



*Newsletter of the
Ben White Memorial Nets founded 1938*

Hit and Bounce Net ~ Hit and Bounce Slow Net

OCTOBER 2001

LARRY FRAZER AWARD OCTOBER - DECEMBER

The W4SUS Award Committee has chosen Gail, K2BCL as the next recipient. Gail has helped HBN with his operating skill. Using the Award criteria: Operating procedure, Net participation, and Traffic handled, Gail surely meet's all of these. His CW sending is a pleasure to copy. Thanks for your service to Hit and Bounce Net... Congratulations.

*The W4SUS Award Committee
John, K8LJG, Don, WA3UNX, Harry, N3DE*

HBN MANAGER'S REPORT
Sis WD8DIN

In September, fifty-two different stations checked in, listed 613 pieces of traffic and cleared 545. Average time per session, 34.7 minutes. HBN has top-notch traffic handlers.

Top dog was AA9PI with 186. With ten or more were NG1A 88; K2BCL 74; K8LJG 62; KA8WNO 57; K8GA 41; WX4H 15; AA4AT 11 and KB8ZYY 10. Perfect attendance for September- Mort, WX4H. K2BCL 29; KA8WNO, AB4E and WØGRW 27; AA8PI 26; W2MTA 25; W3JKX and K8KV 23; N3DE 22; K8GA, WA3UNX, KA5NNG and N4ABM 21.

A new station checked in, KØIAL, Mike in IA. We look forward to hearing him again soon.

Special thanks to Bill, W2MTA for filling the Sunday NCS spot. One to go...any takers for Thursdays (or Fridays)? I'm flexible and will be glad to switch to Thursday.

Our Award Committee would like some help in selecting recipients for the W4SUS Larry Frazer Award. I have submitted some nominations of my own, and you are welcome to submit yours. Contact Don, WA3UNX, Harry N3DE or John, K8LJG.

Hit and Bounce nets offer condolences to the family of Howie, W2FR, who became a silent key the last weekend in October.

73 -Sis

HIT AND BOUNCE SLOW NET
MANAGER'S COMMENTS

C. M. (SAM) Shearer, WB5ZJN, Mgr.
Charles (Chuck) Punzell, N3ON, Asst. Mgr

Twenty-nine stalwarts checked in this month. These hardy souls helped us generate a QNI of 320 and a QTC of 123. Perfect attendance this month goes to Don, K2YAI and Gail, K2BCL. Close behind were Cid, W3QQ and Ad, NR9K (28); Sam, KG2HA (27); Bill, W2MTA and Jim, WA3DUH

(26); Don, N3ON (24); John, VE3DTR (22); and Harry, N3DE (18). As always, everyone's contribution is needed and greatly appreciated.

You will notice an absence of our graph this month. It seems that I deleted the data in this file (AUGH!), which I'll have to spend one of these cold winter nights restoring. Like they say – garbage in/garbage out!

I want to again thank Chuck, N3ON for carrying on as net manager in my absence. I hope to have the problems resolved soon – that is, I hope to have time to resolve the problems soon. As Shakespeare once said, "Life is too much with us..."

I notice in the NCS reports which Chuck sent me that we had a new NCS this month. Welcome aboard the USS NCS Sam, (NG2HA). On September 21, Sam took the helm for the first time as our NCS. (Sorry I could not be there to have been a part of the event.)

As I write this (much to late in the month and with my apologies to Sis), I am anticipating the arrival of my 1946 Taylorcraft, BC12-D airplane. My son and his wife are flying it up, weather permitting, this weekend. More about this later.

[Note: HBSN September QNI report will be printed in November issue. My word program could not read the .dat format. -Ed]

CARRIBBEAN CRUISE

-Bill W2MTA

Betty and I are going on the QCWA's Caibbean Cruise and will need substitutes for my schedules during that time period from October 25 through November 5. I will try to find some, but be prepared in case I do not succeed in same....

We depart on Thursday October 25 for Ft. Myers FL, arriving there at 12:01 pm on US 349.

