

# *The Texan*

Newsletter of the Texas CW Traffic Net (TEX)

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

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Assistant Manager: Position open



January - February 2020

## **From the TEX Manager**

I don't have a lot to say about net activities. We are still very short-handed, but that will more than likely not change. Propagation has been the pits on 80 meters, but 40 isn't any better and not enough people can go to 160, so we will have to deal with what we have. The few days at the end of January where there were observed sunspots were really good, so let's hope for more of that as we slowly pull out of the sunspot minimum. The good news was that the nature of those sunspots indicated the potential start of a new solar epoch.

Unfortunately there have not been any in the past week in February, with attendant poor propagation, especially on late TEX. Do the best you can and NCS stations please have some of those you can hear call for QNI.

73, Rodney W5DY

## **The Army Air Corps, Part 3 By Vic, W7VSE**

... We also visited most of the government buildings, memorials, etc. in Washington D.C...

At the air base we attended classes daily. The first day or so, all the operators had to copy code from a machine. When I came back the 2<sup>nd</sup> or 3<sup>rd</sup> day, the instructor told me that my code operating was OK and that I did not need to come back for any more code practice. I could goof off those hours. All of my work back at WYT practicing code had paid off again. I think the electronic (maintenance) and installation men got briefed on installing the equipment and maintaining it. Thank goodness, without them we operators would have been lost.

We were at Bolling Field for four months. We were issued additional clothing, a 30 caliber Army rifle, a bayonet, a belt full of bullets, a gas mask, a tin helmet, a canteen and other things that we would need in "Foreign Tropical Duty." We still did not know where we were going. We also got many inoculations. We were issued a passport later and it had visas for many countries. And all 60 of us were given a promotion to the next higher grade. I became a Staff Sergeant (Three stripes up and one loop underneath). I was now in the "first three

grader" group. Staff, Technical and Master Sergeants, and had only been in the Air Corps for 15 months.

Then one day, our briefing came to an end, and we were transported back to the Railroad Station by army trucks. We were in full uniforms, wearing tin hats, and carrying our rifles, gas masks and bullet belts with our barrack bags bulging. I suppose we resembled a typical Army Infantry platoon on the move. All 60 of us boarded a Troop Train bound for Miami, Florida. The trip was uneventful and, as I remember we were on the rail for a day and a night, at least. It was an enjoyable trip seeing the East coast States during the daylight hours, and the train noise lulled us to sleep at night. The chow was good and plenty of it. When we got to Miami, trucks picked us up and took us to a very nice place that used to be some kind of resort. The military had taken it over. There were coconut palms throughout the area, and nice cottages to stay in. Some of the coconuts we could reach out and touch from an upstairs veranda type porch. The food was good here also, and we stayed several days. There was a Honky-tonk Tavern nearby, on a canal. We found out we could get a big pitcher of beer for a quarter. There were civilians there and a jukebox and dancing. I would have been content to spend the rest of the war there. But soon we began leaving in groups of about 20 men with all their gear. This was in mid-September, 1942. I was in one of the first groups to go. We were trucked to the 26<sup>th</sup> Street Airport where we boarded a C-47 (Military DC-3) transport and departed the USA and flew south.

Our route took us over Mexico, Central America and we refueled at Trinidad and Tobago, and another place and then spent the night in Belem, Brazil. We were able to sample Brazilian beer. Didn't like it. Next morning got back on the C-47 and continued south, refueled some more and finally reached Natal, Brazil, late in the afternoon. Natal is the easternmost point of South America. Just before sundown we boarded a "China Clipper," Pan American **Boeing 314**, four-engine flying boat. It still had the Pan Am crew, but it was leased to the military.

When we left the dock we were taxiing in a river going out to the Atlantic Ocean. It was about an eighth of a mile to the mouth of the river. When we got to the ocean, the plane kept on going, I thought we were still taxiing, but then I realized we had full power on all four engines. Finally, we started to pick up a little speed and we were crashing into the oncoming waves for a while. Then the plane broke from the water, flew a short distance, then crashed into another wave and we were back in the water again, we finally got airborne. It was a long slow climb to our cruising altitude.

