

The Texan

Newsletter of the Texas NTS CW Net (TEX)

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

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March – April 2017



Renewal Messages to Silent Keys

Recently there have been quite a few complaints about license renewal messages going to Silent Keys, upsetting widows when called to deliver them. A very long chain of comments, some not very civil, have been on the TFC-OPS Yahoo group reflector. You can join that group if you have a Yahoo Email account (free – use your callsign as the ID). There is a lot of interesting discussion that goes on there about many aspects of handling traffic.

At any rate, some operators were ready to give up traffic handling altogether after some unpleasant experiences delivering these messages addressed to Silent Keys. There seemed to be evidence that Loren, N1IQI, who originates these, was no longer judiciously checking QRZ.COM and the Social Security Death Index to eliminate the silent keys, as he had agreed to do and had been doing previously.

Given that the W5YI group sends out renewal notices by mail (hoping to have the recipient pay them to take care of the renewal process), and the ARRL sends out notices of impending license expiration to members and will help renew them for free, the need for the potentially dangerous license expiration messages from Loren seemed to be abating.

After some checking, it was found that Kate, K6HTN, needed help with the greetings to new hams in the 6th call area. With the help of Marcia, KW1U, who knows Loren well, he was asked if he would be interested in joining the greetings group (consisting of K6HTN, WA3EZN, and VE3GNA). He decided that yes, he would be interested and has now become a member of that group. While it is uncertain if he will curtail all license renewal activities due to lack of time, there will likely be far fewer of them and then possibly only to a few callsign areas.

Loren has tried to do a thorough job, and instead of getting upset with him, we need to thank him for all his efforts over the years and most certainly welcome him into the new ham greetings group. So be on the lookout (if you are in the 6th callsign area) for his new greetings messages. This will likely start next month and there will still be some license renewal messages coming out this month. He has agreed to change the HXC to HXG on these until he runs out of what is in the database he has collected.

There was also some discussion about creating a new precedence, possibly of "B" to indicate bulk traffic and/or create a new handling instruction tailored to indicating this traffic was somehow of lesser importance and could be held longer than the normal 48 hour period we

are supposed to pass messages in. However, these propositions did not get wide support and for now have been tabled by the RRI board.

Some More Stories by Vic W7VSE

Received a note from Vic, W7VSE, thanking TEX for our appreciation of his stories. Vic wrote: You made this OM very happy by publishing 3 of my stories. Thanks a bunch, and keep that NL coming, I enjoy each and every one. 73, Vic W7VSE

He also sent along a little mini-story of sorts, that certainly hits home for many of us who are getting "up there" in age. We will feature another 2 of his stories this month. While they may not be associated with Amateur Radio, they do take place in the TEX area, for the most part, just across the border in Oklahoma. Thanks again, Vic.

I am a Seniorager (Senior teenager)
I have everything that I wanted as a teenager only 60 years later.
I don't have to go to school, or work.
I get an allowance (pensions).
I have my own pad.
I don't have a curfew.
I have a driver's license and my own car.
I have ID that gets me into bars and the beer store.
The people I hang around with are not scared of getting pregnant.
And I don't have Acne.
Life is good ☺

Vic W7VSE

The Bicycle Repair Shop

I first learned to ride a bike when I was about 7 or 8 years old and living on South Main Street in Waurika, Oklahoma. My neighbor, and life-long friend, Skinny Cutler, got a small sidewalk bike for Christmas one year. I got a pair of rubber-tired skates. We were about 7 or 8 years old. I let Skinny use my skates and he let me learn to ride his bike. That little sidewalk bike had pneumatic tires, but no tubes. We rode that little bike a lot. One day it got a rip in the front tire, and we couldn't ride it with it flat and ruin the wheel. Times were hard back then during the great depression, and at our young age we didn't know much about anything. We couldn't buy a new tire if they had been available. I came up with a way to fix the bike. I told Skinny that we could make a slit in the tire and fill it with something and then sew up the hole. Of all things to fill it with, we decided that sand would work, so we filled it with sand, sewed up the slit and rode it for a long while after that. It was a rough ride, and the slit leaked a little sand each time the wheel went around, but it worked. We had to refill it quite often and sweep sand from the sidewalk.

A while later, I saw a 28-inch used bike on sale at Earl Burge's Trading Post. It was priced at two dollars. I talked my Grandpa into buying it for me. During the depression two dollars would buy two dinners at a café. So, it was not a small amount of money.

