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)

November 2013

Two years in China Burma India, WW2

Here’s part 1 of another interesting story from Uncle Vic, W7VSE. Thanks, Vic, for all your efforts. Our thanks and respect go out to all the Veterans who gave of themselves (and for some, their lives) to protect the rest of us and our American way of life.

In 1942, I had been in the U.S. Army Air Corps for about one year when I was selected to be a part of the newly formed 10th Communications Squadron of the AACS (Army Airways Communications System). There were 60 enlisted men and 10 officers. Our mission was to install, maintain and operate a communications route for aircraft across India and China. We reported to Bolling Field, near Washington D.C. and had about 4 months of briefing for foreign tropical duty. Then they flew us overseas and said they would fly us back. We left Miami, FL and flew on a C-47 (DC-3) down across Mexico, central America and through South America to Natal, Brazil. We rode in a Pan American Boeing 314A (China Clipper) from Natal to the Gold Coast of Africa. It took 14 hours to cross the Atlantic. Then across Africa on a C-47 again, and arrived in Karachi, India (it’s Pakistan now). This trip took about 5 days. There was a boatload of the equipment needed to build about 10 AACS communications facilities. It was tied up in the harbor. Each facility had to have everything from the ground up, power generators to furnish the electricity, radio receivers, transmitters, electric wire, antenna wire, spare parts, tools, antenna towers, etc. Sorting this equipment, so each station would have the correct materials, was a major task and required a few weeks of work for us to sort it all out and have the proper items ready to transport to the various locations across India and China. Then we rode on an Indian train from Karachi to Lahore, India. I was scheduled to go to Kunming, China, so I boarded another C-47 at Lahore and headed East for Chabua Army Air Base.

On this leg of our journey from Lahore to Chabua, we flew at about 5000 feet and we were flying parallel to the Himalayan Mountain Range that separates India and China. We could see the mountains several miles to our left and north of us. The Sergeant, Crew Chief of that C-47, had flown that route many times and he told us he would point out Mount Everest when we went by. I’m glad that he knew where Everest was, because all those mountains are very high and very similar in appearance. But when he pointed it out for us, we were able to say we had seen Mount Everest, the highest mountain in the world.

Later on, there were five Air Bases in Assam. They were the bases that supplied our troops over the "hump" in China. The air bases were: Chabua, Tezpur, Jorhat, Mohanberi, and Dinjan, (I think). It's difficult to remember some things after 70 years.. When we landed at the Chabua Army Air Base, we were in a war zone and they had just suffered a bomb attack by the Japanese. There was no one around when we landed, and there were a few bomb craters here and there. After a while, everyone came out of the brush. We stayed overnight and left early the next day. We flew over the hump at about 13 thousand feet, and landed at Kunming, (Yunnan province) in western China. We were given some communications equipment from the AVG (American Volunteer Group), the guys that were ex-military who had came over to help China in the war against Japan before this war. This group (AVG) was absorbed back into the military and became the 14th Air Force, the "Flying Tigers." We, in AACS, were attached to the 14th AF. I was Chief Operator at Kunming for a couple of months, then I was transferred to Yangkai Air Base, an alternate airport for Kunming.

While at Kunming, we were very busy with aircraft flying to and from India to China, and at first we used some of the radio equipment that the AVG had used, until we got our own radios ready, and we used their radio call signs. Kunming was Y9R and Chabua was F7Q. Some of the equipment was made in China and had Chinese tubes and writing. This made it very difficult for the technicians to work on that equipment. I remember one Chinese transmitter we used on voice. It had a metal microphone and was not properly grounded. If you got your nose too close to that Microphone when you were transmitting, sometimes a RF (radio frequency) spark would jump from the mic to your nose. This caused us to say some bad words on the air, but we had no FCC or anybody else to monitor us, so we were not punished for doing it.