With a variety of events from Ft.Lauderdale on the liner Westerdam we will return to Ft. Myers on Sunday November 4th. We depart from Ft. Myers on Monday November 5th at 1:57 pm and get home that evening just in time for Tuesday Election Day.

Thanks for your help. We will be traveling in good company with Jan, Marcia and Terry. 73

From Jan WA2YL: Carribbean Cruise-

I was hoping to be the first to ask for subs, but Bill beat me to it. I'll need subs for the following:

TCC Delta skeds Sunday Oct. 29, Nov. 4, and I'll also be away on Nov. 11. (3 Sundays in a row)

GET WELL SOON

On our **sick list**: Roy, AC4DV, hospitalized.

Jack, KA8WNO, is at home recuperating from an injured vertebrae as a result of a fall from a ladder. He is back on the air thanks to Ron W8UQ, who set up Jack's rig in the bedroom.

A B, AB4E, spent a weekend at Rutherford Hospital with a respiratory ailment.

I'm sure everyone will join me in wishing them a speedy recovery.

You might have guessed why our newest arfer checks in "M" from different areas... if not, the explanation follows:

KB9IOT

I am 45 y/o been a ham for about 8 years. I am a long haul truck driver and travel all over the USA and Canada. My home is in Tomahawk, Wi. near Andy N9KHD who asked me to join the net. He also got me started on ARTS traffic net years ago and has helped to teach me how to handle traffic.

I have sent and received traffic while mobile and even been ncs on the Ohio Valley traffic net, which now is no longer on the air. I use the traffic nets to send messages while out on the road and I also have used the system to send email, I would send "QTC EMAIL 1" and for the address, the email address. Sure help keep me in touch with people while out on the road and puts the old "CW" with the new "Email".

I check into the net while driving, so it can be a problem to receive messages, but I have done so on occassion. It is also difficult to get them to regional nets. My Radio is an MFJ qrp rig for 40 meters cw

only with an 150 watt amp so I am unable to go to other bands.

I use hit and bounce to get ahold of Andy to give him a message and to say hi. Also I like to get a weather report from home. I like to listen and learn from all of you, you guys are truly the masters of cw traffic handling. Thanks for a great net and hope to be more a part of your net in the future.
73/arf David KB9IOT

FEEDBACK- QRR

Yep, the distress signal QRR was established by the ARRL some time ago -- it became confusing when compared with the established international Q signals -- later changed to QRRR by ARRL -- and even later eliminated! "Mayday" is a well established distress call on voice, still used today.

Now in this matter of NERK, there are several stories that go with that term. At this year's Traffic Handlers' Picnic again held in Newark Valley at this QTH, we had a surprise visitor who last appeared in about 1971. At that time the upstate New York net attendees took on the NYC-LI/New Jerseyites in a softball game. In preparation for the game, a sign had been painted across the old timbers used as bumpers on the bridge that crossed the creek to the playing field. The whitewash letters on the old granery barn timbers read, "BEAT OSTROY AND THE NERKS". It was great to see the former NYC-LI team captain and now STM SNJ and editor of the New Jersey Traffic Bulletin (NJTB), Dan Ostroy K2UL.

So, you see, it meant "BEAT OSTROY AND ALL SHIPS AT SEA"! If I'm correct, the NERKS won handily thanks to the likes of Dan, and Ed WA2SRQ and John WA2UOO. Them's great times had at the Traffic Handlers' Picnics!

-Bill W2MTA

QRR and OTHER OBSCURE STUFF

-KA5NNG

This little write-up was prompted by KA8WNO's article in the September TC ("Trivia of the Past"), wherein Jack asks about MAYDAY and QRR.

Traffic Call October 2001

CAVEAT: This compilation is based on material taken from the ITU M.M. Manual dated 1992, FCC rules dated 1982, and other even older sources, so is mainly of historical interest. The G.M.D.S.S. (Global Maritime Distress and Safety System) has more-or-less superceded the procedures described here.