I soon learned that the bike was too big for me, as my feet could hardly reach the pedals, and the brake was also defective. It had a Morrow coaster brake that was locked up and it would not coast. The pedals went around all the time like a tricycle, and it had no brakes. I rode it for quite a while in this condition. One day I climbed the quarter-mile hill to the east of town and coasted back down the hill. I took my feet off the pedals as they were going too fast down hill at probably 15 or 20 miles an hour. I looked down for a few seconds at the pedals and they were just a blur. When I looked up, I realized I had drifted over on the left side of the highway and there was a car coming directly at me. I was in the edge of town and I only had time to turn to the left and jump the curb at an angle, to keep from running head on into that car. Me and that bike went "ass over tea kettle" and we both suffered some injuries, but we survived. But this convinced me I should do something about the coaster brake. This bike also had wooden wheels with pneumatic tires that had no tubes. The tires were glued to the wooden wheels with shellac. I had seen bicycle parts advertised in the "Wish Book" (The Sears-Roebuck Catalog.) So I looked in the book and, sure enough, there were New Departure coaster brakes for sale. Now, I had seen other bikes with that type of brake and the hub was a lot smaller than my Morrow hub. I was going to have to remove all the spokes and the Morrow hub and rebuild that wheel with new spokes and the New Departure brake hub. So, with grandma's help, I ordered a coaster brake, 36 spokes, and a "nipple grip" wrench, (really) to tighten and loosen the spokes. I must have had advice from someone who knew about working on a bike. It may have been Pete Marks as he was very knowledgeable about bicycles, and other things.

Grandma and I ordered the parts and in due time they came in the mail. I got everything together in the front yard in the shade of the house and went to work. Removed all the 36 spokes and the Morrow brake. That was easy. Then I installed the 36 new spokes in the New Departure brake drum. All 36 spokes had to be just right. Threaded through the proper holes in the wheel and cut to the proper length with side cutter pliers, and the protruding end had to be filed smooth so it wouldn't puncture the tire from underneath. The "nipples" were little threaded end pieces that screwed onto the spokes and held them in the wheel. When I got all the spokes in, the wheel was very crooked and I started tightening and loosening all the spokes, trying to make the wheel straight. This was done with the "nipple grip" wrench by loosening and tightening spokes. Half of the spokes were connected to one side of the hub and the remaining half to the other side. It was quite tricky and I sweated and slaved for about two weeks on that bike and finally got the wheel straight enough that it wouldn't rub the frame. It still made a crooked track, but it worked! And the New Departure coaster brake worked fine. The bike was still too big for me, but at least I could control it better. I also got a lot of recognition from friends and family. Some people even thought I was now an "expert" on fixing bicycles.

I rode that old bike for several years. Sometime later I got a brand new bike, but that's another story.

It must have been Pete Marks that coached me through that, although I did all the work. A week or so later, I went over to Pete's house and found him cleaning out the old abandoned garage building behind their house. It wasn't used anymore except as a storage barn. He had moved everything to the back and made room for a workshop in the front part of that building and was sweeping the dirt floor when I got there. He said he wanted us to start a bicycle repair business. We could call it The Marks-Layton Bicycle Repair Shop. (I graduated from High School under my grandparents name "Layton"). He had a few tools, like pliers,

screwdriver, open-end wrenches and a couple of adjustable open-end wrenches. He had one old bicycle frame that was rusty and a few other questionable bicycle parts hanging on nails on the wall. I told him it was OK with me. So, we were partners in the bike repair business. Of course, we never did make any money. It was during the Great Depression time and nobody had any money to fix up a bicycle, or anything else. But this points up Pete's ability to start up a business. Later on, after WW2, he got into the Television repair business and he became a legend around the Duncan, Oklahoma community.

And, coincidentally, at that same time, I was out here, in Oregon, working for the Federal Aviation Agency (FAA) and I started servicing TVs in my spare time to augment my low-paying government job. So we were both in the same kind of repair business again, only we were half-a-continent apart. (Oklahoma and Oregon).

I always visited Pete and Elizabeth when I went back to my Waurika, Oklahoma, High School Alumni reunions. I went to the reunions every three years from 1967 to 1997. On all of my visits, at Pete's request, I would stay a few days with them in Duncan, Oklahoma. This was about 25 miles north of our hometown, Waurika. And some people refer to that region as "Tornado Alley." During one visit, I followed Pete out to his repair shop in the back of his property. He had quite a few TVs that needed work, so I decided to help him get caught up. One TV had an extremely weak picture and sound. It looked like someone had disconnected the antenna, or that the TV station was too far away. When I got the chassis out of the cabinet, I inspected the antenna input section on the tuner. There was a small, bare wire coil about an inch long with only a few quarter-inch round turns of very small bare wire. Looking closer, I saw that the coil was burned and had a gap in the wire. Ah Ha! (Lightning damage?). It had burned that coil open just like it was a blown fuse. I showed it to Pete and he said he'd have to order another coil from the supply house in Lawton. I told him I figured the inductance of that coil was so small that I thought I could bend the two severed ends together and solder them without disturbing anything. He said go ahead and try it, but he was obviously skeptical. I soldered the coil and turned it on. The TV came back to life. The picture and sound came in perfectly! Now, Pete thought I was a great TV service man after that. But I knew I would never be as good as Pete Marks. He installed many 50 foot (or more) metal poles with antennae on top, and made a lot of people happy over the years, by keeping their TVs in working order. As I said above, he was a legend in his own time.

