

# The Texan

Newsletter of the Texas NTS CW Net (TEX)

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

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May 2014



## **Final Reminder: 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: <http://www.7290trafficnet.org> along with details. As of this writing, my "elder sitter" has agreed to stay with my father, so I plan to drive down (and right back soon after the meeting).

## **Ham-Com June 13 and 14**

The Ham-Com ARRL West Gulf Division Convention will be held June 13th and 14th at the Plano Centre in Plano, TX. Still no official word about the traffic handling and NTS presentation that Jo Ann, KA5AZK, and I plan to present, assuming we get 2 hours as we did last year. I will send out an update with the session details when they are received, since it will occur before the next newsletter is published.

## **W7VSE and Amateur Radio (Part 1)**

This is another story from "Uncle Vic", W7VSE, which relates nicely to the previous series completed last month. Thanks again, Vic, for sharing your stories with all of us.

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While employed at the FAA Overseas Radio Station, KSF, at the old terminal building at San Francisco Airport for about two years, in the 1950s, I was happy with the work. We were still using the International Morse code for air-to-ground communications with the aircraft. All the military planes carried a Morse operator. Some of the airlines were still using it, especially the overseas flights. But, as they say "all good things have to come to an end," and so it was with Morse code. They started converting over to radiophone for their air-to-ground communications. I was beginning to witness International Morse Code following in the footsteps of the Original "Landline" Morse Code and becoming obsolete. This had been happening for quite a while.

I loved the code and wanted to continue using it. They used it for a few years after that with the ship-to-shore stations. So, if I stayed with the Morse code, I would have to get a job with one of the shore stations. They were still operating in California, Washington State, and Florida and possibly some on the east coast. And how long would they stay in the Morse

code business?. I didn't want to raise my family at any of those locations. So, I decided to get an Amateur Radio license and I could work my beloved code at home, wherever I was, whenever I felt like it. I got a book with all the required things to learn, and started studying for my Amateur FCC license, my "Ham" ticket. After a few months, I thought I was ready to take the test from the FCC. I read in the paper that the downtown San Francisco office of the FCC was giving the Amateur license exams on Thursday. I thought it would be an all day affair, from 8 to 5, so I showed up at the Federal Communication Commission (FCC) office at about 10AM that morning. When I went in, there was nobody in the office except a pretty secretary. She asked me what I wanted, and I told her I was there to take my "General Class" Amateur Radio Operator's examination. She smiled, and told me that the Exams had started at 8AM and were all finished about 930AM. My face was red. I told her that I guess I didn't read the fine print in the paper. While we were talking, one of the FCC Examiners came in from another room and asked what I wanted. I told him I just wanted a Ham license so I could use the Morse code on the air, and I guess I would have to come back at the next time the exams were available. He smiled and told me to come on in the back room. I did, and he handed me a paper to fill out. I didn't know it, but it was the exam for a "Novice" Amateur License. The questions were ridiculously easy. He sent some code to me on an oscillator, and had me send a couple of words on a hand key, and said that I had passed, and my FCC Amateur Radio license would be in the mail soon.

I left there feeling good. Only later did I learn that the Novice license I received, as KN6CTW, was only good for a small portion of the band, and you were limited to 75 watts of power, and other restrictions such as crystal control. If I had remained in California and upgraded to General Class, my call would have been K6CTW. I never did get on the air with that call.

Shortly after that, I was transferred to the FAA INSAC (Interstate Airways Communications) Station, SLC, Salt Lake City, Utah. There was an FCC office in town, and soon I went down and passed the General Class exam and received the call W7VSE. Inquired around, and found a WW2 aircraft transmitter and receiver with a homemade AC power supply. I put an antenna up in the trees and got on the air. My first contact was with another Ham and he was way across town in Salt Lake City. But it worked and I was elated. Later on, while in Medford, OR, I drove over to Klamath Falls and passed the Extra Class License Exam. It was a tough written test, with diagrams of a power supply and an audio amplifier stage, with components and values, as I remember. Also had to qualify at sending and receiving Morse code at 20 words per minute. The code was no problem, and I had been studying the FCC rules and regulations and other material in a handbook over a long period of time. I had memorized several schematic diagrams that might be needed when I took the exam. Learning the diagrams and component values was the most difficult part of the examination, for me. My hours of study efforts paid off, and I passed the Extra Class Exam.

