

The Texan

Newsletter of the Texas CW Traffic Net (TEX)

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

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Radio Relay International

While TEX is independent, as described in the last newsletter, the Radio Relay International group is working toward allowing independent nets below the region level, if they desire, to become affiliated with RRI. Since TEX does interface directly with the Region 5 Net, which is part of RRI, this would be a natural thing to do. However, the majority of the net members need to vote for the affiliation and there are some other conditions that must also be satisfied (still being worked out).

Along with this, there is the opportunity for operators in affiliated nets to become associated with RRI, making them eligible for Official Traffic Station (and other) certificates and placed on the mailing list for notification of RRI news and new QNI Newsletters.

All of you that are liaisons (or NCS stations) for RN5, CAN, or IATN (Inter-Area Traffic Network - formerly TCC) are immediately eligible to sign up for association with RRI if you wish. The fillable PDF file for doing this may be found here:

<http://dl.dropboxusercontent.com/u/73013707/Fillable%20RRI%20Registration%20Form%201601%20Final%20Approved%202016-11.pdf>

If TEX eventually becomes affiliated with RRI, the rest of TEX net members are then eligible for association.

So what exactly is RRI? The best way to explain this is for you to read the September issue of the QNI Newsletter, downloadable from here: <http://www.qni-newsletter.net>

Initially, RRI consisted of the region nets and above, including the former TCC and also the former NTSD (now Digital Traffic Network). The RRI web page, found here: <http://www.radio-relay.net> is still a work in process, but will be updated regularly with new information.

RRI has now been incorporated as a non-profit service organization and is IRS 501(c)(3) exempt, meaning any donations are tax-deductible as well. How's that for quick action?

We in the traffic handling community are still awaiting ARRL's promised Second Century Communications Plan. We do not know what place NTS and traffic handling will have in this plan yet. There are suspicions and indications that we will NOT have a significant part. But RRI is committed to carrying on the over 67 year tradition (Oct. 1, 1949) of George Hart's system, supplying the "Relay" that is advertised in the ARRL name, without the ARRL if that is the way they want it (and it currently seems to be).

As an aside, many of us were told that the ARRL had Trademarked both "NTS" and "National Traffic System". We have seen documents from the US Trademark office stating that their requests for both have been denied. They can apply again with updated information, but as of this time, there are NO valid trademarks associated with NTS.

Some other exciting news about RRI is that some Australian stations are quite interested in becoming part of it, making the group truly International. More on that in a future newsletter. We have been working with Lou, VK5EEE, who fosters several CW nets there and would like to connect with the U.S., using the Digital Traffic Network for the interface to and from us. I understand there is a 3rd party agreement between the U.S. and Australia, so if you have friends or relatives there, it is quite possible you can start exchanging messages with them once the links are set up. Note that Germany and the U.K. are already part of DTN and thus RRI, but there are no 3rd party traffic agreements so messages are limited to those going from licensed amateur to licensed amateur.

How it All Started

Since I have run out of the George Hart series chapters, and since things seem to be changing in the traffic handling domain, I thought it fitting to put this article in, which may have been in a prior newsletter in past years, but deserves another look.

THE NTS BY GEORGE HART W1NJM (COURTESY AUGUST 1974 QST)

Although THE NATIONAL TRAFFIC SYSTEM first went into operation in 1949, this was by no means the first ARRL-organized venture into organized traffic handling. In fact, as most of us who have done our homework on ARRL history know, organized traffic handling was the basic reason for the founding of ARRL.

But let's not go into all that, because it's all in "TWO HUNDRED METERS AND DOWN". Suffice it to say that "Trunk Lines" existed in the teens and twenties and became really widespread in the thirties, right up to the advent of World War II. By that time, however spot frequency network operation was starting to take hold, and the concept of Trunk Lines was approaching obsolescence. That is, instead of consecutive schedules along the points of the Trunk Line, which had become standard procedure, several stations would meet on a spot frequency and find that some of the TL points could be bypassed. Then other stations off the points of the trunk, hearing the hubbub, would offer coverage of another city, and would be accepted into the growing group. First thing you know, here was a loosely-organized regional net, not a Trunk Line in the traditional sense at all.

