

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 , 214-208-8900 Cell)
TEX Web Site: <http://www.k6jt.com/>

Assistant Manager: Rodney Baker, W5DY, Goliad TX
(w5dy@arrl.net)

December 2013



Thank You All for a Good Year

As 2013 draws to a close, I want to take this opportunity to thank every one of you for your support of TEX, TSN, and RN5, and most especially the National Traffic System. While some will say it is obsolete and dying out, we know better, don't we? True, there are some areas with weak representation, and others have no viable NTS section or local nets, but we have found workarounds for nearly all of these in the Central Area.

So a big THANK YOU to everyone who checked in or handled even one piece of traffic during the year. I wish you a very Merry Christmas and an even better 2014. 73, Steve K6JT

December QNI Newsletter is Available

Again, thanks to James Wades, WB8SIW, for another great QNI Newsletter. You can access it via the TEX website (scroll down for the links to all his QNI newsletters). In this issue, the main topics include:

1. Spencerian Script (Early telegrapher's handwriting)
2. Live Action (K6HTN) - Communication with the Philippines following the great typhoon
3. Dear Santa... Sending telegrams to the North Pole
4. NTSD Radio Email Video available on YouTube
5. NTSD Parser Software Available
6. Just Talk into the Microphone (using the ARRL Radiogram Format and why)
7. Clueless (editorial) regarding an EC who thinks ICS-213 is the be-all, end-all
8. CW Net Operating Tip (how to get messages through under varying conditions)

Recommended reading, especially the last topic.

Two years in China Burma India, WW2 (Part 2)

Here's part 2 of last months' interesting story from Uncle Vic, W7VSE. Thanks, Vic, for all your efforts.

In China and India, all of our message traffic for the USA had to be relayed through numerous stations in India, then more relay stations through Africa, and then to a station in America. This was about an 8000 mile route, and a message had to be relayed several times.

One day, at Yangkai, we received a long coded message from AACS Headquarters in India. When the cryptographer deciphered it, he brought it to me. HQ had set up a schedule with an AACS station in Brisbane, Australia, WYVP, and instructed us to be on a certain frequency at a certain time for a one-hour test to see if we could establish communications. I don't remember the exact frequency, but it was in the 13000 Kilocycle range. I contacted Fred Winters (W2PZF) and gave him the information. In a day or so, he told me it was all set up. (Without knowledgeable men like Fred Winters, we could not have accomplished our mission). So, I got on that frequency at the given time, and called WYVP. To my surprise, he came right back with a good signal. We exchanged signal reports and communicated for an hour, and we agreed to meet every day at that same time. I reported this to HQ and it wasn't long before message traffic addressed to WashDC started coming to WUTL at Yangkai. And after sending the message traffic to WYVP one day, I stayed tuned to that frequency and heard him resending that message to a station in California. I could not hear the California station, but the idea to shorten the route of message traffic to the USA worked out fine. That station in California probably put the messages on a landline teletype, direct to WashDC.

I loved operating CW (code), but hardly ever got to operate because I was in a supervisory position. I made up the work schedule and did other paper work and relieved the operators whenever necessary. But I didn't like that. I would tune in on the Kunming-Chabua frequency every now and then and hear them handling a lot of message traffic. I was green with envy. Finally, one of the Officers from Headquarters came by that I knew. It was Jimmy Weeks, (JW), from WYM, March Field in California, and he was one of the operators that had helped break me in on CW traffic-handling back at WYT Tucson, before the war. I told JW that I was very unhappy at Yangkai, I wanted to be where the CW action was, either Kunming or Chabua, and I'd be willing to leave my job as Chief Operator to be just an operator or a Supervisor. He said he would see what he could do. Lo and Behold, in a few weeks my orders came transferring me to Chabua Air Base in India.

Now, I had been in China for 15 months and listened to a lot of transport planes being shot at, or shot down, on those routes over the hump. Seems the Japanese found out those transports did not have any guns on them, so they had a place to do target practice and shot down a bunch of them. If I returned to Chabua, I was going to have to fly that same route over the hump again. This worried me. And, by the way, anyone who says they are not scared when the bombs are falling, or they are being shot at, are either insane, or liars, or both. I admit that I'm a coward and get scared easy. I won't mention any "unscheduled body functions," but I may have been there and done that. Ha!