Those visits are fond memories now, but at 90 years old, I have much more to look back on than I have to look forward to. I'll be forever grateful that I had Pete as a life-long friend.
Vic Seeberger

The Giant Swing

I often wonder if anyone around Waurika, Oklahoma remembers the remarkable swing down by the Rock Island (RI) Railroad pump station. The swing was built by Deward Brown and Quentin Hurt in the 1930s. Deward was an employee of the RI Railroad and manager of the pumping station about a mile south of Waurika. He supervised the pumping of Beaver Creek water into a huge metal tank and added chemicals to it to purify it enough for use in the Rock Island steam engines of that era.

It was great fun to visit the pump station. There was a one-cylinder diesel engine that pumped the creek water into the huge tank, and, after treating it, pumped it through a pipeline to another huge storage tank about a mile north. There was a filling station nearby, beside the railroad, where the steam engines could stop by and fill their tanks with water so they could make the steam that ran the trains.

That one cylinder diesel did not need a spark plug, and getting it started was a wonder to behold. It would really be "show time!" Deward would place the flame of a blow torch on the head of that engine and heat it for 15 minutes or so, until the iron glowed with a dull red color. Then he would climb up on the spokes of the eight-foot metal flywheel of that engine and jump up and down with his entire body weight on one of the metal spokes of that wheel, until it started to go around. Then he would step off onto the floor. The moving flywheel would cause the engine to go through its cycle and move the piston up in the chamber and the high compression and the red-hot metal would cause it to fire. The exhaust pipe was about a foot in diameter, and when the engine fired, it made a loud, explosive noise that could be heard from quite a distance away, CHUNG! Then a big smoke ring was blown straight up about 50 feet into the air above, to drift off in the wind. Meanwhile, the engine would be making noises like a bunch of horses hooves walking on cement, chuck-alucka,-chuck-alucka, chukka-lucka until it went through its entire firing sequence, then CHUNG, it would fire again and repeat the whole process until it got to running smoothly. The sky would be full of smoke circles. It was really a treat to watch and listen when Deward fired up that "one-lunger" diesel! There were two of the engines, a regular and a back up. I never got tired of watching the show when he started an engine. Just watching him starting that engine made the 2-mile round trip walk well worth the effort.

Also fascinating were the methods Deward used to test the water. He would take samples of the water from the tank every so often and add a few drops of some chemical to it. When one of the tests showed a certain color, it was ready to be pumped to the other storage tank a mile away, and was safe to put into the steam engines.

There were no bridges across Beaver Creek down there, but there were a couple of short swings hanging from tree branches over the creek. If you wanted to cross the creek, you would find a dead tree limb and use it to reach out and pull the swing to the bank. Then you could hold on to the rope, back off a few feet, and run towards the creek and swing to the other side.

Beaver Creek made a sweeping left turn and ran from West to East for a short distance just a few thousand feet west of the pump station. Over the years in the area where the creek made that left turn, during the high water seasons, it had washed out a lot of soil and practically all of the vegetation in a clearing on the south side of the creek that was quite expansive.

Deward Brown apparently wanted to build a larger swing in that area, and he chose a huge cottonwood tree on the south side of the creek, near that clearing, and decided to build it there. That tree grew very tall, probably because its roots were near the water. The tree was bare of limbs for a long way up, and there was one large limb that extended out over the creek. That tree was nearly a hundred feet tall, or more, and that limb looked like it was about a foot in diameter. I don't know the exact height of the limb, but probably 75 feet or so.

One day, when I was a little kid, I tagged along with Quentin Hurt down to the Pump station. Deward Brown and Quentin Hurt were related by marriage, I think. Anyhow, Deward had been busy bringing the tools and necessary equipment and materials to build that swing. He had a pile of about 40 “one-by-fours”, three feet, or more, long. They were to become the ladder up that tree. We spent a couple of days there. Quentin and Deward started nailing those boards up the side of that tree and it was a dangerous and difficult job. Both of them were very busy, carrying and nailing one board at a time. I got to help, and carried a few of the boards, one at a time, up to Quentin, at the lower levels, and he passed them on up to Deward. The two of them got that ladder built all the way up to that limb in a couple of days. I didn’t go back for a few days, and when I did show up, they were installing the cable. I didn’t participate in that. I just watched, in awe. Deward had found a three-foot piece of a huge square link chain from somewhere. They hauled that up and put it around the limb. Then they lifted the end of a steel cable up there and somehow looped it through that chain. The cable then hung down to within about 10 feet of the water, almost exactly in the center of the creek. They fastened a six-foot piece of rope, about one inch in diameter, on the bottom of that cable. Then they tied it around a wooden stick about three feet long, horizontally, on the bottom of the rope. The stick was just a few feet off the water. I have never seen a swing of this size, before, or since. When we tried it out, it worked beautifully.