I had gotten interested in getting a DXCC (DX Century Club) certificate. This award requires Radio contact, and certification cards (QSL cards), for one hundred different foreign countries and the 100 cards had to be sent by mail to American Radio Relay League (ARRL) in Newington, Connecticut for confirmation to get this award. One thing that kept me wanting to get an Extra Class license was the fact that the FCC divided up frequencies on the Amateur radio bands, and an Extra Class license was required to operate on the low 25 Kilocycles of each band. And this was where most of the DX (Foreign) countries were found. So, after I got

my Extra, I got busy and got the DXCC. I continued working countries after that and ended up confirming 207 countries. There were a bit over 300 countries available at that time.

But then I discovered "Traffic" nets, and this completely changed my Ham activities, and my life. The ARRL sponsored something called the National Traffic System (NTS). These Hams were handling message traffic just like I did in the US Army Air Corps for four years. The Amateur message traffic consists of short radiograms from anyone that wanted to partake in the free message service to anyone in the USA and some foreign countries. The NTS had Local nets, Section nets, Region nets, Area nets, and something called the TCC (Trans Continental Corps). The nets meet every day at the same time on the same frequencies. The nets have an NCS (Net Control Station) and liaison to the other nets.

The National Traffic System was originated by George Hart, W1NJM, at W1AW, ARRL Headquarters in Connecticut. I talked with him a few times on CW (Morse Code) and I found out he was in the AACS (Army Airways Communications System), just as I had been, during WW2. When he found out I had been in the CBI (China, Burma India) theatre of war, he told me that he had been scheduled to join us in the CBI, but they decided he was needed more in North Africa, so they diverted him there. He did the same kind of work that I did.

George worked at ARRL Headquarters, in Newington, CT, before WW2 and returned to his job after the war. He was a very shrewd man and he had the foresight to see that the Amateur Radio system had the personnel, and was a natural place to handle message-traffic similar to what we did in the U.S. Army Air Corps, AACS.

He went to work and devised the National Traffic System that covered the USA and had links to other countries of the world. He did a great job, and I suppose it had to be modified a bit here and there as time went by. It is still functioning today.

However, with the advent of cell phones, the computer, the Internet, etc, the amount of messages has greatly decreased, and the system is in danger of becoming obsolete. It seems the present generation wants "instant gratification" and do not want to wait a day or so for a telegram to be delivered, even though it is free.

I started checking into the Oregon Section Net (OSN) every evening when I wasn't working, and after a while I was appointed Net Manager of OSN. This lasted a couple of years. I was also doing liaison work to the Region Net (RN7) where liaisons from seven sections (Oregon, Washington, Idaho, Montana, Alaska, British Columbia and Alberta) meet twice every night. Soon I found myself as a Net Control Station one night a week on both sessions of RN7. I was also doing liaison duty to the area net, PAN (Pacific Area Net), where several liaisons from Region Nets exchange traffic. Also TCC (Trans Continental Corps) operators send and receive messages from and for other areas. Then I became a Net Control Station on PAN. The Net Manager's job for RN7 became available and I was selected for that job. A TCC spot was needed on PAN to receive traffic going to an Eastern Area TCC schedule the following day. I did this, along with my other duties, for several years. Then ARRL decided that each section needed a Section Traffic Manager, (STM). I was the first STM for Oregon, appointed by the SM (Section Manager). I held this STM position for many years.