We set up a basic Air Traffic Control system there at Kunming. In cloudy weather, the planes would come over from India "on top" of the clouds. The problem was how to get several planes to descend through the clouds without running into each other. The only navigation device we had was a radio beacon and the planes could use their homing device to guide them to that beacon. When they passed over the beacon, the direction finder needle would reverse and point behind them indicating that the beacon, and the airport, were directly beneath them. When given a clearance to commence their letdown procedure, they could start their descent through the clouds in a figure eight pattern, using the beacon as a reference to keep them over the airport and away from the mountains, of which there were many, during their descent. We had to turn the radio beacon off if the Japanese were reported on their way to bomb us. But, we figured that the Japanese had broken our weather code, because they never came to bomb us when we had a cloud cover. So, this worked out great, for a basic Aircraft Approach Control. So, when the first plane reported by radio to us in the morning, we would clear him for an approach and write his identification as number one on a paper on a clipboard. The second aircraft that called in would have to maintain "on top" and was written in the number two spot for approach, and so on down the list of airplanes. When the first plane reported below the clouds, we would clear the second aircraft for approach, and draw a line through the number one aircraft. As other aircraft showed up, they were put in sequence and circled around on top until their time came. Basic Air Traffic Control, but it was all we had and it worked. Meanwhile, the CW (code) operator was very busy receiving flight plans, sending flight plans to Chabua, and other stations, getting position reports, etc. There was seldom a dull moment in the station. I think the Japanese Air Force used us as a bombing practice for their aircrews. They bombed at us from a high altitude

regularly if the weather was good. But they seldom hit their target. A few times, the bombs intended for the Air Base would hit Chinese towns nearby and kill a lot of civilians.

Our radio station at Kunming was in an underground room, with a staggered sandbag entrance. This was designed to keep a bomb blast from coming in through the front door. The city of Kunming had been there for a long, long time. The Chinese didn't dig a grave to bury a corpse. They placed the casket on the ground and covered it with a large mound of dirt. After burying people like this for hundreds (or thousands) of years just on the outskirts of town, there were hundreds, or thousands, of these small hills in all directions out of town. The roads, or trails through the mounds, were narrow and crooked. It was impossible to drive a vehicle through them.

The Army engineers would not tolerate this, so they drew up plans to make roads for traveling from the barracks to the radio station and the Air Base, etc. The road graders that built the roads went in a straight line through those mounds, moving dirt and bones to make a road.. As the grader blade cut through the mounds, here and there, they would just scrape the side off of some caskets and human skeletons would be laying in those exposed graves in full view as you passed by. Some of the skeletal bones were scattered in the ditches alongside the roads I'm sure the Chinese people did not like this. We had to walk down one of these roads when we went to work. It was really spooky to know those skeletons were there when you were walking to work at midnight, and it gave a new meaning to working the GRAVEYARD SHIFT!

Later on, message traffic got so plentiful, we set up a "Duplex" CW system between Kunming, WUTK and Chabua, WUTE. I had never heard of a Duplex CW circuit before this. With a Simplex circuit, one operator sends to one receiving operator at the other station. If the receiving operator misses a word , he "breaks in" on the sender and tells him the last word he got correct, then the sender moves back to that word and resends from there. This way, when the message is complete, there's no time wasted with going back and asking for "fill-ins". With the Duplex circuit, you have 2 guys at each station. They use two different frequencies. There is a sender and a receiver at each station. They sit side by side and send at the same time. If the receiving operator on either end misses a word and has to "break in," he taps the sending operator on the arm and it stops all four operators while the receiving operator talks to the sending operator, sitting by his side, and tells him, what he missed, and the sender tells the receiving operator (in code) at the other station what is needed, and then, after the correction is complete, they all four go back to work. Duplex was used at stations that had so much traffic that a simplex circuit could not handle it, and/or you don't have enough operators or equipment to set up other operating positions. Sometimes, even the duplex system gets way behind. It is very discouraging to send one message and have two messages dropped in the box to be sent. It will certainly help make a better operator out of you, or send you to the "funny farm".

After a few months at Kunming, I went to Yangkai, WUTL, as I said above. I was promoted to Technical Sergeant there, as I was Station Chief for a while. My training by Sgt Wogstadt, back at WYT, Tucson certainly paid off. Then they sent a 2nd Lieutenant, named Benjamin Leichner, to be Officer in Charge, and I became Chief Operator, although I still had some Station Chief duties; including helping the OIC (Officer in Charge) learn a few tricks of the

trade. I think Benjamin Leichner worked for Saks, 5th Avenue in NYC, before he entered the service...

