

The Texan

Newsletter of the Texas CW Traffic Net (TEX)

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

Net Manager: Position Open (W5DY resigned due to poor health)

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Assistant Manager: Position open



November - December 2020

New Silent Keys

With regret I report that we have lost another 2 fellow traffic handlers. Charlie, W5GKH, and George, K5BMR, passed away since the last newsletter.

W5GKH: Most of you know Charlie. The last time he checked into TEX was April, 2019, about a year and a half ago. I understand he continued to check into the 7290 net after that. At 96, Charlie was having trouble controlling his hand to send CW, but he still kept busy with his SSB activities.

Charlie had a full and active life. His obituary is on the 7290 traffic net website, so you can read it there. The direct link is: https://www.7290trafficnet.org/_mgxroot/page_10892.html

Those of you who attended the 7290 picnic in the last few years will remember Charlie taking pictures there to remember the occasion and providing them for publication on the 7290 net website.

Charlie was one of the first few recipients of the Pfeiffer Pfist award in 1995. The award originated in 1991 per the photos I have. Older records show that Charlie was active in traffic handling years earlier than that with original callsign WD5GKH.

K5BMR: Although George was not active on TEX, you may recall reading many postings from him in the TEX Mailbox in past months. George was very special to me as a liaison station to the 7290 net to which I used to send traffic from the digital systems, but also as a friend. We communicated regularly via Winlink and discussed all sorts of topics, radio as well as personal. George was a great help to me when I was caring for my father, with advice and suggestions for his care. George had suffered for many years with incredible pain from Spinal Stenosis pushing on his spinal cord and the nerves emanating from it. He had to take very strong pain medication just to be able to physically function. I was constantly impressed by how well he performed with digital and SSB traffic handling as well as net control duties on not only the 7290 traffic net but also the cycle 2 central area net. He had just resigned from the CAN NCS duty a couple months ago as the pain was getting worse. The last few exchanges with him revealed that he had been diagnosed with Congestive Heart Failure and it was severely restricting his activities.

There does not seem to be an obituary for George published, but he was good enough to furnish a few details on his QRZ.com web page. Also per QRZ, his age is 82. I also recall that he was a private pilot with experience flying as well as operating Maritime Mobile.

Here is an excerpt from his QRZ.com biography: 2020 Marks my 66th Year in Amateur Radio. KN5BMR was my original call sign.

ARRL member since 1954, ARRL LIFE member since 1967, FCC Commercial Radio Telephone License since 1958.

K5BMR/MM Aboard "American Mariner" in the South Atlantic 1961

(See the photo on QRZ.com)

Active on HF Traffic Nets: 7290 Traffic Net Assistant Manager, www.7290trafficnet.org

Transcontinental Corps

TCC Special Liaison Central US Area, RRI Central US Area Cycle 2

14.345 MHz Monday, Wednesday (K5BMR was NCS) & Friday

Antenna projects are still exciting and the key to a great Amateur Radio Station.

73, George K5BMR

Rest in Peace, Charlie and George. We truly miss you.

Re: Is this Newsletter Still Needed or Effective?

I received a few responses, with the most thoughtful from Jim, N9VC. Thanks to all of you who responded. As a result of your inputs, I will continue to publish a newsletter, bi-monthly for now, but may switch to quarterly if it becomes difficult to find the time to do so among all my wife's needs.

Hobo Trip to Houston By Vic, W7VSE (SK)

Although this story from Vic does not have anything to do with Radio, it is entertaining and does include Houston, a major city in TEX.

This trip occurred in 1938. I was 16 years old and a junior in Waurika High School in Oklahoma where I grew up. My parents were divorced when I was an infant, and my mother died when I was four years old. My maternal grandmother and grandfather raised me and I used their name (Layton) until I got out of High School. My grandmother was "Mama" to me and she gave me all the love and care that anyone could ever want. But she was still angry with my father, who lived in Houston, Texas, and blamed him for the divorce. Much later in life I learned that my mother was to blame for the breakup. Mama did not ever have anything

to do with my father's family, and I don't remember her ever saying a kind word about them. My dad passed away when I was 13, and I never got to see him.

