

The Texan

Newsletter of the Texas NTS CW Net (TEX)

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

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West Gulf Division Awards Program

Our Director, Dr. David Woolweaver, K5RAV, asked that I include this announcement in the newsletter, for those of you in the West Gulf Division:

It is time to start considering your submissions for the WG 2014 Divisional Awards, which will be presented at the ARRL Regional Centennial Convention at HamCom in June.

Nominations for 2014 Award Winners will be accepted until April 15, 2014. Nomination forms for each nominee (by category) must be supported by at least three ARRL members on the award nomination form, a minimum 150-word statement and any available supporting documentation. Other rules do apply and can be found on the nomination forms.

The Division Awards judging panel consists of four (4) ARRL members, selected by each of the Section Managers in North Texas, Oklahoma, South Texas and West Texas Sections. The Section Manager may opt to appoint his/herself to the committee. The fifth judge is selected by the Division Director and may reside anywhere within the West Gulf Division. Neither the Division Director nor the Vice Director will participate in the vote.

Nomination forms can be found at:

<http://arrlwgd.org/wordpress/wp-content/uploads/2014/01/WGD-Awards-Full-Nominating-Package.pdf>

David Woolweaver, K5RAV
Director West Gulf Division

Don't Forget: 44th Annual 7290 Traffic Net Picnic

The 7290 traffic net picnic will be held at the SPJST Lodge, as it was last year, just outside of Taylor, Texas, on May 31. Pictures and a map are on the web site for the location. There will be the regular catered BBQ at 4 PM that all are invited to attend. The menu will include brisket, sausage, and all the trimmings from the same caterer as in prior years. The cost will be \$15.50 per plate. Tom, W5UFO, will also be there with his homemade ice cream.

Please check the net's website at <http://www.7290trafficnet.org> for details as they become available.

The Last Few Months, and Civilian Life (Part 3)

This is the third part of the story from Uncle Vic, W7VSE, featured in previous months. It gives a great picture of how life was back in the late 40's and early 50's.

- . . . -

Our return trip to Oakland was uneventful. When I got back to work, I found I had finally received a promotion and would be moving. After all that bidding on every opening in the whole Western Region, I was transferred to KSF, San Francisco Overseas Radio Station, TWELVE MILES across the bay!

I reported in at KSF, and started commuting the 24-mile round trip from Oakland to the SF Airport. My monthly bridge toll for the San Mateo Bridge was thirty dollars a month plus gasoline. I could not find an apartment or house nearer the Airport that we could afford.

A few months went by and one of my co-workers was transferred. He knew I had been looking for a place to rent. He told me he would introduce and recommend me to his landlord where he lived in San Bruno and maybe I could rent that house. This all came to pass, and we moved to Acacia Avenue in San Bruno. The rent was reasonable and it was only a mile or so to work at the SF Airport. It was a nice old 2-bedroom house on a gentle hill. The hill was handy. The car could be started by releasing the brake and coasting downhill a ways and letting in the clutch to start the engine. Also, there was a city dump down in San Mateo—the next town down the peninsula---where I took our garbage quite often. One day, when I went there, I saw a little solid tire sidewalk bicycle that someone had thrown away. I looked it over, and it seemed to be in good shape except for a broken chain. I took it home, repaired the chain, repainted it and both my kids learned to ride a bike. Some of the neighborhood kids learned to ride that bike also. We took it with us when we moved.

KSF was a unique station. Elmer Butler was the Station Chief, and Bob (?) was Assistant Chief. The work was similar to my work in the Air Corps overseas in WW2. The air-to-ground operation was still using CW for a while after I arrived. I was allowed to check out on one of the 4 CW air-to-ground positions and became a regular. We copied position reports and handled other messages to and from the aircraft. We had local Teletype drops to all the major Airlines and the Military bases in the area and other Teletype circuits to the whole USA.

The Station also had a weather broadcast position, and at least 30 (thirty) Teletype machines. We had 4 channels of RTTY (Radio Teletype) to KVM, Honolulu, Hawaii, and later, four more RTTY to Alaska. If the RTTY failed, we went back to CW point-to-point as backup. Right down my alley. I loved it.