The Pan Am Crew treated us great. The meals were excellent. Most of us played "nickel-knock" poker almost all night. I played for several hours and got sleepy, so I went to the back of the plane, where they had some bunks, and went sound to sleep. I had thought it over about playing poker and decided I wouldn't do that any more. Sometime later I woke up to find myself suspended a few inches in the air above that bed, then, suddenly, I fell back down on it. It was frightening. I learned later, from one of the crew, that we had hit a down draft and descended rapidly for a few thousand feet. He said that often happened on that route.

I hadn't realized it when we took off, but evidently that aircraft had all the fuel it could possibly hold, because we flew all night, and fourteen hours later, after sunup the next day, we saw Africa ahead.

This was wartime, and there were no radio stations to “home” on, so they had to navigate by dead reckoning. I think the pilot thought we were north of Fish Lake, our destination, and he turned and headed south and flew for about 10 minutes, then turned around and flew back north for about 20 minutes until we located Fish Lake. We landed and a motor launch came out and took us ashore. We had a good meal, then got on a truck and proceeded through the jungle for a few miles. There were many monkeys running and swinging in the trees along the road, screeching at the top of their lungs. They were probably objecting to our violating their territory.

When we got to the airstrip, a C-47 was waiting for us. That airstrip looked like they had hacked it out of the dense jungle, and it didn't look long enough to me. Sure enough, when we took off, we clipped some branches off of the trees on our way out. We refueled again at a similar short runway field, and then flew on to Cairo, Egypt where we spent the night. We saw the Sphinx and some pyramids along the Nile River.

From Cairo, we flew down the Arabian Peninsula and landed on a small island for fuel. I think it was Aden. The runway wasn't very long there either, and both the landing and takeoff were scary. They had brought the gasoline to the island on a barge in many five-gallon square tins. Those native workers had a ladder and about three of them would pass the 5-gallon tins up, one at a time, to the guy who poured the gas into the aircraft's wing tanks. It took quite a while to “fill her up.”

Then we proceeded to Karachi, India (which is now in Pakistan.) The military had previously shipped several tons of our equipment over on a ship and it was docked in the harbor there. It took about two weeks of labor to unload and sort out that equipment for all the different radio stations and control towers. There were 20 Kilowatt gasoline A.C. power generators for each station, and a myriad of radio equipment, wire, metal towers, tools, etc, for each location. With the help of local Indian laborers, working for about two weeks, we got all the packages, boxes, steel antenna towers and crates sorted out and separated and labeled for shipping to the various Air Bases where they were to be installed. Then after a couple of days of doing nothing, there was a notice posted on the bulletin board that we had to do other duties while we remained in Karachi. It listed them. There was KP (kitchen police) and guard duty and others. One of the listings was driving a garbage truck. That sounded like a job I could do, so I selected it and reported to the motor pool to get checked out on driving a truck.

The Sergeant got his clipboard and took me to an English truck that had a canvas top over the seat, and no doors. This was British India and they drove on the left hand side of the road. Of course, the driver sat on the right hand side of the vehicle. I started the truck and put it in its lowest gear and he told me to move it out. So I let in the clutch OK, and then tried to change gears with the stick shift to the next gear. And, from force of habit, after driving for years in the left seat, I reached over to my right to change gears. I pawed empty air and almost fell out of the truck. The Sgt. laughed at me. Then I got through the gears and thought I was doing alright,, but when I looked up the road ahead of me, every oncoming car was in my lane. Oops! I moved over to the left side of the road. The Sgt got another laugh. When we got back to the motor pool, I thought I had flunked the driving test, but the Sgt. passed me. He said almost everyone made the same mistakes that I did. I spent the next week or so driving to and from the garbage dump with some Indian laborers doing the manual labor. It was easy finding the dump, because there were hundreds, maybe thousands, of birds circling like a huge whirlwind above the dump waiting for us to bring more food.

