		
*		18				6		
W5TMO	Mike	0	18					
*		18		9				
KD5TXD	Pat	10	10	9				7
*		0						
Totals		409		62	61	43	55	7
				100%	98%	69%	89%	11%
QTC 1		89	198					
QTC 2		109			Sessions	62		
Time 1		415	788					
Time 2		373						

Operating:

I am happy to report that I was nominated to fill a new Member-at-Large position on the Central Area Staff by Frank, W4DLZ, seconded by Benny, K5KV. The only other nominee (NX9K) withdrew, so I am now on the staff.

As reported last month, Richard, NF5B, resigned as chairman of the Central Area Staff. That position is still open as of this writing.

Goodness knows, we need some help with NTS here in the Central Area. I hope to be able to work with the other staff members to first identify the biggest problem areas and second determine how to make them a bit better.

For those of you who don't know about the Area Staffs, there is one for each of the 3 areas, Pacific, Central, and Eastern. Members include the TCC Director (Benny for our area), Region Net Managers (Frank, W4DLZ, for RN5), the Tenth Region net (TEN), and 9th Region Net (9RN), and the Area Net manager (Jim, N0JL for CAN) as well as the Area Digital Coordinator (Gary, KB0OFD) and now 3 members-at-large who all have voting privileges. Note that there are also daytime Region and Area nets whose managers are on the staff. Section net managers are not on the staff. The chairman is selected from among the staff members.

Until next month, 73, Steve K6JT

(TSN Corner starts on the next page)



The telegraph key image is courtesy of FCIT

TSN Corner

Texas Slow Net (Daily) 1945 CT 3570.0 KHz +/- QRM
http://www.atcweb.com/tsn/Texas_Slow_Net.htm
Pat Allison KD5TXD (pja@atcweb.com)
Looking for new TSN Net Manager

Greetings from the Wild Horse Desert

TSN is in desperate need of a new net manager. The Net Manager duties are to keep a record of checkins and traffic handled and report that to the Section Traffic Manager. You don't have to be on the air every night like Arley and Pat were. I currently keep the stats on an Excel spread sheet. As long as I get the reports from the NCS stations I can keep the stats for you. The TSN Net Manager does not have to be a Texas station according to research by Rodney, W5DY, our South Texas Traffic Manager. TSN currently has three Net Control Stations: KB5TCH, KD5TXD and KD5MMM. It would be good to try to promote the net and bring in more participants. I haven't been able to do that successfully. If we can't get a new Net Manager we can continue to run the net as long as Rodney gets a report from TSN. I can keep doing the reports.

TSN is currently testing a new frequency, 3570, and it sounds like this will be our new official frequency. We had interference problems on 3552. The training lessons will need to be changed to reflect the frequency change as well as the QTH of the new Net Manager. I can take care of these items for you.

Pat and Arley ran the net for years and kept all of the statistics for the Texas Net Manager. They are off the air now. TSN had active and relatively inactive Net Managers over the years. You can be as active or reserved as you need to be. I intended to participate more than I have, but personal events have prevented me from the kind of participation I wanted. I also don't have the best of antenna systems and being so far south near the Gulf Coast means I have problems hearing the net and what is going on.

TSN was also invited to put a brief note in the monthly TEX newsletter called TSN Corner. That option is probably still available to TSN. We will see if K6JT still wants a TSN Corner.

YES ! And you do such a great job writing, Pat, perhaps we can convince you to continue!

So, if you would like to take over the duties of Net Manager, please let me know. Someone, please help us out. I need to be out of the official net manager business.

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!!

January 2013 TSN Roster

Call	Name	City	ST	Call	Name	City	ST
WA4BAM	John	Miami	FL	WB5NKC	Arley	Oklahoma City	OK
AC5BE	Joe	Houston	TX	WB5NKD	Pat	Oklahoma City	OK
W6CL	Carol	Tulsa	OK	N5NVP	Jim	Scott	LA
AB0DK	Dave	Kirksville	MO	K5OAI	Sam	San Angelo	TX
W5DPT	Louis	Deer Park	TX	N4OLN	Gary	Conyers	GA
W5DY	Rodney	Goliad	TX	K9PUI	Dick		IN
W5ESE	Scott	Dripping Springs	TX	K5QOW	Gary	Reagan Wells	TX
WD0ESF	Mike	Medicine Lodge	KS	N5RL	Randy	San Antonio	TX
W5FEA	Jim	Graham	TX	KB5TCH	Carroll	Douglasville	TX
AG9G	Dwight			KD5TXD, W5ZD	Pat	Kingsville	TX
N0JL	Jim	Chillicothe	IA	W5TMO	Mike	Austin	TX
K6JT	Steve	Plano	TX	WB5UPS	Ron	Port Neches	TX
AA5JW	Carl	Stafford	TX	K4VIZ	Tom	Conway	AR
K5KV	Benny	Star	TX	W5VXI	Dave	Caddo Mills	TX
K5MDK	Mike	Plano	TX	WB8WKQ	Jeff	Dryden	MI
KD5MMM	Phil	Fentress	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 January 2013