The station was activated during the Korean War, and was extremely busy 24 hours a day. We handled weather reports, flight plans and position reports for aircraft flying to and from Hawaii, both military and civilian. We had 4 air-to-ground CW positions. They were only activated as needed. There were three positions to operate with the Teletypes. Weather; Administrative; and Priority circuits. They were position A, weather, B, priority, and C, administrative. I believe we had 10 men on each shift, and we rotated the shifts. This was so

everyone got to work the Day Shift, Evening Shift and Graveyard Shift, and did not force a hardship on anyone. The position I referred to as Priority, was the most difficult to handle. I won't try to describe it except to say it reminded me of some of the circuits I worked at Kunming, China, WUTK, and Chabua, India WUTE. Some days on that position I would not even have time to eat my lunch and be surprised when an operator came to relieve me at 4PM.

Sometimes we would have visitors come to the station. The Supervisor would show them around. I remember when Supervisor Al Davies would be showing a visiting group, he would stop at position B, where I was working, and tell them "This is Vic Seeberger, the only man I've ever seen that broke into this very busy position in two days! "

Most of the operators shied away from that B position by getting to work early and grabbing one of the other positions. I wanted to work that position, or one of the air-to-ground positions while we still used CW. That's where most of the action was. The weather and the administrative positions were boring.

KSF had remote receivers and remote transmitters. Each location had many acres of directional antennae and was staffed by Maintenance Technicians. We had a special CW circuit to talk to each of those facilities and could ask for different antennae or request high power or frequency adjustments or anything else we thought was necessary for a better radio contact.

Another thing that was unique to KSF, the Toll Department of the telephone company took care of our leased Teletype wires. If we had a problem with any of the Teletype circuits, we had to call the Toll Department to get it repaired. But we didn't use a telephone to talk to them. We had a Morse Telegraph sounder and a wire connection to the Toll Department, downtown San Francisco. There were some Morse letters that could be selected to ring a bell at the Phone Company. Then we had to converse with them in landline Morse code and report the trouble. Sometimes the Toll Department would call us. I was the only one on my watch that had any experience with original Morse, so, if the phone company called on the Morse wire, the supervisor would holler, "Seeberger, get the Morse!" I would leave whatever position I was working and go talk to the phone company and get the problem resolved. Someone, sometimes the watch Supervisor, would cover my position while I was pounding brass with the phone company.

Someone said "change is the only thing you can absolutely depend on". If you don't like something, it will change eventually. The only problem is, if you DO like something, it will still change. Another saying "all good things come to an end" is also true. In 1953, the Airlines and the Military changed from Morse code to Radiophone. This just about broke my heart. But it gave me a job where I needed it the most, I guess, 'cause I got a book and started learning all the rules, regulations and electronic education needed for obtaining an Amateur Radio license from the FCC. I did this so I could operate my beloved CW code whenever I felt like it, which was often. That CW code was my second language.

I guess I could write a book about KSF. I was there about 3-1/2 years.

After living there on Acacia Street in San Bruno for about 3 years, the owner died, and her kids wanted to sell the place. We had to move. We found an apartment in Burlingame, and lived there for the rest of our time in the SF Bay area.

By transferring from Oakland to KSF I was promoted from the CAF-5 to CAF-7 grade. When I qualified for the Air-To-Ground position, I was promoted to CAF-8. And sometime in that era, the Civil Service changed all the CAF ratings to GS ratings. I became a GS-8.

When the Korean War was over, there was no need for KSF, and most of the jobs were abolished there. I think it reverted to an INSAC (Interstate Airways Communication Station). Many of us received orders in a letter from the FAA Regional Headquarters Office in Los Angeles, and were transferred to other CAA stations. My letter transferred me to Hanksville, Utah, and I would be downgraded to a GS-7. I had a chance to look at the list of people affected by this closing, and where they were being transferred. Some of them did not have as much seniority as I, and yet they were getting transferred to better places than Hanksville.

On my days off, I caught a train to L.A. and went into the Regional Office and found the Personnel Managers Office. I told him that I had a problem. I thought I should have had a better offer than Hanksville, Utah. He agreed with me and said there were a lot of people dissatisfied with this event, and he was attending a meeting that very day to try and resolve some of the problems. He asked me to hang around until after the meeting, and then his Secretary would have a list of available locations and I could have my pick. So, I waited an hour or so, and, when the meeting was over, I met with his Secretary. One of the vacancies was a Supervisors job at SLC, Salt Lake City, FAA Station. It would be an in-grade transfer for me at a GS-8 position, so I wouldn't have a reduction in pay. I selected SLC, and went back home with orders to move to SLC INSAC (Inter State Airways Communications station.) ASAP.