So, I checked out at Yangkai, caught the truck to Kunming and checked into the transient barracks. I wanted to try and hitch a ride on an aircraft that at least had guns on it. Days went by and I had no luck. Finally, Colonel Guthrie, the Regional Control Officer (RCO), came to Kunming in his stripped-down B-25. (Same aircraft with which Dollittle's outfit bombed Tokyo from an aircraft carrier.) Colonel Guthrie, the AACS RCO, his pilot, and a crew chief were all that were on that plane. Col. Guthrie was the T/Sgt that interviewed me back in '41, when he was in charge of station WYG, Kelly Field, San Antonio, Texas, before the war. I

asked if I could hitch a ride back to India with them, and he said OK. I was happy for a while. But this plane had been stripped of its guns and armament. Walking out to the plane that day, I told the pilot about hearing the planes being shot down on this route. He said not to worry, when they came over the Hump that morning, they were “on top” of an overcast, and he would probably do the same going back to Chabua. He said if they made a pass at us, he would dive into the clouds and go IFR (Instrument Flight Rules) on in to Chabua. I briefly felt better, but then I thought, WHAT IF THEY GET US ON THAT FIRST PASS? Or what if we hit a mountain when we dive into the clouds over the Himalayas. So then I bit my fingernails, up to my elbow, worrying. We went over the Hump at about fifteen thousand feet and didn't have any problems. I didn't have any fleece lined flying clothes and it was bitterly cold in the back of that B-25. The Crew Chief and I shared an oxygen tank, and we made it fine. This was in January, (I think,) 1944. I stayed there until I got orders to go back to the USA in October.

At Chabua, (which I learned later was one of the busiest AACCS stations in the world at that time), I was reduced to a watch Supervisor's job, but I got to work some Duplex CW nets, and they installed radio teletype to Kunming, while I was there, and I learned how to use it. We also had a Kleinschmidt perforator CW tape machine, and the Boehme tape sending machine, and an Automatic Inked Tape code recorder, that I learned to use. My job, mainly, was to be sure six (or more sometimes) operators on my shift, got out of bed and caught the truck to the station on time, and I assigned them to their positions. I also filled in where needed if they had to go to relieve themselves, or were sick, or whatever. We had new operators that had arrived later and they didn't know where all the stations were, so they needed a lot of tutoring. I loved the work as there was plenty to do to keep you busy and your mind off the war going on, and other worries.

Orders came for a few of us that had been overseas for 18 months, or more.. We were ordered to go to “rest camp.” And we needed that. I was beginning to have mental problems. I didn't realize what was wrong, but sometimes I would wonder if there really was a United States, or did I dream that? So I can empathize with the troops returning from overseas today with their mental problems.

The “rest camp” we were heading for was named Kemi Nodi (pronounced Ko Bo) Hunting Lodge. We were taken by truck about 50 miles to a small dock on the Brahmaputra River. (We called it the Brahma-putrid River). This river must have been a quarter mile wide at the spot where we were to cross. There were waves out in the middle of the river, and we could see that the water was really moving along swiftly. We could just make out the small dock on the far bank that was our destination. There were no bridges. Our transportation awaited us at a small dock on this side of the river. It was two river boatmen and a flat-bottomed boat that had been hacked out of half of a huge tree. I suppose it was hollowed out by hand. These Indian boatmen spent their entire lives on the river, providing transport for people wanting to cross. Several of us got on the boat with our rifles and gear we had brought along. The two boatmen picked up two poles about 10 feet long and started poling the boat upstream, staying in close to the bank where they could reach bottom with the poles easily. We must have traveled about three city blocks upstream, then they put the poles in the boat and took some short wide paddles and nosed the boat out towards the center of the river. They paddled furiously upstream and angled toward the other side of the river. It was rough going when we were midstream and the boat was bobbing up and down in the waves of that swift river. Even though the boatmen were paddling furiously, trying to go upstream, we were

still moving downstream with the flow of the river. I watched the dock go by when we were about a hundred feet from the shore. The boatmen continued paddling until we arrived in the shallow water near the other bank of the river. But we were downstream about a city block from the dock, so they put the paddles down, picked up the poles, and poled us in the shallow all the way back to the dock. I've often thought about that river crossing and I thank the Lord that the boat did not capsize in the river. The way we were dressed and loaded down with our gear, it's doubtful we would have survived.