This gradual demise of the Trunk Line concept was interrupted by the late 1941 unpleasantness and was not resumed until 1947, when reorganization commenced from

headquarters under the supervision first of W1JMY, then of W6JQB, who became “National Trunk Line Manager” (and sorted DXCC cards) and W1QMI. Traffic men, after the first blush of getting back on the air following the long wartime hiatus, rushed to join in the reorganization, and soon the Trunk Lines were “in business” again.

But things were not quite the same. The rigid pre-war “iron man” requirement that all participants be ORS appointees and able to operate every night (except weekends) started to break down. The immediate-pre-war conditions shortly prevailed again, and the so-called Trunk Lines started to become spot-frequency nets, with tentacles extending far off their prescribed routes and often into another line’s “territory” and the threat of hodge-podge soon became apparent. Complaints from newcomers started to arrive at headquarters that the TL concept was obsolete. Independent nets started to appear in increasing numbers, some of them including former trunkliners disenchanted with the old setup. Efforts by headquarters to hold the Trunk Lines together became increasingly difficult. Something had to be done.

Cherished traditions die hard, and Trunk Lines were among the most cherished by many old-time traffic men of the day. When the league, in 1949, embarked on the establishment of a National Traffic System entirely different and separate from the Trunk Lines, the procedure was cautious, exploratory, tentative. First a survey was conducted to determine the amount of support from traffic leaders, then a QST article (“new traffic plan” QST sept. 1949), then correspondence to line up leaders, and finally a shaky start of operation on Oct. 1, 1949. The Trunk Lines continued, and headquarters continued to support them; but they were not pushed, as NTS was, and gradually their members shifted their operation to NTS nets until the ARRL Trunk Lines eventually faded away. A few continued to operate independently but were “Trunk Lines” in name only; actually they were spot frequency nets, similar to the new NTS nets.

In the first few years of its existence, the infant NTS survived what must have been one of the worst sunspot nulls in history. Winter and summer, conditions on 80 meters were consistently described as “horrible.” In wintertime, the muf dipped so low that often the band was completely dead during the evening hours when the nets operated. In summer, QRN added to the woes. But NTS adherents hung in there, and when sunspots started to reappear in sufficient numbers to re-establish “normal” conditions, more traffic men joined in. Not until then did it become an established and recognized fact that NTS was here to stay. The sixties were the “heyday” of NTS. Propagation conditions were generally good, participation was high, pride in a “tight organization” was great. Long before the advent of ARRL Advisory committees, “Area Staffs” of NTS were formed to assist the ARRL Communications Manager in administration of the extensive system. (actually the Pacific Area Staff was formed experimentally in 1952, but similar staffs in Eastern and Central areas were formed more than a decade later). Managership posts at the region, area, and TCC levels became sought-after by traffic men, and held on to when acquired, sometimes for more than a decade.

Not until the turn of the 70’s and the advent of voice-operated monitoring nets and other phone nets on the high frequencies did NTS start coming under fire as a possible-inept and obsolescent amateur public service. Most such nets operated daytimes and many of them were highly successful in obtaining prompt delivery of traffic, but all were independently organized and appeared to prefer to remain that way. Since NTS was primarily designed to

operate during the evening hours when most amateurs are available, and since there appeared to be a sizable contingent of amateurs who operated daytimes but preferred NTS connection, a "Daytime NTS" was set up for trial and is even now in operation on that basis. As in the original NTS, the going is slow and tough, and although conditions don't seem to be as bad as they were in the early fifties, they are bad enough.

