

The Texan

Newsletter of the Texas NTS CW Net (TEX)

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

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Happy New Year

I hope you all had a blessed Christmas and a safe and healthy New Year's celebration. Here we are, starting another year. Band conditions have been pretty good for TEX so far, but not so good for the region and area nets. Let's hope they do nothing but improve as we move further into the sunspot "season". The promise of a sunspot maximum has not yet come completely to fruition, but judging by the conditions on late TEX, compared to last year, we have definitely seen an improvement.

Newt KJ9J Silent Key

I was wondering why we had not heard from Newt yet this fall/winter season. He normally started to QNI in October or November from his winter QTH in far south Texas (Pfarr). So I asked one of my digital contacts, Larry, WB9FHP, who lives in Indiana where Newt lived the rest of the year, if he had any information. After doing some research on the Indiana section net, Larry informed me that Newt had become a silent key. We are truly sorry to lose another CW traffic handler. I know that Newt was active in Indiana and I also heard him occasionally on CAN in years past. Here is what Larry sent to me:

Well I am sorry it took me a bit to get back to you about Newt... He used to check into the Saturday evening Indiana traffic nets during the summers and although that's about the only time I ever got to chat with him (once in a while after the net) I didn't really know him except that he and I were musicians in common. I hadn't heard him for a while and apparently I missed the announcement of his passing. He became a silent key Sunday morning November 6th, 2011. I feel kind of guilty having missed that announcement but of late about the only time I get to check in to the ITN is when I am NCS on Saturday evenings due to my schedule. Lot of the new ones on the air didn't know him and it took me a while to dig around and find his obit. Then tonight after the net I cornered one of the old-timers and he gave me the lowdown. Newt lived in the northern end of the state at South Bend and I live about 26 miles north of the Ohio river clear at the south end of the state... Indiana kind of strange that way - South Bend in the north and North Vernon in the south.

Anyway Newt is already missed by the guys he worked on CW regularly and I see he has one son in Austin (named Brian Straup).

Thanks to Larry for providing the information. You can see Newt's Obituary at the following link. As with many of them, his ham radio call and activity is unfortunately not listed.

<http://www.palmerfuneralhomes.com/obits/printout.php?oid=121676>

Thank You from Jay's Wife Lura

The 7290 net had an on-air obituary for Jay, as I reported a couple months ago. I sent Lura a CD of the audio, kindly recorded by John, W5BWC, Jo Ann's OM, along with a copy of the first 2 pages of the TEX newsletter where Jay's memorial was printed. I received a nice Thank-You card from her, which I want to share with you:

Thank you for the letter, the CD, and the transcription of the tribute that you broadcast on the 7290 Net to honor Jay's memory. And I thank you for your warm words of comfort, and for your prayers. Jay spoke of you often and admired your devotion to your father. I wrote the obituary for several papers, and it started like this: Jay Sicard N5PWG Silent Key, then the regular "John Whitney Sicard", etc. When it appeared, the Ham ID had been removed, and never appeared like I wanted it. I was quite disappointed. Ham Radio was an important part of Jay's early, then later life. His original call sign was W5JHG, but when he tried to get it back, it was gone. How wonderful that he received the "Pfeiffer Pfist" award this year. He was so proud of it. And I want to thank all of you for the many times you heard him say, "See you on the Radio". Sincerely, Lura Sicard

TEX Mailbox:

Rodney, W5DY, finally had a lifelong dream come true - a golf hole-in-one. Congratulations, Rodney - you're not getting older - you're getting better ! Rodney wrote:

This has been a very good week for me. I'll start with Dec 15th. After having played golf for over 63 years, I had my very first "Hole-in-One". I was beginning to think it would never happen. Boy, I was on cloud nine and actually played like a dog for the remainder of the round, as this happened on the 4th hole here at Goliad. Got lucky and only spent \$15 buying beer for all the patrons at the bar after the round of golf as this is a custom here.

We had a small tournament today and although my team did not win we had a very good time and played very well. After golf, I was surprised when I entered the clubhouse. Barbara had set up a table with memento's from my past and we had a birthday party. Tomorrow is actually the day, but there is already another party booked for the club, so she decided to do it today. Another very pleasant surprise.