There was a weapon's carrier waiting for us, and I've wondered how they got it over there. Perhaps drove it in from somewhere on the other side of the river. I know they couldn't have carried that vehicle across in that little riverboat.

It was only a few miles to our rest camp. "Ko Bo" Hunting Lodge was located on a smaller river, possibly a tributary to the Brahmaputra. They had chosen this place, for the rest camp, on the outside bottom of a horseshoe bend in that river. Evidently there had been a forest fire and cleared most of the vegetation below the river. Within the horseshoe on the other side of the river, the trees and brush were still there and very densely wooded.. We had tents to live in and one large tent was a library full of books and reading material. There was a mess hall, and we had venison three times a day the entire time I was there. The river was nice and clear and they had constructed a diving board and a platform, for sun bathing, out in the middle of the stream. We had fun swimming and diving the first day. But as the sun went down that afternoon over the horseshoe, the shadows from the trees came slowly over the river and there were many snakes, or eels, or something wiggly, swimming in that water. The water seemed to be alive with the creatures. This greatly restricted our swimming for the remaining time we were there.

Next day, one of the men at the lodge asked who would like to go deer hunting. A few of us said we wanted to go. So, just after sundown we all got in the weapon's carrier and drove about a half mile down to a clearing. There was a path coming out of an opening in the trees and crossing that clearing to another standing of trees. Just about dark, the driver turned a spot light on the opening in the trees. Soon a large deer walked out in the spotlight, stopped and stood still looking at us, and the driver shot it. We loaded it on the weapons carrier and drove back to the lodge. That deer would feed us for the next few days. That was our big deer hunting expedition. I never went again.

Venison three times a day was great for a few days, but then we wished we could have some beans or something. Too much of a good thing gets old after a while.

The next day there was a tour to watch the elephants work with timber in the forest. I think everyone went on this one. The site was a lumber camp located a few miles from the lodge at the end of a small gauge railroad track. There were several railroad flatcars on the tracks, and a big pile of logs in the middle of the clearing. There were two elephants, each with their Sabu (elephant boy) sitting on his elephant's neck... Both of them had a small stick, a little larger than a music conductors' baton. This small stick was used to control the elephant. We learned that the elephant boys were paired with one elephant for life. These two elephants worked in the yard, and there were two others that brought the logs in from the forest. They were equipped with a yoke around their necks connected to a huge chain that they drug behind them on the ground. They would leave the yard and come back later dragging a log

about 16 feet long and 2 or 3 feet in diameter on that chain. I think some of the logs were mahogany or teak, very heavy hardwood logs. The loggers would remove the chain from the log and the elephant would go back into the woods for another. One of the elephants that worked in the yard was a huge bull with long tusks, and the other was a female elephant with a young calf. The little baby was only a day or so old and had short white hair over his pink-skinned body. (I finally got to see a pink elephant!) The Sabu on the bull elephant would steer him over to the pile of logs and then direct the elephant to kneel down with his tusks under, and his trunk over, a log and pick it up. If the log drooped on either end, he would put the log down and move over in that direction and pick up the log again. He repeated this, until he located the center of the log. Then he would pick up that log, which probably weighed several hundred pounds, and carry it over to the side of one of the flatcars on the tracks. He would gently lay that log on the flatcar and release his hold on it. Then he would go get another log and do the same thing. Soon he would have the car full of logs. The Mama elephant's job was to walk up to the end of the car that the logs were loaded on, and use her head to push each log until they were all even. It was amazing to watch those elephants work.