Later on, they found an Elm (I think) tree a short distance up the north bank. They built a platform in the tree, about 20 feet in the air, at the exact spot they needed. Then they fashioned a pole, with a wire hook on the end of it. You could hook that swing from the bank and climb and pull the swing up the bank to a spot underneath that platform and someone on the platform could grab the rope of the swing. He would carefully put his legs over the stick and then shove himself off the platform, and get the ride of his life! What a thrill! Down to and over the creek and then sail a long, long way up into that clearing before stopping in midair and returning back across the creek. The exhilaration you’d feel is impossible to describe.

I, and others, went down to ride on that swing as often as we could. The swing was there for years, and a lot of people enjoyed it. I only remember hearing of one person that ever got injured on the swing, and I think alcohol was involved.

Quentin Hurt was a starting center for the WHS Eagles football team for a few years. He joined the U.S. Navy during WW2 and became a deep-sea diver. I’m sure he helped us win the war. After the war, he did carpentry work and finally started building homes.

I left Waurika in 1940, and went back for visits after WW2 many times. But I don’t remember when the swing ceased to be. But one year, when I was there, I went down to see the swing and it was a sad sight. Even that giant cottonwood was gone. Probably washed away in one of the spring floods.

But those great memories of the thrills of riding that swing will live with me forever. And, Deward Brown and Quentin Hurt will always be my Heroes.
(Bunkin Layton) Vic Seeberger W7VSE

TEX Mailbox:

The Spring 2017 issue of the QNI Newsletter has been published and is available on www.qni-newsletter.net/ . These are no longer hosted on the TEX website due to loss of the

Dropbox public folder. They are also linked to the radio-relay.org website. As always, a lot of great articles of interest to traffic handlers of all types. A few of the topics include: National SOS Radio Network, Traffic First?, WW II Morale Radios, RRI Implements Watch Frequencies, Centennial Amateur Radio Re-enactment Takes Place, Service Messages, and many more.

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Ken, K5RG, responded to the message I sent to the NCS and Liaison stations about using plain text when sending email to a Winlink account. He wrote: That's good security for your email also – going plain text. One should also turn off previewer (if using Outlook) as another security move. Ken K5RG

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Jim, W5FEA, wrote: Just read W7VSE third story when he worked for the FAA, etc.

When my dad moved us to Laredo, Texas he put KVOZ back on the air, the station had folded and wasn't on the air in the mid 50's, anyway he got it all up and running, and among the things he did was broadcast the Laredo (can't remember their name) baseball games. Some of those games were played in Laredo, others were played away from home.

On occasion I would be at the radio station (was 15 or so) and he would be in a room we called a studio. In those days people might come in to perform or politicians would come in and speak (in Laredo on the Mexican Border there were a lot of politicians after the vote and in those days that radio station was the only radio station in town).

This particular time was during baseball season, my dad was actually in the studio calling the game which was out of town, and guess what, there was a Western Union type guy in the studio with him and I think a typewriter, and another operator at the ball park, sending the description of the play by play from there to Laredo.

Listening to my dad call the game from what the operator with the typewriter wrote down sounded just like he was at the game, which he was already experienced at doing from being at Radio Stations in New Mexico and at Uvalde, Texas.

Needless to say W7VSE's article was very interesting.

Jim W5FEA

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On Feb 21, **Jim, W5FEA**, also wrote: I called Billy in San Antonio today for Lucy because of the tornadic weather they had there Sunday night.

Billy said a tornado passed within a half mile of their place, which I guess is Lucy/Doug's old place, was maybe 1/2 mile wide, tore up a bunch of things. He said he and his wife and the kids were in a closet in the center of the house with mattresses to shield them in case it hit the house.

Talk about scary, particularly for San Antonio, don't ever remember a tornado there.

Take Care, Jim W5FEA

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Also from Jim: Apparently in the late 1600's careful records were kept of the sunspot observations and we are apparently coming around to that time again and this low signal stuff is not the 11 year cycle at all.