Mode? Well, it always seems to be a basis for controversy, but NTS was never set up specifically with one mode in mind, has never been exclusive in that respect and still isn't—and that includes both the daytime and evening contingents. True, in the beginning NTS seemed to attract mostly CW operators, almost exclusively so at regional level and above, and most if not all evening operation at such levels is now conducted by that mode. Conversely, the net NTS (Daytime)—NOT a different system—is getting its start on the phone bands. But in principle, the NTS selects the mode to suit the need, within availabilities. It will use the best mode for the purpose of traffic men capable of using that mode are available. If not, it will use the mode in which traffic men are available. This is the only practical way to run a traffic-handling system.

(End of article)

To this, we can add the digital system, now named the Digital Traffic Network, which essentially mirrors the region and area (and Inter-Area) circuits of the RRI. At this time, NTS, other than a hybrid in the Eastern Area and a couple region nets in Central, is restricted to the Section level (and below - local) under the cognizance of the Section Traffic Managers.

Regardless of what the ARRL does or does not do regarding NTS, George Hart's system will live on and traffic will continue to flow as long as there are enough of us interested in making it happen, whether called NTS or RRI, it makes no difference. I think George would be pleased.

TEX Mailbox:

First of all, our sincere condolences go to **Rodney, W5DY**, who lost his sister on September 16. Our hearts and prayers are with you and your family, Rodney. May she rest in peace.

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George, K5BMR, commented on last month's newsletter: TNX Steve, A lot has happened and all for the good of our hobby...

73, George K5BMR

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Received the following from **Doug, NA5YO**, on August 16: We plan on going to San Antonio around the 3rd of Sep. Want to try to get my truck down here in case of hurricanes. It's a RAM 4X4 with a 356 engine - should be able to pull the 35 foot trailer with that. Will set up my trapped dipole. Will be getting that along with other things for the completion of our move. I really like it down here. I have a 4500 watt generator that I can use to power my amp and radios, although I have electricity, water and sewer now. It is so quiet and peaceful and Lucy and I have already done some fishing. She caught her first shark the other day or maybe I should say it caught her. :) It has been raining a lot since we are being affected by the storm in Louisiana. We've had about 5 inches the last 2 days. I brought my amp — believe the generator will handle it and the radio ok. So hoping to be up by later in Sept or Oct. Be

running just a wire antenna. No way I could bring my crank up tower. It has been a real adventure to move after living in my home for 40 years. Hope to be back on the air soon.
73, Doug//NA5YO

Then received the following from Doug, courtesy of **Jim, W5FEA**, on September 28: Sorry, I haven't answered right away. I'm on my laptop and Lucy is on the main computer. We're doing fine. We're getting settled in pretty well. I have my trapped dipole and 2, 10 foot poles. Want to buy two more so I can get up about 30 or 40 feet. I bought a lot that is 70 X 130 and made sure the POA had it written in my contract that I could put up an antenna. We have all our utilities hooked up so we are getting back to a normal life. I still need to build Lucy a ramp to get in and out of the trailer. I'm located 10 miles from Palacios off of CR477 between Port Lavaca and Bay City. Port Lavaca is 23 miles away and Bay City is 40 miles away. Lucy and I love it here it is so quiet and peaceful compared to San Antonio. Our internet is up and running as is DirecTV. Miss getting on the nets — will be there hopefully in another month or so. We go fishing pretty often and catch enough to have fish pretty often. We are 110 miles southwest of Houston and 160 miles from San Antonio. Long way down the coast from Corpus. One of these days soon you'll hopefully hear us on the bands again. Take care of yourself Jim. 73//Doug//NA5YO and Lucy//N5RLQ.