During the break for lunch, the Sabu of the Mama elephant finished his lunch and went to pick some tender bamboo shoots, or something green, and he teased the baby elephant with them until he finally coaxed him close enough that he reached out and got the baby by the ear. The little guy squealed and jumped up and down, but didn't pull away. His Mama trumpeted and looked to see what was wrong. When she saw it was her Sabu, she went back to eating her lunch. We all got to pet the baby elephant and he became quite docile for a few minutes. Then the Sabu asked if anyone wanted to ride an elephant? Some of us said we did. So he climbed aboard the elephant and commanded her to get down on all fours. A couple of us climbed up on top of that elephant's back and tried to straddle her like you would ride a horse. It was very awkward. My legs were too short to get a grip around that huge body. There was no saddle or provision for passengers. Then the Sabu got the elephant on her feet. I almost fell off, as she stood first on her front feet and then her rear feet. Then she walked and jogged a short distance and returned, and knelt down again to let us get off. The only way I can describe this ride is I felt like I had straddled the peak of a house that had been washed into a roaring stream and was bobbing up and down in the swift water as I rode. When I finally put my feet back on the ground, I felt like I had been rescued from some horrible adventure. Never again!

After the time spent at Ko Bo Hunting lodge, I was well rested, but I don't even remember the trip back to the Lodge, or the trip back to Chabua Air Base. I must have done both, because in October, 1944, after 25 months in the China, Burma India theatre of war, I received my orders to fly back to the USA.

But that's another story.

73, Vic Seeberger W7VSE

George Hart Series

Here is the 12th installment of the George Hart Series. The effects of the '29 Crash continue to challenge.

RANDOM RECOLLECTIONS OF AN OLD HAM

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

Part 12 - Life on the Farm, Part One

I'll omit other details except for those which have some bearing on our (Ed's and mine) amateur radio activities. With no commercial electricity, operation at the farm didn't seem possible. Ed set up a battery-operated station of very low power, with an antenna strung between tall trees surrounding the house, but batteries had to be replaced frequently. We used W3AMR at the farm, but the contacts were few and far between and the whole setup was highly unsatisfactory. Ed decided that the only solution was a superior antenna, which would make up for our very low power capability.

Down in the valley in front of the house, along the wet weather stream there, we had noticed a stand of tall trees, some of them over 60 feet. Ed decided we should cut down two of the tallest, drag them to the top of the hill behind the house on which there was a vast open meadow, get them erected and string an antenna between them. He felt that an antenna at such a high elevation (one could see up the Delaware River Valley all the way to Phillipsburg, NJ) would give us an outstanding signal even with our meager little two watts or so of power. But how to get two trees cut down, stripped of branches, dragged up the hill and set?

The tasks involved seemed insurmountable to me, but Ed got in touch with Raymond Holloway, our 30-year-old cousin who worked the farm in the other valley. Ray took an interest in the project, enlisted the aid of a couple of other cousins and two hired workmen. One Sunday they all came over, with tools and the old Fordson tractor. Ray engineered the whole project. The two tallest trees were duly felled, dragged up the hill and placed 140 feet apart after halyards and ropes were in place at the top of each pole. The way all this was done was most interesting and most ingenious, but I won't take the space to explain it here.

Suffice it to say that the poles were duly erected and stood tall, like silent sentinels, overlooking two valleys and a clear view for many miles north along the Delaware River Valley. Ed and I were most gratified and foresaw great results.

"Those trees are poplar," Ray told us, even before they were felled. "Very pithy, I'll give 'em two years, then they'll rot away and fall;."

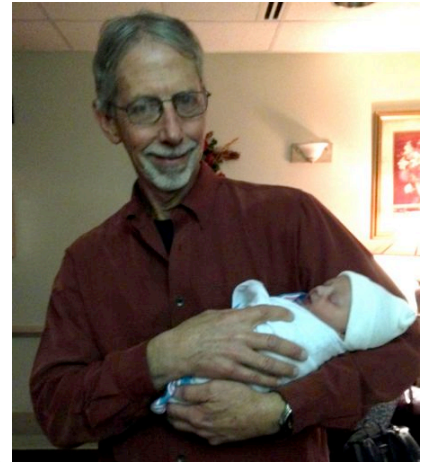
Ray was mistaken. The trees were tulip, but they were pithy. However, they lasted much longer than two years, which was surprising, considering that wood from tulip, or magnolia trees is not considered useful for either lumber or firewood.