We moved to SLC in early 1954, found a house for rent at 846 Jefferson Street. Salt Lake City is different from most cities. To me, it seemed like the Tabernacle is in the center of the city, and all the streets are in 4 quarters around it. It's possible to have 4 addresses very similar, like, 123 NW 8th Street, 123 NE 8th Street, 123 SE 8th Street and 123 SW 8th Street. (I THINK that's the way it works, but don't quote me.)

When we arrived in SLC, the weather was clear and nice. We found a house for rent and moved in. Next morning, when we got up, it was freezing cold and there were a couple of inches of snow over everything, and still coming down. I got in that old 1940 Desoto and headed for the Airport. I didn't have much experience in driving on snow and ice. Going down a main thoroughfare towards the Airport, I was going about 20 miles per hour. I saw a green light ahead and thought I would get through it before it changed to red. But it changed at the last minute and I put my foot on the brake. Nothing happened, except the car continued at 20 MPH and slid on the icy road right through that red light, with me standing on the brake pedal! Fortunately, there was no other traffic. I was lucky and I learned a lesson from that. I drove a lot slower and more carefully from then on.

SLC FAA Station was different from the others I had seen. One of the main things that was accomplished there was the distribution of weather reports. The National Weather Service

had Teletype circuits that covered the entire USA. Nearly all of those circuits came together at SLC station.

The Station Chief was Ray Tripp. He had been around for quite a while and knew what it was all about. One thing I remember about him. If someone called in sick, Ray would fill in for that spot. He was the only one I can remember that did this. He was actually saving the taxpayers money by doing this, as they would have had to pay overtime if he called someone else to work the shift. He would even fill in on the graveyard shift.

Not everyone understands the purpose and the needs of filing a "Flight Plan", and the need for critical weather information. The Airlines have their own communications system, but the private pilot uses the FAA for weather information and can file a flight plan whenever they make a flight. The flight plan contains all the information needed to keep track of the airplane. Aircraft identification number, departure point, route of flight and time of departure and estimated time of arrival (ETA) at the destination Airport. The pilot opens the flight plan by radio with a FAA station when he departs. Then he closes the flight plan when he reaches his destination. This flight plan will be sent from the departure station to the destination station. If the pilot fails to close the flight plan, in due time, the FAA at the destination airport will begin a search of the airport for the aircraft ID number. If not found on the airport a search will be initiated to search for the aircraft along the route as shown in the flight plan. If no flight plan had been filed, no one would know the plane was missing and it might be some time before a search was started, if ever.

Weather information for the entire route is obviously necessary for a safe flight. The FAA uses the National Weather Service for weather information, and provides it on request to the flying public. When I worked for the CAA/FAA, there were weather broadcasts twice an hour, 24/7 that anyone could listen to. Almost every major airport had a Weather Bureau office. They would make an hourly weather observation, called the Sequence Weather report, and relay it to all the FAA radio stations via Teletype. Then the stations could select the pertinent weather sequences for their area and broadcast them twice an hour for the flying public.

One of the main purposes for having all the Teletype circuits terminate at SLC was to relay weather information from circuit to circuit. When I was there in 1954, we had a computer. It was set up to choose pertinent sequences to be relayed from one circuit to others to provide the weather info for any flight in the whole country. That computer was about 6 feet high and approximately 5 feet in diameter. We had two employees that manually tended to the hourly relaying. The computer would produce Baudot tapes of the weather sequences to be relayed, and the operators would manually remove those tapes and put them in tape transmitters to the required circuits. We also had an identical "standby computer". If the regular computer malfunctioned, we would change over to the standby, and call the technician to come fix the regular. If a weather report is an hour old, it isn't considered good anymore. So, it would be my job to get the Teletype copy and try my best to retype all those sequences that were missing into the standby computer as quickly as I could. This would get the weather sequences relayed, a little late, but would keep the system current. After doing this for a few months, my Teletype typing speed improved to nearly 100 words per minute.

Of course, SLC had an air-to-ground position to talk with the airplanes, copy and open and close the flight plans, broadcast those pertinent weather sequences twice an hour and help in any other way they could to assist the pilots.

My job, as Watch Supervisor, was to oversee that every thing ran smoothly. I could fill in for any of the positions. I also took care of several Teletype circuits, sending and receiving messages as required.

My job was challenging, at times, but I liked it. But, here again, all good things come to an end. A position at Medford, Oregon Combined Station and Tower opened for bids. It was a GS-7 job and would be a reduction in pay for me, but it would be going "home" for my family. Also, the use of Morse code was on its way out and I realized that my chances of working with Morse code were getting few and far between. Getting qualified at a Combined Station/Tower job would get me into Air Traffic Control.