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Received the following from **Tom, K4VIZ**: Now Free of HAARP, US Air Force Still Wants to Tinker with the Ionosphere. A lot of radio amateurs bemoaning the recent spate of poor HF conditions would love to have a way to improve propagation -- perhaps without even having to rely on the whims of the Sun. The US Department of Defense has been thinking along the same lines. An August 9 article in New Scientist reports that the US Air Force is exploring a plan to bombard Earth's upper atmosphere with ionized gas dispersed from CubeSats. According to the New Scientist article by David Hambling, the Air Force hopes to improve long-distance radio communication by "detonating plasma bombs" in the upper atmosphere, and the military branch has contracted with corporate and university researchers to figure out how to make this a reality.

The US Air Force is no stranger to ionospheric tinkering, having just last year transferred the High Frequency Active Auroral Research Project (HAARP) facility to the University of Alaska Fairbanks (UAF), which hopes to restart it next year. HAARP's super-power RF in the high-frequency spectrum has been used to stimulate the ionosphere and create a plasma cloud that could support HF radio propagation; it also has been used to study how the ionosphere functions.

The trick with using CubeSats to disperse ionizing gas above Earth is coming up with a plasma generator small enough to fit within a CubeSat, and controlling how the plasma will disperse. New Scientist said General Sciences of Souderton, Pennsylvania, and Enig Associates of Bethesda, Maryland, are working with scientists at Drexel University and at the University of Maryland, respectively, on separate methods to produce plasma.

The New Scientist article said the better approach will be selected for a second phase, which will involve testing plasma generators in vacuum chambers and exploratory space flights.

Read more at:

<http://www.arrl.org/news/now-free-of-haarp-us-air-force-still-wants-to-tinker-with-the-ionosphere>

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Received a question from **George, K5BMR**, about radiograms to Canada so wanted to share the response with you all: GM Steve, With the new RRI set up, what is the routing for traffic for Canada? The 7290 Traffic Net may be getting some. TNX for your help and 73, George

Howdy George,

Canada is the same as it has always been. Whether or not they subscribe to RRI is immaterial. They still interchange with the region nets, although Canadian participation is very limited anyway. 73, Steve

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Also received the following, courtesy of **George, K5BMR**: W9EVT Now here is a guy who has arrived at the destination where many of us would like to go. It's a shame that some reputable organization like ARRL has not taken on the preservation of this collection, to help keep our history alive for those who really have never seen the path of equipment evolution that we took to get to where we are today. Waiting for the warm glow of the filaments on a "hollow state" radio is almost a religious ritual. It also helps build the anticipation for the experience that is to come. Instant gratification.....NOT !!!

Hard to believe — Check out the number of "Look-Ups" and then scroll down and look at the equipment. This will take a few minutes.

<http://www.qrz.com/db/w9evt>

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TEX Net Topics

The TEX Duty Schedule and Roster are shown on the following page (for easier printing of a single page). Some changes have been made. Doug, NA5YO, is still not back on the air as of this writing. So his RN5 skeds on Tuesdays and Saturdays need subs until then. No word has been received from Mike, W5TMO, in Austin, so his Wednesday and Thursday late NCS slots have been changed to open. Sam, W5CU, is now back in OK for the winter, so he is resuming his prior skeds (and then some) as shown. Charlie, W5GKH, has checked into the net a few times now, but does not wish to resume any of his Sunday or Monday NCS slots. Thanks to all who are helping out and also the backup stations for those slots that are open or with the regular station unavailable.

We have a lot of Open slots now, so please consider taking one or more of them. In the meantime, the backup stations are doing a good job.

CAN and WAN (renamed from PAN) and RN5 will soon all change to 80 meters (if not already there - late RN5 has been for some time now). Those frequencies are shown in **bold** under the schedule table.

