

# *The Texan*

Newsletter of the Texas NTS CW Net (TEX)

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

Net Manager: Steve Phillips, K6JT, Plano TX

([k6jt@arrl.net](mailto:k6jt@arrl.net) , 214-208-8900 Cell)

TEX Web Site: <http://www.k6jt.com/>

Assistant Manager: Rodney Baker, W5DY, Goliad TX

([w5dy@arrl.net](mailto:w5dy@arrl.net) , 361-645-5107 Cell)

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## **A Return to 80 for Early TEX**

We will change back to standard time on Sunday, November 2. Starting that evening, early TEX will return to 80 meters at 1900 local time, which will be 0100Z. Both sessions of TEX will then meet on or about 3541 KHz. No word yet about RN5 or CAN, but I suspect both will return to 80 meters about the same time. A notification will be sent to all NCS and liaison stations when any update occurs.

## **The Army Air Corps by Uncle Vic W7VSE**

Here's another of Uncle Vic's stories for your reading enjoyment. Part 1 of 2 in this issue. Thanks again, Vic !

I learned the Morse code in the Boy Scouts in 1934, when I was 12 years old, to earn a Merit Badge to make 2nd class scout. A few of us kids were naïve enough to think we were the only ones in the world who knew that code, and we wrote messages to each other during school hours in Morse code with a pencil, using dots and dashes. At first, we had to refer to a copy of the code to spell the words we wanted, but after doing this for a while, it was the practice we needed, and we had the code memorized and did not have to look at the copy anymore. Little did I know, the Morse code had started to become a 2nd language for me and would drastically change my life.

When I graduated from High School in 1940, it was during the Great Depression. I had no idea of what I wanted to do for a living. There were no jobs to be had, so I enlisted in the Civilian Conservation Corps (CCC), part of the New Deal that the government had at the time that would take young people off the streets and put them to work. They paid us thirty dollars a month. Of this we only got to keep eight dollars, and the other twenty-two dollars were sent home to the family. Of course, we got room and board and clothes. We lived in barracks, had a latrine, a mess hall, a PX, a library and other things, similar to the military. This was in Oklahoma and we did pick and shovel work in the fields 5 days a week from 8AM to 5PM. It was called soil conservation. They had CCC camps all over the USA and they had a radio station at each camp.

When I walked into that radio station at camp 2816, in Duncan, Oklahoma, I saw and heard an operator using Morse code to send a message to another station. That single moment changed my life. I realized that I wanted to be a Morse code operator.

Another enrollee, Emmett Meeks, from Loco, Oklahoma, was also interested in learning to be a Morse code operator. Somehow we obtained a “buzzer” and a hand key and we spent many hours in the library sending and receiving code to each other. Some of the other guys did not share our feelings for Morse code, but we kept it up until we could send and receive about five words a minute. Several months later, we got permission from the camp Commander to take a “leave without pay” to join the army, and then hitch hiked to Fort Sam Houston in San Antonio, Texas. We wanted to enlist in the Signal Corps and attend military schools and learn electronics and communications. The recruiting Sergeant at Ft. Sam told us there were no openings in the Signal Corps and he thought we should join the U.S. Army Air Corps as they had better schools.

So, on June 6, 1941, six months and one day before Pearl Harbor, I enlisted in the U.S. Army Air Corps for a three-year hitch. I was now a BAP (Buck-Assed-Private) and my pay was reduced to twenty-one dollars a month. Next day saw me on a truck going from Ft. Sam Houston to Kelly Field a few miles away. Checked in at Kelly Field and was assigned a bunk in “Tent City,” which had crushed rock for a floor, and I started to learn my left foot from my right foot and other things about marching on a parade ground, which was also crushed rock. It was quite hot in San Antonio and a few of the men passed out from heat prostration. I had been doing pick-and-shovel work for 11 months in Oklahoma, so I had no problem with the heat or the marching. Sometimes they marched us into a building and we filled out questionnaires. A question on one of the forms asked if I knew the Morse code. Of course, I answered yes. In a few days a Captain showed up at the parade ground, where we were learning to march, and had about 7 of us pulled out of ranks and we met with him near a specified building. He told us we had been selected to go into communications and we had 30 minutes to check in all our gear and catch a truck up to the fancy brick barracks. If we didn’t get checked out in time, we would have to walk about a half mile to that building. We all made it in time.