73, Vic Seeberger W7VSE

Next month, in Part 4, Vic concludes the saga of the early post-WW2 years

George Hart Series

Here is the 15th installment of the George Hart Series. Geo finds there's more to crystals than meets the eye.

RANDOM RECOLLECTIONS OF AN OLD HAM

*A journalistic history of the life and times in Amateur Radio of George Hart, W1NJM (SK)
by George Hart W1NJM*

Part 15 - PENN STATE AND COLLEGE RADIO STATION W8YA, PART TWO

In a corner of the room where the W8YA operating position was located was the WPSC broadcast transmitter, 500-watts, with underground lines to the studio and to the various points on the vast campus, including football and baseball fields, the gymnasium and Schwab Auditorium on center campus. Walt (W3AJN) explained to me that WPSC was no longer licensed but there was hope that it would be re-licensed and so it was all ready to go at any moment.

It was served by a motor generator in the anteroom, which delivered 2300 volts but had no brake. This larger generator could be switched to W8YA and frequently was when more power was desired. He demonstrated both generators. The smaller, normally used for W8YA, started with a loud clack and stopped with a thump as the brake clamped it. The larger one started more slowly, ran with a distinct high-pitched whine and coasted for a few seconds after being turned off.

Walt set me down at the operating position and allowed me to operate the station, after tuning it up for 40 meters. The FB-7 receiver was full of images, but Walt said he was working on a pre-selector that would get rid of them.

"We're trying to get the EE Department to buy us an HRO," he said, "but Crossley is only an instructor and he doesn't have enough clout, so we'll have to make out with this 'til we can get more support. Doc Woodruff, W8CMP, is in our corner. He's a full professor with a long tenure, so I think we'll get it eventually. I seem to remember that you are a hotshot CW operator. Let's hear you call a CQ." I didn't have my "bug" with me, but I rattled off a CQ on the straight key.

"That's great!" Walt enthused. "We're on 7150, so start tuning at 7000. The calibration isn't accurate, but you'll be able to tell where the band starts."

I did as instructed, but heard no one calling W8YA. "Those darned Windoms are no good," Walt muttered. "I've been trying to get Crossley to let us put up a couple Zepps, but he's a stubborn guy. But he'll be pleased with your CW skill. I'm only fair, but Jim Faries (W3AOA) is pretty good, and Norm Young is even better. Neither of them measures up to you, though. Crossley is impressed with high speed code, although he hardly knows a dit from a dah himself. Come around any time. If I'm here I'll let you operate, but freshmen don't get keys unless they're real hotshots. Xley might make an exception in your case."

"Xley?" "Yeah, that's what I call him, but not to his face. Go ahead and operate if you want to. I'll be here for another half hour or so, but then I gotta go." Of course the above is a version of how I remember the conversation, probably not accurate but close. "How many members are in the club?" I asked, as Walt went back to the little workshop to resume his crystal grinding. "There is no club. Crossley doesn't want a club, one of his several eccentricities. It's just 'the Radio Station Staff.' W8YA is licensed to the EE Department, and Crossley is trustee. The senior assistant is Jim Beaver, W3AHZ. There are about twelve on the staff right now". "How do I join the Staff?"

"You don't, not until you're a sophomore and pass a test. Xley sometimes hands out a key to a freshman of outstanding ability. He might give you one because of your CW skill, but don't count on it. Where are we now, Jim?"

I had many more questions but decided not to wear out my welcome. Already, I felt, Hawk had devoted much more time to me than the ordinary visitor. But in subsequent weeks I visited the station many times and met most of the staff members. Most of them showed up infrequently, Beaver, Hawk and Faries practically haunted the place, and "Pop" Crossley was also frequently present. Norm Young, a junior, was the crack code (CW) operator until I came along.

I met him and Crossley very early in my freshman year. Norm was a rather shy young man, a so-so student in electrical engineering. (They were all EE's except me. I was pre-veterinary in the School of Agriculture, which became the subject of many jokes among my W8YA colleagues in the months to come.)

During that first couple of months I met most of the other staffers, three of them freshmen like myself. I can't begin to remember them all, but one of the freshman I do remember very clearly was Charlie Kearns.

Kearns was from the Pittsburgh area and was a brilliant EE student, but like most such students a bit on the conceited side until maturity. Charlie was very young, only sixteen, a tall string bean. His mastery of electronics was superb for the day and for his age, but his CW was only mediocre. Unfortunately he did not rank very high with Crossley or, for that matter, with most of the rest of the staff.