The great depression was in full bloom about this time and hitchhiking and riding freight trains were a way of life back then. Nobody had money for bus or train tickets and when you wanted to travel you hitchhiked or caught a freight train.

My friend and neighbor, Skinny Cutler, (Henry David Sullivan) and I got the chance to buy a 1928 Chevy coupe for \$25. It was ten years old and looked like it had hardly been used and was in beautiful condition. Skinny had dropped out of school and was working at his grandfather's gas station and he had half the money to buy the car. Mama convinced my grandpa that he should let me have \$12.50, which he did. I had already been driving for several years, but Skinny hadn't driven a car yet. He learned to drive that '28 Chevy in a hurry. He worked the night shift at the gas station, and many nights I could hear him roaring around the block in our car.

My family went on a vacation that summer. When we got back, I found that Skinny had wrecked our car and had stripped it down to practically nothing. He took the body and fenders completely off, and it really looked like a hot rod. I was disappointed, but what could I do?

It was summer vacation time, so, we decided we would drive that car down to see my grandmother Seeberger in Houston Texas, that I had never seen before. Houston was about 250 miles, or more, but we figured we could make it. We drove down to Ft Worth, Texas, about 120 miles, and visited my great uncle and aunt Gibbs and Maggie Layton. The car had started to knock quite badly and I wasn't sure it was capable of taking us to Houston. So, we decided to hit the rails. We parked that car at Uncle Gibbs house and caught a freight train down to Houston overnight. The yards in Houston were huge, many tracks and lots of boxcars, etc. We found a gas station near the yards and looked at a city map. I saw the street where grandma lived was only a mile or so away, so we walked over there, found her house number and knocked on the door. She was slow to answer and when she did I saw she was pushing a walker. I told her who I was, and I thought she was going to pass out, but she didn't. She told us to come on in, and asked if we were hungry. We said yes, of course, and she fixed us a fine meal. And she got on the phone and called a couple of numbers. Before I knew it there were about 10 Seebergers there to see me--Aunts and kinfolk I'd never seen. We had baths and stayed overnight, and the next afternoon, I told grandma that we were going home. She offered to buy us bus or train tickets, but I assured her we were skilled at catching freight trains. She asked if there was anything she could do and I told her we would appreciate a ride over to the railroad yards. Someone of the family hauled us over there, and we waved goodbye. This was the only time in my life that I saw any of these relatives.

We wandered around those many tracks and found a workman putting stove oil in a signal light. I asked him if he knew which one of the many tracks should we catch the train to Ft Worth? He told me which one, and we waited many hours and finally a steam train came chugging along on that track. We didn't have a chance to look it over, so we caught the first flatcar in a long line of them and had some shelter behind the boxcar ahead of us. There was another hobo on this flatcar. After we got out of town, I asked him if he was going to Ft Worth, and he said no, that he was going to Shreveport, Louisiana. I asked him if he was going by way of Ft Worth? He laughed and said no, and if you kids are going to Ft Worth, you are on the wrong train. I had visions of our going all the way to Shreveport and having to

catch another train back to Houston and adding a couple of days more on to our trip. I then asked him if this train stopped anywhere before it got to Shreveport so we could get off. He told us that the train will slow down in (I've forgotten the name of the town) and that we should get off there and wait for a train on the railroad that crossed this one and catch a train that would take us over to (another forgotten name) where we could get off and wait for the Ft Worth train on another crossing track. This sounded better than going to Shreveport. (That workman back at Houston, who told us to catch this train, was probably laughing all the way home.)