When we reported into the fancy brick building, which resembled the Cadet barracks building up the company street, we were assigned rooms and bunks and more or less ignored for several days. But this was a far cry from living in a tent with a crushed rock floor and little else. There was a bowling alley, a PX, a Movie house, a gym, good chow in the mess hall and many other nice things to see and do. We were happy. But after a few days, a Corporal showed up and told us to report to the NCOIC (Non-Commissioned-Officer-In Charge) of the Radio Station and told us how to get there. We found Tech Sergeant Guthrie’s office and lined up for interviews. A Technical Sergeant at that time was a powerful force and could make or break you. I was about 4th in line for my interview and when I listened to the guy before me say he had a couple of years in the Signal Corps, and other things, I began to worry about whether I would be acceptable for this kind of work. When I went in to do my interview with Sgt Guthrie, I told him that all I knew was about 5 words a minute with the Morse code, and maybe I didn’t belong here. Sgt. Guthrie knew how to handle men. He told me that the previous guy that I had overheard being interviewed would be a problem because he would have to unlearn all he had learned in the Signal Corps and then relearn how to operate in the Air Corps. And he said that I was exactly the type they were looking for as I

could start learning much easier and faster. I left that interview feeling a lot better about myself than when I arrived. T/Sgt. Guthrie would later rise to the rank of Colonel and be the Regional Control Officer in charge of the 10th Communications Squadron in India and China. He was well qualified and deserved it.

I was now in the AACS (Army Airways Communications System.) I wanted to go to school, but they put me in the radio station there at WYG, Kelly Field, as a student operator. I worked a shift with a qualified operator. I sat next to him and wore headphones and listened to him sending and receiving messages in Morse code. I asked questions and got instructions on how to use the equipment. He was operating at 25 to 30 words-per-minute and I couldn't read any of it at first. And I could see that if I was going to be an operator, and remain in the AACS, I was going to have to learn CW (code) at 25 to 30 words per minute or more.

In that era, there was a huge quantity of information on the air in Morse code. Press Wireless and others were all over the dial sending the news of the day and many other stations broadcasting some kind of message "traffic" 24 hours a day. Even the newspapers across the USA had a code man who would copy the national news from the radio for the local newspaper. Many other things were handled by code. It was one of the major ways to communicate back then. I would go back to the station in my off time and tune around over the airways on a spare receiver. I tried to find a station that was just a bit faster than I could write down on the typewriter. I kept this up for a couple of months and I could see that I was getting a little faster, but still had a ways to go. I liked it, and that made it a lot easier.

Then orders came that I was to be trained as a control tower operator. I didn't want to do this, but when you're in the military, you do as you are told. There were five of us and we went to a mock up tower every day where there was no radio gear, but we had a Staff Sergeant, named Powell, who was very knowledgeable about control tower operating. He was our instructor. Every day, for several weeks, we had several hours of training and practicing verbally, in that mock up tower. We learned a lot of the verbiage used in controlling aircraft. "Cleared to land" "Cleared for takeoff" "Hold short of the runway" "Taxi into position, and hold" "Extend you downwind leg" and many, many more. He gave us written tests frequently, and, after a few weeks, reported to Sgt. Guthrie that we were all qualified tower operators. I still didn't like it. Then we learned we were to be transferred to Tucson Army Air Base (which later became Davis-Monthan Airport) in Arizona to establish the first control tower there. The Commanding Officer of Tucson Army Air Base flew a Martin B-18 bomber to Kelly Field to transport us to Tucson. This was my first airplane ride. I got to ride up in the Plexiglas nose of that 2-engine bomber in the bombardiers' seat most of the way. That was quite a thrill for a 19-year-old kid.

When we got in our landing pattern at Tucson Army Air Base, it was raining. I thought, this is going to be a great place. But that must have been a rare thundershower, because it didn't rain again the nine months or so that I was stationed there at Tucson.

While the regular control tower was being constructed there, our temporary tower was a tent, alongside the main runway. The military shared the airport with American Airlines civilian airport terminal.