Coming in Part Three, Geo meets Xley, the real McCoy...

TEX Mailbox:

Jim, W5FEA, sent in the following link about a ham here in Texas causing malicious interference. Jim reports that it appears there is now no interference on 7195 so others who were participating may have gotten the word.

The bad guys do get caught, sometimes:

<http://www.arrrl.org/news/fcc-proposes-to-fine-texas-radio-amateur-7000-for-malicious-interference>

Now if we could only do something about those nasty AM folks in New England who regularly jam the Texas Traffic Net. Of course, now with the time change, propagation likely will not be favorable to them hearing us or us hearing them between 1830 and 1930 CT. Hope so, anyway.

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Heard from **Jeff, N7KRT**, who asked if messages listed for a specific station could be accepted by another station for relay.

In general, a message listed for a specific station, most commonly K5KV on TEX since Benny is the TCC Director and gets reports from TCC stations, should be held for that station only. Exceptions occur if the station with the traffic will be unable to return for a few sessions, in which case it may be accepted by anyone who knows they will be on regularly to relay to Benny when he checks in. Other traffic, such as net reports for K6JT, may be sent to W5DY, and Station Activity Reports for W5DY may be sent to K6JT for relay, again if the station holding the traffic will not be able to return for several sessions.

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Received the following from **Rob, K6YR**, the Pacific Area Staff Chair. It is a complete listing of "Q" signals, with the ones most commonly used in Amateur Radio noted in Red. Thanks, Rob.

<http://www.wemsi.org/qsigs.html>

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Jason, KD5RQB, had the following proposal. All those interested please contact me and/or Jason about participating for a half our or so, as Jason proposed, during the exercise period.

I wanted to propose an idea and I would like to get your opinion to see if it is workable.

There is a communication exercise being planned for May 3, 2014 from 9A-3P...I don't think either TSN and Tex CW has the resources nor the number of check-ins that would justify a CW net that long....What I Was thinking is have the TSN TEX CW Preparedness Net....Start around 10AM on 7053 and have at least 4 operators. (1) operator from NTX, (1) from South TX, (1) W. TX (or as far as west as we can find), (4) one to take Simulated emergency Traffic.

Operator from NTX would send
QNA ARES
QNA RACES
QNA MARS
QNI

Check-ins send either QRU or QTC....If QTC the operator taking Simulated emergency traffic would take them off frequency to move the traffic.

When finished with QNI - North TX Op passes it to STX OP and repeats above. STX will then pass to the one out west who will send same info and pass it to back to NTX who will send QNI a couple of times and then close it out.

The net would probably only last about 20-30 minutes tops but it would be a chance to use CW in a Simulated Emergency Situation.

73,
Jason Patterson

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Tom, K4VIZ, sent the following about the new COSMOS series that is starting up. I watched the first episode on Hulu Plus, and it was great. I think most of you will really enjoy it as well.

Tom Wrote: Hey, guys, don't forget to start watching COSMOS (with Neil Degrasse Tyson) starting tomorrow night (Sunday) at 9 PM (check your time) on FOX and National Geographic. Do you remember the original COSMOS with Carl Sagan??

73, Tom K4VIZ

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George, K5BMR, the assistant 7290 Traffic Net manager sent in the following link to the story about how the "Earthrise" photo was taken from the Apollo 8 lunar orbiter.

You may have seen the world's most famous photograph, "Earthrise." It's been on the cover of TIME and on stamps.

But did you know it almost didn't happen? This occurred over 45 years ago, December 24, 1968.

You may not have seen this A/V clip telling the untold story of this iconic shot. Just in case, here it is:

<http://www.youtube.com/embed/dE-vOscpiNc>

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TEX Net Topics

There are now only 3 backup slots open (shown in **yellow**), all for RN5 liaison, and no open NCS slots, thanks to Jim, W5FEA, for taking the Saturday early NCS. Thanks also to Jim for taking the Monday early NCS backup. Please check the duty roster and advise if you are no longer willing to take the positions you are scheduled for on a regular basis. Also please advise if you are interested in filling any of the backup slots.

The TEX Duty Schedule and Roster are shown on the following page (for easier printing of a single page). The Duty Schedule was updated since last month.

If you are scheduled for an NCS or Liaison slot, and you cannot make it, if at all possible, please notify both K6JT and W5DY (see email addresses and cell phone number at top of page 1) as soon as you can before the net meeting so that the backups can be alerted. Thanks to those of you who have been doing this.