QRR: (Info from "200 Meters & Down", page 162)- "In early 1925, official pronouncement of the adoption of 'QRR' as the amateur distress and emergency signal, or 'land SOS', was made by the A.R.R.L. This was an adaptation, to conform with the list of 'Q' signals, of the call 'PRR' used on the Pennsylvania Railroad Net." The Q-signal QRR is on the 1992 list in the ITU manual and means: "I am ready for automatic operation. Send at _____ words per minute."

MAYDAY: (Info from ITU and FCC): "The radiotelephone distress signal consists of the word MAYDAY pronounced as the French expression m'aider."

The telegraph equivalent of MAYDAY was SOS, "sent as a single signal, in which the dashes are emphasized so as to be distinguished clearly from the dots." Before SOS was adopted, the signal CQD was used as the distress call.

Also used, were what were called "auto-alarm" signals. On CW, it consisted of "a series of twelve dashes sent in one minute, the duration of each dash being four seconds and the duration of the interval between consecutive dashes one second." On 'phone, it consisted of "two substantially sinusoidal audio frequency tones transmitted alternately. One tone shall have a frequency of 2200 Hz and the other a frequency of 1300 Hz, the duration of each tone being 250 milliseconds." These auto-alarms were used to either activate automatic equipment which would attract the attention of the Radio Officer, or to attract his attention if he was actively "on watch".

Other special emergency-related signals were those used preceding "Urgency" and "Safety" messages. The CW signals for Urgency was the group XXX, sent with normal spacing and repeated three times. The 'phone equivalent is PAN, pronounced as the French word "panne" and also

repeated three times. The CW signal for Safety messages was the group TTT, sent with normal spacing and repeated three times. On 'phone, the equivalent signal is SÉCURITÉ pronounced as in French, and repeated three times. (FCC Rules give it as SECURITY).

The priority of signals is:

- 1) distress messages. (SOS) (MAYDAY)
- 2) urgency messages. (XXX) (PAN)
- 3) safety messages. (TTT) (SÉCURITÉ)
- 4) all other messages (but there is a continuing list of priorities not given here).

HBN SEPTEMBER QNI

NG1A	FRED	MA	13	88
N1DHT	GEORGE	VT	16	1
W1KX	BILL	ME	5	
W1PEX	DAN	NH	6	
KWIU	MARCIA	MA	17	2
K1WU	DALE	MA	8	
K2BCL	GAIL	PA	29	74
WA2CUW	TOM	NJ	6	
W2EAG	MARK	MA	6	1
W2MTA	BILL	NY	25	8
WA2YL	JAN	FL	4	2
N3COR	DON	PA	13	2
N3DE	HARRY	MD	22	1
KK3F	PAT	MD	12	1
K3GHH	JOHN	MD	4	
AA3GV	ERNIE	MD	1	
W3JKX	EARL	PA	23	7
WA3JXW	DUDLEY	PA	7	
K3NNI	JOHN	MD	6	
N3QA	CAL	MD	4	
WA3QNT	BOB	PA	1	
K3RC	BOB	OH	13	1
N3SW	SCOTT	PA	3	5
WA3UNX	DON	PA	21	4
WA3YLO	TONY	MD	1	8
N4ABM	OLE	VA	21	
AA4AT	ART	VA	14	11
WA4DOX	OBIE	VA	6	4
AB4E	AB	NC	27	1
WX4H	MORT	FL	30	15
W4VFJ	CHAS	NC	2	
W4VLL	VIC	VA	15	1
KA5NNG	MIKE	AR	21	4
K5UPN	JOE	TX	3	
WD8DHC	MIKE	WV	3	
WD8DIN	SIS	NC	17	1
K8GA	JERRY	MI	21	41
WA8JQV	RICK	MI	2	
K8KV	BEN	MI	23	5
K8LJG	JOHN	MI	19	62
W8PBO	ART	WV	1	
AA8PI	DON	MI	26	186
W8RTN	LEE	MI	5	4
KA8VWE	WALLY	OH	13	3
KA8WNO	JACK	WV	27	57
KB8ZYY	RAY	MI	4	10
KB9IOT	DAVID	OH	4	2
NR9K	AD	PA	16	
N9KHD	ANDY	WI	17	
K9PUI	DICK	IN	2	
WØGRW	GEB	MN	27	
KØIAL	MIKE	IA	1	