Here is the URL to what I'm talking about on Wikipedia: [Maunder Minimum](https://en.wikipedia.org/wiki/Maunder_Minimum)
(https://en.wikipedia.org/wiki/Maunder_Minimum)

If this is the case I wouldn't expect things to get better, rather they are apparently going to get worse, probably become line of sight.

Let's hope this is NOT the case – Ed.

- . . . -

Heard from **Rodney, W5DY**, that he was in the hospital twice recently and was diagnosed with Congestive Heart Failure with a need for oxygen, primarily at night. He reports that he is feeling much better and able to work again now. Please keep him in your prayers.

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TEX Net Topics

The TEX Duty Schedule and Roster are shown on the following page (for easier printing of a single page). Some changes have been made to both. Doug, NA5YO, has resigned from his slots and has given up traffic handling, letting Lucy, N5RLQ, his XYL take care of it all on the daytime nets. Both Tuesday and Saturday are now shown as Open. We definitely need more help from those of you willing to accept a regular spot. Thanks to all who are helping out and also the backup stations for those slots that are open or with the regular station unavailable.

Pat, KD5TXD, has had rig problems for some time, making it difficult to continue as NCS early Wednesday and Thursday. She has decided to resign from those positions, leaving another two slots Open.

We have a lot of Open slots now, so please consider taking one or more of them. We particularly need more NCS stations (7), but RN5 liaisons (4) are also lacking.

Randy, N5RL, is continuing to undergo treatment for his bladder cancer. As a result, he normally does not check into late TEX, but continues with his early NCS and RN5 slots. Thanks to Jim, W5FEA, for covering the TTN liaison on late TEX.

Sam, W5CU, was lucky to survive an explosion in the attic of his Colorado home. The ensuing fire destroyed everything. As a result, he has had to go back there to monitor the insurance investigation and make arrangements to rebuild. Sam will be in Oklahoma as much as possible, covering his skeds that are shown, but will be in CO with no radio capability part of the time.

CAN and WAN (renamed from PAN) and RN5 continue all on 80 meters. Probably will not change to 40 until about the time the next newsletter comes out. Conditions have been very poor on all bands the last week or two. Neither 80 nor 40 fare very well in the evenings, and 40 and 20 have been all but dead during the days.

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TEX CW Net Weekly Schedule

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

TEX/1: **3541**/7053/3595 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**/7052/3595/7108 - 20:30 CT; WAN: **3552**/7052 - 22:30 CT

RN5 Backup: W5CU, W5DY, W5FEA, K5GM, K6JT, K5RG, N5RL

NCS Backup: W5CU, W5DY, W5FEA, K5GM, K6JT, K5RG, N5RL

TEX Roster

Call	Name	Location / Notes	Call	Name	Location / Notes
N5AF	Sam	Cleveland	* KB5NJD	John	Duncanville
KW5AS	Skip	Victoria	N5NVP	Jim	Scott LA
N5BA	Brian	Houston	K1PKZ	Paul	Tom Bean
WA5CAV	Dick	Pineville LA	WA5PRI	Don	Thibodaux LA
W5CU	Sam	Edmond OK	W5QLD	Ron	Corpus Christi
W5DAE	Don	San Angelo	K5QOW	Gary	Reagan Wells
W4DLZ	Frank	Florida	* K5RG	Ken	Houston
* W5DY	Rodney	Goliad	N5RL	Randy	San Antonio
* W5ESE	Scott	Dripping Springs	W5ROK	Steve	Richardson (K6JT op)
* W5FEA	Jim	Graham	KD5RQB	Jason	Atlanta
W5GKH	Charlie	West Columbia	W5TMO	Mike	Austin
K5GM	Pete	Austin	K5TSK	Jim	Pearcy AR
W9GVW	Eric	San Antonio	KD5TXD	Pat	Kingsville
K5JRN	Si	Austin	NE5V	Chris	Liberty Hill
* K6JT	Steve	Plano	WB8WKQ	Jeff	Michigan
N7KRT	Jeff	Victoria	K6YBV	Bob	Placerville CA
* W6LFB	Jim	Denton	NA5YO	Doug	Palacios
N7NET	Scott	McKinney	W5ZD	Pat	Kingsville (KD5TXD)

* Capable of 160 meter operation

Statistics:

February 2017:

Jim, W5FEA, with 56 out of 56 (100%) continued his "perfect attendance". Rodney, W5DY, with 39 (70%) was 2nd, and Don, W5DAE, with 37 (66%) was 3rd. Congratulations to Don for making the list for the first time. Don continues to improve his CW skills and has been checking into TSN as well. Thanks again to all of you who checked in for your support.

Visitors to the net included JV, AD0A, from CO; Frank, W4DLZ, from FL; Greg, K5EDM, from AR; and Larry, KCOM from MO. Welcome to all !