But all good things must come to an end. One day I got my orders to proceed to Kunming, Yunnan Province, China. I boarded an Indian train and rode a day and a night to Lahore, India. The Indian trains are different from ours. You get in a railroad car, and after the train starts moving you are stuck in that car until the train stops again. They don't have isles through the train like we do. Some of the natives ride on the outside of the train and go from car to car when they want to, but I didn't try that. When we reached Lahore, India, a truck transported us to the airport and we boarded another C-47. We then flew to Agra, India and stayed overnight. I saw the Taj Mahal. It was beautiful. Then we flew on to Chabua Army Air Base in the Assam Province of India. On this leg of our journey, the Crew Chief of the C-47 pointed out Mount Everest, the highest mountain in the world.

We were now in a war zone and very close to the "hump" over the Himalayas. There were no tower operators in the tower at Chabua, and, after we landed, nobody was around. There were a few bomb craters here and there. We soon realized that we were in a war zone, and there had just been an air raid, and everyone had abandoned the Air Base. Soon the GIs all came back and things were normal. We stayed overnight in Chabua, and early next morning, we departed to fly over the "hump" to Kunming, in Yunnan Province, China.

Later there were 5 Air Bases in the Assam Province: Chabua, Jorhat, Tezpur, Mohanberi, and Dinjin. All 5 of them were used as departure and arrival bases for aircraft flying the Hump and carrying troops and supplies in and out of China. There was no other way to get in and out of China at that time.

We didn't realize it at the time we flew the hump that aircraft were being shot down, almost every day, on that route. In fact, there were a lot of things about the war that we were not aware of, and would learn, after we had been in China for a while.

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### **TEX AND TSN 1975**

This is an excerpt for one of the newsletters sent to me by Pip, WB4FDT, dated Feb-Mar 1975. Yup, that was 45 years ago!!

The Texas CW Traffic Net meets twice daily on 3770 KHz at 7 pm and 10 pm, local time. The net maintains liaison with Region 5 Net (RN5), Texas Traffic Net (TTN), an SSB Net, and the Texas Slow Speed Net, CW (TEX-SS). An election for a new Net Manager was to be held before April, with Ken, W5UGE (now K5RG), Route Manager (now called STM) for South Texas, one of the contact points to submit nominations.

The Brass Pounders League and all traffic counting will undergo a change in July (1975). Originations from your own station no longer count unless from a 3<sup>rd</sup> party. This is expected to make it much harder for the "easy" BPL of 100 originations+deliveries.

It was noted that book traffic only counted as one message for every 3 addresses. That also was to be changed along with the categories for the Public Service Honor Roll, which originally was primarily for traffic handlers. Changes were to be made to also include activities as part of ARES. The highest count in the nation was achieved by a TEX member,

WB5AMN, with a total of 67 points. Also, it was noted that all Texas stations listed on the PSHR were TEX members except for 1. Compare that 67 to what is now in the PSHR column with hundreds of points from many stations.

There were editorials on how to become an old reliable RN5 liaison operator, as well as a story about how to bug the RN5 net control. Won't re-print the latter one, for sure.

Interesting that the TEX roster shows that the SCM (now SM) and SEC as well as both Route Managers were members of TEX. At that time there were only NTEX and STEX sections.

Riddle: Why do cows wear cow bells? Answer: Because their horns don't work.

There was an announcement for the upcoming 7290 – TTN Picnic in 1975. It would take place at Lake Whitney the last weekend of April. A spaghetti supper on Saturday evening was available at a cost of \$2.00, with advance reservations. W5DGG, George, would be the cook and also offers to cook pancakes or bacon/eggs Saturday and Sunday mornings, but each participant would have to bring their own raw materials ☺ The announcement ended with "Seriously, 7290 and TTN have invited us, so let's plan to be there and see if we can convert a few fone ops to CW! If that area happens to be drought-stricken, TEX guys could probably bring about a nice rainfall too!"