We got off where he told us to, and waited about half a day for a train and finally one came by. We caught it and rode it through several small towns. Finally, I figured we had gone far enough and Skinny and I got off when the train slowed down in the next town. We were walking beside the train and finally I saw the name of the town on a building, and it was the WRONG name! I told Skinny we had to catch that train again and we started running. That train was picking up speed and when I caught the metal ladder on a boxcar it felt like it was going to jerk my arms out of their sockets, but I made it. I stood on that ladder and looked back at Skinny running as hard as he could about 2 cars back. The train was going faster. I didn't think he was going to make it, but he grabbed a ladder and it gave him such a hard jerk that he missed the bottom rung with his foot and was hanging by both arms and he slipped down a little and his legs dragged on the ground and I just knew he was a goner. Skinny didn't weigh very much, and was very strong in his upper body, and I think it scared him so badly, that he actually pulled himself up by his arms until he got that foot on the bottom rung. But both his pant legs were torn from about the crotch from dragging on the ground and they fluttered in the breeze, showing his bare and slightly bloody legs. But he was safely aboard. We got off in the correct town and finally caught a train going to Ft Worth.

I firmly believe that we had a little help from someone up above that day. Years later Skinny was a glider pilot during the Normandy Invasion. Maybe this was why he was being saved, to be one of those that helped us defeat the Nazis and save this country during WW2. (See part two next issue for the rest of the story).

Vic Seeberger

New QNI Newsletter

The newest (December) issue of the QNI Newsletter is available at <https://www.qni-newsletter.net> . Worth a read, for sure. Topics include:

1. The Wavemeter
2. The Mystery of the Disappearing Radiograms
3. The Maine Relay Exercise
4. Float Cells in Amateur Service
5. Welcome Radiogram Response
6. RRI Training Classes a Big Success
7. RRI Training Curriculum
8. RRI Volunteers Needed
9. Nuclear Attack Warnings by Telegraph
10. "Voice Net "Wrinkles"
11. National Training Coordinator Wanted

- 12. Historic Train Order—JFK 1963
- 13. "Seasons Greetings" Radiogram Form
- 14. CW Nets Training Materials

Number 5 is particularly germane since we do handle a lot of welcome radiograms (reprinted here):

Some hams dismiss "welcome" messages originated to new radio amateurs as useless "spam." Well, here is a recent response to one such radiogram message originated by VE3GNA, which may change a few minds:

Mr. Killam,

I received your radiogram welcoming me to the hobby on Nov 22nd. As near as I can understand it, the message was originated by you on Nov 17th and passed through at least 4 different ham networks to reach me.

I had never heard of anything like this before so I wanted to let you know personally that I have received the message and I hold it in higher regard than my first QSO.

Thank you for the inspiration you have provided me, as well as the positive influence your efforts have made on the hobby. 73, Nate [CALLSIGN WITHHELD—Editor]

Generating and Delivering Holiday Messages

By James Wades, WB8SIW, for Radio Relay International

With the Holiday Season close at hand, this is a good time to encourage your fellow radio amateurs (or friends and family) to originate a Christmas Season radiogram. Most of us are members of a local amateur radio club, a local EmComm group, or a similar organization through which one can promote the traffic system. By inviting others to originate a holiday season radiogram, one can generate some unique message traffic and exercise the traffic system.

This year, we are encouraging originators to incorporate both a phone number and email in the radiogram address field. We are also encouraging originators to add an op note stating "Please deliver using RRI Form 1801/Christmas"

The email address can be used to deliver a formal radiogram using RRI Form 1801-Christmas, which may be found at:

<http://radio-relay.org/wp-content/uploads/2018/12/RRI-Radiogram-Form-1801-Christmas.pdf>

The RRI Form 1801 radiogram is a "fillable" PDF. One simply fills out the form, prints it as a PDF, and attaches it to a cover e-mail sent to the addressee. One could also deliver it by hand or via postal service. Despite the email delivery option, the usual goal of delivery within the "last mile" remains. The idea is to exercise the traffic system by routing the radiogram to an operator near the addressee for delivery.

The radiogram form 1801 also incorporates a "back side" or "second page," which explains traffic handling and Amateur Radio public service communications.

Let's generate some Christmas radiograms. In addition to providing meaningful traffic, one is reviving a long-standing Amateur Radio tradition and exercising the traffic system so we are all better prepared to handle important message traffic in time of emergency.