The ARRL gives an award called the BPL, (Brass Pounders League) certificate. The requirement for this award is to send and receive a total of 500 messages in any Calendar month. Or you could get the BPL for having a combined total of 100 originated and delivered messages in any month. If you succeeded in getting three BPLs, you were awarded the BPL Medallion. This is no small task, but there was an abundance of message traffic being handled in those days, and I loved to handle traffic. After I retired from the FAA, over a period of many years, I would go to the Ham shack every night, and I amassed 129 (one hundred twenty nine) BPL awards. This would be almost impossible today, with the small amount of message traffic being handled.

And all this time I am doing many other things on the Ham bands. I enjoyed every minute of it. I joined the local Rogue Valley Amateur Radio Club (RVARC) and attended meetings for several years. I was their first Emergency Coordinator for Jackson County, and with some help from ARRL Headquarters, I drew up the first emergency plan for the RVARC. I also participated in the "Field Day" activities, once a year, for quite a few years. This is one time each year that the Ham Club members set up a portable, gasoline-powered, field site and demonstrate their ability to operate during emergency conditions. Usually lasts over one weekend, and it's a lot of fun.

Over the years, I had the pleasure of using my Ham radio to talk to four of the old 10th Communications Squadron buddies of the AACS that I was with in the Air Corps while I was in China and India: John Osborn, in Indiana. Fred Winters, W2PZF, in New York and Florida, Leonard Bullock, W5ESH. in San Angelo, TX, and Robert M. Sutton, in Houston, TX. They all had Amateur Radio licenses. I also visited each of them at different times.

Part 2 (the conclusion) will appear next month.

73, Vic Seeberger W7VSE

### **George Hart Series**

Here is the 17th installment of the George Hart Series. Geo relates his hi-jinks at W8YA.

#### **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*

#### **CHAPTER 17 - PENN STATE AND GIL'S RENOWNED PROWESS AT W8YA, PART FOUR**

Let me get tangential and look ahead for a moment. Gil Crossley was a controversial character. I liked him very much although admittedly some of this was due to the fact that he favored me greatly.

Some of the others, on and off the staff, disliked him and / or thought him ridiculous. Walter Hawk and some of the other staffers made fun of him. Charlie Kearns disliked him intensely, felt he was far from being a competent administrator. Incidentally, Charlie eventually graduated high in his (my) class and became an executive in United Aircraft's Hamilton

Standard Division in Windsor Locks, near Hartford. As I also later moved to the Hartford area I had very occasional contact with him, not in person but by telephone. We never "hit it off" and I fancied he had little respect for me. As an additional aside, my wife Louise became acquainted with his wife on the Gamma Phi Beta sorority alumnae group in Hartford. She met Charlie at their home, as I was never invited, and she characterized him as a fine and impressive gentleman, far from my recollection of Charlie as a very young college student. Maturity often does amazing things.

Walter Hawk graduated in 1933, returning to Penn State to earn his EE degree and remained for another year, I believe as an employee of the college, so he was around into my junior year. We became very close friends and shared many experiences at W8YA, some of them hilarious.

A prominent ham I never met at Penn State was Dr. Eugene C. Woodruff, W8CMP, familiarly known as "Doc" by his colleagues. Dr. Woodruff was a full professor at the college (it didn't become a university until after WW-II), a mostly unappreciated electronic and automotive genius who rode around town in a custom-made Duisenberg automobile said to have been given to him by the manufacturer in lieu of payment for a patent.

Doc was a quiet, soft-spoken man of unorthodox mannerisms. I finally met him when he became the second president of ARRL after its founder, Hiram Percy Maxim. Few people understood him, but those who did were his great admirers. I say I met him, but that's about all. I never became even an acquaintance. He and Gil Crossley, who later became an ARRL Director, were close acquaintances, but I don't think the term "friends" would apply here. To most, Doc Woodruff was an enigma. My friendship with Crossley lasted throughout my 6-year State College stay and intensified after he became ARRL Director for the Atlantic Division, when I was on the staff at ARRL HQ.