#### **TEX Mailbox:**

From **K5BMR**, Dec 15: Hi all, reading through the newsletter, it seems several folks are having health issues. I can relate to them and hope that it gets better for everyone. Since the younger generation likes the electronic boxes they are enamored with, one would think they would have an interest in CW traffic handling. All of us are on a short rope now and need the new blood. All the best. 73, George K5BMR

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From **WB8SIW**, Dec 19: Here is the final version of QNI, which is being posted to the QNI Newsletter website today. <http://www.qni-newsletter.net/> . *Lots of good information, including the following, among others:*

*The War on Winlink, Preparing Traffic Nets for Emergency, Training Column—Net Efficiency, NYU Petition for Declaratory Ruling, RRI Response to NYU Petition. Recommended reading.*

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From **N5RL**, Jan 9: Just wanted you all to know I spent another 5 days in BAMC starting 5 Jan but I am home now. I came home not feeling well and so my participation on TEX my be limited until I can feel a bit better. This surgery has turned into a rather rough ride for me. I'll show as much as I can to support TEX. Update on Jan 20: Spent another week in the hospital and hopefully now I'm back home for an extended stay. I am getting stronger and I've pretty much been dissected in every way possible. Looking forward to resume checking into TEX again. Uodate on Jan 25: Spent another 5 days in hospital after getting discharged the day before. I'm home now and I guess I'll cement myself to my recliner for better or worse. Hopefully you'll hear my CW tomorrow (Sunday) on TEX. 73 to all, Randy N5RL  
*Thanks, Randy, we are all rooting for your healing and recovery.*

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From Hank, **W6SX**, Jan 18: Re your manager comments in the newsletter:

1. Net Manager job is to manage the net, not be the net. Over sixty years of traffic handling, I saw way too many net managers trying to cover functions themselves resulting in burn out and they are gone forever.

2. It's a hobby.

CW Exuberantly,  
73, Hank, W6SX

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From **W5FEA**, Jan 20, in response to a question about the RN5 net: Some nets have been pretty rough plus I've been fighting with my antenna. The north end was down on the ground, got it back up maybe 10 feet and it fell down again, now it is barely 6 feet off the ground. Back behind my house is two or three blocks of wilderness the north and maybe two blocks East/West. The highest thing I had to the north was telephone cable on a highline behind the house, so I had the thin rope over the telephone cable. There's not even a dedicated alley behind the house so no worry.....THEN a few days later the south end of the antenna which was around 12 feet off the ground fell down when small rope broke.

Had bought a pole from Walmart that could extend to 12 or so feet and managed to get the line back up in what's left of a Pecan tree. When it warms up some I'll get the north end rope looped over the telephone cable between the two telephone poles. The center of the antenna is maybe 22 feet up in an Oak Tree branch.

Take Care, Jim W5FEA

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From **K6JT**, Editor: My son-in-law, also named Steve, passed his Tech exam and was assigned the call KO4BKP. He is very enthusiastic and eager to get on the air, likely studying right away for his General license.

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## TEX Net Topics

The TEX Duty Schedule and Roster are shown below (as updated for N5RL).

**TEX CW Net Weekly Schedule**

Local	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
NC 1	W5FEA	N5RL	W5FEA	N5RL	N5RL	W5FEA	W5CU
Backup	N5RL	W5FEA	K5GM	W5FEA	W5DY	W5DY	W5FEA
NC 2	W5DY	K6JT	K6JT	K6JT	K5GM	W5DY	W5CU
Backup	K5GM	W5FEA	W5DY	W5DY	W5DY	W5FEA	W5FEA
RN5 1	N5RL	W5FEA	K5GM	W5FEA	W5DY	N5RL	W5CU
Backup	W5DY	N5RL	W5DY	N5RL	W5FEA	W5FEA	W5FEA
RN5 2	W5CU	K6JT	K5RG	K6JT	K5GM	W5DY	W5CU
Backup	W5FEA	W5DY	W5CU	W5DY	W5DY	W5FEA	W5FEA