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TEX CW Net Weekly Schedule

Local	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
NCS #1	W5DY	N5RL	KD5TXD	KD5TXD	N5RL	W5FEA	Open
Backup	W5CU	W5FEA	W5DY	W5DY	W5FEA	W5DY	W5FEA
NCS #2	W5DY	K6JT	Open	Open	Open	W5DY	Open
Backup	W5CU	W5DY	K6JT	K6JT	K6JT	W5FEA	K6JT
RN5 #1	W5CU	NA5YO	K5GM	N5RL	N5RL	NA5YO	W5CU
Backup	W5DY	W5FEA	W5DY	W5DY	W5FEA	W5FEA	W5FEA
RN5 #2	W5CU	NA5YO	K5RG	K6JT	K6JT	NA5YO	W5CU
Backup	W5FEA	K6JT	W5DY	W5DY	W5DY	W5DY	K6JT

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

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

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

RN5 Backup: W5CU, W5DY, W5FEA, K5GM, K6JT, K5RG, N5RL, NA5YO

NCS Backup: W5CU, W5DY, W5FEA, K6JT, K5RG, N5RL, KD5TXD

TEX Roster

Call	Name	Location / Notes	Call	Name	Location / Notes
N5AF	Sam	Cleveland	* KB5NJD	John	Duncanville
KW5AS	Skip	Victoria	N5NVP	Jim	Scott LA
N5BA	Brian	Houston	K1PKZ	Paul	Tom Bean
WA5CAV	Dick	Pineville LA	AC5P	Mike	Bartlesville OK
W5CU	Sam	Edmond OK	WA5PRI	Don	Thibodaux LA
W5DAE	Don	San Angelo	W5QLD	Ron	Corpus Christi
W5DH	Tom	Dallas	K5QOW	Gary	Reagan Wells
W4DLZ	Frank	Florida	* K5RG	Ken	Houston
* W5DY	Rodney	Goliad	N5RL	Randy	San Antonio
* W5ESE	Scott	Dripping Springs	W5ROK	Steve	Richardson (K6JT op)
W5FEA	Jim	Graham	KD5RQB	Jason	Atlanta
W5GKH	Charlie	West Columbia	W5TMO	Mike	Austin
K5GM	Pete	Austin	KD5TXD	Pat	Kingsville
W9GVW	Eric	San Antonio	W5UFK	Ken	College Station
K5JRN	Si	Austin	NE5V	Chris	Liberty Hill
* K6JT	Steve	Plano	WB8WKQ	Jeff	Michigan
N7KRT	Jeff	Victoria	K6YBV	Bob	Placerville CA
* W6LFB	Jim	Denton	NA5YO	Doug	Palacios
N7NET	Scott	McKinney	W5ZD	Pat	Kingsville (KD5TXD)

* Capable of 160 meter operation

Statistics:

August 2016:

Jim, W5FEA, with 62 out of 62 (100%) was again able to maintain “perfect attendance” toward making it 3 consecutive years. Pete, K5GM, with 48 (77%) was second, and Randy, N5RL, with 47 (76%) was third. Thanks again to all of you who checked in for your support.

Visitors to the net included only Ron, W5QLD, from Corpus Christi.

The complete list of stations and traffic / liaison totals are shown in the following table. Traffic averaged 1.9 per net session (1.7 last month). Net time averaged 9.8 minutes per session (compared to 11.0 last month). Check-ins averaged 4.7 per session (4.8 last month).

TEX Net Statistics (August 2016)

Call	Name	QNI	Total	NCS	RN5	TTN	DFW	TSN
W5CU	Sam	0	1					
*		1						
W5DAE	Don	24	33					
*		9						
W5DY	Rodney	20	45	8	7			
		25		9	5			
W5FEA	Jim	31	62	8	6	27		
*		31			4	4		
K5GM	Pete	21	48		3			
*		27						
W9GVW	Eric	2	2					
*		0						
K6JT	Steve	12	39	1			12	
*		27		22	18		27	
W5QLD	Ron	5	5					
*	Corpus Crsti	0						
K5RG	Ken	0	6					
*		6			4			
N5RL	Randy	24	47	10	15	4		
*		23				20		

Call	Name	QNI	Total	NCS	RN5	TTN	DFW	TSN
KD5TXD	Pat	6	6	4				
*		0						
Totals		294		62	62	55	39	0
				100%	100%	89%	63%	0%
QTC 1		53	117					
QTC 2		64		Sessions:		62		
Time 1		327	610					
Time 2		283						

September 2016

Jim, W5FEA, with 60 out of 60 (100%) again maintained his "perfect attendance". Pete, K5GM, with 53 (88%) again came in second, and Randy, N5RL, with 43 (72%) took third. Thanks again to all of you who checked in for your support.