Thank you, 73
James Wades for RRI

TEX / RN5 Mailbox:

From **Jim N9VC**, Oct 19: Hi Steve,
Here is one thing I would like to point out. Other than giving you more free time, (who can't use that) the absence of your newsletter would lead to even less activity. Your newsletter is informative and I'm sure those reading it appreciate it. It helps to keep stations abreast of changes... when you, and what you do for the nets, go away, then the system will suffer from which it may never recover. I hate to put it on you, but you are the glue holding things together. 73 and Stay Safe. Jim N9VC ASTM-WI.
Thank you, Jim

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From **Pip, WB4FDT**, Oct 19:
Pip sent the article from the OOTC newsletter that was published in the May-June TEXAN newsletter. He then added the following:
So much for the article, now I have an idea...January 18, 2021 is the 100th anniversary of the Trans-Continental Relay. For the first time, a message was originated, in Hartford at 1AW, relayed to 9ZN in Chicago, and again relayed to 5ZA in New Mexico, and finally to 6JD in California. 6JD replied and then relayed again in New Mexico and Chicago and was received at 1AW in six and one-half minutes! This was quite an event in 1921. Perhaps NTS/RRI could get together and repeat this relay. It might give us a little publicity. For starters, maybe we could use the same Key to start the relay back in 1921. A description of this event is in March, 1921 QST page 12.

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Pip, WB4FDT Oct 23 and **Pete, K5GM**:

When I moved to Texas in 1973 I was active in the TEX CW net. I quickly discovered that the net manager of TEX was Jerry W5ABQ, and he lived just 10 blocks from me in San Antonio. Jerry was in his 70's and was not well. He had been licensed about 1926 or so and had worked in communications with the San Antonio National Guard and with the local police department. He passed away suddenly in early 1974 and I helped his widow clean out his radio accumulation and parts.

About 20 years later I heard W5ABQ on the air! A small club in New Mexico had picked up the call, not knowing its previous history. Well, a few days ago I discovered that the W5ABQ club had disbanded and the call had been picked up by another ham some years ago and who is now living in South Korea as W5ABQ/HL2. So the beat goes on. But it's nice to know the call is still active...Pip

Pete, K5GM, added: Pip,
Thanks for that bit of history. I would imagine that the NM club was in or near Albuquerque; it would be a perfect fit!

Jerry had a sort of ramshackle antenna, if I recall correctly. He held down the San Antonio end of TEX for a good many years. I may dig out my old log books one of these days, as I recorded many TEX net sessions on the backs of the log pages.

Joe Fisher, K5EJL, and I went to Jerry's funeral.
73, Pete

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From **Sam, W5CU**, **Jeff WB8WKQ**, and **Ken, W7EKB**: Sam sent in the following in late October with a picture of his folded-in-half mast: my 49' HD Spiderbeam telescoping mast is down, having been broken in half by a large limb that landed on a guy rope. With only one antenna, I am off the air. We are still in the middle of this ice storm and probably won't see sunlight until late Wednesday, at the earliest. I have lost several whole trees and many large limbs, so I'm not sure when I will be able to throw up a temporary antenna. But I'll be back on as soon as possible. Any help covering my skeds would be appreciated. Thanks. 73 / Sam W5CU

In response, Jeff, WB8WKQ, sent: Sam:

I'm so sorry! I saw there was "solid precipitation" in OK and immediately thought about you. And there it is. That stinks.

Reminds me when I was a kid. The OM had always wanted a cubical quad. He finally got one up and it worked like a dream. But, one ice storm and it was gone. I guess the OM learned why there aren't many cubical quads in Michigan.

Looking forward to hearing you back on, when you can.

73 and take care,

Jeff WB8WKQ

Ken, W7EKB, added: Well, Sam, OM, you ain't alone.

This past Friday night, two large limbs from a tall tree in our back yard came down and took out the south leg of my vee-beam. At the moment, I have what amounts to an end-fed long wire.

This ice and snow storm was very, very unusual for us, having never happened this early in October since we moved here over 36 years ago. All the trees still have most of their leaves.

Hang in there.

We'll make it yet.