Total Sessions 30, Total Check-ins 88, Total Traffic 29 by 11 different operators. We missed one net due to the interference problem.

January 2013 QNS

December	Callsign	Name	QTH	STATE
29	KB5TCH	Carroll	Douglasville	TX
22	KD5TXD, W5ZD	Pat	Kingsville	TX
10	WD0ESF	Mike	Medicine Lodge	KS
9	KD5MMM	Phil	Fentress	TX
4	W6CL	Carol	Tulsa	OK
4	W5VXI	Dave	Caddo Mills	TX
3	AC5BE	Joe	Houston	TX
2	W5DY	Rodney	Goliad	TX
2	W5FEA	Jim	Graham	TX
2	N5NVP	Jim	Scott	LA
1	N0JL	Jim	Chillicothe	IA

73!!

Pat KD5TXD

February 14, 2013

(RN5 Corner Starts on the next page)

RN5 Corner

Region Net 5 (Daily) 1930 CT on **3567** and 2130 CT on **3567**
Alternate Frequency 7108 (early) 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 again and welcome to edition Twelve (one year of them) of the **RN5 Corner**.

First, congratulations to Steve, K6JT, on his selection as the 3rd Central Area Staff Member at Large (MAL). I nominated him for that position as soon as I became aware of the opening, and I am sure he will do a very good job and be a benefit to NTS here in the Central area.

I am sorry for my absence on the net the past weeks. My rig blew something and smoke emanated from the back while using it one day on a MARS circuit. After that, no output. Fortunately it is still under warranty, and will be repaired, but shipping it off, waiting for the repairs, and waiting for the return shipping has taken far longer than I had hoped. To make matters worse, my backup radios also failed and will not receive.

Thanks to Steve, K6JT, for collecting some NCS reports and forwarding them to me via Winlink. Please continue to send them to him, or the TX liaison station on late RN5, until I get back on the air again. You can also just email them to me if that works better for you, but I'd prefer they be sent on RN5 if possible. Note also that Tom, WA4ZPZ, has Winlink capability and can forward them.

Pete, K5GM, forwarded the following from a traffic reflector, written by Bud, W2RU, the EAN net manager. Pete commented: "His points are valid, but given the absence of some of the main NTS nets in the Central Area, perhaps too high a standard to meet." I agree. Here in the Central Area, there are of necessity some "iron men" that cover multiple assignments due to lack of other participants. For example, Tom, K4VIZ, is now the ONLY representative on RN5 from Arkansas. Andy, W4SQE, is the ONLY representative from Tennessee on RN5. There is no AR section net and I don't think there is one in TN, either. The MS net folded months ago. Lacking a net, there is no way to garner additional liaison stations. What is worse, Tom often also goes to CAN as the RN5 liaison, and Benny, K5KV, takes several nights as well in addition to being TEX liaison. That is the definition of an "iron man" - taking multiple duties on a frequent basis. A look at the Duty Roster will show that many nights have a missing assigned CAN liaison. In view of these, and other problems such as there being Zero liaison stations from Mississippi, many hams (WA4ZPZ, K6JT) stuck in CC&R restricted housing areas where high power (and even decent antennas) are prohibited, some of Bud's comments are inapplicable to what we see here in the Central area. We have no choice but to work with the resources available under the restrictions that are unavoidable. But his comments are included below as they are still good points to keep in mind...

(From W2RU)

In recent years, I've seen evidence that many participants -- representatives, net controls, and managers alike -- in the National Traffic System don't fully understand how the System works. Since new participants come into NTS from a variety of backgrounds and since

Section Traffic Managers no longer have to be grounded in NTS fundamentals, some amount of confusion is understandable -- for a short while, at least. My purpose in writing what follows is to try to eliminate some of that confusion.