Happy Birthday, too ! Nice early present :-)

I happened across a website maintained by **Harold, KV5R**, who is active on TTN. After sending him updates, it is now current with the times and primary NTS and traffic nets active in Texas. You can find it at: <http://texastrafficnet.org/schedule.asp>

Pat, KD5TXD, is out there trying to recruit new members for TEX. Thank you, Pat ! Hope some of them will take the challenge and check in with us. Pat wrote:

Hi Steve, we had our local ham Christmas dinner and were delighted and surprised by AD5CA joining us from Corpus Christi. Mark is our DEC and a CW op. He works CW for contests and Field Day. I put the bug in his ear that he needs to work some traffic or help as NCS with TEX. Don't worry, he is much faster than I am and copies way better. He is a seasoned traffic handler on voice and you might even know him. I gave Mark your e-mail address and some added encouragement.

Mark is really special to me. He is one of my traffic handling mentors on voice. He is old school amateur radio but he welcomed me very kindly so he has always been extra special. When I first got my license the old school guys made me pretty nervous. Mark answered every question and showed genuine interest; the perfect ham.

So keep your eyes open for that e-mail. I will remind Mark a few times because I think he would be a perfect addition to TEX and possibly RN5.

We had a great turnout at our ham Christmas dinner. It was good to eyeball a few that we don't get to see too often because of their work. We do have a couple fellows with medical issues. One of our club mentors and hard core technical fellows is in the hospital. We are very concerned about him. He is the kind of fellow who is a repository of ham radio technical information. He is the fellow who has kept our 2 meter repeater alive for a number of years. One of our younger hams is having kidney problems. We are very worried about him, too. He is too young for those kinds of problems.

Now, the keen part of the evening was I started ragging Charles about his antenna tower. Mark, from Corpus, and a couple of the other club members were feeling particularly festive and volunteered to have a tower party for Charles in early January. I promised to fire up the grill for them so we might actually get the tower base poured and readied. Then it will be a matter of mounting the tower on the base and that shouldn't be as difficult as getting the hole and base put in. I have worked so very hard over the years to get this tower up that I am claiming it for myself. I might rent time and antenna space on it to Charles, but it is MINE!! Yes, Steve and TEX, there is a Santa Claus. I will report on the results in January. I will either be overjoyed or in a true blue funk by Jan 15.

Thanks and 73!! Pat KD5TXD

And now, the follow-up to the tower story. YES, there was indeed a tower base preparation party. Pat even sent some pictures:

Hi Steve, Guess what happened today (Jan 7)...just guess. It was foggy here in the Wild Horse Desert at 08:00 hours and the Wild Horse Desert Ham Club felt its way into the brush to help Charles prepare his antenna tower hole for cement pouring this week. The more durable members actually did real work. The rest of us were the cheering section.

They took turns cleaning and shaping the bottom of the hole as a lot of stuff had been washed or blown in over the year that the hole had been in the yard. Then they put in the base for



cementing and wired rebar to it. The final part was to get it perfectly level and put support boards in prep for the cement pouring. The idea, of course, is to keep the perfectly level base from being dislodged during the cement pouring. The cement cannot be delivered on a weekend so Charles and I will have to make sure there are no voids in the concrete and smooth out the top. I will have a report on that hopefully very soon.

The work took all morning and into the early afternoon with a break for some really good BBQ from a local BBQ place. We had a visit by three javelinas who

seemed glad that my javelina trap was being cemented in so they will no longer need to live in fear of falling in. The fog cleared and we had a totally perfect day. The team included WB5IZD (Charles), N5GAA, KA5JBZ, KE5RII pictured. Additional workers were KD5TXD, KE5LCY, and KE5LCX.



Next step is the cement pour. Then we wait about 28 days before we buy some more BBQ and ask the club to come raise the tower. Someone pinch me. Looks like I will actually have some antennas for a change. Thanks and 73!! Pat KD5TXD

Next month, the cement pouring and (hopefully) tower raising party !

Jerry, AD0A, an old friend of mine from California originally, now Colorado, forwarded the following information about a new video made by the ARRL. I watched it, and I think they did a good job. Take a look for yourself. Here's the info and link:

Check out the new promo video from ARRL, the first big effort since the 1996 Walter Cronkite video. This one focuses on the Do-it-Yourself or the hobby side versus the Emcom side. The launch of the new "Do It Yourself", or "DIY", video and accompanying PR campaign is a major initiative for ARRL. Look for a lot of promotion throughout the year.