Ken W7EKB (Moscow, Idaho)

On Nov 4, Sam wrote: I'm back on the air with a temporary antenna and will be resuming my normal skeds. Thanks for your help. 73 / Sam W5CU

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From **Bill, KA9IKK**, Nov 23:

Hi Steve, hope you are doing well. The Houston Area Traffic Net (HATN) has been going strong and we ran a special 3 hour session on November 14 to support the ARES S.E.T. drill. The net handled over 22 radiograms on the local repeaters as well as some traffic being passed on 7290. Our local ARES groups are encouraging members to learn traffic handling as a back up to using Winlink. Although Winlink is preferred over NTS voice or CW, it will not work if the computers crash.

Note that **Ken, K5RG**, has been a regular check in on our local Houston Net

I am also working on a challenge to receive radiograms from all fifty states. Many of my messages are sent directly to the RRI regional hubs using the radiogram template. My antenna tuner is in for repairs and currently unable to get on TEX or TTN. I did establish Echolink contact with Jim, W5FEA, through our local repeater as another means to pass Houston area traffic.

73 and stay safe.

Bill, KA9IKK

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TEX Net Topics

The TEX Duty Schedule and Roster are shown below. Note the many Open positions, the most critical shown in **Red**. If you are willing to take any of them, please advise so the schedule may be updated. The Roster will be updated next year to remove silent keys and those who have not checked into TEX for a long time.

TEX CW Net Weekly Schedule

Local	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
NC 1	W5FEA	N5RL	W5FEA	N5RL	N5RL	No Net	W5CU
Backup	Open	Open	K5GM	W5FEA	Open	No Net	W5FEA
NC 2	Open	K6JT	K6JT	K6JT	K5GM	No Net	W5CU
Backup	K5GM	W5FEA	Open	Open	Open	No Net	W5FEA
RN5 1	N5RL	Open	K5GM	Open	Open	No Net	W5CU
Backup	Open	Open	Open	Open	Open	No Net	Open
RN5 2	W5CU	K6JT	K5RG	K6JT	K5GM	No Net	W5CU
Backup	Open	Open	W5CU	Open	Open	No Net	Open

TEX/1: **3541**/7106/3593 at 19:00 CT; TEX/2 **3541**/3593/1841 at 22:00 CT

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

TSN: **3570** - 19:45 CT; CAN: **3552**/3590/7052/7108 - 20:30 CT; WAN: **3552**/7052 - 22:30 CT

RN5 Backup: W5CU, K5GM, K5RG, N5RL
 NCS Backup: W5CU, W5FEA, K5GM, K5RG, N5RL

TEX Roster

Call	Name	Location / Notes	Call	Name	Location / Notes
KW5AS	Skip	Victoria	WA5MS	Marty	Argyle
N5BA	Brian	Houston	* W6LFB	Jim	Denton
WA5CAV	Dick	Pineville LA	NM5M	Eric	Plano
W5CU	Sam	Edmond OK	N7NET	Scott	Crossett AR
N5CXX	Steve	Richardson (K6JT)	* KB5NJD	John	Duncanville
W5DAE	Don	San Angelo	K9NY	Bill	Canyon Lake
W5DY	Rodney	Goliad	K1PKZ	Paul	Tom Bean
W5ESE	Scott	Dripping Springs	WA5PRI	Don	Thibodaux LA
* W5FEA	Jim	Graham	K5QOW	Gary	(SK)
W5GKH	Charlie	(Silent Key)	* K5RG	Ken	Houston
K5GM	Pete	Austin	N5RL	Randy	San Antonio
W9GVW	Eric	San Antonio	KD5RQB	Jason	Atlanta
KM0I	John	Hattiesburg MS	W5TMO	Mike	Austin
KA9IKK	Bill	Katy	K5TSK	Hank	Pearcy AR
K5IX	Dave	Brackettville	KD5TXD	Pat	Kingsville
K5JFB	Jim	Fort Worth	W9VE	Don	Dallas
K6JT	Steve	Plano	WB8WKQ	Jeff	Michigan

* Capable of 160 meter operation

Statistics:

October 2020:

Jim, W5FEA, was first place with 50 (96%), Don, W5DAE, was 2nd with 47 (90%), and Pete, K5GM, was third with 22 (42%). Thanks again to all of you who checked in.