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TEX CW Net Weekly Schedule

Local	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
NCS #1	W5GKH	N5RL	KD5TXD	KD5TXD	N5RL	W5FEA	W5GKH
Backup	W5FEA	W5ESE	W5DY	W5DY	W5DY	K6JT	W5CU
NCS #2	W5GKH	K6JT	W5TMO	W5TMO	K5KV	W5DY	W5GKH
Backup	K6JT	W5DY	K6JT	K6JT	K6JT	K6JT	W5CU
RN5 #1	K5KV	N5RL	W5CU	KA5KLU	N5RL	KA5KLU	W5CU
Backup	W5DY	Open	W5DY	Open	W5ESE	W5ESE	Open
RN5 #2	K5KV	K6JT	W5CU	KA5KLU	K6JT	KA5KLU	W5CU
Backup	W5DY	W5DY	K6JT	K6JT	W5DY	K6JT	K6JT

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

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

TSN: **3570** - 19:45 CT; CAN: **3552**/7052/7108/3595 - 20:30 CT; PAN: **3552**/7052 - 22:30 CT

RN5 Backup: W5CU, W5DY, W5ESE, K5GM, K6JT, KA5KLU, K5KV, K5RG, N5RL

NCS Backup: W5CU, W5DY, W5ESE, K6JT, K5KV, K5RG, N5RL, W5TMO, KD5TXD, W5FEA

TEX Roster

Call	Name	Location / Notes	Call	Name	Location / Notes
N5BA	Brian	Houston	N7NET	Scott	McKinney
W5CU	Sam	Edmond OK	* KB5NJD	John	Duncanville
W5DH	Tom	Dallas	N5NVP	Jim	Scott LA
* W5DY	Rodney	Goliad	W5OMR	Geoff	Houston
* W5ESE	Scott	Dripping Springs	AC5P	Mike	Bartlesville OK
W5FEA	Jim	Graham	K1PKZ	Paul	Tom Bean
W4FWT	Frank	Florida	K5QOW	Gary	Reagan Wells
W5GKH	Charlie	West Columbia	* K5RG	Ken	Houston
K5GM	Pete	Austin	N5RL	Randy	San Antonio
W9GVW	Eric	San Antonio	W5ROK	Steve	Richardson (K6JT)
K5JRN	Si	Austin	KD5RQB	Jason	Atlanta
* K6JT	Steve	Plano	W5TMO	Mike	Austin
KA5KLU	Doug	San Antonio	KD5TXD	Pat	Kingsville
N7KRT	Jeff	Victoria	WB8WKQ	Jeff	Michigan
* K5KV	Benny	Star	K6YBV	Bob	Placerville CA
* W6LFB	Jim	Denton	W5YE	Brian	Harlingen
WA5MS	Marty	Highland Village	W5ZD	Pat	Kingsville (KD5TXD)

* Capable of 160 meter operation

Statistics:

Both checkins and traffic were down compared to last month. All RN5 slots were covered and TTN / DFW representation were good. Thanks again for a good job.

Jim, W5FEA, with 56 out of 56 (100%) was able to complete another "clean sweep" during the month. Randy, N5RL, with 44 (79%) captured second, and Rodney, W5DY, with 30 (54%) was third. Thanks to all of you who checked in for your support.

We had some visitors to the net including Pat, KM5L, in Dallas, Mark, K5GQ, from Houston, and Jan, K1NN, from Vermont (who checked in to meet me to pass some TCC traffic). Welcome to all and thanks!

The complete list of stations and traffic / liaison totals are shown in the following table. Traffic averaged 2.9 per net session (3.1 last month). Net time averaged 12.1 minutes per session (compared to 12.9 last month). Check-ins averaged 6.7 per session (7.0 last month).