TEX/1: **3541**/7106/3593 at 19:00 CT; TEX/2 **3541**/3593/1841 at 22:00 CT  
 RN5/1: **3567**/7108 at 19:30; RN5/2: **3567**/7108/3598 at 21:30 CT  
 TSN: **3570** - 19:45 CT; CAN: **3552**/7052/3595/7108 - 20:30 CT; WAN: **3552**/7052 - 22:30 CT

RN5 Backup: W5CU, W5DY, W5FEA, K5GM, K5RG  
 NCS Backup: W5CU, W5DY, W5FEA, K5GM, K5RG

	Total	NC	NC-BU	RN5	RN5-BU	DAYS OFF	
K6JT	5	3	0	2	0	4	Su-M-F-Sa
W5DY	14	2	5	2	5	1	Su
W5FEA	17	3	6	2	6	0	SORRY
N5RL	8	3	1	2	2	2	W-Su
K5GM	5	1	2	2	0	4	T-T-S-S
W5CU	6	2	0	3	1	4	TWTFSS
K5RG	1	0	0	1	0	6	MTTFSS
OPEN	0	0	0	0	0		
	56	14	14	14	14		

### TEX Roster

Call	Name	Location / Notes	Call	Name	Location / Notes
KW5AS	Skip	Victoria	NM5M	Eric	Plano
N5BA	Brian	Houston	N7NET	Scott	Crossett AR
WA5CAV	Dick	Pineville LA	* KB5NJD	John	Duncanville
W5CU	Sam	Edmond OK	K9NY	Bill	Canyon Lake
W5DAE	Don	San Angelo	K1PKZ	Paul	Tom Bean
* W5DY	Rodney	Goliad	WA5PRI	Don	Thibodaux LA
* W5ESE	Scott	Dripping Springs	K5QOW	Gary	Reagan Wells
* W5FEA	Jim	Graham	* K5RG	Ken	Houston
W5GKH	Charlie	West Columbia	N5RL	Randy	San Antonio
K5GM	Pete	Austin	W5ROK	Steve	Richardson (K6JT op)
W9GVW	Eric	San Antonio	KD5RQB	Jason	Atlanta
KM0I	John	Hattiesburg MS	W5TMO	Mike	Austin
KA9IKK	Bill	Katy	K5TSK	Jim	Pearcy AR
K5IX	Dave	Brackettville	KD5TXD	Pat	Kingsville
* K6JT	Steve	Plano	W9VE	Don	Dallas

Call	Name	Location / Notes	Call	Name	Location / Notes
* W6LFB	Jim	Denton	WB8WKQ	Jeff	Michigan
WA5MS	Marty	Argyle	K6YBV	Bob	Placerville CA

\* Capable of 160 meter operation

## Statistics:

### December 2019:

Rodney, W5DY, tied with Jim, W5FEA for first place with 59 (97%). Don, W5DAE with 58 (95%), was a close second, and Randy, N5RL, was third with 33 (53%). Thanks again to all of you who checked in for your support.

There was one visitor, Chris, AI6U, in CA, an old friend of K6JT and active traffic handler in the Western area – other stations are on the roster.

The complete list of stations and traffic / liaison totals are shown in the following table. Traffic averaged 1.6 per net session (1.6 last month). Net time averaged 8.6 minutes per session (compared to 9.1 last month). Check-ins averaged 5.2 per session (4.5 last month).

### TEX Net Statistics (December 2019)

Call	Name	QNI	Total	NCS	RN5	TTN	DFW	TSN
N5BA	Brian	2	2					
		0						
W5CU	Sam	6	12	3	3			
*		6		3	6			
W5DAE	Don	28	58					
		30						
W5DY	Rodney	31	59	8	12	2		
		28		12	2	1		
W5FEA	Jim	29	59	20	13	29		
*		30		1	11	30		
K5GM	Pete	10	31		3			
*		21		4	3			
W9GVW	Eric	1	1					
*		0						
KA9IKK	Bill	8	11					
*		3						
K5IX	Dave	8	11					
		3						
K6JT	Steve	0	11					
*		11		11	6		11	
NM5M	Eric	0	1					
		1						
K5RG	Ken	0	4					
*		4			3			