Visitors included Frank, W4DLZ, from FL, Dave, NE5E from San Antonio, Eric, NM5M from Plano, and Bob, K6YBV, from CA.

The complete list of stations and traffic / liaison totals are shown in the following table. Traffic averaged 2.1 per net session (1.9 last month). Net time averaged 10.2 minutes per session (compared to 9.8 last month). Check-ins averaged 5.0 per session (4.7 last month).

TEX Net Statistics (September 2016)

Call	Name	QNI	Total	NCS	RN5	TTN	DFW	TSN
N5BA	Brian	0	1					
		1						
W5CU	Sam	1	1					
*		0						
W5DAE	Don	23	34					
		11						
W4DLZ	Frank	0	2					
	FL	2						
W5DY	Rodney	15	35	5	3			
		20		7	3			
NE5E	Dave	1	2					

Call	Name	QNI	Total	NCS	RN5	TTN	DFW	TSN
	San Antonio	1						
W5FEA	Jim	30	60	12	6	23		
*		30			3	3		
K5GM	Pete	25	53		11			
*		28			3			
W9GVW	Eric	8	12					
*		4						
K6JT	Steve	13	40				13	
*		27		22	16		27	
NM5M	Eric	0	1					
	Plano	1						
K5QOW	Gary	3	3			2		
*		0						
K5RG	Ken	0	5					
*		5			4			
N5RL	Randy	19	43	8	10	5		
*		24		1		23		
KD5TXD	Pat	5	5	5				
*		0						
K6YBV	Bob	0	3					
	CA	3						
Totals		300		60	59	56	40	0
				100%	98%	93%	67%	0%
QTC 1		52	128					
QTC 2		76			Sessions:	60		
Time 1		309	610					
Time 2		301						

Operating:

A new Traffic Handling Manual is being produced by the RRI staff to replace the NTS Manual, and hopefully a version for review and comment will be out before the next newsletter.

Some updates are also being made to the Methods and Practices Guide, but these are mostly cosmetic in nature. As stated last month, our operating procedures and traffic handling guidelines remain the same.

Here are the composite reports for the last 2 months for traffic handled at the region and above levels.

NTS Central Area Activity for August 2016

Net	Sessions	QTC	QNI	QTR	Rate
Cycle 2 RN5*	14	30	144	225	0.133
Cycle 2 9RN*	14	517	131	192	2.693
Day 10th Call Area	14	61	111	185	0.330
Night 5th Call Area	60	163	332	645	0.253
Night 9th Call Area	56	113	161	338	0.334
Cycle 4 TEN*	53	121	163	407	0.297
Day Central US	14	203	119	421	0.482
Night Central US	31	307	215	469	0.655
Day Inter-Area Traffic	42	173	38		90%
Night Inter-Area Traffic	93	184	56		60%
Total Voice/CW Nets		1872	1470	2882	
DTN Digital			Received	Sent	
WB9FHP Central Hub/9th		3541	2040	1501	
W5SEG 5th Call Area HUB		416	213	203	
KMOR 10th Call Area HUB		383	192	191	
Digital Stations (16)		3193	1532	1661	
Total DTN Digital		7533	3977	3556	
Total Central US		9405			
* NTS affiliated, all others Radio Relay International affiliated					

Central US Nets Activity for September 2016

Net	Sessions	QTC	QNI	QTR	Rate
Cycle 2 RN5*	13	26	118	177	0.147
Cycle 2 9RN*	12	358	91	171	2.094
Day 10th Call Area	12	64	114	164	0.390
Night 5th Call Area	60	172	344	659	0.261