"How you gonna feed the antenna to the house?" I asked Ed, skeptically. The house was over 700 feet away. "We'll worry about that later," said Ed. "Maybe an off-center Windom feed. But right now we'll put up the tent and operate from it until the weather gets too cold. Maybe by that time we can have a real radio shack built.

Next in Part 13. Geo and Ed encounter Mother Nature and her ways.

TEX Mailbox:

Sam, W5CU, missed his RN5 liaison slots on TEX (and also on CAN) on Sunday the 15th. But he had a good excuse, as you can see in the picture. Sam was there to welcome his first grandchild, a granddaughter, into the world. He sure looks happy with his “second harmonic”, doesn't he?



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Received information about the NTSD Radio Email video and the NTSD Parser Software that some of you may be interested in from **Dave, WB2FTX**. However, since both of those are described in the current issue of QNI, as mentioned earlier, you can take a look at the information there.

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Thanks to **George, K5BMR**, for forwarding the following link to a report that the current solar activity cycle is the weakest in a century. No wonder our band conditions have been so poor even though we are in the “peak” of the current cycle ! See <http://www.space.com/23934-weak-solar-cycle-space-weather.html>

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Although it is not directly related to amateur radio, I found the video at the link below, received from **Scott, W7IZ**, to be very touching and wanted to share it with you. It shows a former State Trooper telling some stories of what he experienced on Christmas Eve duty. Thanks, Scott. http://www.youtube.com/embed/WxjZB5S_g7s?rel=0

- . . . -

Also from **Scott**, this link to some very interesting maps with various information around the world. Take a look. You will be surprised by some of them, as I was.

<http://twistedrifter.com/2013/08/maps-that-will-help-you-make-sense-of-the-world/>

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TEX Net Topics

There are still 5 backup slots open (shown in **yellow**) and **1** open NCS slot (shown in **red**) in need of a station for Saturday early NCS. Please advise if you are willing to take any of these positions on a regular basis.

The TEX Duty Schedule and Roster are shown on the following page (for easier printing of a single page). The Roster was updated since last month. Note that we lost Carol, W6CL, who has moved to New York. NCS and liaison stations should have a copy of this handy both to remind you of your skeds and to easily look up names of stations you may not be familiar with.

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

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TEX CW Net Weekly Schedule

| Local | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
|---------------|-------------|-------------|-----------|-------------|--------|-------------|-------------|
| NCS #1 | W5GKH | N5RL | KD5TXD | KD5TXD | N5RL | <i>Open</i> | W5GKH |
| Backup | <i>Open</i> | W5ESE | W5DY | W5DY | W5DY | W5DY | W5CU |
| NCS #2 | W5GKH | K6JT | W5TMO | W5TMO | K5KV | W5DY | W5GKH |
| Backup | K6JT | K5KV | K6JT | K6JT | K6JT | K6JT | W5CU |
| RN5 #1 | K5KV | N5RL | W5CU | KA5KLU | N5RL | KA5KLU | W5CU |
| Backup | W5DY | <i>Open</i> | W5DY | <i>Open</i> | W5ESE | W5ESE | <i>Open</i> |
| RN5 #2 | K5KV | K5KV | W5CU | KA5KLU | K6JT | KA5KLU | W5CU |
| Backup | W5DY | K6JT | K6JT | K6JT | K5KV | K6JT | <i>Open</i> |

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

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

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

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

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

TEX Roster

| Call | Name | Location / Notes | Call | Name | Location / Notes |
|---------|---------|------------------|----------|-------|---------------------|
| N5BA | Brian | Houston | N7NET | Scott | McKinney |
| W5CU | Sam | Edmond OK | * KB5NJD | John | Duncanville |
| W5DH | Tom | Dallas | N5NVP | Jim | Scott LA |
| W4DLZ | Frank | Florida | W5OMR | Geoff | Houston |
| * W5DY | Rodney | Goliad | AC5P | Mike | Bartlesville OK |
| * W5ESE | Scott | Dripping Springs | K1PKZ | Paul | Tom Bean |
| W5FEA | Jim | Graham | K5QOW | Gary | Reagan Wells |
| W5GKH | Charlie | West Columbia | * K5RG | Ken | Houston |
| K5GM | Pete | Austin | N5RL | Randy | San Antonio |
| W9GVW | Eric | San Antonio | W5ROK | Steve | Richardson (K6JT) |
| K5JRN | Si | Austin | W5TMO | Mike | Austin |
| * K6JT | Steve | Plano | KD5TXD | Pat | Kingsville |
| KA5KLU | Doug | San Antonio | WB8WKQ | Jeff | Michigan |
| * K5KV | Benny | Star | K6YBV | Bob | Placerville CA |
| * W6LFB | Jim | Denton | W5YE | Brian | Harlingen |
| WA5MS | Marty | Highland Village | W5ZD | Pat | Kingsville (KD5TXD) |