Getting back to W8YA, Gil Crossley was in constant battles with EE administration about his conduct of the Radio Station Staff. We did get an HRO receiver to replace the old FB-7, but otherwise the equipment remained pretty much the same. Crossley was a bitter and stubborn antagonist without much "clout" and usually came out on the short end of such controversies, ending eventually in his resignation some time in the late 60's or early 70's. It was expected that Gil would relinquish W8YA so that it could remain, in effect, the call of the college amateur radio club. But he refused to do this, smarting from what he must have felt was his rejection by the college. W8YA became W3YA when the call districts were changed after WW-II and, after Gil's death, became the call of Nittany Amateur Radio Club, having no connection with the College. The facility off Burrowes Street was razed and a new station established in one of the engineering buildings on College Avenue, licensed to the Penn State Amateur Radio Club with the call K3CR.

*COMING IN CHAPTER 18, Geo suffers the trials and tribulations of the station OPs at W8YA.*

#### **TEX Mailbox:**

**Pat, KD5TXD**, submitted this narrative about the Wild Side Ride down in the Kingsville area. It reads like a story, including Pat's special humor, so we are fortunate to have THREE good stories in this issue. Thanks, Pat.

Hi All, here is a report from the great 11th Annual Ride on the Wild Side bicycle run.

Our Wild Horse Desert Ham ARC is getting older quicker. A lot of our members are no longer able to cope with the weather and hours required for the great bicycle run. This year I kept my mouth shut thinking the bicycle run would come and go without any notice. Little did I know that the bicycle run has achieved a life of its own.

Our ham club has been participating in the bicycle run since the second year. Every year I would go and beg and plead with the giant Corpus Christi club to come out and give us a hand. Every year a few of the Corpus crowd would come out to help us. They are great!!

This year all was quiet. Then a week before the event the Corpus fellows called us to ask if they could come to work our Ride on the Wild Side. A couple weeks before the ride the event coordinator called and also asked us to come out. This was the first year they asked us. We had always asked them if our help was needed. In this grand age of cell phones we were still considered to be a part of the action.

We put the word to our club members that the event would take place and we were needed. Our tottery old fellows begged off, as expected, this year. We had hams coming from Sinton, Ingleside, Baffin Bay and Falfurrias as well as our regulars from Kingsville. We would gather at dawn in the same place that we had gathered every other year. We would work on the same 2 meter frequency that we always worked on. Everyone just knew the drill. We had friends show up that we hadn't seen in years, all to help with the Ride on the Wild Side.

Charles asked about the bike route. The route had not changed in the last 8 years so we were surprised to learn that there was a brand new route. Seems local politics has been a bit sour during the year and the bike run promoters moved the race to the west side of Highway 77 to avoid riding through the politically sensitive center of town.

The new bike route map looked problematic. Well, the old bike route map looked problematic. Charles and I drove the route the night before and printed out maps for our hams the night before the race. The longest route was supposed to be 100K or about 62 miles. We live near the southern end of the bike run so we worked the return route first and discovered the arrows that had been put up created an endless loop for the riders at one point. We sort of expected that after working with the Ride on the Wild Side for so many years. We tried calling the folks who put up the arrows and signs every year and could not get hold of them, just like every other year.

The other thing we noticed was on the southern route there were miles and miles of unmarked roads that the riders would be on. The promoters believed that there was no problem there as the riders would just stay on the road and keep going until the road turned. Right... That didn't work other years either.

The promoters' goal was to have the riders take the southern leg of the run first and then go north on the Bishop route to complete their 100K. Hmm...someone should have told the riders about that little detail.

It was now morning and the bike run would soon start. When we finally got in touch with the arrow and sign folks they informed us the route had been changed. Out came the magic markers to correct our maps for our hams. Each member of our faithful crew was carefully assigned a location and told they would be moved during the race to cover neighboring locations as the riders moved through. They knew the drill. We have done this all before.