I spent the entire year of 1943 at Yangkai. It was 5500 feet above sea level and an alternate Air Base for Kunming. We had the 373rd Bomb Squadron of the 308th Bomb group stationed at Yangkai. They were 4-engine B-24s. We lost a lot of them on missions.

Major O'Brian was the commanding officer of the 373rd Bomb Squadron, based at Yangkai. He was the highest-ranking officer on the base. He was a West Point graduate and over six feet tall.

We had an Air Warning System that involved the Chinese. We would get reports via radio of incoming unknown aircraft. The Chinese had a unique way of warning everyone locally, on the base, of an impending attack. They had a tall pole, similar to our telegraph poles, and they had three levels of warning. One big paper covered ball raised on the pole meant the unknowns were within 150 Kilometers and headed our way. Two balls on the same pole meant the unknowns were 100 Kilometers away, and three balls meant they were 50 kilometers away. Hardly anyone ever saw the 3-ball alert as they were in the cave by that time, thanks to the air-warning system. Most of the US troops called an air raid a "Jing bow," but it was a "Jin Bao" in Chinese. At Yangkai, when the 2nd ball was raised on the pole, the entire population of the Air Base would go to a cave about 100 yards from our AACS radio station. The cave was large enough to hold everybody on the Air Base and room to spare. When two balls were up on the "Jing Bow" pole, the only two persons that were still outside of the cave were Major O'Brian and me. I would be in the radio station shakily holding the microphone, waiting to broadcast when we were leaving the Station. Major O'Brian would be holding the door open and waiting with me. When the report came, I would hurriedly sign off the air and make a run for the cave. Major O'Brian would be a few yards ahead of me, when we started, but I always beat him to the entrance. I'm almost sure that the Major could have outrun me, but he probably was not as scared as I was.

Later on, Fred Winters ran some control wires down in the cave and we could operate the radio while down there.

The 308th bomb group had squadrons at several locations in China. When they went on a mission, the squadrons would all take off from the various Air Bases at a prearranged time, and rendezvous at a designated area and get in one huge formation of aircraft for their bomb run.

I remember one of their missions very well. From what some of the men told me, Major O'Brian, because of his rank and importance, had orders to remain behind when the squadron went on a mission. But this particular day he went along as top gunner on the lead B-24. One of the radio operators told me later that they had met up with the other Squadrons and were approaching one of their targets. The leading Bomber was the one that usually signaled the bomb release point. The group had just begun their bomb run, when a lone Japanese Zero came out of the sun, and riddled that lead B-24 with machine gun fire. It was such a surprise sneak attack they didn't even get a chance to fire back at the Zero. The Bomber started to lose altitude, and a little smoke was trailing from it.. As it descended, one wing started to droop down. They thought the pilot had been wounded, or dead. When the plane

got several thousand feet below, it looked like someone finally got to the controls and righted the plane in level flight. Just as everyone was breathing a sigh of relief, the B-24 exploded into thousands of pieces. There were 10 men on that plane and one of them was Major O'Brian.

That was rugged mountainous terrain in China. And with radio silence in effect, it was difficult to find your way back to home base. But we saved some of them by giving them the exact direction back to the Air Base. We did this with a Direction Finding device. Fred Winters, our electronic technician, installed it, maintained it and taught us how to use it. Fred was an amateur radio operator before the war. His call was W2PZF and his hometown was Brant NY. Without Fred, we communications men would have been lost.

Next Month, Part 2 of this story, more anecdotes from China.

George Hart Series

Here is the 11th installment of the George Hart Series. Geo and family feel the effects of the '29 Crash.

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 11 - The Great Change

My father was not a stock speculator, but he owned small blocks of stock in several companies known to be stable, such as General Motors, American Agricultural Chemical Co, Studebaker, Dupont, and a few others, all of which either went down the drain or greatly decreased in value and stopped paying dividends. The loss was about 60% of his net worth. Being entirely a self-made man of Scotch heritage, it hit him hard. We were not destitute, but we had to reduce our living style considerably. My three brothers and I were hardly aware of what was going on, but we knew the old man (he was 76) was becoming increasingly irascible. In 1931 he suffered a complete nervous breakdown and passed away in June.