<http://www.youtube.com/watch?v=vIDwVhx7miQ>

Richard, NF5B, who is the Central Area Staff chairman of the NTS, has published another of his Brass Pounder's Quarterly newsletters. As always, some good information and he even included some feedback I had sent him in response to an earlier set of messages. Major topics include: Editor's corner; NTS news briefs; From the editor's email inbox (K6JT feedback); General articles: Station of origin: Is a call sign enough?; NTS Training: Quality control: It's built in; and BPQ features: A quick and dirty guide to my NTS white paper. You can get the zip file via the following link:

<http://www.wpusa.dynip.com/files/FDIST/HAMNEWS/BPQ-0601.ZIP>

I received the following from **George, K5BMR**, the assistant 7290 Traffic Net manager.

A friend of mine in Arkansas sent this to me... I was with Motorola Communications and Electronics for many years and Paul Galvin's son, Bob, was the CEO... He was a great guy and easy to be around... All of the equipment described below was in a very nice museum in Schaumburg, Illinois, along with a lot of other firsts... The first cell telephone switch was developed by Motorola and installed in Japan... I always enjoyed spending time in the museum... Bob Galvin was loyal to his early supporters... In the C & E division that I was in, the largest division, we had 5,400 fleet cars and most were all Ford products... A few Chrysler products were used because they too were good customers... The only tires that we used, including on new cars, was B.F. Goodrich... We used Rohn towers and Andrews microwave antenna systems because the founders of these companies were good friends with Bob Galvin... Motorola's slogan or motto was, "under promise and over perform"... Any customer complaint that was sent to HQ was acted upon immediately, even if the customer was wrong... Unusual in today's mad world... I could share a lot of stories about how we took care of our customers... Hope that you find this interesting to read...
73 de ol'george K5BMR

CAR TUNES

Radios are so much a part of the driving experience, it seems as though cars have always had them. But they didn't. Here's the story.

SUNDOWN

One evening in 1929 two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios – Lear had served as a radio operator in the U. S. Navy during World War I – and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

SIGNING ON

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Waverling set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work – half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly eight hundred miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked – he got enough orders to put the radio into production.

WHAT'S IN A NAME

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names – Radiola, Columbiola and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

But even with the name change, the radio still had problems:

When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650 and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)

In 1930 it took two men several days to put in a car radio – the dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and twenty-eight pages of instructions.

HIT THE ROAD

Selling complicated car radios that cost twenty percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression – Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorolas pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B. F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed with the first handheld two-way radio – the Handie-Talkie – for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television to sell under \$200. In 1956 the company introduced the world's first pager; in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the second-largest cell phone manufacturer in the world. And it all started with the car radio.

WHATEVER HAPPENED TO...

The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than one hundred and fifty patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

Thank you, George, very interesting and entertaining !

TEX Net Topics

Thanks to Pat, KD5TXD, for taking the Thursday early NCS slot although she will need someone else to take it one night per month when she has a meeting. We still have **13** open NCS/liason slots, including **2** open *primary* NCS slots and **7** open *primary* RN5 slots on Tuesday, Thursday, Friday, and Saturday (all shown in **red**). Please consider taking one of these, or even just an open backup position. The RN5 liaisons are sorely needed. NCS stations are reminded to always try to recruit an RN5 liaison station on early TEX especially for the early session. Either Rodney or myself often monitor / take the late session.

TEX CW Net Weekly Schedule

Local	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
NCS #1	W5GKH	N5RL	KD5TXD	KD5TXD	N5RL	Open	W5GKH
Backup	Open	W5ESE	W5DY	W5DY	W5DY	W5DY	W5CU
NCS #2	W5GKH	K6JT	W5TMO	W5TMO	Open	W5DY	W5GKH
Backup	K6JT	Open	K6JT	K6JT	K6JT	K6JT	W5CU
RN5 #1	W5GKH	Open	W5CU	Open	Open	Open	W5CU
Backup	W5DY	Open	W5DY	Open	W5ESE	W5ESE	W5GKH
RN5 #2	W5GKH	Open	W5CU	Open	K6JT	Open	W5CU
Backup	W5DY	K6JT	K6JT	W5DY	W5DY	K6JT	W5GKH