Treasurer's Report

N4ABM Ole, Treasurer

HBN/HSBN Balance August 1/01 --43.92

WA4SRD	8/9/01	10.00
W4RTN	8/13/01	15.00
WA3QNT	8/15/01	25.00
AA8PI	8/17/01	10.00
WA2YL	8/17/01	25.00
WA3JXW	8/19/01	10.00
W3QQ	8/21/01	50.00

Total Cont. since Aug 1/01	145.00
Bal Aug 23/01=	101.08
Aug TC costs	72.65
Present Bal Oct 19/01	28.43

To make contributions, please make checks payable to **Merritt Olson, 12106 Stirrup Rd., Reston, VA 20191-2104.**

Checks are preferred for purposes of record keeping. **DO NOT SEND CONTRIBUTIONS TO TRAFFIC CALL.**

Send changes of address to the editor of Traffic Call via radiogram, USPS, or email: arfer@hitandbounce.net or injun20@hotmail.com

HAPPY BIRTHDAY!

November: 2 N1DHT; 3 WA3VAT; 12 N9KHD;
14 WX4H; 16 WB2EUF; 19 WD8LDY;
26 K1BTD

The Meeting Places... when and where

HBSN 3714KHz 7:30 AM Daily

Sunday	VE3DTR	John
Monday	W2MTA	Bill
Tuesday	NR9K	Ad
Wednesday	WB5ZJN	Sam
Thursday	N3ON	Chuck
Friday	K2BCL	Gail
Saturday	N3COR	Don

HBN 7042 KHz 8:30 AM Daily

(alt 7114 KHz)

Sunday	W2MTA	Bill
Monday	KA8WNO	Jack
Tuesday	WA3UNX	Don
Wednesday	N4ABM	Ole
Thursday	OPEN	
Friday	WD8DIN	Sis
Saturday	WA4DOX	Obie

FLAGS

While driving to the Radio Shack in Blacksburg, I passed homes and businesses flying the U.S. flag. Places that just one month ago probably didn't even own a U.S. flag.

As I pulled into the R.S. parking lot, I noticed that a new building, still under construction behind R.S., had a U.S. flag secured to the peak of the "A".

Cars, trucks, buses, many of them bearing a U.S. flag, hastily taped to an antenna, or red-white-and-blue streamers flying in the breeze, pass by as I drive along. All of them showing a sign of solidarity.

One sign. A U.S. Flag or it's obvious representation. Then it made me think. I realize it is debatable whether or not I possess this rare ability.

Traffic Call October 2001

But still I thought. What do countries have that factions don't? A flag.

Afghanistan has a flag (although they have had nearly a dozen different versions in the previous century, which may indicate a somewhat unstable political climate).

The Taliban doesn't (at least not one you would recognize as a flag, it looks more like graffiti:

<http://www.afghan-web.com/flags/flag-talib.gif>)

Al-Qaida doesn't.

Osama bin Laden doesn't.

That's what separates good from evil.

Flags. Keep 'em flying!

OBIE

HOW AA8PI BECAME A HAM

It is amazing how different events can dictate the road we take in life. My friend and I were very much interested in Amateur Radio back in the 30s, but there was no ham in the area...we had to find other interests.

After high school, I soon got my "greetings letter" [US Army]. Surprisingly, my army test revealed I had an aptitude for CW. I was sent to a ten day crash course in telegraphy. The copy had to be printed. No typing or writing allowed. No words, just five letter groups. (You can see we were not expected to be speed operators). This class produced only two of us for the whole battalion.