In the tent, our radio transmitter and receiver were the type that was used in an aircraft, I think. The transmitter had a very short microphone cord, and when a plane called in for

landing instructions, we would have to pick up the "mic" and tell the aircraft to stand by while we went outside the tent to see if it was all clear for it to land. It was very hot in that tent and we sweated a whole lot. This made me like being a control tower operator less, so I talked to the Station Chief.

The Station Chief, and NCOIC, of the AACS detachment at Tucson was another Tech Sergeant named Everett Wogstadt. He was an all around electronics and communications man and was well qualified to do anything that was needed. Also, he was another old-timer that knew how to handle men and was promoted to a high-ranking Officer during WW2. I let him know that I didn't like being a tower operator and wanted to come into the AACS station as a CW operator. He told me I would have to wait a while.

I was promoted to Private First Class, Specialist 4th Class, and my paycheck went to about 39 dollars a month. I was still the last man in the line to get a paycheck each month. A few months later, they abolished the Specialist classifications and I got the nearest paying grade which was Corporal and then made 54 dollars a month and boasted two stripes on my uniform. This was in the latter part of 1941.

I liked the Peacetime Air Corps and was feeling like I would make it a lifetime career. Five of us tower operators lived in a house just off the Air Base. We had a Class A pass, which let us go to town whenever we pleased. We still ate in the mess hall, but lived off the base and would wear civilian clothes now and then. (I'm not sure it was legal, but we did it anyway). I was going over to the AACS radio station regularly and practicing the code, as described earlier, and was getting a little faster. I kept reminding the NCOIC that I wanted to get out of the tower and get into the station.

We started getting some new men, and there were a couple of them that wanted to get in the station like I did. Finally, one day, Sgt. Wogstadt called us into his office and told us that the three of us were to become student operators at the AACS radio station, WYT, and we were paired with three of the regular qualified operators. He told us that he would give a three-day pass to the first one that qualified as a regular operator. The guy I got paired with was named Smith, (Smitty), and he was a T/Sgt. and was in his late 30s, I think. He was really good at Code. He showed me how to select frequencies on the transmitter and the receivers and many other things that I needed to know. I sat in the training position with headphones and listened to him handle message traffic, same as I had done back at WYG at Kelly Field. He was way too fast for me to copy, and during the times we were not busy, I'd tune in a press wireless station and practice copying code. I was thinking that this was great and I will have plenty of time to learn how to operate the station and also get my code speed up to par.

But after only 2 or 3 days of this, I came to work one day and Sgt. Smith was sitting in a chair away from the operating positions and had his head buried in the newspaper. I went to my training position and put on the headphones. After a while I thought I heard a station calling us. So, I said, "Sgt. Smith, I think someone is trying to contact us." He had the newspaper up over his face, reading it, and he lowered it slightly and looked directly at me and said, "It's all yours." Then he lifted the newspaper up and started reading it again, ignoring me. I soon realized that I was going to have to operate that station all by myself. It scared the hell out of me! I felt like I was on "Death Row," But I got in the operators seat and dialed up the frequency and very slowly, and shaking like a leaf, I told that station to slow down, as I was a

student operator. I really sweated bullets the rest of that shift, and I'm sure the operators didn't enjoy working a "Lid" like me. ("Lid" is what code people call a very poor operator.) But I succeeded in handling the few messages that I had to relay to WZB, Biggs Field, El Paso, Texas, and others back to March Field and McClellan Field in California.

After that shift, I went to the mess hall for dinner and then I went back to the radio station and the operator allowed me to spend several hours practicing copying code. I realized, again, that I would have to get my code speed up if I wanted to remain in this profession. For the next few weeks, I sweated through my daily shift, and then came back later and practiced another few hours every day. And when I was practicing on another operator's shift, he would give me some good pointers and advice.

One day I showed up for my shift, as usual, and "Smitty" (Sgt. Smith) told me that he thought I was qualified to hold down a shift. He had already told the NCOIC, who called me in and congratulated me and gave me a 3-day pass. Me and another operator went down to Nogales, Mexico and celebrated over a weekend. We had a blast, drinking Tecate beer, tasting (and not liking) Tequila, dancing and flirting with the Mexican Senoritas, and just enjoying ourselves. Yes, the pre-war service was great. But December 7, 1941 was just around the corner and changed all that for us, and most of the world.