TEX/1: **3541**/7053 at 19:00 local; TEX/2 **3541**/7108/1841 at 22:00 local
 RN5/1: **3567**/7108 at 19:30; RN5/2: **3567** at 21:30 local
 TSN: **3552** - 19:45 local; CAN: **3552**/7052/7108 - 20:30 local; PAN: **3552**/7052- 22:30 local

RN5 Backup: W5CU, W5DY, W5ESE, W5GKH, K5GM, K6JT, K5RG, KA5KLU
 NCS Backup: W5CU, W5DY, W5ESE, K6JT, N5RL, K5RG, W5TMO, KD5TXD

Statistics:

We did not do too well in December. Several RN5 slots were missed and traffic was unseasonally low. We would have also missed some nets with no NCS, but Randy, N5RL, was there to fill in on the early nets. We did make 100% on late RN5, thanks to Sam, W5CU, filling in, so all the missing ones were early.

Traffic and check-ins were both down. Randy, N5RL, with 53 (85%) took first, followed by Rodney, W5DY, with 38 (61%). Sam, W5CU, with 24 (39%) took 3rd. Outstanding, Randy, thank you for your great efforts. Thanks to all of you who checked in for your support.

We had visitors including Mitch, WB0GKH, from Michigan, who checked in when Charlie, W5GKH was NCS, Dave, NE5E, from San Antonio, Larry, KC0M, from Missouri, who brought some traffic, John, K8PX, from MI, and Tim, AD5US, from Friendswood.

The complete list of stations and traffic / liaison totals are shown in the following table. Traffic averaged 1.9 per net session (2.5 last month). Net time averaged 11.4 minutes per session (compared to 12.3 last month). Check-ins averaged 4.3 per session (4.8 last month).

TEX Net Statistics (Nov 2011)

Call		QNI	Total	NCS	RN5	TTN	DFW	TSN
W5CU	Sam	12	24		8			
*		12			7			
W5DY	Rodney	17	38	3	7			
		21		5	6			
NE5E	Dave	0	2					
	San Antonio	2						
N5EL	Floyd	2	2					
*		0						
W5ESE	Scott	11	11		2			
*		0						
W5GKH	Charlie	8	16	8	6			
*		8		8	5			
K5GM	Pete	3	4		1			
*		1						
WB0GKH	Mitch	1	1					
*	MI	0						
W9GVV	Eric	3	5					
*		2						
K6JT	Steve	12	42	3	2		12	
*		30		10	12		30	
KA5KLU	Doug	2	3					
*		1						
W6LFB	Jim	6	6					
*		0						

Call		QNI	Total	NCS	RN5	TTN	DFW	TSN
KCOM	Larry	0	1					
	MO	1						
N5NVP	Jim	0	2					
		2						
K8PX	John	1	1					
	MI	0						
K5QOW	Gary	3	3			2		
*		0						
K5RG	Ken	9	20	1	1			
*		11			1			
N5RL	Randy	25	53	10				
*		28						
W5TMO	Mike	0	20					
*		20		8				
KD5TXD	Pat	7	8	6				6
*		1						1
AD5US	Tim	1	1					
	Friendswood	0						
KS5V	Ed	1	1					
*	Bulverde	0						
Totals		264		62	58	2	42	7
				100%	94%	3%	68%	11%
QTC 1		30	118					
QTC 2		88			Sessions:	62		
Time 1		331	706					
Time 2		375						

The roster is shown on the next page. No changes since last month.