TEX Net Statistics (January 2014)

Call	Name	QNI	Total	NCS	RN5	TTN	DFW
N5BA	Brian	3	7				
		4					
W5CU	Sam	9	25		7		
*		16			7		
W5DY	Rodney	15	30		1		
		15		3	3		
W5ESE	Scott	4	4				
*		0					
W5FEA	Jim	28	56			20	
*		28				2	
W5GKH	Charlie	7	15	7			
*		8		8			
K5GM	Pete	6	13				
*		7					
K5GQ	Mark	0	1				
	Houston	1					
W9GVW	Eric	2	2				
*		0					
K6JT	Steve	12	40	4			12
*		28		7	6		28
KA5KLU	Doug	10	19		9		
*		9			9		
N7KRT	Jeff	23	23				
		0					
K5KV	Benny	8	27	1	3		
		19		4	3		
KM5L	Pat	0	1				
	Dallas	1					
W6LFB	Jim	4	4				
*		0					
K1NN	Jan	0	1				
	VT	1					
N5NVP	Jim	0	1				
		1					
K1PKZ	Paul	1	1				

Call	Name	QNI	Total	NCS	RN5	TTN	DFW
		0					
K5QOW	Gary	10	10			9	
*		0					
K5RG	Ken	1	11				
*		10					
N5RL	Randy	20	44	8	8		
*		24				18	
KD5RQB	Jason	18	18				
		0					
W5TMO	Mike	0	8				
*		8		6			
KD5TXD	Pat	8	8	8			
*		0					
K6YBV	Bob	0	7				
		7					
Totals		376		56	56	49	40
				100%	100%	88%	71%
QTC 1		62	164				
QTC 2		102			Sessions:	56	
Time 1		353	677				
Time 2		324					

Operating:

The NTS Area Staff Chairs were made aware of issues, brought to them by the NTS membership, regarding the increase in certain message types reaching silent keys and concerns about having too many greetings sent to newly licensed amateurs. The 3 Area Chairs have addressed these topics in a Message Origination and Delivery Guidance document setting forth recommended "sound practices" for all NTS operators.

You can access the file via the link to the document on the TEX website (<http://www.k6jt.com/>) or directly via the link below:

<http://dl.dropboxusercontent.com/u/73013707/Message%20Origination%20and%20Delivery%20Guidance.pdf>

This paper discusses the issues, provides guidance and references to websites that may be used to check for Silent Keys, and provides recommendations for both those who generate messages as well as those of us who deliver them. Suggestions are also given for types of traffic that we can generate to help keep the nets running.

The paper contains a discussion about the messages being sent to newly licensed operators and what may be done if multiple messages to the same addressee are received.

While the guidance given in the paper is not direction by the Area Staff Chairs, following the recommendations will go a long way toward reducing anxiety for those delivering messages to potential silent keys.

Until next month, 73, Steve K6JT

(TSN Corner starts on the next page)

TSN Corner

Texas Slow Net (Daily) 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's TSN Corner by welcoming Carl AA5VE from Texarkana to the net. Carl checked into the net on February 1st. Welcome to the net Carl and please check in as often as you can.

David W5TRX from Justin, Texas, checked into the net on February 13th. Welcome to the net David and please check in as often as you can.

Roy WJ5Z from Tyler, Texas, checked into the net February 3rd, and has been periodically checking into the net during the month of February.

Jeff N7KRT from Victoria, Texas, is the new NCS on Sunday evenings starting February 23rd. Thanks Jeff for helping with the net!

I am pleased to announce that we are starting Texas Slow Net NCS Training Night on Saturdays. Each Saturday night, an operator will be given an opportunity to "get their feet wet" with NCS duties. Operators interested in participating in Texas Slow Net NCS Training night please send an email to tsn.3570@aol.com subject: TSN NCS Training.

TSN Activity Report for February 2014

Total Sessions 28, Total Check-ins 121, Total Traffic 28 by 11 different operators.

February 2014 QNS

Name	Callsign	QNI
Jason	KD5RQB	28
Carroll	KB5TCH	28
Mike	WD0ESF	4
Sam	KK4HCF	5
Jeff	N7KRT	25
Carl	AA5VE	4
Roy	W5JZ	10
Rodney	W5DY	2
Phil	KD5MMM	8
Jim	W5FEA	4
David	W5TRX	3