Net	Sessions	QTC	QNI	QTR	Rate
Night 9th Call Area	55	125	146	330	0.379
Cycle 4 TEN*	55	98	89	363	0.270
Day Central US	13	135	106	334	0.404
Night Central US	29	288	210	545	0.528
Day Inter-Area Traffic	39	105	36		92%
Night Inter-Area Traffic	90	184	83		92%
Total Voice/CW Nets		1555	1337	2743	
DTN Digital			Received	Sent	
WB9FHP Central Hub/9th		2660	1520	1140	
W5SEG 5th Call Area HUB		455	201	254	
KMOR 10th Call Area HUB		522	253	269	
Digital Stations (16)		2655	1325	1330	
Total DTN Digital		6292	3299	2993	
Total Central US		7847			
* NTS affiliated, all others Radio Relay International affiliated					

Until December, thanks for all your support of TEX and have a Great Thanksgiving holiday.
73, Steve K6JT

TSN Corner

Texas Slow Net (Tuesday - Friday) 1945 CT 3570.0 KHz +/- QRM
 Website: <http://www.k6jt.com/tsn/>
 Net Manager: Jason KD5RQB, tsn.3570@aol.com



Photo Courtesy of VE3UU

Greetings From Northeast Texas

This issue of the TSN Corner starts off with sad news. Rodney W5DY's sister passed away September 16th. Rodney, on behalf of TSN, thoughts and prayers are with you and your family.

Joe AC5BE from Matagorda, Texas checked into the net on September 14th and Randy N5RL on September 22nd. It was good to hear Joe and Randy on the net.

Due to work, I was not able to be active on TSN during the month of September. I want to thank Carroll KB5TCH and Sam KK4HCF for keeping the net going in my absence. Thanks Carroll and Sam!!! I am also going to be checking on Howard WD5IDB. He has also been absent this month and I hope everything is okay with him.

TSN Activity Reports

Month	QNI	QTC	Nr. Operators
August 17 Sessions	45	15	4
September 16 Sessions	34	15	6

Net Control Stations

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

August 2016 QNS

Name	Callsign	QNI
CARROLL	KB5TCH	17
SAM	KK4HCF	15
HOWARD	WD5IDB	10
JASON	KD5RQB	3

September 2016 QNS

Name	Callsign	QNI
CARROLL	KB5TCH	15
SAM	KK4HCF	13
HOWARD	WD5IDB	13
JOE	AC5BE	1
RANDY	N5RL	1
JASON	KD5RQB	1

TSN Roster (November 2015 to December 2016)

Callsign	Name	QTH
KW5AS	Skip	VICTORIA, TEXAS
AC5BE	Joe	MATAGORDA, TEXAS
KX5C	Ron	SILSBEE, TEXAS
W5CBP	Chris	ALBUQUERQUE, NEW MEXICO
W5DY	Rodney	GOLIAD, TEXAS
WD0ESF	Mike	MEDICINE LODGE, KANSAS
W9GVW	Eric	SAN ANTONIO, TEXAS
KK4HCF	Sam	MARYSVILLE, TENNESSEE
WD5IDB	Howard	EDMOND, OKLAHOMA
KB5KWO	Steve	NORMAN, OKLAHOMA
WD8LDY	Dave	BRIDGEPORT, WEST VIRGINIA
KD5MMM	Phil	FENTRESS, TEXAS
N5NVP	Jim	SCOTT, LOUISIANA
N5RL	Randy	SAN ANTONIO, TEXAS
KD5RQB	Jason	ATLANTA, TEXAS
AB5S	David	NEVADA, TEXAS
KB5TCH	Carroll	DOUGLASSVILLE, TEXAS

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

This is a great place to learn how to handle traffic on CW. If you are a voice net traffic handler, this is a great addition to your amateur radio skill set. See you on the air!!