The house in which we four boys had been born and raised belonged to Lafayette College. When my father, an eminent professor of chemistry at the college, passed away, we lost any right to continue occupying the house. The college magnanimously gave us a year to vacate. Life went on almost as usual for another six months, then the college, feeling we (that is my mother) were apparently making no plans to vacate, started putting on the pressure. First they tore down my father's abandoned chemical laboratory which, although owned by my father and now by my mother, was on college property. We had to scramble to remove anything of value before the demolition crew moved in. The demolition caused us to lose our electrical service, because it had been connected to the house through the "den".

We still had our gas lights, but the electrical disconnect spelled the end of W3NF on College Hill. Among my father's former assets was a publishing company located in Easton quite close to the college, and here Ed established our new station using the 852 amplifier driven by

a crystal-controlled 210 oscillator and using our almost new National SW-3 receiver. The transmitter was established on a bench in the third-floor composing room, with an antenna on the roof. But the location was a very poor one for radio, a precipitous hill on one side and the downtown city of Easton surrounding us on the other three sides. During the day, with all the electrical noises inside the plant, operation was impossible. After five o'clock and on weekends the factory noises ceased, but the passing trolley cars (the College Hill trolley passed right in front of the building) caused loud discharges, making operation even on evenings until almost midnight and during weekends and holidays very difficult. It was such vast change from our previous location on the third floor of our College Hill house that operation of W3NF all but ceased. The building was "spooky" and chilly when unoccupied. There were no bathrooms or lavatories in the building, only an outhouse outdoors across a small parking area in the rear.

Of course we did have "the farm," about five miles down the Delaware River near the village of Raubsville. This property consisted of about 400 acres of meadows and forest in two valleys, and four houses, three of which were occupied by relatives who worked the farm for my father. The fourth house, at some distance from the others, was where we had spent our summers during my father's last few years, and where we were destined to move now that "papa" was gone. It was a large stone house, very old, of about ten rooms. There was no indoor plumbing, no electricity, no central heating. The house sat on the side of a hill overlooking a meadow below and dense forest on the other side. Living there the year around was a bleak prospect indeed, but we had nowhere else to go, and during the spring of 1932 the move was undertaken with vigor by all five of us.

Next in Part 12. The effects of the '29 Crash continued to challenge.

TEX Mailbox:

Jason, KD5RQB, who will be taking over the TSN manager position starting next January (See the TSN Corner) had an idea revolving around Straight Key Night on Dec 31. Jason wrote: In order to help promote the Texas Slow Net and try to recruit new CW Operators to train and get them ready for the Texas CW Net, I discussed with Pat KD5TXD via email participating in ARRL Straight Key Night. Another of the TSN NCS stations also thought it would be a good idea. The procedure would be to start trying to find a frequency around 3570, starting around 8 after the TSN. However if there is someone interested in starting sooner (or later, since SKN lasts all night), I just need the name, call, and planned hours and after the event a copy of the log.

A sample exchange would be CQ SKN DE TSN KD5RQB. Station would transmit their call sign and operator sending would transmit station call sign de KD5RQB RST 469 TSN meets daily 1945 3570 hope you will join us 73.

Please put the word out and maybe see if a couple of operators from the TEX CW would be interested in participating.

I would like a list by December 23rd of all that would be participating and a list of stations worked, time, and RST by January 6th. Thanks, Jason Patterson, KD5RQB, atl_aro@aol.com .

- . . . -
Received the following story from **Scott, W7IZ**. Although it does not have anything to do with radio, I found it quite amusing, so am sharing it here: The Value of Engineering...

You don't have to be an engineer to appreciate this story.

A toothpaste factory had a problem. They sometimes shipped empty boxes without the tube inside. This challenged their perceived quality with the buyers and distributors. Understanding how important the relationship with them was, the CEO of the company assembled his top people. They decided to hire an external engineering company to solve their empty boxes problem.