March 2014 Net Control Stations

Name	Callsign
Carroll	KB5TCH
Phil	KD5MMM
Jason	KD5RQB
Jim	W5FEA
Jeff	N7KRT

March 2014 TSN Roster

Name	Callsign	QTH
Jason	KD5RQB	Atlanta, Texas
Carroll	KB5TCH	Douglassville, Texas
Pat	KD5TXD / W5ZD	Kingsville, Texas
Phil	KD5MMM	Fentress, Texas
Rodney	W5DY	Goliad, Texas
Mike	WD0ESF	Medicine Lodge, Kansas
Sam	KK4HCF	Maryville, Tennessee
Scott	W5ESE	Drippings Springs, Texas
Jim	W5FEA	Graham, Texas
Joe	AC5BE	Matagorda, Texas
Steve	KJ6T	Plano, Texas
Dave	AB0DK	Kirksville, Missouri
Benny	K5KV	Starr, Texas
Jim	N5NVP	Scott, Louisiana
Gary	K5QOW	Reagan Wells, Texas
Randy	N5RL	San Antonio, Texas
Mike	W5TMO	Austin, Texas
Dave	W5VXI	Caddo Mills, Texas
Larry	W5LPD	Katy, Texas
Jeff	N7KRT	Victoria, Texas
Arley	WB5NKC	Oklahoma City, Oklahoma
Pat	WB5NKD	Oklahoma City, Oklahoma
Paul	K1PKZ	Tom Bean, Texas
Carl	AA5VE	Texarkana, Texas
Roy	W5JZ	Tyler, Texas
David	W5TRX	Justin, Texas

Stop by any evening 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!!

Until next month

73,
Jason KD5RQB

(RN5 Corner Starts on the next page)

RN5 Corner

Region Net 5 (Daily) 1930 CT on **3567** and 2130 CT on **3567**
Alternate Frequency 7108 (early/late) or 3598 when conditions warrant
Serving TX, OK, LA, AR, MS, TN, AL, and FL
Frank Thrash W4FWT (W4DLZ@ARRL.NET)
RN5 Net Manager

Hello guys and welcome to Edition 25 of the **RN5 Corner**.

Our deepest condolences and prayers go out to Andy, W4SQE, who recently lost his youngest son.

I finally have radios working again and will be more visible on the net. As much as possible, I want all net reports to be sent to me on the air, not E-mail. I plan to be there often to receive the reports.

We need to generate more radiograms as traffic needs to be increased. Not much is coming in from CAN these days, but we can make sure more goes to CAN and also our own sections by generating it ourselves. See the Area Staff paper on Message Origination and Delivery guidelines for some ideas on originating new traffic.

As you can see from the duty roster, we also need NCS stations even if they are NCS only, not also CAN liaison. Having said that, we do need regular Liaison stations. If we can't do these things why even have a Net. I do appreciate all of you who are doing your part and filling in when needed.

I'm planning on generating another spreadsheet showing detailed activity for March. Please help me get all the data needed by sending your NCS reports as soon after the net as possible, even during the same net if you can piece one together quickly and I am there.

I will try to be more visible.

73, Frank W4FWT
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	KZ8Q	W4FWT	W5CU	Open	W4SU	W4FWT	Open
NCS #2	KZ8Q	W4FWT	W5CU	K6JT	W4SU	W4FWT	Open
CAN TX	Open	Open	Open	KA5KLU	Open	KA5KLU	W5CU
CAN RX	Open	W4FWT	W4AGL	KA5KLU	Open	KA5KLU	Open
DRN5	Open	Open	K5RG	Open	Open	Open	Open

February 2014 Statistics

SESSIONS	56
QTC	122
QNI	330
QTR	520
AVG QTC	2.1
AVG QNI	5.8
AVG QTR	9.2

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

Region Net 5 Roster

Call	Name	Section	Call	Name	Section
W4AGL	JIM	FL	AA4HT	BOB	FL
WA4BAM	JOHN	FL	W8IM	DEAN	FL
WA5CAV	DICK	LA	K6JT	STEVE	TX
W5CU	SAM	OK*	KA5KLU	DOUG	TX
AC5CW	ERIC	LA	K5KV	BENNY	TX
KO9D	BENNY	IN	K8KV	BEN	FL
WD4DNC	BARRY	FL	N5NVP	JIM	LA
AD4DO	JOHN	FL	K4PG	KEVIN	FL
W5DTR	CURT	IL	KZ8Q	BEN	AL
K1DW	DALLAS	LA	K5RG	KEN	TX
W5DY	RODNEY	TX	N5RL	RANDY	TX
NY4E	BILL	FL	W4SQE	ANDY	TN
W5ESE	SCOTT	TX	W4SU	JERRY	AL
KJ4FDV	TREY	AL	W6SX	HANK	CA
KC4FL	JOHN	FL	K15T	WADE	LA
W4FWT	FRANK	FL	K4VIZ	TOM	AR**
KA4FZI	PHYL	FL	K5WNU	JACK	MS
W5GKH	CHARLIE	TX	K6YR	ROB	CA
K5GM	PETE	TX	WA4ZPZ	TOM	AL

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

** K4VIZ is no longer active on RN5. Send AR traffic to the TX liaison station

73, Frank W4FWT