N5RL	Randy	16	33					
*		17						
AI6U	Chris	0	1					
	CA	1						
K5TSK	Jim	2	2					
		0						
W9VE	Don	10	10				10	
	Dallas	0						
WB8WKQ	Jeff	0	13					
		13						
Totals		321		62	62	62	21	0
				100%	100%	100%	34%	0%
QTC 1		37	97					
QTC 2		60		Sessions:		62		
Time 1		272	532					
Time 2		260						

### January 2020:

Don, W5DAE, was 1st with 57 (92%), Jim, W5FEA, and Rodney, W5DY, tied for 2nd with 56 (90%), and Pete, K5GM, was 3<sup>rd</sup> with 30 (48%). Thanks again to all of you who checked in for your support.

The only visitor was Vic, K9UIY, from Illinois.

The complete list of stations and traffic / liaison totals are shown in the following table. Traffic averaged 1.3 per net session (1.6 last month). Net time averaged 8.9 minutes per session (compared to 8.6 last month). Check-ins averaged 4.6 per session (5.2 last month).

### TEX Net Statistics (January 2020)

Call	Name	QNI	Total	NCS	RN5	TTN	DFW	TSN
N5BA	Brian	0	1					
		1						
WA5CAV	Dick	1	2					
		1						
W5CU	Sam	7	16	4	4			
*		9		4	8			
W5DAE	Don	28	57					
		29						
W5DY	Rodney	28	56	7	11	3		
		28		8		1		
W5FEA	Jim	28	56	20	14	28		
*		28			5	28		
K5GM	Pete	10	30		2			
*		20		4	3			

KA9IKK	Bill	4	6					
*		2						
K5JRN	Si	1	1					
*		0						
K5IX	Dave	6	12					
		6						
K6JT	Steve	0	15					
*		15		15	10		15	
NM5M	Eric	0	1					
		1						
K5RG	Ken	0	7					
*		7			5			
N5RL	Randy	7	9					
*		2						
K9UIY	Vic	0	1					
	IL	1						
K5TSK	Jim	4	4					
		0						
W9VE	Don	2	2				2	
	Dallas	0						
WB8WKQ	Jeff	0	12					
		12						
Totals		288		62	62	60	17	0
				100%	100%	97%	27%	0%
QTC 1		29	81					
QTC 2		52		Sessions:		62		
Time 1		275	552					
Time 2		277						

### Operating:

As mentioned in Rodney's column, we are hopeful that the signs of more sunspots will continue to provide them and bring us out of the current minimum with poor propagation.

Additional NCS and liaison stations are needed, as seen in the duty roster. Randy, N5RL, is still home recuperating and unable to resume duties, but we are happy to have him check in when he feels up to it. Those who feel capable of doing NCS or liaison, please seriously consider taking on scheduled duties. Those who have current assignments, please consider taking on more. Any of the skeds noted as N5RL are available as well as any others that may better meet your nightly needs that are handled by Rodney or Jim. Thanks also to those who fill in when there are absences due to illness or travel.

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Here are the composite reports for the last 2 months for traffic handled at the region and above levels. January traffic was quite low compared to past months. Reasons include not only the poor propagation but also KI0JO in FL stopped sending all radiograms and Peter,

DL4FN, was hit by a car while walking on his way to work. Peter expects to be out for as much as 3 or 4 months while he heals from the injuries.