* Capable of 160 meter operation

Statistics:

All statistics were down compared to last month, but hopefully they will pick up in December with the Christmas traffic. Of course, there were 2 fewer net sessions in November. All RN5 slots were covered and TTN / DFW representation were good. Thanks to all for a fine job.

Jim, W5FEA, with 60 out of 60 (100%) had another “clean sweep” of all sessions. Thanks for your fine support Jim !!! Rodney, W5DY, with 50 (83%) captured second, and Doug, KA5KLU, with 31 (52%) was third. Thanks to all of you who checked in for your support.

We had a couple of visitors to the net including Mike, AC5P, in Bartlesville OK, and Bob, K6YBV, from California, who might be considered a “regular” now. Bob was good enough to take some PAN traffic, too. Welcome to all and thanks!

The complete list of stations and traffic / liaison totals are shown in the following table. Traffic averaged 3.1 per net session (3.2 last month). Net time averaged 11.6 minutes per session (compared to 11.7 last month). Check-ins averaged 5.9 per session (6.3 last month).

TEX Net Statistics (November 2013)

| Call | Name | QNI | Total | NCS | RN5 | TTN | DFW |
|--------|-----------------|-----|-------|-----|-----|-----|-----|
| W5CU | Sam | 11 | 25 | | 8 | | |
| * | | 14 | | | 8 | | |
| W5DY | Rodney | 26 | 50 | 1 | 2 | | |
| | | 24 | | 3 | | | |
| W5ESE | Scott | 6 | 6 | | | | |
| * | | 0 | | | | | |
| W5FEA | Jim | 30 | 60 | | | 26 | |
| * | | 30 | | | | 12 | |
| W5GKH | Charlie | 8 | 16 | 8 | | | |
| * | | 8 | | 8 | | | |
| K5GM | Pete | 4 | 11 | | | | |
| * | | 7 | | | | | |
| W9GVW | Eric | 1 | 1 | | | | |
| * | | 0 | | | | | |
| K6JT | Steve | 23 | 52 | 4 | 1 | | 22 |
| * | | 29 | | 7 | 6 | | 29 |
| KA5KLU | Doug | 19 | 31 | | 9 | | |
| * | | 12 | | | 9 | | |
| K5KV | Benny | 9 | 25 | | 2 | | |
| | | 16 | | 4 | 7 | | |
| W6LFB | Jim | 4 | 4 | | | | |
| * | | 0 | | | | | |
| N5NVP | Jim | 0 | 6 | | | | |
| | | 6 | | | | | |
| AC5P | Mike | 0 | 1 | | | | |
| | Bartlesville OK | 1 | | | | | |
| K5QOW | Gary | 1 | 1 | | | | |

| Call | Name | QNI | Total | NCS | RN5 | TTN | DFW |
|--------|-------|-----|-------|------|-----------|-----|-----|
| * | | 0 | | | | | |
| K5RG | Ken | 4 | 7 | | | | |
| * | | 3 | | | | | |
| N5RL | Randy | 18 | 25 | 9 | 8 | 2 | |
| * | | 7 | | | | 2 | |
| W5TMO | Mike | 1 | 12 | | | | |
| * | | 11 | | 8 | | | |
| KD5TXD | Pat | 11 | 11 | 8 | | | |
| * | | 0 | | | | | |
| K6YBV | Bob | 0 | 11 | | | | |
| | CA | 11 | | | | | |
| Totals | | 355 | | 60 | 60 | 42 | 51 |
| | | | | 100% | 100% | 70% | 85% |
| QTC 1 | | 76 | 189 | | | | |
| QTC 2 | | 113 | | | Sessions: | 60 | |
| Time 1 | | 355 | 698 | | | | |
| Time 2 | | 343 | | | | | |

Operating:

Check out the CW Net Operating Tips in the December QNI newsletter, as mentioned earlier. Thanks to James Wades, WB8SIW, for an excellent set of suggestions and tips.