Now there were a lot of other problems with the bike run, but the internet cannot hold all of the details. I would need terra bites on top of terra bites and we would all grow old and fade away before I could properly detail the issues.

The first part of the run was on the King Ranch. The riders took off, looped around on the Ranch and came out the Ranch main gate. Sure enough, half turned north and half turned south. The radio action picked up. Net control was located at the Ranch entrance and gave our crew the heads up. Each of our hams reported on the numbers of riders going past our locations. I could mentally see the flow, like spilled milk in a shag carpet, the riders swarmed to the laws of Chaos Theory.

Reports were coming in fast and furious. There is a happy dog chasing the riders on the south end. The riders have declared the railroad tracks to be under construction (no, they just took the crossing too fast on their skinny tired bikes and it felt like it was under construction).

With the precision of a well loved and cared for Collins S-Line our hams moved between deployment points. The bike run seemed to drag on. The riders on the north route decided to try for the 100K by completing the south route. We knew this was a bad sign. The sun came out and the Wild Horse Desert quickly started to heat up.

Riders were dropping like flies from the heat. The pickup wagons were out in force. Our hams moved fluidly between critical points like the frequency drift of an old Swan rig. Finally the Ride on the Wild Side promoters were taking down the SAG stops and packing to go home. Our courageous amateur, KE5MBA, noted there were still riders out on the long south route. He knew because he had kept a careful count. We had him drive the route to make sure.

Yes, there was a group of three riders, and one was down suffering exhaustion. Word came back from KE5MBA that help was needed. None of the pickup wagons were available so our ham put the bike in the back of his pickup truck and the rider into the air conditioned cab of his truck and drove her to the SAG station. He is our hero for this event.

We had a great day for the Ride on the Wild Side and concluded with a late lunch at the local pizza place, part of our tradition. 73!! Pat KD5TXD

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Received the following from **Robby, W5SEG**, who is the NTS Digital Hub for Region Five. He is also active on the SSB traffic nets and he has some good points, so I am sharing it with you all. He wrote:

I just have one question. What ever happened to good amateur radio operation? I listen in the morning on 7285; this group comes on the air before the daytime Texas traffic net. All of them are the same people that get on the net. All I hear is a bunch of racist comments and

anti-government conversation. Amateur radio operators are supposed to be ambassadors of their country or did that get thrown out the window with this new bunch of people. I won't even give them the courtesy of calling them amateur radio operators. What ever happened to FCC rules about not discussing race, religion or politics on the amateur radio bands?

The Amateur radio service has gone to pot because of bad publicity over things such as this. It has been my experience that this is why state, county and local governments refuse to use amateur radio operators. Amateur radio operators are now compared to CBer's. We have a slew of shortwave listeners in this country and quite a few here in my county. They see the amateur radio plates and the first thing I get asked is are you part of that group that gets on every morning on 7285 that does nothing but complain about the government and hide behind the first amendment saying freedom of speech?

It makes amateur radio take a back seat to everything else that is going on in this country. Lots of good operators have worked hard to get amateur radio recognized in state, county and local government.

IS THIS IS WHAT WE HAVE BECOME NOW?

Robby/W5SEG

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**John, KB5NJD**, wrote: Tonight was the first time I had to deal with book traffic on CW. I had read the CW traffic manual on actually passing said traffic, but what is the proper way to list it, particularly when there is other traffic?

See the **Operating** section for the answer and some other reminders.