73,
Jason KD5RQB

RN5 Corner

Fifth Call Area Net (Daily) 1930 CT and 2130 CT on **3567**
Alternate Frequency 7108 (early) or 3598 when conditions warrant
Serving TX, OK, LA, AR, MS, TN, AL, and NFL
Frank Thrash W4DLZ (W4DLZ@ARRL.NET)
Net Manager

Hello guys and welcome to Edition 50 of the **RN5 Corner**.

Operation as part of Radio Relay International seems to be going well. Traffic has slowed down the last month or so, but that is a cyclic occurrence anyway.

Very happy to have Sam, W5CU, back in OK for the winter season, although he was doing quite well from his Colorado QTH. Also glad to have Tom, WA4ZPZ, active again now that it is getting dark early enough for him to put up his antenna and operate on the nets.

Doug, NA5YO, has completed his move to the Gulf Coast but has not gotten his antenna back up or been on the air. We are hoping he will be back soon. Meanwhile, his CAN skeds are shown in Red on the duty roster and a substitute is needed.

As always, we need NCS and Liaison stations and hopefully also more ops as hurricane season approaches. Health and Welfare messages will likely be generated.

Again thanks so much to Jerry, W4SU, without whom RN5 would not function. Thanks also to Ben, KZ8Q, who is helping out from FL and it is great to have Sam, W5CU, coming into the net to help with NCS and liaisons to CAN, even from his Colorado QTH. Glad to hear Jack, K5WNU, back on again from MS and as always, thanks to Dick, WA5CAV, for keeping LA represented. Good to hear Tom, WA4ZPZ, with us again and thanks to Tom for taking several NCS and liaison slots. Happy to hear Tom, K4VIZ's great bug fist from time to time and Jim, K5TSK checking in from AR.

Check out the new duty roster. Some changes have been made.

73, Frank W4DLZ
RN5/4 CW Net Mgr.

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

RN5 Duty Roster

Local	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
NCS #1	W5FEA	W4DLZ	W5CU	W4SU	W4SU	W4DLZ	WA4ZPZ
NCS #2	W5FEA	W4DLZ	W5CU	K6JT	W4SU	W4DLZ	WA4ZPZ
CAN TX	WA4ZPZ	NA5YO	Open	W4SU	W4SU	NA5YO	W4SU
CAN RX	W5CU	NA5YO	Open	K6JT	WA4ZPZ	NA5YO	W5CU
DRN5	Open	Open	K5RG	Open	Open	Open	Open

2016 Statistics

MONTH	AUGUST	SEPTEMBER
SESSIONS	60	60
QTC	163	172
QNI	332	344
QTR	645	659
AVG QTC	2.7	2.9
AVG QNI	5.5	5.7
AVG QTR	10.75	11.0

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

Region Net 5 Roster

Call	Name	State	Call	Name	State
W4AGL	JIM	FL	K8KV	BEN	FL
WA4BAM	JOHN	FL	N5NVP	JIM	LA
WA5CAV	DICK	LA	K4PG	KEVIN	FL
W5CU	SAM	OK*/CO	WA5PRI	DON	LA
W4DLZ	FRANK	FL	KZ8Q	BEN	FL
W5DY	RODNEY	TX	K5RG	KEN	TX
W5ESE	SCOTT	TX	N5RL	RANDY	TX
W5FEA	JIM	TX	W4SQE	ANDY	TN
KC4FL	JOHN	FL	W4SU	JERRY	AL
W5GKH	CHARLIE	TX	K5TSK	JIM	AR
K5GM	PETE	TX	K4VIZ	TOM	AR**
W8IM	DEAN	FL	K5WNU	JACK	MS
K6JT	STEVE	TX	NA5YO	DOUG	TX
K5KV	BENNY	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. Send AR to K5TSK or the TX station for the 7290 net (do not use DRN5)

73, Frank W4DLZ