The NTS is a system of ASSIGNED FUNCTIONS. That is, within NTS nets at ALL levels -- local, section, region, and area -- net control stations do not -- and should not -- care WHO is performing a given representation function to/from another net in the System. They (should) care ONLY about whether the function is performed properly or not. (Local and section nets, of course, also accept and thrive on general check-ins within their coverage areas.)

Example: When I serve as NCS of EAN on Wednesday nights, I expect reps from 1RN, 2RN.....etc. to QNI and perform their assigned functions. I do NOT specifically expect W1XYZ, W2ABC...etc.

This concept is a primary underpinning of the NTS that dates back to the System's origins. It is fundamental to the distinction between NTS and the old trunk lines and the latter's need for "iron men" -- the considerable disadvantages of which NTS was designed to eliminate.

Here's a corollary to the "system of assigned functions" concept:

If you are an NTS net manager or TCC director, your assigned (net or TCC) representation functions (to/from a different level of net or to/from a different area) should get credit only if QUALIFIED stations show up in a timely manner and perform the assignment -- in accordance with established NTS procedures -- to the satisfaction of the NCS. In other words, if I'm the EAN NCS some evening, I don't care WHO performs the function of 1RN to EAN (to use an example), but I DO care that the function is performed properly and adequately. (Yes, I know -- administratively, it's broader than that for net managers: As EAN manager I also care about the "who" because I issue performance-based certificates to the various "who"s, who are the primary ambassadors for TCC and the various region nets feeding EAN.)

Here's the rub: If an assigned rep doesn't show up on my Wednesday night EAN session, it potentially impacts reps from any or all of the OTHER regions -- i.e., those who brought traffic to EAN expecting to "clear their hooks". That could be a half dozen or more operators in that one net alone! Worse yet, it impacts everyone else who has already participated in moving a message as far into the System structure as my Wednesday night net -- including all the way back to the originating station and the actual originator of the message -- who historically has been a non-amateur or a served agency in most instances. So, ultimately, a missed assignment anywhere in the System can "bite us in the butt" and leave the served public with a very poor impression of our capabilities and our commitment to a service we claim to provide.

Let me repeat: When an assigned rep ANYWHERE in the System fails to show up, MANY individuals in the NTS chain -- and ESPECIALLY the originating individuals or served agencies who thought their messages were in good hands, to say nothing of the intended recipients of these messages -- are LET DOWN!

I hope it's obvious from the above that accepting an assignment at ANY level within NTS is a HUGE responsibility, because if you fail to perform it you let MANY OTHERS down.

Suggestion #1: Find yourself a qualified back-up for each of your assigned NTS skeds and COMMUNICATE with both the back-up and your manager if you are not going to be able to meet your commitments. Perhaps you can use a "buddy system": Your buddy "covers your back", and you cover his/hers. Almost everyone has cell phones these days, and almost all of those have text-messaging plans. Use that or e-mail, coupled with a radio-only failsafe back-up notification plan, to prevent missed functions at ANY level within NTS. Suggestion #2: Encourage your net manager to work with you and the other reps to develop a net-wide failsafe system for assuring 100% representation.

But there's a second dimension to all this: Simply checking in to EAN or any other higher-level net is not the same as "properly performing" the representation assignment. You have to be able to pass traffic with perfect accuracy -- and at a rate reasonably consistent with the normal "throughput" of the particular net or TCC function you've accepted a liaison assignment to. Anything less is potentially a FAILED function -- even though you may have felt you were "present and accounted for, Sir!". Each manager's style may be different, of course, but on EAN I generally expect the individual net control stations to decide when a representation function has not been performed adequately. In gray area cases, my net controls may choose to bump the final decision into my lap. Invariably, my net controls lean over backward to give credit -- especially for those who are new to the net and show an aptitude and a penchant for self-improvement over time.

However -- and this is important to keep in mind -- what we may deem adequate performance in a lower level net is NOT necessarily adequate at a higher level in the System! An operator who can receive no more than 15 - 18 wpm from only strong signals may be out of his/her element on the area net, where the pace is faster and signals are often buried in the noise because of distances, QRN, and/or long skip conditions.