### Central US Nets Activity for December 2019

Net	Sessions	QTC	QNI	QTR	Rate
Day 5 <sup>th</sup> Call Area	12	42	48	63	0.667
Cycle 2 9RN*	12	158	57	37	4.270
Day 10 <sup>th</sup> Call Area #	12	28	48	77	0.364
Night 5 <sup>th</sup> Call Area**	58	47	207	367	0.128
Night 9 <sup>th</sup> Call Area	60	169	172	466	0.363
Night 10 <sup>th</sup> Call Area	60	24	164	257	0.093
Day Central US	12	95	70	169	0.562
Night Central US @	28	212	187	345	0.614
Day Inter-Area Traffic	36	18	35		97%
Night Inter-Area Traffic	69	114	72		>100%
Total Voice/CW Nets		907	1060	1781	
DTN Digital			Received	Sent	
WB9FHP Central Area HUB		3114	1706	1408	
Digital Stations (13)		1572	578	994	
Total DTN Digital		4686	2284	2402	
Total Central US		5593			
* Not Radio Relay International affiliated					
# Manager recovering - thanks Dave, ND0CW, and Ron, WB9WKO for their reports					
@ Manager resigned, nominations open. Composite from NCS reports received					
** Nominations open for manager - thanks to NCS stations for statistics					

### Central US Nets Activity for January 2020

Net	Sessions	QTC	QNI	QTR	Rate
Day 5 <sup>th</sup> Call Area	13	32	57	81	0.395
Cycle 2 9RN*	14	211	61	58	3.638
Day 10 <sup>th</sup> Call Area #	13	13	51	83	0.157
					0.157
Night 5 <sup>th</sup> Call Area**	60	94	260	454	0.207
Night 9 <sup>th</sup> Call Area	62	201	169	414	0.486
Night 10 <sup>th</sup> Call Area	60	32	145	247	0.130

Net	Sessions	QTC	QNI	QTR	Rate
Day Central US	14	94	66	234	0.402
Night Central US @	31	267	189	343	0.778
Day Inter-Area Traffic	42	18	41		98%
Night Inter-Area Traffic	78	136	76		97%
Total Voice/CW Nets		1098	1115	1914	
DTN Digital			Received	Sent	
WB9FHP Central Area HUB		2688	1535	1153	
Digital Stations (11)		1314	427	887	
Total DTN Digital		4002	1962	2040	
Total Central US		5100			
* Not Radio Relay International affiliated					
# Manager recovering - thanks Dave, ND0CW, and Ron, WB9WKO for their reports					
@ Manager resigned, nominations open. Composite from NCS reports received					
** Nominations open for manager, thanks to NC Stations for statistics					

Keep your TEX net reports going to Rodney and send me any items for the newsletter. Copy Rodney on them if they are directly related to net operations.

Until April, hope for lots more sunspots in 2020. According to the PA Groundhog, we should be well into a nice spring by then,

73, Steve K6JT  
TEX Newsletter Editor

## TSN Corner

Texas Slow Net (Tuesday - Friday) 1945 CT 3570.0 KHz +/- QRM

Website: <http://www.k6jt.com/tsn/>

Net Manager: Jason KD5RQB, [fallishere2@hotmail.com](mailto:fallishere2@hotmail.com)



Photo Courtesy of VE3UU

### Greetings From Northeast Texas

Jason, KD5RQB, has been calling the net when he is able. Help is needed for more support of TSN. Jason calls up the net Tuesday, Thursday, and Friday. Please look for him.

### Net Control Stations

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
(No Net)	(No Net)	(KD5RQB)	(OPEN)	(KD5RQB)	(KD5RQB)	(No Net)

### TSN Activity Reports

Month	QNI	QTC	QTR	Nr. Operators	Sessions
December 2019	10	0	60	1	10
January 2020	14	0	98	1	14

### TSN Roster (January 2019 to Current Date)

Callsign	Name	QTH
KX5C	Ron	SILSBEE, TEXAS
W5DAE	Don	SAN ANGELO, TEXAS
W5ESE	Scott	DRIPPING SPRINGS, TEXAS
KK4HCF	Sam	MARYSVILLE, TENNESSEE
WD8LDY	David	BRIDGEPORT, WEST VIRGINIA
KD5RQB	Jason	ATLANTA, TEXAS
N5XGG	Joe	ROCK ISLAND, TEXAS
WB8YLO	Steve	TOLEDO, OHIO

Stop by any evening Tuesday through Friday on 3570kHz at 7:45p.m. CT and start the net if you do not hear anyone there. 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!!