The project followed the usual process: budget and project sponsor allocated, RFP, and third-parties selected. Six months (and $8 million) later they had a fantastic solution - on time, on budget, and high quality. Everyone in the project was pleased. They solved the problem by using a high-tech precision scale that would sound a bell and flash lights whenever a toothpaste box weighed less than it should. The line would stop, someone would walk over, remove the defective box, and then press another button to re-start the line. As a result of the new package monitoring process, no empty boxes were being shipped out of the factory. With no more customer complaints, the CEO felt the $8 million was well spent. He then reviewed the line statistics report and discovered the number of empty boxes picked up by the scale in the first week was consistent with projections, however, the next three weeks were zero! The estimated rate should have been at least a dozen boxes a day. He had the engineers check the equipment, they verified the report as accurate.

Puzzled, the CEO traveled down to the factory, viewed the part of the line where the precision scale was installed, and observed just ahead of the new $8 million dollar solution sat a $20 desk fan blowing the empty boxes off the belt and into a bin. He asked the line supervisor what that was about.

"Oh, that," the supervisor replied, "Bert, the kid from maintenance, put it there because he was tired of walking over, removing the box and re-starting the line every time the bell rang."
- . . . -
Jason, KD5RQB, sent the following regarding SKYWARN Recognition Day. Some of you may be involved with this. 2013 SKYWARN(tm) Recognition Day will be on December 7, 2013, from 0000z to 2400z

SKYWARN Recognition Day was developed in 1999 by the National Weather Service and the American Radio Relay League. It celebrates the contributions that volunteer SKYWARN radio operators make to the National Weather Service. During the day SKYWARN operators visit NWS offices and contact other radio operators across the world.

SKYWARN Recognition Day Operating Instructions

1. Object: For all amateur stations to exchange QSO information with as many National Weather Service Stations as possible on 80, 40, 20, 15, 10, 6, and 2 meter bands plus the 70 centimeter band. Contacts via repeaters are permitted. SKYWARN Recognition Day serves to

celebrate the contributions to public safety made by amateur radio operators during threatening weather.
2. Date: NWS stations will operate December 7, 2013, from 0000 - 2400 UTC.
3. Exchange: Call sign, signal report, QTH, and a one or two word description of the weather occurring at your site ("sunny", "partly cloudy", "windy", etc.).
4. Modes: NWS stations will work various modes including SSB, FM, AM, RTTY, CW, and PSK31. While working digital modes, special event stations will append "NWS" to their call sign (e.g., N0A/NWS).
5.Station Control Operator: It is suggested that during SRD operations a non-NWS volunteer should serve as a control operator for your station.
6. Event and QSL Information: The National Weather Service will provide event information via the internet. Event certificates will likely be electronic and printable this year. Stay Tuned!

Website: http://www.wrh.noaa.gov/mtr/hamradio/
- . . . -
Also received this from **Scott, W7IZ**. It is really interesting. If you ever wanted to see the Smithsonian Museum but were unable to go there, this virtual tour will really make you feel like you were actually there. Thanks, Scott.

Here is something special, a virtual tour of the Smithsonian Museum room by room. it's really something with a 360 degree viewing by using your cursor. You can easily spend days/weeks looking at everything. Just marvelous for kids and adults. Follow the blue arrows on the floor to move into new rooms.

Shows inside and outside of the museum and there are little cameras here and there which show detailed info on certain things. If you click on the floors (upper right corner) you get a floor plan of that floor and you can click on a blue circle and go directly to that room.

Truly incredible web site.

Watch it in full screen when you open this up. Use your mouse to move in and out. Look for the "arrows" on the floor and click on them. They take you to other places.

http://www.mnh.si.edu/vtp/1-desktop/
- . . . -
Pat, KD5TXD, claims a miracle has occurred! She wrote: One of our ham pals from Falfurrias came over today and helped Charles put up an 80/40 dipole and a G5RV on the antenna tower. Yes, on the non-tiltable antenna tower. I was at work at the Ranch so I have no idea how they got the antennas up on the tower. I really don't think I want to know. It is cranked up to about 40 feet. It should be able to go up to 50 feet, but that is really pushing my luck. My 80 meter loop is even up higher and the javelinas should be able to walk under that without snagging it. I must admit the world looks a lot brighter now. More later. Thanks and 73!! Pat KD5TXD
Yes, Pat's signal was S9+ on TEX Saturday... the antenna works !!
- . . . -
Dave, WB2FTX, the Eastern Area NTSD Digital Coordinator forwarded the following "editorial" from Jim Wades, WB8SIW. You are all familiar with his QNI Newsletters (accessible from the TEX website). A lot of good thought went into this.