*The conclusion in Part 2, Next month...*

### **George Hart Series**

Here is the 22nd installment of the George Hart Series. Geo learns a bit of a lesson about women.

### **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 22 - The WLM Fort Myer operation and a visit to a burlesque show.

At Fort Myer, two transmitters were used for WLM. One of them, at about 400 watts, was used exclusively for AARS on 3497.5 (WLM) or 3680 (W3CXL). This transmitter was designated M and was not a commercial make but had been built by Ed Day. I was impressed at the rack-and-panel construction and Ed's obvious familiarity with construction techniques. In retrospect, it seems strange that he was only a private, but this was a peacetime Army and I wasn't familiar with rank designations then. The other transmitter used for WLM was a commercial make rated at 1000 watts. It was used by WAR during the day but available for WLM at night. This transmitter was designated L. These two transmitters were in a corner of a room containing a vast array of more powerful WAR transmitters used for official Army dispatches to points all over the US and world. WLM was devoted entirely to AARS and handled no official Army traffic. Communication between the operating, transmitting and receiving sites was undoubtedly available by telephone but for frequency-changing purposes a telegraphic horn was used.

On my first visit I was very conscious of this horn blaring away, sending things like CW, A56, which meant nothing to me, but occasionally a worded message was sent. I was told that each transmitter at Fort Myer had a letter designation and was capable of being tuned to certain frequencies designated for regular Army (WAR) or AARS (WLM) use. If the operator at WLM wanted a transmitter on 6990, he would go to the horn position and send L69, then back at the operating position he would tune the receiver to 6990 and hear the transmitter being activated. Ed Day told me that occasionally, when they were having trouble reaching WVQB in Hawaii, they could get one of the higher power transmitters on 6990. The M transmitter was used exclusively for AARS. The L transmitter was used for WAR in the daytime, WLM at night. All the others, from 1 to 10 kw, could be tuned to 6990 if needed and if available.

Once during a visit to Washington I was invited to observe an evening of operation at WLM including a meal at the mess hall. It was a most interesting experience. I not only observed the operation but actually operated WLM/W3CXL (probably against the rules). In between schedules I sat around jawing with the operators and wandering around observing some of the WAR operations. Most of the positions were closed down, but several were still operating. WLM was about the only position that was operated manually. The rest used tape - white, 1/4 inch tape, which flowed rapidly, down a channel in which the Morse Code signals being received at almost unbelievably high speeds (over 400 w.p.m.) were recorded in a squiggly line. The tapes were later run through another channel at a slower speed and deciphered, some in five letter code groups, some in plain language. I say a "slower" speed but by this I don't mean low speed. Some of the veteran operators could "copy" it at speeds up to 90 w.p.m.. This was strictly visual copy from the code recorded in squiggly lines, not the audible code to which I was accustomed. It was called "reading slip" and I noticed that most of the operators wore glasses, some of them thick. "Reading slip," a lost art after RTTY and other methods came into use during and after WWII, was murder on the eyes.

An amusing aside, in connection with the trips to Washington, having nothing to do with amateur radio: one of the customs observed during one evening while in Washington was attendance at the Gayety Theater, a popular burlesque institution in the Washington area for many years. "Pop" Crossley, while pretending to disapprove, tried to give the impression of tolerant indulgence and not only allowed us to attend but insisted on going with us, "to keep you out of trouble." After about my third trip to Washington with the staff, I began to suspect that he enjoyed these outings more than we did, so we entered into a conspiracy to show complete indifference and a preference for some other type of activity.

"I suppose you'll want to go to the Gayety tonight," he said, grinning at us. "I don't care anything about it, but if that's what you want, I'll go along."

It was hard to keep from convulsing when his face fell as we unanimously expressed disinterest and suggested attendance at an opera or some other kind of more dignified entertainment, or going to bed early.

"We've gone to the Gayety every year we've been down here," he said. "Of course I don't care anything about it but if some of you want to go, I'll tag along."

In the end, we all went to the Gayety, giving the impression we were yielding to his wishes, rather than the other way around. It didn't set well with Gil and he made some derogatory remarks in a jocular tone about our basic manhood.