Until next month, 73, Steve K6JT

(TSN Corner starts on the next page)



TSN Corner

Texas Slow Net (Daily) 1945 CT 3570.0 KHz +/- QRM
[\(Website Update Pending\)](#)
 New TSN Net Manager KD5RQB Jan 1, 2014

The telegraph key image is courtesy of FCIT

Greetings from the Wild Horse Desert - Home of KD5TXD

It is with great joy and a tad of sadness that I send this last TSN Corner. Working with TSN and the OK Slow Net put me onto CW. Jason believes in this training process and is diligently at work to build up his skills and to make this tool available to others. Already Jason is jumping in to do a great job. I know everyone will give him the support and encouragement that you gave me on TSN. Megga thanks to all. I will still be calling TEX on Wednesday and Thursday early TEX until Steve throws me out. *(Not Likely! - Ed)*

Here are the TSN Stats for November. I will keep the counts for December and pass those to Jason for the January Newsletter. We will be moving the TSN page over to the TEX website so it will all be together and easier to keep up to date.

Stop by any evening on 3570kHz at 7:45p.m. CDT.

November 2013 TSN Roster

| Call | Name | City | ST | Call | Name | City | ST |
|--------|---------|------------------|----|--------------|---------|---------------|----|
| WA4BAM | John | Miami | FL | KD5MMM | Phil | Fentress | TX |
| AC5BE | Joe | Houston | TX | N7NET | Scott | McKinney | TX |
| KX5C | Ron | Silsbee | TX | WB5NKC | Arley | Oklahoma City | OK |
| W5CU | Sam | Edmond | OK | WB5NKD | Pat | Oklahoma City | OK |
| WB8DIP | Scotty | Belmont | OK | N5NVP | Jim | Scott | LA |
| AB0DK | Dave | Kirksville | MO | K5OAI | Sam | San Angelo | TX |
| W7DML | Richard | Salt Lake City | UT | N4OLN | Gary | Conyers | GA |
| W5DPT | Louis | Deer Park | TX | K9PUI | Dick | Indianapolis | IN |
| W5DY | Rodney | Goliad | TX | K5QOW | Gary | Reagan Wells | TX |
| W5ESE | Scott | Dripping Springs | TX | N5RL | Randy | San Antonio | TX |
| WD0ESF | Mike | Medicine Lodge | KS | KD5RQB | Jason | Atlanta | TX |
| W5FEA | Jim | Graham | TX | KB5TCH | Carroll | Douglassville | TX |
| AG9G | Dwight | | WI | KD5TXD, W5ZD | Pat | Kingsville | TX |
| KK4HCF | Sam | Maryville | TN | W5TMO | Mike | Austin | TX |
| N0JL | Jim | Chillicothe | IA | WB5UPS | Ron | Port Neches | TX |
| K6JT | Steve | Plano | TX | K4VIZ | Tom | Conway | AR |
| AA5JW | Carl | Stafford | TX | W5VXI | Dave | Caddo Mills | TX |
| KA5KLU | Doug | San Antonio | TX | WB8WKQ | Jeff | Dryden | MI |
| K5KV | Benny | Star | TX | WJ5Z | Roy | Tyler | TX |
| K5MDK | Mike | Plano | TX | | | | |

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!!

TSN Activity Report for November 2013

Total Sessions 30, Total Check-ins 114, Total Traffic 30 by 11 different operators.

November 2013 QNS

| QNI | Callsign | Name | QTH | STATE |
|-----|--------------|---------|----------------|-------|
| 30 | KB5TCH | Carroll | Douglasville | TX |
| 29 | KD5RQB | Jason | Atlanta | TX |
| 23 | KD5TXD, W5ZD | Pat | Kingsville | TX |
| 11 | WD0ESF | Mike | Medicine Lodge | KS |
| 8 | KK4HCF | Sam | Maryville | TN |
| 7 | KD5MMM | Phil | Fentress | TX |
| 2 | W5DY | Rodney | Goliad | TX |
| 1 | AC5BE | Joe | Houston | TX |
| 1 | N5NVP | Jim | Scott | LA |
| 1 | W5CU | Sam | Edmond | OK |
| 1 | W5FEA | Jim | Graham | TX |

73!!