73, Jason KD5RQB

### **RN5 Corner**

RRI Fifth Call Area Net (Daily) 1930 CT and 2130 CT on **3567**

Alternate Frequency 7108 or 3598 when conditions warrant

*Serving TX, OK, LA, AR, MS, TN, AL, and NFL*

Due to Frank W4DLZ becoming a Silent Key

Nominations are open for Net Manager

Hello all and welcome to Edition 70 of the **RN5 Corner**.

Thanks to all NC Stations for doing a great job sending your reports the last couple months. There were only 4 reports missing for December and just 2 missing for January, primarily for the early session. That also represents excellent participation. Please try to get the NC reports to me as soon after the session as possible.

Here is a list of the stations sending NC reports for December and January (in order from earliest date station first reported). Note that Jim, W5FEA, is carrying the net along with Sam, W5CU, for the most part. Thanks to you both !!

Dec: W5FEA 32, K5WNU 2, K6JT 6, W5CU 16, K5GM 2

Jan: W5FEA 34, K6JT 10, W5CU 16

If you show up and there is no NCS and you do not want to do a formal net callup, just send RN5? a few times. If nobody answers in a couple minutes, please just report that as 1 station QNI, 0 traffic, 3 minutes.

Jack, K5WNU, is now back home, but still busy taking care of his wife. She has gotten better but still not completely well.

There are many openings for both NCS and CAN liaison stations as shown in red in the Duty Roster. CAN liaison stations are asked to briefly open the net to handle any listed traffic if there is no formal NCS.

Thanks for your support of RN5. Special thanks to Sam, W5CU, and Jim, W5FEA, who handle many NCS slots as shown above. Thanks also to regulars WA5CAV, on nearly every session, K5WNU, W5DY, K5GM, K6JT, and K5RG. John, KC4FL, continues to regularly check in from FL. Ben, KZ8Q, and Dean, W8IM, check in from FL some nights. Jeff, WB8WKQ, has also been checking in from Michigan. Dean is using the high power radio club station remotely so he has a good signal most of the time. Jeff, the manager of the RRI East area net, also regularly has a good signal.

Please continue to pass AR traffic to the TEX liaison station to take to the 7290 Traffic Net. DRN5 meets at 1025 CT on 7280 KHz, Mon, Wed, and Fri only.

(Schedule, statistics, and roster on the next page)

### RN5 Duty Roster

Local	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
NCS #1	W5FEA	Open	W5CU	Open	Open	Open	Open
NCS #2	W5FEA	K6JT	W5CU	K6JT	Open	Open	W5CU
CAN TX	Open	Open	W5CU	W5FEA/CU	Open	Open	Open
CAN RX	Open	Open	W5CU	K6JT	Open	Open	W5CU
DRN5	Open	Open	K5RG	Open	Open	Open	Open

### 2019 / 2020 Statistics

MONTH	DECEMBER	JANUARY
SESSIONS	58	60
QTC	47	94
QNI	207	260
QTR	367	454
AVG QTC	0.8	1.6
AVG QNI	3.6	4.3
AVG QTR	6.3	7.6

The following roster shows stations coming to RN5 in the past 3 years and their states.

### Region Net 5 Roster

Call	Name	State	Call	Name	State
WA4BAM	JOHN	FL	K6JT	STEVE	TX
WA5CAV	DICK	LA	KZ8Q	BEN	FL
W5CU	SAM	OK*	K5RG	KEN	TX
W4DLZ	FRANK	(SK)	N5RL	RANDY	TX
W5DY	RODNEY	TX	W4SU	JERRY	(Retired)
W5FEA	JIM	TX	K5TSK	JIM	AR**
KC4FL	JOHN	FL	K4VIZ	TOM	AR**
W5GKH	CHARLIE	TX	K5WNU	JACK	MS
K5GM	PETE	TX	WA4ZPZ	TOM	(Retired)
W8IM	DEAN	FL			

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

\*\* K4VIZ and K5TSK only marginally active. Send AR to the TEX station for the 7290 net (do not use DRN5 since there is only an occasional AR liaison station there).

73, Steve K6JT

Newsletter editor and RN5 statistician