Baiting Gil Crossley became a popular pastime among the Radio Station Staff during my years at Penn State. His wife was a buxom woman, mother of three children, one of whom acquired his ham license and became an acquaintance of mine.

Mrs. Crossley became known as Gil's "battle ax" because of her many visits to the station to get Gil to come home. I remember one afternoon at the station when I looked out the window and saw Navonne Crossley waddling up the boardwalk. Gil was in the workshop, so I called out, "Hey, Gil, here comes your battle ax!" Mrs. Crossley burst in the door and grabbed me by the ear.

"I heard that, George Hart!" she cried. I apologized laughingly. Navonne wasn't amused, but the incident started Gil laughing and soon she joined in.

*Coming in Chapter 23: Geo's year of debauchery and graduate studies in preparation for ARRL.*

#### **TEX Mailbox:**

Some of you may know that our Division Director, David, K5RAV, was hospitalized and is still recovering. This note from Jo Ann, KA5AZK, assistant director for NTS, gives his status as of last week:

Hi all,

An update on our West Gulf Division Director, David K5RAV. He is home and taking therapy but is still very weak. He still has a long recovery ahead of him but he is glad to be home.

David had a gall bladder attack that he had no warning of and a lung problem so under went two major surgeries and was in ICU for two weeks. At one point was on life support.

He tells everyone hello and hopes to be back on the air soon.

73,

Jo Ann KA5AZK

*We all wish you a speedy recovery, David !*

- . . . -

The mailbox is empty of TEX-related news and correspondence. Please send in your comments and anecdotes. Note that we had a power failure here in the DFW area on October 2 following a major storm that knocked out power to over 300,000 homes. Thanks to Benny, K5KV, for taking all my CAN NCS, RN5 NCS, and PAN TCC slots that evening. I did have battery power for the rig and was able to check in to TEX, but at reduced power (45 watts) due to voltage drop from the battery. Fortunately, my 25 year old gas 2 KW generator still worked and I ran it to keep the refrigerator and a few lights running. Voltage drop through 200 ft. of AC cord was too much to power the radio power supply, however, so used it to charge the batteries of computer, cell phone, and radios. Good to be prepared. Steve K6JT

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## TEX Net Topics

There are 2 backup slots open (shown in **yellow**), both for RN5 liaison, and no open NCS slots. Jim, W5FEA, has been filling in on the Sunday backup RN5 slot, so he is now shown there. 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 either 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. Note that W5GKH is shown in Yellow, since Charlie is still without a repaired rig. Thanks to those who have been filling in the slots. Sam, W5CU has completed his move to his new QTH and returned from his travels. Good to have you back, Sam.

***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 numbers at the 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	W5DY	W5FEA	W5DY	W5DY	W5FEA	K6JT	W5FEA
<b>NCS #2</b>	W5GKH	K6JT	W5TMO	W5TMO	K5KV	W5DY	W5GKH
Backup	K6JT	W5DY	K6JT	K6JT	K6JT	K6JT	W5DY
<b>RN5 #1</b>	K5KV	N5RL	W5CU	KA5KLU	N5RL	KA5KLU	W5CU
Backup	W5DY	Open	W5DY	Open	W5ESE	W5ESE	W5FEA
<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: **3567**/3598/7108 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, W5FEA, K5GM, K6JT, KA5KLU, K5KV, K5RG, N5RL

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

### TEX Roster

Call	Name	Location / Notes	Call	Name	Location / Notes
N5AF	Sam	Cleveland	N7NET	Scott	McKinney
KW5AS	Skip	Victoria	* KB5NJD	John	Duncanville
N5BA	Brian	Houston	N5NVP	Jim	Scott LA
W5CU	Sam	Edmond OK	W5OMR	Geoff	Houston
W5DH	Tom	Dallas	AC5P	Mike	Bartlesville OK
W4DLZ	Frank	Florida	K1PKZ	Paul	Tom Bean
* W5DY	Rodney	Goliad	K5QOW	Gary	Reagan Wells
* W5ESE	Scott	Dripping Springs	* K5RG	Ken	Houston
W5FEA	Jim	Graham	N5RL	Randy	San Antonio
W5GKH	Charlie	West Columbia	W5ROK	Steve	Richardson (K6JT)
K5GM	Pete	Austin	KD5RQB	Jason	Atlanta
W9GVW	Eric	San Antonio	W5TMO	Mike	Austin
K5JRN	Si	Austin	KD5TXD	Pat	Kingsville
* K6JT	Steve	Plano	NE5V	Chris	Liberty Hill
KA5KLU	Doug	San Antonio	WB8WKQ	Jeff	Michigan
N7KRT	Jeff	Victoria	K6YBV	Bob	Placerville CA
* K5KV	Benny	Star	W5YE	Brian	Harlingen
* W6LFB	Jim	Denton	W5ZD	Pat	Kingsville (KD5TXD)