We were assigned to the battalion headquarters communications. Alongside our radio was the switchboard that connected headquarters with the gun batteries. We worked 12 hour shifts listening to static, mostly. When a message came it had to be rushed to the message center to be deciphered. Occasionally a phone line would go out and it was the duty of the radio or switchboard operator not on duty to trace the line and splice the break. A tank was usually to blame. We took a field phone with alligator clip and tapped into the line to ring the switchboard for a communication check. If OK, we moved on.

One time, on a dark foggy night, we lost communications with one of our batteries. I picked up a field phone with alligator clips and headed out. I have never experienced fog so thick. It was necessary to hold the line in my hand to follow it. At last I found the break. The line had been cut clean. Needless to say, I shut off my flashlight and spliced the wire in the dark. Was I going to be ambushed? The only noise I could hear was my teeth chattering.

After the war, the last thing I wanted to see was a radio. I took advantage of the G.I. Bill and went to carpenter school for four years and soon got my journeyman's card. For a time, I worked in heavy construction. I found I enjoyed house building best. Eventually I got my own building business and after fifteen years, retired.

I mentioned to a friend that I was a radio operator in the army. He said he was a ham and invited me to his shack. He turned the rig on and in no time had a QSO going. For the first time, I heard CW that I could read and understand. This was fun! It did not take long to get my ham license.

I had a difficult time with my CW. I built up speed but I could not give up printing. When I get this CW mastered, I'm going to try phone.

A REQUEST... de KA5NNG

Do any of you old Navy guys have any information about the WWII FOX skeds? I've heard them mentioned from time to time, but still don't know what they were used for or why they were named FOX. Were there other skeds named ABLE, BAKER, CHARLIE, DOG, AND EASY? Maybe one of the old salts amongst the ARFers could write a little blurb and enlighten the rest of us?

AND AN "UN-REQUEST"

In the September TC, I asked for information about the "theory of operation" of the Poulsen arc converter. Since writing that article, I've managed to locate two detailed scientific papers on the subject, so I now have the desired information (although I have not yet studied it fully).

ACRONYMS AD NAUSEAUM

Following the events of September 11, (need I explain the date? No, no more than I would need to explain the events of December 7, 1941), we have been bombarded with acronyms: FDNY, NYPD, OMB, FBI, CIA, JCS, even the massive, towering twins, formerly known as the World Trade Center, have been reduced not only to a huge pile of rubble, but they are now known simply as the WTC. Some of you old timers recall the CCC and the WPA, so you are certainly not new to acronyms.

Thinking I was tired of all of the acronyms, I opened my August QST for the first time since receiving it (I admit I am a bit behind in my leisure reading, what with nets and kids and all), and was pleasantly surprised to see an article, other than PSK31, yet another acronym, that highly interested me, "The WBR Receiver", a homebrew article by Dan Wissell, N1BYT, the author of two previous articles on similar designs.

The "WBR", as the author prefers to call it, is as simple in its design as the "WTC" was complex in its design. Unlike the author's previous articles, centered around another acronymical title, "The OCR Receiver", this receiver uses a Wheatstone Bridge in its input circuitry to isolate the antenna from the oscillator tank circuit. The "OCR", for those of you who didn't peruse the article, used an opto-isolator in its input circuitry to provide an infinite impedance separation between the antenna and the oscillator tank circuit. The "WBR" provides a "nearly" infinite impedance separation between the antenna and the oscillator tank circuit - enough for all practical purposes, and far simpler than the circuitry used in the "OCR" receiver.

What attracted me, possibly more than anything else, about this receiver is that it is a single-band regenerative receiver. I have built a multi-band regenerative receiver, and tuning the low bands is a breeze, but tuning the higher bands is very touchy. Having virtually no free time during daylight hours to explore the higher bands, a low-band regenerative receiver becomes an attractive homebrew project. Since I am very partial to one particular low-band, 40 meters, the 24/7 band for

worldwide local and distant communications (depending on time of day), and this receiver being designed for 40 meters, I am putting this on my agenda for a fall/winter project.