Visitors: W5BIB, Steve in AL; WB5HJV, Dave in Spring - all other stations are on the roster.

The complete list of stations and traffic / liaison totals are shown in the following table. Note there were 52 sessions reported out of a possible 54 (no Saturday nets). Traffic averaged 1.3 per net session (1.3 last month). Net time averaged 9.6 minutes per session (compared to 9.5 last month). Check-ins averaged 3.9 per session (3.9 last month).

TEX Net Statistics (October 2020)

Call	Name	QNI	Total	NCS	RN5	TTN	DFW	TSN
W5BIB	Steve	0	1					
	AL	1						
W5CU	Sam	6	14	4	6			
*		8		4	8			

Call	Name	QNI	Total	NCS	RN5	TTN	DFW	TSN
W5DAE	Don	24	47					
		23						
W5DY	Rodney	10	16	1	1			
		6						
W5FEA	Jim	26	50	17		25		
*		24		2		24		
K5GM	Pete	6	22	1	4			
*		16		5	2			
WB5HJV	Dave	0	1					
	Spring	1						
KA9IKK	Bill	1	1					
*		0						
K5IX	Dave	2	3					
		1						
K6JT	Steve	0	14					
*		14		14	10		14	
K5RG	Ken	0	4					
*		4			4			
N5RL	Randy	9	9	4	2			
*		0						
W9VE	Don	14	14				14	
	Dallas	0						
WB8WKQ	Jeff	0	8					
		8						
Totals		204		52	37	49	28	0
				96%	69%	91%	52%	0%
QTC 1		7	70					
QTC 2		63		Sessions:		54		
Time 1		237	497					
Time 2		260						

November 2020:

Jim, W5FEA, was 1st with 46 (98%), Don, W5DAE, was a close 2nd with 45 (96%), and Rodney, W5DY, was 3rd with 28 (60%). Thanks again to all of you who checked in for your support.

There was 1 visitor, Dave, N0DEX from NE.

The complete list of stations and traffic / liaison totals are shown in the following table. Note that there were 47 sessions reported out of a possible 50 (no Saturdays). Traffic averaged 1.3 per net session (1.3 last month). Net time averaged 9.5 minutes per session (compared to 9.6 last month). Check-ins averaged 4.1 per session (3.9 last month).

TEX Net Statistics (November 2020)

Call	Name	QNI	Total	NCS	RN5	TTN	DFW	TSN
N5BA	Brian	1	1					
		0						
WA5CAV	Dick	1	1					
		0						
W5CU	Sam	4	8	3	3			
*		4		3	4			
W5DAE	Don	24	45					
		21						
N0DEX	Dave	1	1					
	NE	0						
W5DY	Rodney	15	28		5			
		13						
W5FEA	Jim	24	46	15		24		
*		22		1		22		
K5GM	Pete	4	16		3			
*		12		6	4			
K5IX	Dave	4	4					
		0						
K6JT	Steve	0	12					
*		12		12	8		12	
W5QLD	Ron	1	1					
		0						
K5RG	Ken	0	4					
*		4			4			
N5RL	Randy	12	15	7	2			
*		3						
W9VE	Don	10	10				10	
		0						
Totals		192		47	33	46	22	0
				94%	66%	92%	44%	0%
QTC 1		3	62					
QTC 2		59		Sessions:		50		
Time 1		221	445					
Time 2		224						

Operating:

We are still in need of more NCS/backup stations and particularly RN5 liaison stations. Monday late TEX has no assigned NCS and multiple backup NCS slots remain open. RN5/1 has 3 open slots and all backup positions remain open as well.

We are experiencing long skip conditions quite often on late RN5 and late TEX. We are fortunate to have stations on TEX that are over 300 miles apart, usually less distance than the skip zone. However, it still causes trouble relaying traffic from the RN5 liaison to the TTN

liaison depending on the evening. Perhaps it is time to start tuning in to one of the SDR receivers in Utah as a backup (<http://www.websdr.org>). I have done this in the past, but it is confusing as NCS due to the delay time between when a character is sent and when it is heard.