TEX Roster

Call	Name	Location / Notes	Call	Name	Location / Notes
N5BA	Brian	Houston	N5NVP	Jim	Scott LA
W5CU	Sam	Edmond OK	K5QOW	Gary	Reagan Wells
K5CZ	Ed	Temple	WA5MUF	Bill	Watauga
* W5DY	Rodney	Goliad	W5OMR	Geoff	Houston
N5EL	Floyd	Temple	* K5RG	Ken	Houston
* W5ESE	Scott	Dripping Springs	N5RL	Randy	San Antonio
W5GKH	Charlie	West Columbia	W5ROK	Steve	Richardson (K6JT)
K5GM	Pete	Austin	N0SSS	Adam	Oklaunion
W9GVW	Eric	San Antonio	W5TMO	Mike	Austin
AA5J	Lee	Arkansas	W5TV	Tom	Nacogdoches
K5JRN	Si	Austin	KD5TXD	Pat	Kingsville
* K6JT	Steve	Plano	K5RDW	RD	Vilonia AR
KA5KLU	Doug	San Antonio	W5UFK	Ken	College Station
* K5KV	Benny	Star	KS5V	Ed	Bulverde
* W6LFB	Jim	Denton	WB8WKQ	Jeff	Michigan
WA5MS	Marty	Highland Village	* NK5Z	Tom	Conroe
N7NET	Scott	McKinney	W5ZD	Pat	Kingsville (KD5TXD)

* Capable of 160 meter operation

Operating:

QTA: I was asked about the proper use of the "QTA" prosign, so I thought it would be good to share the (updated) answer with all of you. QTA is used in a net to indicate that the station wishes to cancel the listing of the traffic, not necessarily that the message is canceled, although it can be used for that as well.

For example, if I listed a message for Houston, and there were no takers, the NCS would normally ask me what I wanted to do. I short-cut that by sending QTA to the NCS when called later. It was understood I was canceling my listing so there was no need to ask.

In practice, there is really no need to ask (by the NCS). When a message cannot be relayed due to no takers, it is understood that the sending station has to hold it and try another time or on another net, so asking is not needed. Just excuse the station after saying "sorry no takers for xxx" or something similar. That way the listing station knows the NCS did not simply forget about the message.

The other use is truly to cancel a message. For example, I had some RN5 messages, one of which was to Atlanta. I started sending that message to the RN5 liaison, thinking it was Georgia, but then realized it was Atlanta, Texas. I sent QTA to the liaison station and then started the next true RN5 message after that. Note that if something like that happens, you should inform the NCS about the true number of messages sent and re-list the mistaken one.

NCS procedures: When stations check in with traffic, as long as there are not a large number of one type that will go to a single station (e.g., more than 2) and a lesser number of others going to a different station, immediately send a receiving station off-frequency with the message holder as soon as he checks in. Do not wait to check in more stations first. Chances are they will be finished before all check-ins have even been received, thus saving everyone's time. Conversely, if there are a number of messages going to different destinations, it is common practice to handle the smaller number first before the larger group. In that case, it would be necessary to get more check-ins first.

Unless the traffic is for the NCS, or there is a contest going on with lots of QRM around, do not use the net frequency to pass traffic. That wastes time that could be used to complete other net functions (e.g., QNX stations) and let everyone get back sooner to that TV show they were watching or DX station they were chasing.

Finally, unless conditions are unstable and may change soon, if there is traffic for (or from) the NCS, it should wait until all non-needed stations have been excused. There is no need to have other stations listen to traffic passed.

One final word. It is perfectly OK to take a little time (not an extended exchange) to say a few non-business words to the NCS (or to the station checking in, from the NCS). We are a section net and operate a little more "friendly" than the higher level (RN5, CAN) nets where such banter is discouraged. Ask for a QSO after QNF if a longer exchange is needed.

Until next month, 73, Steve

(TSN Corner starts on the next page)



TSN Corner

Texas Slow Net (Daily) 1945 CT 3552.0 KHz +/- QRM
http://www.atcweb.com/tsn/Texas_Slow_Net.htm
 Pat Allison KD5TXD (pja@atcweb.com)
 TSN Net Manager

The telegraph key image is courtesy of FCIT

Greetings from the Wild Horse Desert – home of your TSN Manager

This was a great end to a great year. We had a significant increase in QNI. Looks like everyone made their New Year's resolutions early this year. That sets a high mark for us to meet in January. No pressure!! Hi Hi!! Check in when you can and bring traffic. For those of you who have been so regular and faithful to TSN, you might want to try your hand at checking in on TEX at 7:00p.m. and 10:00p.m. on 3541kHz. Listen for a couple nights then feel free to check in as TSN liaison. You have been through the training lessons; some have been through the lessons several times. TEX net control will call for QNA TSN, requesting the TSN liaison to check in. Jump in and send your call. If you go as liaison be ready to take traffic. Otherwise, just check in when NCS does a QNI. The goal of TSN is to get folks ready to move up to regular traffic handling. Don't forget about TSN, but it is time to graduate and improve your CW and traffic skills by taking on a bigger challenge in the New Year.