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## **TEX Net Topics**

**Note that late RN5 has moved to 7108 KHz as the primary frequency.**

There are 3 backup slots open (shown in **yellow**), all for RN5 liaison, and no open NCS slots. 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 not 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
<b>NCS #1</b>	W5GKH	N5RL	KD5TXD	KD5TXD	N5RL	W5FEA	W5GKH
Backup	W5FEA	W5ESE	W5DY	W5DY	W5DY	K6JT	W5CU
<b>NCS #2</b>	W5GKH	K6JT	W5TMO	W5TMO	K5KV	W5DY	W5GKH
Backup	K6JT	W5DY	K6JT	K6JT	K6JT	K6JT	W5CU
<b>RN5 #1</b>	K5KV	N5RL	W5CU	KA5KLU	N5RL	KA5KLU	W5CU
Backup	W5DY	Open	W5DY	Open	W5ESE	W5ESE	Open
<b>RN5 #2</b>	K5KV	K6JT	W5CU	KA5KLU	K6JT	KA5KLU	W5CU
Backup	W5DY	W5DY	K6JT	K6JT	W5DY	K6JT	K6JT

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

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

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

Checkins were about the same, but traffic was the lowest in recent memory. We need to generate more ourselves to keep things interesting (see RN5 Corner for suggestions). All RN5 slots were covered and TTN / DFW representation were very good.

Jim, W5FEA, with 60 out of 60 (100%) completed another "clean sweep" during the month. Randy, N5RL, with 43 (72%) captured second, and Rodney, W5DY, with 29 (48%) was third. Thanks to all of you who checked in for your support.

The only visitor to the net was Frank, W4FWT, from Florida.

The complete list of stations and traffic / liaison totals are shown in the following table. Traffic averaged 2.2 per net session (2.7 last month). Net time averaged 11.7 minutes per session (compared to 11.7 last month). Check-ins averaged 6.4 per session (6.3 last month).

**TEX Net Statistics (April 2014)**

Call	Name	QNI	Total	NCS	RN5	TTN	DFW
N5BA	Brian	3	3				
		0					
W5CU	Sam	14	23		9		
*		9			4		
W5DY	Rodney	12	29				
		17		5			
W5ESE	Scott	6	6				
*		0					
W5FEA	Jim	30	60	4		22	
*		30				3	
W4FWT	Frank	0	1				
*	FL	1					
W5GKH	Charlie	8	15	8			
*		7		7			
K5GM	Pete	4	9				
*		5					
W9GVW	Eric	1	1				
*		0					
K6JT	Steve	14	44		1		6
*		30		8	12	1	29
KA5KLU	Doug	11	23	1	8		
*		12			8		
N7KRT	Jeff	20	20			1	
		0					
K5KV	Benny	5	23		4		
		18		4	4		
KB5NJD	John	21	22				21
		1					
N5NVP	Jim	0	3				
		3					
K1PKZ	Paul	2	2				
		0					
K5QOW	Gary	2	2			2	
*		0					

Call	Name	QNI	Total	NCS	RN5	TTN	DFW
K5RG	Ken	0	5				
*		5			1		
N5RL	Randy	22	43	9	9	3	
*		21				15	
KD5RQB	Jason	19	19				
		0					
W5TMO	Mike	1	14				
*		13		7			
KD5TXD	Pat	7	7	7			
*		0					
K6YBV	Bob	0	8				
		8					
Totals		382		60	60	47	56
				100%	100%	78%	93%
QTC 1		40	133				
QTC 2		93			Sessions:	60	
Time 1		390	702				
Time 2		312					

### Operating:

Traffic has been very slim on cycle 4. Please start originating a few outbound to give to the RN5 liaison station on TEX. You can also generate messages for any of the net members, just to give us all something to do. Also see RN5 Corner for more suggestions.

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Here is the answer provided to John, KB5NJD about listing traffic: CW strives for the briefest possible exchanges, so there is no need to list them as "book". Just list them by city and number of messages. Here is how I would have listed your traffic tonight on TEX:

QTC RN5 1 AA Vernon 1 AA Cleveland 2 AA Spring 1 AR

Notice that any going outside of Texas are listed as RN5. Anything inside Texas does not need the TX after the city name.