Hopefully after the winter solstice (Dec. 21) conditions will start to improve in conjunction with an increase in sunspot activity, which seems to have started.

Here are the composite reports for the last 2 months for traffic handled at the region and above levels. November appears to be a new record with over 10,000 digital and over 12,000 messages overall.

Central US Nets Activity for October 2020

Net	Sessions	QTC	QNI	QTR	Rate
Day 5 th Call Area	13	30	72	98	0.306
Cycle 2 9RN*	13	418	29	31	13.484
Day 10 th Call Area #	13	33	61	97	0.340
Night 5 th Call Area**	54	93	193	445	0.209
Night 9 th Call Area	55	448	207	641	0.699
Night 10 th Call Area	62	76	200	198	0.384
Day Central US	13	105	77	240	0.438
Night Central US @	31	630	193	617	1.021
Day Inter-Area Traffic	39	84	39		100%
Night Inter-Area Traffic	80	289	76		95%
Total Voice/CW Nets		2206	1147	2367	
DTN Digital			Received	Sent	
WB9FHP Central Area HUB		5883	2932	2951	
Digital Stations (10)		1805	606	1199	
Total DTN Digital		7688	3538	4150	
Total Central US		9894			
* Not Radio Relay International affiliated					
# Manager recovering - thanks Dave, ND0CW, and Ron, WB9WKO for their reports					
@ Manager resigned, nominations open. Composite from NCS reports received					
** Nominations open for manager - thanks to NCS stations for statistics					

Central US Nets Activity for November 2020

Net	Sessions	QTC	QNI	QTR	Rate
Day 5 th Call Area	12	32	59	80	0.400
Cycle 2 9RN*	12	268	70	62	4.323
Day 10 th Call Area #	12	57	60	83	0.687
Night 5 th Call Area**	50	93	179	410	0.227
Night 9 th Call Area	57	390	182	580	0.672
Night 10 th Call Area	56	42	185	302	0.139
Day Central US	13	146	86	309	0.472
Night Central US @	30	537	191	576	0.932
Day Inter-Area Traffic	39	105	39		100%
Night Inter-Area Traffic	72	224	68		96%
Total Voice/CW Nets		1894	1347	2357	
DTN Digital			Received	Sent	
WB9FHP Central Area HUB		8556	4306	4250	
Digital Stations (13)		2056	772	1284	
Total DTN Digital		10612	5078	5534	
Total Central US		12506			
* Not Radio Relay International affiliated					
# Manager recovering - thanks Dave, ND0CW, and Ron, WB9WKO for their reports					
@ Manager resigned, nominations open. Composite from NCS reports received					
** Nominations open for manager, thanks to NC Stations for statistics					

Keep sending your TEX net reports and inputs for this Newsletter to me, either on the air on TEX or RN5, via Winlink, or via standard Email.

Let's hope propagation gets better (a New Year's wish) and we can have good Christmas and New Years celebrations. Stay safe – masks and proper social distancing are still highly advised and required in Texas and other states right now.

73, Steve K6JT
TEX Newsletter Editor and Statistician

TSN Corner

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

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

Net Manager: Jason KD5RQB, fallishere2@hotmail.com



Photo Courtesy of VE3UU

Greetings From Northeast Texas

Jason, KD5RQB, has been calling the net when he is able. There have been no other check-ins for several months. Help is needed for more support of TSN. Jason tries to call up the net Tuesday, Thursday, and Friday. Please look for him.

Net Control Stations

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

TSN Activity Reports

Month	QNI	QTC	QTR	Nr. Operators	Sessions
October 2020	8	0	56	1	8
November 2020	8	0	48	1	8

TSN Roster (January 2019 to Current Date)

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

Stop by any evening Tuesday through Friday on 3570kHz at 7:45p.m. CT and start the net if you do not hear anyone there. This is a great place to learn how to handle traffic on CW. If you are a voice net traffic handler, this is a great addition to your amateur radio skill set. See you on the air!!