The complete list of stations and traffic / liaison totals are shown in the following table. Traffic averaged 2.6 per net session (2.2 last month). Net time averaged 10.8 minutes per session (compared to 10.6 last month). Check-ins averaged 5.0 per session (5.0 last month).

TEX Net Statistics (February 2017)

Call	Name	QNI	Total	NCS	RN5	TTN	DFW	TSN
AD0A	JV	0	1					
	CO	1						
W5CU	Sam	6	14		6			
*		8			6			
W5DAE	Don	24	37					
		13						
W4DLZ	Frank	0	2					
	FL	2						
W5DY	Rodney	21	39	4	3			
		18		7	4			
K5EDM	Greg	0	1					
	AR	1						
W5FEA	Jim	28	56	11	5	19		
*		28		2	1	16		
W5GKH	Charlie	1	1					
*		0						
K5GM	Pete	19	35		5			
*		16			1			
W9GVV	Eric	3	4					
*		1						
K6JT	Steve	10	32				10	

Call	Name	QNI	Total	NCS	RN5	TTN	DFW	TSN
*		22		19	9		22	
W6LFB	Jim	5	5					
*		0						
WA5MS	Marty	1	1					
		0						
KC0M	Larry	1	1					
*	MO	0						
K1PKZ	Paul	2	2					
		0						
K5QOW	Gary	10	10			8		
*		0						
K5RG	Ken	0	8					
*		8			4			
N5RL	Randy	13	17	5	6	1		
*		4				4		
KD5TXD	Pat	8	8	8				
*		0						
K5TSK	Jim	2	2					
	AR	0						
NA5YO	Doug	3	6		3			
		3			3			
Totals		282		56	56	48	32	0
				100%	100%	86%	57%	0%
QTC 1		67	146					
QTC 2		79		Sessions:		56		
Time 1		315	604					
Time 2		289						

March 2017:

Jim, W5FEA, with 62 out of 62 (100%) maintained his “perfect attendance”. Rodney, W5DY, with 53 (85%) took second, ahead of Don, W5DAE, with 42 (65%), who took third. Thanks again to all of you who checked in for your support.

Visitors included Gary, K7EK, from KY, and Bob, K6YBV, from CA.

The complete list of stations and traffic / liaison totals are shown in the following table. Traffic averaged 2.2 per net session (2.6 last month). Net time averaged 10.5 minutes per session (compared to 10.8 last month). Check-ins averaged 5.2 per session (5.0 last month).

TEX Net Statistics (March 2017)

Call	Name	QNI	Total	NCS	RN5	TTN	DFW	TSN
WA5CAV	Dick	0	1					
	LA	1						
W5CU	Sam	6	12		6			
*		6			6			
W5DAE	Don	26	42					
		16						
W5DY	Rodney	29	53	4	6			
		24		9	4			
K7EK	Gary	1	1					
	KY	0						
W5FEA	Jim	31	62	11	5	20		
*		31			3	17		
K5GM	Pete	14	31					
*		17						
W9GVW	Eric	1	1					
*		0						
K6JT	Steve	9	35				9	
*		26		22	10		26	
W6LFB	Jim	2	2					
*		0						
WA5MS	Marty	11	11				2	

Call	Name	QNI	Total	NCS	RN5	TTN	DFW	TSN
		0						
K5QOW	Gary	13	13			11		
*		0						
K5RG	Ken	1	6		1			
*		5			5			
N5RL	Randy	26	34	6	10			
*		8				5		
KD5TXD	Pat	10	10	10				
*		0						
K5TSK	Jim	1	1					
	AR	0						
NA5YO	Doug	3	6		3			
		3			3			
K6YBV	Bob	0	1					
	CA	1						
Totals		322		62	62	53	37	0
				100%	100%	85%	60%	0%
QTC 1		50	134					
QTC 2		84		Sessions:		62		
Time 1		349	652					
Time 2		303						

Operating:

An update to the Traffic Operations Manual has been completed and has been published on the Radio-Relay.org website. Go to <http://www.radio-relay.org/> to find it along with a lot of other pertinent information to traffic handling. There is also a new issue of the QNI newsletter that you can access from the main page of the RRI website. One other new item on there is a listing of all the RRI nets (region and above) in all 3 of the U.S. Areas. Browse down the postings to find a wealth of information.

I spent quite a bit of time uploading files from my Dropbox public folder to the radio-relay website and have updated many (but not all) of the links on the TEX website to point to these

instead of the no-longer functional Dropbox links. Note that all links in newsletters that pointed to Dropbox also no longer work. I do not plan to update them.