Pat KD5TXD

December 12, 2013

GREETINGS FROM NORTHEAST TEXAS

January 1, 2014 is just about here and I am looking forward to taking on the role as net manager and continuing the Texas Slow Net Revival. I want to thank Pat KD5TXD for her service as net manager over the years and Carroll KB5TCH / Phil KD5MMM for their service as Net Control Stations.

The last part of November, I started sending out radiograms to stations that had checked into the Texas Slow Net but have not checked in lately. I want to thank Jim W5FEA and Steve K6JT for helping with the traffic.

I am looking for Alternate Net Control Operators to help out if the primary net control operator has something come up and can not make the net. Anyone interested in being an Alternate Net Control Station please send an email to tsn.3570@aol.com Please include a contact telephone number and what nights would be best for you.

January 2014 NCS Schedule

| Night | NCS Name | NCS Call | Alternate Name | Alternate Call |
|-----------|----------|----------|----------------|----------------|
| Sunday | Jason | KD5RQB | Open | Open |
| Monday | Carroll | KB5TCH | Open | Open |
| Tuesday | Carroll | KB5TCH | Open | Open |
| Wednesday | Jason | KD5RQB | Open | Open |
| Thursday | Phil | KD5MMM | Open | Open |
| Friday | Carroll | KB5TCH | Open | Open |
| Saturday | Carroll | KB5TCH | Open | Open |

Until next month

73, Jason KD5RQB

(RN5 Corner Starts on the next page)

RN5 Corner

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

Hello guys and welcome to Edition 22 of the **RN5 Corner**.

It was another good month, and I want to thank you all for an excellent job. Been absent a great deal for various reasons, including weather. You can send your net reports to the TX liaison on the late net to give to K6JT if you don't hear me on when you are NCS. Thanks to all for getting your reports in to me in a timely manner.

We still need a regular NCS for the early session on Thursday, but otherwise all NCS slots are filled. There are still a lot of CAN Liaison slots open, especially those on Monday that have been vacant a long time. Thanks again to those of you who fill in when needed, and thanks also to Ben, KZ8Q, for picking up DRN5 when needed on the late session.

It is good to have Jack, K5WNU, checking in from MS often now. Thanks, Jack, for your support. MS traffic had to be routed via other means for a while. With you checking in more frequently, perhaps we can get some coming back to RN5 again.

Wishing you all a very Merry Christmas and a Happy and Healthy New Year in 2014.

73, Frank W4DLZ
RN5/4 CW Net Mgr..

(See next page for Statistics, Duty and Net Rosters)

RN5 Duty Roster

| Local | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
|--------|--------|---------|-----------|----------|--------|----------|--------|
| NCS #1 | KZ8Q | W4DLZ | W5CU | Open | W4SU | W4DLZ | K4VIZ |
| NCS #2 | KZ8Q | W4DLZ | W5CU | K6JT | W4SU | W4DLZ | K4VIZ |
| CAN TX | Open | Open | K4VIZ | KA5KLU | K5KV | Open | K5KV |
| CAN RX | Open | W4DLZ | W4AGL | K6JT | Open | W4DLZ | W5CU |
| DRN5 | Open | Open | K5RG | Open | Open | Open | Open |

November 2013 Statistics

| | |
|----------|------|
| SESSIONS | 60 |
| QTC | 197 |
| QNI | 351 |
| QTR | 726 |
| AVG QTC | 3.3 |
| AVG QNI | 5.9 |
| AVG QTR | 12.1 |

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 |
| K4AKC | TOM | AL | W8IM | DEAN | FL |
| WA4BAM | JOHN | FL | WA5JAN | JIM | AR |
| 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 | K5MC | MICKEY | LA |
| K5DMC | JER | MS | 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 | K15T | 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

73, Frank W4DLZ