Those old enough to remember playing LPs on a stereo or even 78s on a phonograph may recall what happened when recordings skipped, thus the old phrase "broken record." Your description of the exercise shortcomings as well as my reply below will probably sound like a "broken record" to those on the list who have been licensed for a while. Please beware... some of my comments are rather blunt and I apologize in advance for any lack of decorum. I've never been a politician.

Chuck's description of the lack of traffic handling skills is typical and right on point. We ask nothing of ARES or RACES members in the form of useful skills. Yes, we provide "training," but that "training" is rarely followed by any practical measure of knowledge retention or the ability of the student to apply what was supposedly learned. "Training" (and I use the word loosely) is rarely aligned with a standard that requires the volunteer to demonstrate the fact that he can perform to the level asked of the training course. Worse yet, most of the training ARES or RACES members are given has little or nothing to do with communications methods, procedures or technology. Does "IC this" or "IC that" really prepare one to establish a good, workable communications circuit in a disaster area? If anyone believes it does, I will be glad to sell him the Tappan Zee Bridge at a bargain price.

Let's examine an analogy: Imagine, if you will, sitting down in the dental chair awaiting a root canal. You look around the office and you see a nice diploma on the wall stating that your dentist is a "DDS" and a graduate of a well known university. You relax a bit, assuming you're in good hands, but suddenly, you discover that your dentist learned everything from a book and his course work at the university didn't include any practicum in any discipline of dental surgery. Adding insult to potential injury, you then find out that even the State Board Exam didn't require a single practical exercise. Would you not get up and run like Hades out the front door before he could pick up a single dental instrument?!

As radio amateurs, we aren't expected to be professionals. We aren't expected to replace "Ma Bell" or the Internet. Yet, we market ourselves as the communications resource that can deliver "when all else fails." I really believe many hams fail to give "when all else fails" the thoughtful consideration it deserves. That promise of providing emergency communications "when all else fails" amounts to one REALLY BIG commitment. We make a promise to provide a reliable, survivable service to important agencies and they in turn expect us to be able to communicate accurately and effectively when we are entrusted with an important message, be it tactical or record traffic. Yet, we still have individuals, including many who serve as SEC, EC or AEC who are incapable of transmitting a served agency message in a clear and concise manner....something that should be the most basic of communications skills.

Lately we've developed yet a new delusion in which some clowns (yes, I'll be blunt) believe that the IC-213 is the gold standard for ECOM work despite the fact that it amounts to little more than an old fashioned Interoffice memo. One might even argue that it is the equivalent of those little pink phone message forms used by millions of receptionists and secretaries throughout the World. Their lack of training and practical experience combined with their own egotism and unwillingness to learn deludes them into assuming that the radiogram service data that includes essential network management information is somehow "obsolete," "unnecessary" or too cumbersome.

I have been observing these behaviors and attitudes develop in ham radio for decades because so few in senior leadership positions have the fortitude to take the bully pulpit and tell it like it is. When someone does speak-up, many don't want to hear the truth. Instead of solid, reliable boiler-plate solutions that involve people, we get endless arguments about technology, comparisons to the Internet and cell phones and other red herring arguments. As a result, we create an environment in which we get cheer leading about the rare, occasional success and lots of denial about the many ECOM failures that are swept under the carpet.

The reality is simple....the emperor has no clothes. We confuse ARES membership numbers with actual preparedness. We have radio amateurs who believe that emergency preparedness can be purchased as an accessory in the same box as that new radio. Meanwhile, we ignore the fact that many Sections can claim only a fraction of one percent of hams licensed in their jurisdiction as ARES members. We appoint unqualified people as EC because that person is the only one willing to do the job. We provide training that covers nearly everything BUT communications skills....and so on.