Nothing beats the winter for low-band activity and I look forward to having this jewel in operation before too long. Having built many kits, three Ten-Tec QRP transceivers, a Ten-Tec regenerative receiver, a Ten-Tec microprocessor-controlled general coverage HF receiver, a Wilderness Sierra QRP transceiver kit, with all band modules, looking at the photo of the dead-bug construction revealed the most attractive feature of this receiver - ONLY ONE TOROID! The second-most attractive feature, another acronym, is the BNC connector, another odd partiality that I have with RF connectors.

As the author notes, if you prefer to not use dead-bug construction techniques, there is a circuit board available for this nifty receiver for only \$4.00, hence this is a pretty affordable kit. It might make a

great club project - who knows? Most of the parts can be found at Radio Shack except the main tuning potentiometer, a 10k ohm ten-turn device, the toroid core and the ceramic trimmer... A few closing acronyms, USB, LSB, AM and CW. Of those, we are all familiar. Why should they have been included with a discussion of a regenerative receiver? Simple. All of these modes can be easily detected using this receiver, depending on the amount of regeneration used. There is NO mode switch, just a learning process, wherein the operator develops a feel for just the right amount of regeneration to unleash these modes.

One final acronym, but first a short story. When I was a kid, living on the island of Eleuthera, in the Bahamas, just 52 miles east of Nassau, we had no television since there were no television stations within receiving distance. Instead, my dad bought a Hallicrafters S-38E shortwave radio, thinking we could pick up some AM stations from a greater distance than could a run-of-the-mill AM radio.

That may have been true since most run-of-the-mill AM radios of that day had an internal loop antenna and no external antenna connections, while

Traffic Call October 2001

the Hallicrafters had both - and the internal loop on the Hallicrafters was only good for AM and not for the majority of HF broadcast stations.

Our favorite station, just 52 miles away, was ZNS, in Nassau, because it was the strongest station on the dial(s). Having already stumbled upon the U.S. Naval Facility ham radio station, VP7NP, I developed an early interest in radio that would have gone further, had it not been for our Hallicrafters shortwave receiver. It lacked one control that isn't even needed for the regenerative receiver. Thus, all that I was able to listen to were AM stations, and nothing else made any sense. Even in 1961, much of the ham radio activity, was either CW or SSB, with few AM signals left to be heard on the ham bands because of the popularity of SSB, a fairly new and exciting mode of reliable phone communications, not to mention its advantageous power- and spectrum-efficiency over AM.

An excellent photo of the radio:

<http://www.qsl.net/la5ki/big/s38e.jpg>



shows that it did have an AM/CW switch, and yes, switching it to CW did make the "whoosh-wish" of AM demodulated CW sound like CW - kind of - it did not have one critical adjustable control to permit it to tune in an SSB signal with any intelligibility. Not knowing Morse Code as a kid, the radio did little to further my interest in ham radio.

What adjustable control did it lack? One final acronym: BFO. 73, OBIE...

HBN needs NCS on Thursdays.

W4SUS AWARD LIST

	<u>JAN-MAR</u>	<u>APR-JUN</u>	<u>JUL-SEP</u>	<u>OCT-DEC</u>
1996	*	*	N1DHT George	KA5NNG Mike
1997	N3DRM Pete	KA8WNO Jack	W3KOD Harry	NJ4L Gale
1998	AA4AT Art	WD8DIN Sis	K8LJG John	W2EAG Mark
1999	AB4E A B	WØGRW Geb	K4MTX	W X4H Mort
2000	WA4DOX Obie	W2WSS Pete	N3QA Cal	N3DE Harry
2001	N9KHD Andy	W3JKX Earle	WA2CUW Tom	K2BCL Gail

TRAFFIC CALL

C. L. Berry WD8DIN
1182 Eastbrook Lane
Hendersonville, NC 28792-6411
Email: arfer@hitandbounce.net
or injun20@hotmail.com