Thanks to all and Happy New Year!!

December 2011 TSN Roster

Call	Name	City	ST	Call	Name	City	ST
N5AF	Sam	Cleveland	TX	KB0LF	Fred	Murray	NE
W5AG	Arch	Lafayette	LA	W8LKI	Wolfe	Defiance	OH
W5AS	Club Call			KC0M	Larry	Branson	MO
K5AVJ	Lynn	Abilene	TX	K5MDK	Mike	Plano	TX
N9AWP	Edward	Markleville	IN	KD5MMM	Phil	Fentress	TX
W4CCU	David	Pensacola	FL	N7NET	Scott	Allen	TX
K0CMH	Craig	St Louis	MO	N5NK	Rondel	Zephyr	TX
ND0CW	David	Newburg	ND	WB5NKC	Arley	Oklahoma City	OK
K5DMC	Jerry	Kiln	MS	WB5NKD	Pat	Oklahoma City	OK
W5DPT	Louis	Deer Park	TX	N5NVP	Jim	Scott	LA
W5DY	Rodney	Goliad	TX	AA5NZ	Web	Goldthwait	TX
W5ESE	Scott	Dripping Springs	TX	N5PWG	Jay	Pasadena	TX
WD0ESF	Mike	Medicine Lodge	KS	KE5PYF	David	Fort Worth	TX
WD9F	Woody	Springfield	IL	K5QOW	Gary	Reagan Wells	TX
K5FAL	Curt	Edmond	OK	N5RL	Randy	San Antonio	TX
K5GM	Pete	Austin	TX	N0SSS	Adam	Oklaunion	TX
W9GVW	Eric	San Antonio	TX	KB5TCH	Carroll	Douglassville	TX
AK4GY	Russ	Lewisberg	TN	W5TMO	Mike	Austin	TX
WR9H	Herbert	Rockford	IL	KD5TXD, W5ZD	Pat	Kingsville	TX
KE5HCM	Patti	Kerville	TX	WB5UPS	Ron	Port Neches	TX
WD5ILB	Bob	Azle	TX	N5UZ	Rick	Cedar Park	TX
AA5J	Lee	Cabot	AR	KD5VGJ	Jay	Flower Mound	TX
N0JL	Jim	Chilliecothe	IA	K4VIZ	Tom	Conway	AR
K6JT, W0CXX	Steve	Plano	TX	W4VLL	Victor	Pembroke	VA
AA5JW	Carl	Stafford	TX	W5VXI	Dave	Caddo Mills	TX
K9JWV	Jim	St. George	UT	WB8W	Bob	Cincinnati	OH

Call	Name	City	ST	Call	Name	City	ST
KT4KL	Alton	Bandera	TX	WB5WKQ	Jeff	Dryden	MI
K5KV	Benny	Star	TX	N5XGG	Joe	Colmesneil	TX
K7KV	David	Auburn	WA	NK5Z	Tom	Conroe	TX
KB5KWO	Steve	Norman	OK	WJ5Z	Roy	Tyler	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 December, 2011

Total Sessions 31, Total Check-ins 168, Total Traffic 34 by 14 different operators.

December 2011 QNS

December	Callsign	Name	QTH	STATE
31	WB5NKC	Arley	Oklahoma City	OK
31	WB5NKD	Pat	Oklahoma City	OK
25	KB5TCH	Carroll	Douglassville	TX
22	WD0ESF	Mike	Medicine Lodge	KS
14	AA5JW	Carl	Stafford	TX
14	W5VXI	Dave	Caddo Mills	TX
11	KD5TXD, W5ZD	Pat	Kingsville	TX
10	KD5MMM	Phil	Fentress	TX
4	W5DY	Rodney	Goliad	TX
2	W5DPT	Louis	Deer Park	TX
1	K0CMH	Craig	St Louis	MO
1	N0JL	Jim	Chilliecothe	IA
1	N5NVP	Jim	Scott	LA
1	WB5UPS	Ron	Port Neches	TX

73!!

Pat KD5TXD

January 2, 2012