73, Jason KD5RQB

RN5 Corner

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

Alternate Frequency 7108 or 3598 when conditions warrant

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

Due to Frank W4DLZ becoming a Silent Key

Nominations are still open for Net Manager

Hello all and welcome to Edition 75 of the **RN5 Corner**.

Jack, K5WNU, had to go to TN again at the end of October to winterize his RV per information from the campground owner where it is located. Jack also spent a little time in the hospital in November but thankfully everything went well and he is back keeping RN5 going.

Thanks to all RN5 Stations for manning the NCS and CAN liaison slots and sending your reports the last couple months. As noted last time, participation has fallen off for CAN and TEX liaisons.

Following is a list of the stations sending NC reports for October and November (in order from earliest date station first reported that month). Thanks to you all for supporting RN5!

October: W5CU 19, K5WNU 22, K6JT 9, K5GM 3, K5RG 1

November: WA5CAV 3, K6JT 8, W5CU 20, K5WNU 18, W8IM 1

As you can see, Jack, K5WNU, and Sam, W5CU, are calling up the net almost by themselves. If you show up and there is no NCS and you do not want to do a formal net callup, just send RN5? a few times. If nobody answers in a couple minutes, please just report that as 1 station QNI, 0 traffic, 3 minutes. Thank you, Dick, WA5CAV, for reporting some of these and your nightly check-ins.

CAN liaison stations are asked to briefly open the net to handle any listed traffic if there is no formal NCS.

Thanks to all for your support of RN5, especially regulars WA5CAV, on nearly every session, K5WNU, W5CU, K5GM, K6JT, and K5RG. John, KC4FL, continues to regularly check in from FL. Ben, KZ8Q, and Dean, W8IM, check in from FL some nights. Jeff, WB8WKQ, has also been occasionally checking in from Michigan. Please continue to pass AR and OK traffic to the TEX liaison station to take to the 7290 Traffic Net.

TN traffic can be sent to Jim, WA4VGZ, who is the manager of cycle 2 RN5 and located in TN. Reach him via Winlink (preferred). Use WA4VGZ at Winlink dot org and be sure to put //WL2K as the first 7 letters (including space) in the subject line.

(Schedule, as updated per K5WNU, statistics, and roster on the next page)

RN5 Duty Roster

Local	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
NCS #1	K5WNU	K5WNU	W5CU	K5WNU	K5WNU	(K5WNU)	W5CU
NCS #2	K5WNU	K6JT	W5CU	K6JT	K5WNU	(K5WNU)	W5CU
CAN TX	Open	Open	W5CU	W5CU	Open	Open	Open
CAN RX	Open	Open	W5CU	K6JT	Open	Open	W5CU
DRN5	Open	Open	K5RG	K6JT	Open	Open	Open

2020 Statistics

MONTH	OCTOBER	NOVEMBER
SESSIONS	54	50
QTC	93	93
QNI	193	179
QTR	445	410
AVG QTC	1.7	1.9
AVG QNI	3.6	3.6
AVG QTR	8.2	8.2

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

Region Net 5 Roster

Call	Name	State	Call	Name	State
WA4BAM	JOHN	FL	K6JT	STEVE	TX
WA5CAV	DICK	LA	KZ8Q	BEN	FL
W5CU	SAM	OK* / CO	K5RG	KEN	TX
W4DLZ	FRANK	(SK)	N5RL	RANDY	TX
W5DY	RODNEY	TX	W4SU	JERRY	(Retired)
W5FEA	JIM	TX	K5TSK	HANK	AR**
KC4FL	JOHN	FL	K4VIZ	TOM	AR**
W5GKH	CHARLIE	(SK)	WB8WKQ	JEFF	MI
K5GM	PETE	TX	K5WNU	JACK	MS
W8IM	DEAN	FL	WA4ZPZ	TOM	(Retired)

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

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

73, Steve K6JT

Newsletter editor and RN5 statistician