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Since I have heard several stations not following these guidelines, shown last month, I will again repeat them:

When acknowledging receipt of a message (or messages), the Methods and Practices Guide says to just send "QSL", no message numbers. The MPG also says that on voice nets, a simple "Roger" is all that is needed, no message number repeat, as I was reminded by Jim, N9VC, a while ago.

It is the station that is to RECEIVE the traffic that picks a clear spot on or near the assigned off-net frequency and calls the sending station there. The sending station should tune around the assigned off-net frequency up and down a KHz or so in case the receive station has local or other QRM on the assigned one.

Until next month, 73, Steve K6JT

(TSN Corner starts on the next page)



Photo Courtesy of VE3UU

## 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

### Greetings From Northeast Texas

This months TSN Corner starts off with some sad news. Carroll KB5TCH's XYL Ella passed away April 3rd. On behalf of the Texas Slow Net our thoughts and prayers are with Mr. Carroll and Ella's family.

I want to thank Mr. Carroll KB5TCH for filling in for Phil KD5MMM on April 17th...Thanks Carroll!

On April 20th, Jeff N7KRT conducted a special Texas Slow Net on 7053 Khz. This was the first time Texas Slow Net has ever been tried on 40 meters. Thanks for doing the net Jeff!

We also had a stranger from the past join us on April 20th - Pat KD5TXD. It was good to hear Pat on the Texas Slow Net.

### TSN Activity Report for April 2014

Total Sessions 31, Total Check-ins 105, Total Traffic 54 by 10 different operators.

#### April 2014 QNS

Name	Callsign	QNI
Jason	KD5RQB	31
Carroll	KB5TCH	26
Phil	KD5MMM	7
Jim	W5FEA	6
Jeff	N7KRT	23
Roy	WJ5Z	5
Mike	WD0ESF	2
Sam	KK4HCF	2
Rodney	W5DY	1
Pat	KD5TXD	2

#### May 2014 Net Control Stations

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

#### April 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
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 **7108** and 2130 CT on **7108**  
Alternate Frequency 3567 (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 27 of the **RN5 Corner**.

Last week the late session of RN5 was also moved to 7108 KHz. 3567 may be used for stations who cannot hear each other well on 40 (due to skip) to pass traffic, as required. The NCS may move either net to 80 meters if conditions are poor on 40, after announcing the move on 40.

Thanks to Jerry, W4SU, for officially accepting the early Thursday NCS assignment (which he has been doing for quite a while) and also the Friday CAN Liaison slots, as shown in the updated Duty Roster on the next page. We still need a Sunday NCS station, which Sam, W5CU, has been handling most of the time (thanks, Sam!). Monday and Sunday still need CAN RX slots, while Monday thru Wednesday need TX slots. I do appreciate all of you who are doing your part and filling in when needed. If there is no CAN TX station, but you are an RX station, please fill both slots that evening. There is so little traffic these days that there is rarely a need for separate TX and RX stations.

We need more traffic. Here are some suggestions for topics, thanks to Ivin, W9ILF.

Choose any combination of the topics below. Or, make up your own topic. Please limit the message to 25 words or less.

Happy Birthday, Happy Anniversary, Get Well, Hope you're feeling better.

Hope to visit you soon, nice seeing you recently, Please stop by and say Hello.

Congratulations on graduating, getting married, getting promoted, birth of a child, or any worthy event.

Happy New Year, Merry Christmas, Happy Thanksgiving, Joyous Groundhog Day  
Greeting by ham radio, just thinking of you.

For hams: Congratulations on license upgrade, Congratulations on new toy for the shack,  
Thanks for the recent QSO, QSL on the way, Please QSL, Hope to see you on the bands,  
check in to NTS TRAFFIC NETS...

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

### April 2014 Statistics

SESSIONS	60
QTC	156
QNI	397
QTR	591
AVG QTC	2.6
AVG QNI	6.6
AVG QTR	9.8

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	KI5T	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