Regardless of managerial style, it's absolutely crucial that representation failures be noted and used as a basis for improvement for the benefit of all -- the individual, the affected net(s), the originators and recipients of the traffic, and the System as a whole. There is no long-term value in praising failure or sweeping it under the rug and covering it up. Representation that is absent or that cannot perform (inadequate operating skills) or that WILL NOT perform (by leaving net sessions early, for instance) routine message-handling tasks under normal band conditions should be noted by the NCS in his/her reports to the net manager who, in turn, should communicate the problem to the manager where the rep's assignment originated -- especially if the problem is ongoing. The originating manager should do the "managerial thing", of course, and work with the individual involved. The manager might provide suggestions for individual improvement, design new training exercises for all net members, etc. In some cases, there may be no other option but to remove an individual from an inappropriate assignment until his/her situation improves.

If you've read this far, I hope I was clear about the following points:

- * Accepting an assignment at ANY level within NTS is a HUGE responsibility, because if you fail to perform it you let MANY OTHERS down and harm the public's view of us.
- * If you are a participant in the NTS at ANY level, it is incumbent upon you to read about, understand, and PRACTICE the fundamental precepts of NTS.
- * The minimum qualifications for adequate and proper representation at the higher levels of NTS are HIGHER than they are for entry-level participation. One purpose of running NTS 365

days a year is to help participants GROW into higher level assignments. But managers and the System can't do it for you -- you have to apply yourself to the task.

* NTS is a SYSTEM of ASSIGNED FUNCTIONS -- not of ironman traffic-handlers. That is why we don't have individual stations as destinations. We utilize REPS who are committed to meeting their schedules with very high reliability within an established and proven SYSTEM of manual message handling.

Bud, W2RU
Manager, EAN C4

I want to extend my warmest greetings and heartfelt thanks to Ben, KZ8Q, and Jerry, W4SU, for taking what were vacant NCS assignments. Ben KZ8Q, has taken the Monday night NCS slots and Jerry, W4SU, has taken the Friday NCS slots. I'd also like to send thanks and appreciation to Tom, WA4ZPZ, for taking over the Alabama CW net and pulling it up from what could have been its funeral pyre. Without Tom's excellent guidance and hard work, I suspect we would not have had such good ops as Ben and Jerry (hmmm, don't you fellows also make Ice Cream?) helping us on RN5.

You will see from the duty roster we now have ALL nights filled with NCS stations, although with my rig problems others have had to sub for my 2 nights. If anyone would like to take either or both of them, I would be most grateful as well. Thank you very much for covering them in my absence, which has been very frustrating for me. Also note that Steve, K6JT, is listed as CAN Rx liaison on Thursdays. Since he is CAN NCS, and also TX liaison, that works (and Sam, W5CU, is also on CAN so he often helps out). However, Steve cannot generally check into the early session to tell the NCS he will take CAN Rx.

Now if we can just get some more CAN liaison stations to sign up...

I have been advised that Ben, K8KV, has moved from FL to AL. Please confirm this if you know for sure. Let both myself and K6JT know so the roster can be updated.

73,
Frank W4DLZ, RN5/ 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	K5KV	K5KV
CAN RX	Open	W4DLZ	Open	K6JT	Open	W4DLZ	W5CU
DRN5	Open	Open	K5RG	Open	Open	Open	Open

January 2013 Statistics (Incomplete reports)

SESSIONS	55
QTC	171
QNI	386
QTR	628
CAN TX REP	92%
CAN RX REP	95%
DRN5 REP	47%

The following updated roster shows active stations coming to RN5 and their sections.

Region Net 5 Roster

Call	Name	Section	Call	Name	Section
W4AGL	JIM	FL	W8IM	DEAN	FL
K4AKC	TOM	AL	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/AL
W4DLZ	FRANK	FL	WA5LQZ	ALAN	LA
K5DMC	JER	MS	K5MC	MICKEY	LA
WD4DNC	BARRY	FL	N5NVP	JIM	LA
AD4DO	JOHN	FL	K4PG	KEVIN	FL
W5DTR	CURT	IL	KZ8Q	BEN	AL
K1DW	DALLAS	LA	K5RG	KEN	TX
W5DY	RODNEY	TX	N5RL	RANDY	TX
NY4E	BILL	FL	W4SQE	ANDY	TN
W5ESE	SCOTT	TX	W4SU	JERRY	AL
KJ4FDV	TREY	AL	W6SX	HANK	CA
KC4FL	JOHN	FL	K15T	WADE	LA
KA4FZI	PHYL	FL	K4VIZ	TOM	AR
W5GKH	CHARLIE	TX	K6YR	ROB	CA
K5GM	PETE	TX	WA4ZPZ	TOM	AL
AA4HT	BOB	FL			

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

73, Frank W4DLZ