\* Capable of 160 meter operation

**Statistics:**

All statistics were down compared to last month, which was also reflected in all nets in all areas. All RN5 slots were covered and TTN / DFW / TSN representation were again very good.

Jim, W5FEA, with 60 out of 60 (100%) maintains his “perfect attendance record” yet another month. Thank you very much Jim for your dedication and also your help with NCS and now RN5 liaison duties. Randy, N5RL, had 38 (63%) for second while Rodney, W5DY, with 35 (58%) captured third. Thanks again to all of you who checked in for your support.

Visitors to the net included Frank, W4DLZ, from FL, Bob, K6YBV, from CA, and Dick, WA5CAV, from LA.

The complete list of stations and traffic / liaison totals are shown in the following table. Traffic averaged 2.9 per net session (3.2 last month). Net time averaged 11.2 minutes per session (compared to 12.9 last month). Check-ins averaged 5.9 per session (6.9 last month).

**TEX Net Statistics (September 2014)**

Call	Name	QNI	Total	NCS	RN5	TTN	DFW	TSN
N5AF	Sam	1	1					
N5BA	Brian	2	2					
		0						
WA5CAV	Dick	1	1					
	LA	0						
W4DLZ	Frank	0	1					
	FL	1						
W5CU	Sam	5	10		4			
*		5			3			
W5DY	Rodney	16	35	3	2			
		19		4	2			
W5ESE	Scott	2	2					
*		0						
W5FEA	Jim	30	60	9	4	24		
*		30				2		
K5GM	Pete	5	19					
*		14			1			
K6JT	Steve	17	46	3			8	
*		29		17	10		28	
KA5KLU	Doug	10	19		8			
*		9			8			
K5KV	Benny	11	28		5			
		17		2	5			
KB5NJD	John	15	15				15	
		0						
K1PKZ	Paul	8	8					
		0						

Call	Name	QNI	Total	NCS	RN5	TTN	DFW	TSN
K5RG	Ken	0	6					
*		6			1			
N5RL	Randy	18	38	7	7	2		
*		20				14		
KD5RQB	Jason	13	32			3		13
		19				2		19
W5TMO	Mike	0	15					
*		15		7				
KD5TXD	Pat	8	8	8				
*		0						
K6YBV	Bob	0	2					
		2						
Totals		351		60	60	47	51	32
				100%	100%	78%	85%	53%
QTC 1		82	173					
QTC 2		91			Sessions	60		
Time 1		351	670					
Time 2		319						

### Operating:

Operation on TEX is going well, thanks to all for your efforts. Spent quite a bit of time working on a new white paper (NTS-005) concerning the operation of cycle 2 CAN and TCC. While that is not of major interest to cycle 4 operators, some of you are also active on the cycle 2 NTS nets, so if you are interested, you can access the document at:

<http://dl.dropboxusercontent.com/u/73013707/NTS-005.pdf>

The following shows the monthly total of traffic handled on the Region and Above nets and NTS Digital. The total was less than half of last month, which was also the case with the other Areas.

### NTS Central Area Activity for September 2014

Net	Sessions	QTC	QNI	QTR	Rate
RN5 Cycle 2	52	81	585	656	0.123
9RN Cycle 2	12	256	55	181	1.414
10RN Cycle 2	21	415	180	312	1.330
RN5 Cycle 4	60	192	442	626	0.307
9RN Cycle 4	48	101	160	315	0.321
TEN Cycle 4	60	151	259	500	0.302
CAN Cycle 2	13	112	119	328	0.341
CAN Cycle 4	30	221	179	450	0.491
TCC Cycle 2		22	14		

TCC Cycle 4	116	81	
Total Manual Nets	1667	2074	3368
NTS Digital *		Received	Sent
KB0OFD	3309	1463	1846
WB9FHP	2746	1086	1660
W5SEG	887	570	317
Total NTS Digital	6942	3119	3823
Total Central Area	8609		

\* Only the Area Hub / 10RN MBO, KB0OFD; 9RN MBO, WB9FHP; and RN5 MBO, W5SEG, are shown, not the DRS stations, but some duplication occurs due to mutual interchange.