Conditions continue to be exceptionally poor overall, although 80 seems able to support both TEX nets without a large number of days with long skip. After the time change, there were several instances of problems, particularly on the late session. Those seem to have subsided somewhat. Because 40 meters has not been very good, and 80 seems adequate at early TEX time, there is no plan to switch early TEX to 40 in the near term. CAN may try out 40 in coming days, but RN5 will likely also stay on 80 for a while.

Here are the composite reports for the last 2 months for traffic handled at the region and above levels. Only cycle 2 9RN and cycle 4 TEN are not RRI affiliated. All of the Digital Traffic Network is RRI. Some reports were only partially complete due to illness of the respective managers.

NTS Central Area Activity for February 2017

Net	Sessions	QTC	QNI	QTR	Rate
Day 5th Call Area	12	51	103	151	0.338
Cycle 2 9RN*	12	532	85	110	4.836
Day 10th Call Area	6	23	42	43	0.535
Night 5th Call Area	56	101	280	470	0.215
Night 9th Call Area	56	199	154	430	0.463
Cycle 4 TEN*	49	131	164	473	0.277
Day Central US	12	229	90	272	0.842
Night Central US	15	196	119	340	0.576
Day Inter-Area Traffic	36	171	34		94%
Night Inter-Area Traffic	84	239	61		73%
Total Voice/CW Nets		1872	1132	2289	
DTN Digital		Received	Sent	Sent	
WB9FHP Central Hub/9th		588	291	297	
W5SEG 5th Call Area HUB – No report		0			
KMOR 10th Call Area HUB		3365	1922	1443	
Digital Stations (14)		2500	753	1747	
Total DTN Digital		6453	2966	3487	
Total Central US		8325			
* Not Radio Relay International affiliated					

Central US Nets Activity for March 2017

Net	Sessions	QTC	QNI	QTR	Rate
Day 5th Call Area	14	34	114	150	0.227
Cycle 2 9RN*	14	783	101	147	5.327
Day 10th Call Area	9	11	67	74	0.149
Night 5th Call Area	62	76	296	537	0.142
Night 9th Call Area	61	274	164	424	0.646
Cycle 4 TEN*	62	131	273	469	0.279
Day Central US	14	370	113	411	0.900
Night Central US (partial)	19	233	137	465	0.501
Day Inter-Area Traffic	42	254	40		95%
Night Inter-Area Traffic	93	248	80		86%
Total Voice/CW Nets		2414	1385	2677	
DTN Digital			Received	Sent	
KM0R Central/10th HUB		614	299	315	
KK5QT 5th Call Area HUB		691	255	436	
WB9FHP 9th Call HUB		3588	1868	1720	
Digital Stations (13)		3023	1115	1908	
Total DTN Digital		7916	3537	4379	
Total Central US		10330			
* Not Radio Relay International affiliated					

Until June, thanks for all your support of TEX. We will likely have a 7290 Net picnic before the next issue comes out, so I will send out a notification with details when I receive them.

73, Steve K6JT

TSN Corner

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

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

Net Manager: Jason KD5RQB, tsn.3570@aol.com



Photo Courtesy of VE3UU

Greetings From Northeast Texas

I want to start this month by welcoming Jim K5TSK from Percy, Arkansas to the net. Welcome to the net Jim and check-in as often as you can.

TSN Activity Reports

Month	QNI	QTC	Nr. Operators
February 16 Sessions	51	16	7
March 14 Sessions	64	14	3

Net Control Stations

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
No Net	No Net	Carroll KB5TCH	Howard WD5IDB	Carroll KB5TCH	Sam KK4HCF	No Net

February 2017 QNS

Name	Callsign	QNI
CARROLL	KB5TCH	16
DON	W5DAE	14
SAM	KK4HCF	12
JASON	KD5RQB	5
HOWARD	WD5IDB	2
LARRY	KC0M	1
JIM	K5TSK	1

March 2017 QNS

Name	Callsign	QNI
CARROLL	KB5TCH	14
SAM	KK4HCF	13
DON	W5DAE	12

TSN Roster (January 2016 to December 2017)

Callsign	Name	QTH
AC5BE	Joe	MATAGORDA, TEXAS
W5CBP	Chris	ALBUQUERQUE, NEW MEXICO
W5DAE	Don	SAN ANGELO, TEXAS
W5DY	Rodney	GOLIAD, TEXAS
WD0ESF	Mike	MEDICINE LODGE, KANSAS
W9GVW	Eric	SAN ANTONIO, TEXAS
KK4HCF	Sam	MARYSVILLE, TENNESSEE
WD5IDB	Howard	EDMOND, OKLAHOMA
KB5KWO	Steve	NORMAN, OKLAHOMA
KC0M	Larry	BRANSON, MISSOURI
N5NVP	Jim	SCOTT, LOUISIANA
K8PKN	David	ORWELL, OHIO
K3QZ	Ed	CANONSBURG, PENNSYLVANIA
N5RL	Randy	SAN ANTONIO, TEXAS
KD5RQB	Jason	ATLANTA, TEXAS
KB5TCH	Carroll	DOUGLASSVILLE, TEXAS
K5TSK	Jim	PERCY, ARKANSAS

Stop by any evening Tuesday through Friday on 3570kHz at 7:45p.m. CT.