Let's drop the charade. Either we get busy promoting REAL emergency preparedness skills and develop programs that bring qualified people into ARES, RACES and NTS, or we might as well just fold our tents.

73,
Jim, WB8SIW
. - . - .

TEX Net Topics

There are still 5 backup slots open (shown in ***yellow***) but only ***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). 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.

(This space intentionally left blank)

TEX CW Net Weekly Schedule

Local	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
NCS #1	W5GKH	N5RL	KD5TXD	KD5TXD	N5RL	***Open***	W5GKH
Backup	***Open***	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	***Open***	W5DY	***Open***	W5ESE	W5ESE	***Open***
RN5 #2	K5KV	K5KV	W5CU	KA5KLU	K6JT	KA5KLU	W5CU
Backup	W5DY	K6JT	K6JT	K6JT	K5KV	K6JT	***Open***

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	WA5MUF	Bill	Watauga
W6CL	Carol	Tulsa OK	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	K1PKZ	Paul	Tom Bean
* W5ESE	Scott	Dripping Springs	K5QOW	Gary	Reagan Wells
W5FEA	Jim	Graham	* K5RG	Ken	Houston
W5GKH	Charlie	West Columbia	N5RL	Randy	San Antonio
K5GM	Pete	Austin	W5ROK	Steve	Richardson (K6JT)
W9GVW	Eric	San Antonio	W5TMO	Mike	Austin
K5JRN	Si	Austin	KD5TXD	Pat	Kingsville
* K6JT	Steve	Plano	W5UFK	Ken	College Station
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:

Traffic was down compared to last month, but check-ins were about the same. All RN5 slots were covered and TTN / DFW representation were again good. Thanks to all for a fine job.

Jim, W5FEA, with 62 out of 62 (100%) had an amazing “clean sweep” of all sessions, Rodney, W5DY, with 51 (82%) captured second, and Randy, N5RL, with 41 (66%) was third. Thanks to all of you who checked in for your support.

We had a couple of “regular” visitors to the net including Frank, W4DLZ, from Florida and Bob, K6YBV, from California. It was also good to have John, KB5NJD, and Geoff, W5OMR, check in again after an absence. Welcome to all and thanks!

The complete list of stations and traffic / liaison totals are shown in the following table. Traffic averaged 3.2 per net session (3.6 last month). Net time averaged 11.7 minutes per session (compared to 12.3 last month). Check-ins averaged 6.3 per session (6.2 last month).

TEX Net Statistics (October 2013)

Call	Name	QNI	Total	NCS	RN5	TTN	DFW
W4DLZ	Frank	0	1				
	FL	1					
W5CU	Sam	15	29		6		
*		14			8		
W5DY	Rodney	26	51	3	3		
		25		3			
W5ESE	Scott	11	11				
*		0					
W5FEA	Jim	31	62			20	1
*		31				8	
W5GKH	Charlie	9	18	9			
*		9		9			
K5GM	Pete	9	19				
*		10					
W9GVW	Eric	3	3				
*		0					
K6JT	Steve	16	46	3			16
*		30		8	4		30
KA5KLU	Doug	16	26		8		
*		10			8		
K5KV	Benny	9	29		5		
		20		4	11		
W6LFB	Jim	2	2				
*		0					
KB5NJD	John	1	1				
		0					
N5NVP	Jim	0	1				
		1					
W5OMR	Geoff	2	2			1	
		0					
K1PKZ	Paul	3	3				

Call	Name	QNI	Total	NCS	RN5	TTN	DFW
		0					
K5QOW	Gary	1	1				
*		0					
K5RG	Ken	5	17		1		
*		12			1		
N5RL	Randy	20	41	7	7	6	
*		21				19	
W5TMO	Mike	0	12				
*		12		7			
KD5TXD	Pat	9	10	9			
*		1					
K6YBV	Bob	0	8				
	CA	8					
Totals		393		62	62	54	47
				100%	100%	87%	76%
QTC 1		63	198				
QTC 2		135			Sessions:	62	
Time 1		348	728				
Time 2		380					

Operating:

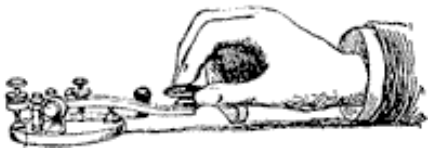
I have noticed a distinct lack of traffic coming in via the Cycle 4 CAN and RN5 nets. The last 3 Thursdays when I was CAN NCS, the EAN rep had zero traffic. I have also noted quite a bit of N1IQI traffic recently, but it is all coming in via digital and the majority is being handled on the cycle 2 nets. I have not received much of it on digital, either, since the change to W5SEG as the RN5 NTSD MBO. So the cycle 4 nets are essentially being starved for traffic. This is not a good thing.

If any of you were active in the November Sweepstakes contest, please generate some “thank you” messages to stations you worked and bring them to TEX so we can at least exercise part of cycle 4. Doug, KA5KLU, has been good about bringing outgoing RN5 traffic from the daytime nets, and that helps. But we need more incoming to keep things a bit more interesting. Not sure how to address that. I have also noted that the WB5NKD traffic has slowed to a bare trickle. Evidently Arley and Pat are having some difficulties. Sure wish them all the best.

Hope you all have a Happy Thanksgiving. The nets will operate as usual that evening, although there are bound to be some absences. Family does come first.

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
http://www.atcweb.com/tsn/Texas_Slow_Net.htm
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

TSN has some great news to announce. We will have a new Net Manager starting January 1st. Jason, KD5RQB, will take on the job of looking after TSN. Jason has a lot to learn about CW and Nets, but he is very enthusiastic and working every day to come up to speed. I think he will be up to speed and if not perfect he will continue working toward the goal of being the best Net Manager for TSN. Thank you, Jason. TSN is important and for those of us who have used TSN to build our skills it needs to continue to be available.

There would be no TSN without Carroll, KB5TCH, and Phil, KD5MMM. TSN and I thank them and need them to continue, please.

Thanks to KA5KLU for bringing traffic for us. Welcome to Roy, WJ5Z, for visiting our net. Come back again. Continued thanks to W5FEA and W5DY for their support of TSN.

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

If you have time and are interested in helping us out, please drop me an e-mail at pja@atcweb.com. We have some available evenings if anyone would like to take on NCS duties. And it would be above and beyond the call of duty if someone could help with sending the training lessons. Thanks to all!!

October 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
W6CL	Carol	Tulsa	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 October 2013
Total Sessions 31, Total Check-ins 121, Total Traffic 28 by 11 different operators.

October 2013 QNS

QNI	Callsign	Name	QTH	STATE
31	KB5TCH	Carroll	Douglassville	TX
31	KD5RQB	Jason	Atlanta	TX
22	KD5TXD, W5ZD	Pat	Kingsville	TX
9	KD5MMM	Phil	Fentress	TX
9	WD0ESF	Mike	Medicine Lodge	KS
6	KK4HCF	Sam	Maryville	TN
6	W5DY	Rodney	Goliad	TX
2	AC5BE	Joe	Houston	TX
2	KA5KLU	Doug	San Antonio	TX
2	W5FEA	Jim	Graham	TX
1	WJ5Z	Roy	Tyler	TX

73!!
Pat KD5TXD
November 15, 2013

(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 21 of the ***RN5 Corner***. Been battling illnesses here. Mary, my wife, was very sick for quite a while but is now on the mend.

It was a good month, and I want to thank you all for an excellent job. Unfortunately, traffic coming from CAN has been pretty slim. Hope it will pick up with a little holiday cheer being exchanged over the next few weeks.

We still need a regular NCS for the early session on Thursday, but otherwise all NCS slots are now filled. We still have a lot of CAN Liaison slots open, including those on Monday that have been vacant a long time. Thanks 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. If anyone is willing but needs a little training for either the NCS and particularly the CAN liaison slots, I will be happy to supply some training materials upon request (see Email address above).

Happy Thanksgiving to all.

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

October 2013 Statistics

SESSIONS	62
QTC	186
QNI	337
QTR	677
AVG QTC	3.0
AVG QNI	5.4
AVG QTR	11.0

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	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

73, Frank W4DLZ