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 month the TSN corner is going to be brief due to a busy work schedule.

Jim N5NVP from Scott Louisiana checked into the net on September 11th.

Sam KK4HCF filled in for Jeff N7KRT on September 21st. Jeff was out of town that evening. Thanks Sam for picking up the net.

### TSN Activity Report for September 2014

Total Sessions: 30 Total Check-ins: 119 Total Traffic: 28 by 8 different operators.

#### September 2014 QNS

Name	Callsign	QNI
Carroll	KB5TCH	29
Jim	W5FEA	29
Sam	KK4HCF	23
Jason	KD5RQB	22
Phil	KD5MMM	8
Jeff	N7KRT	4
Mike	WD0ESF	3
Jim	N5NVP	1

#### October 2014 Net Control Stations

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Jeff N7KRT	Carroll KB5TCH	Carroll KB5TCH	Jim W5FEA	Phil KD5MMM	Carroll KB5TCH	Sam KK4HCF

#### 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

Name	Callsign	QTH
Jim	W5FEA	Graham, Texas
Joe	AC5BE	Matagorda, Texas
Steve	KJ6T	Plano, Texas
Dave	AB0DK	Kirksville, Missouri
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	WJ5Z	Tyler, Texas
David	W5TRX	Justin, Texas
Joe	K5BRY	Austin, Texas

### Silent Keys

Floyd	N5EL	2013
Dave	W5VXI	2014

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**

Region Net 5 (Daily) 1930 CT on **7108** 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 W4DLZ (W4DLZ@ARRL.NET)  
RN5 Net Manager

Hello guys and welcome to Edition 32 of the **RN5 Corner**.

Just want to say thanks to all of you for continuing your fine job on RN5 and a tip of the Hat to Steve for his excellent leadership in the Area. I wouldn't mind him being awarded the George Hart Distinguished Service Award. In fact he should be nominated.

WA4ZPZ checked into RN5 a few nights ago and lets hope he can continue checking in. Also it's very nice having Jim W4AGL back on.

Half the month is about over and our QTC count is over 100 so far.

We still need Liaison stations for CAN, DRN5 and NCS slots filled. If you're interested and I hope you are, I'll assist you in any way.

Thanks again and keep up the good work.

73, Frank W4DLZ  
RN5/4 CW Net Mgr.

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

### RN5 Duty Roster

Local	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
NCS #1	KZ8Q	W4DLZ	W5CU	W4SU	W4SU	W4DLZ	Open
NCS #2	KZ8Q	W4DLZ	W5CU	K6JT	W4SU	W4DLZ	Open
CAN TX	Open	Open	Open	KA5KLU	W4SU	KA5KLU	W5CU
CAN RX	Open	W4DLZ	W4AGL	KA5KLU	W4SU	KA5KLU	Open
DRN5	Open	Open	K5RG	Open	Open	Open	Open

### September 2014 Statistics

SESSIONS	60
QTC	192
QNI	442
QTR	626
AVG QTC	3.2
AVG QNI	7.4
AVG QTR	10.4

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
W4DLZ	FRANK	FL	N5NVP	JIM	LA
WD4DNC	BARRY	FL	K4PG	KEVIN	FL
AD4DO	JOHN	FL	KZ8Q	BEN	AL
W5DTR	CURT	IL	K5RG	KEN	TX
K1DW	DALLAS	LA	N5RL	RANDY	TX
W5DY	RODNEY	TX	W4SQE	ANDY	TN
NY4E	BILL	FL	W4SU	JERRY	AL
W5ESE	SCOTT	TX	W6SX	HANK	CA
KJ4FDV	TREY	AL	KI5T	WADE	LA
KC4FL	JOHN	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 W4DLZ