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 (early) or 3598 when conditions warrant
Serving TX, OK, LA, AR, MS, TN, AL, and NFL
Frank Thrash W4DLZ (W4DLZ@ARRL.NET)
Net Manager

Hello guys and welcome to Edition 53 of the **RN5 Corner**.

Doug, NA5YO, has stopped all his traffic handling activities, leaving the Tuesday night skeds open. Tom, WA4ZPZ, now has his rig working, but with the time change, can no longer participate in the early RN5 session due to antenna restrictions during daylight hours.

Jerry, W4SU, lost his antenna in a major storm that went through his area. After a couple weeks off the air, he has managed to put up another antenna, thanks to Tom, WA4ZPZ, who sent it to him, and is once again operational. Thanks to Ben, KZ8Q, for filling in as AL rep on RN5 in Jerry's absence.

Sorry to report that your manager has been off the air for quite some time due to medical procedures that were made necessary by what was discovered when he was being treated for his fall. He was in the hospital and then rehabilitation after the implanting of a combination defibrillator and pacemaker for his heart. Frank just returned home a couple days before this was written and is continuing rehab there. No word on when he will be able to get on the air again. Thanks to Jerry, W4SU, for keeping the statistics.

Jack, K5WNU, has been back home and checking into RN5 regularly as well as taking some CAN liaison slots and Sam, W5CU's Wednesday NCS slots when Sam is out of town. Thank you, Jack. However, Jack reports that he will be gone most of the month of May, first for an Archery Bear Hunt in Alberta and then a short trip to the Smokies. He will be back in June.

As most of you know, Sam, W5CU, was lucky to escape unharmed when an explosion occurred in the attic of his CO home. The ensuing fire destroyed everything, making it necessary to rebuild from scratch. Sam will be active from OK when he is not in CO watching over the insurance and construction activities. He no longer has a station set up on CO, so he will be off the air during those times.

We need NCS and Liaison stations. Note that the new RRI Operating Manual is available now. See <http://www.radio-relay.org/> for the link to it.

As always, thanks to Jerry, W4SU, Ben, KZ8Q, Dick, WA5CAV, Sam, W5CU, Tom, WA4ZPZ, and Jack, K5WNU for your loyal support of RN5. There would not be a net without you. See the new duty roster. Some changes have been made.

73, Frank W4DLZ
RN5/4 CW Net Mgr.

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

RN5 Duty Roster

Local	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
NCS #1	W5FEA	W4DLZ	W5CU	W4SU	W4SU	W4DLZ	Open
NCS #2	W5FEA	W4DLZ	W5CU	K6JT	W4SU	W4DLZ	WA4ZPZ
CAN TX	Open	Open	Open	W4SU	W4SU	Open	W4SU
CAN RX	W5CU	Open	Open	K6JT	WA4ZPZ	Open	W5CU
DRN5	Open	Open	K5RG	Open	Open	Open	Open

2017 Statistics

MONTH	FEBRUARY	MARCH
SESSIONS	56	62
QTC	101	76
QNI	280	296
QTR	470	537
AVG QTC	1.8	1.2
AVG QNI	5.0	4.8
AVG QTR	8.4	8.7

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
W4AGL	JIM	FL	K6JT	STEVE	TX
WA4BAM	JOHN	FL	N5NVP	JIM	LA
WA5CAV	DICK	LA	WA5PRI	DON	LA
W5CU	SAM	OK*/CO	KZ8Q	BEN	FL
W4DLZ	FRANK	FL	K5RG	KEN	TX
W5DY	RODNEY	TX	N5RL	RANDY	TX
NS7E	ART	TX	W4SQE	ANDY	TN
W5ESE	SCOTT	TX	W4SU	JERRY	AL
W5FEA	JIM	TX	K5TSK	JIM	AR
KC4FL	JOHN	FL	K4VIZ	TOM	AR**
W5GKH	CHARLIE	TX	K5WNU	JACK	MS
K5GM	PETE	TX	NA5YO	DOUG	TX
W8IM	DEAN	FL	WA4ZPZ	TOM	AL

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

** K4VIZ is no longer active. Send AR to K5TSK or the TEX station for the 7290 net (do not use DRN5)

73, Frank W4DLZ