Hit and Bounce Net

TRAFFIC CALL

Hit and Bounce Slow Net

NOVEMBER 2002 No. 252

Newsletter of the Ben White Memorial Nets ~ founded 1938

HIT AND BOUNCE NET MANAGER'S COMMENTS

To all HBN NCS and arfers:
It's almost impossible to conduct a net session on 7042 during a **CW contest.** **On those weekends please use our alternate frequency 7114 KHz.**

Fifty-six different stations checked in this October. There were 469 pieces of traffic listed, and 441 cleared. Average time per session 35.9 minutes.
Top traffic hound was NG1A, who listed 116. K2BCL 60; W8RTN 47; K8LJG 45; KA8WNO 31; WX4H 19; N4ABM 19; KW1U 15; KX8B 9 and AA4AT 9. In perfect attendance were WX4H and W2MTA. Checking in twenty or more days were K4IWW 29; K2BCL, KK3F and WØGRW 28 each; KA8WNO, KX8B and WD8DIN 26; K4FUM 25; NG1A, K8LJG and W3KOD 23; N4ABM and WA3UNX 22; AA4AT and W3JKX 21 and N1DHT 20.

Thanks to every one. You are very, very much appreciated.

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QNC (November 15)
396 R W2MTA 25 NEWARK VALLEY NY
Pass along to all traffic handlers

GEORGE HART W1NJM FOUNDER NTS
UNABLE TO GO TO BASEMENT SHACK HE IS 89 YEARS WOULD BE GREAT TO SEND QSL CARD WISHING HIM WELL - BILL W2MTA

Mr. Hart's mailing address: 66 Highland St Newington CT 06111.

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Sorry this issue is late. The motherboard controller failed, destroyed all data on both hard drives, so it was back to square one.

A belated *Happy Thanksgiving* to all.

73, ARF!
Sis

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HIT AND BOUNCE SLOW NET MANAGER'S COMMENTS

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

There were thirty-three stations that QNI'ed in the month of October, and 141 pieces of traffic were passed. With perfect attendance were Bill, W2MTA and Cid, W3QQ. Close behind were Gail, K2BCL (30); Chuck, KX8B and Ad, NR9K (29); Jim, WA3DUH and Harry, W3KOD (27); Sam, WB5ZJN (26); Sam, KG2HA (25); John, VE3DTR and Chuck, N3ON (23); Carter, N3AO (21); and Fred, NG1A (19). As always, if you were able to checked in only once, your participation is greatly appreciated. HBSN would not exist without your participation. Thanks to everyone for your continued support.

Is It Okay to Bring Traffic to HBSN? One of our newer HBSN members sent the following: "I get the feeling that I am one of very few net members who bring traffic. Is there a problem with me bringing traffic? I seem to be out of step here, and I don't want to be a pain to others on the net." To which I responded: "Absolutely not! Please bring your traffic. HBSN is a traffic net and traffic is needed, appreciated, and wanted.

This got me to thinking about why people check into the net. It is true that we don't pass much traffic, but we are always willing and ready for traffic and, in the event of an emergency, I think we could do a most creditable job of taking care of almost any situation within our limitations. So, due to the low amount of traffic on HBSN, handling traffic is most likely not the primary reason why most of us QNI. Then what is?

I think that many traffic nets function on at least three levels – maybe more – but these three ideas come to mind: to move traffic, to keep one's fist in shape, and to enjoy the camaraderie a group like ours affords. I think that some traffic purest may flinch at this, but I do think this is the case, and I don't think we need to apologize for thinking like this. The net can serve many functions, and it can be enjoyed and appreciated on many levels.

The fact that HBSN doesn't pass a lot of traffic indicates that many ARF'ers come for reasons other than traffic. Yes, our primary concern is handling traffic, but the

reality is that we have a group of about fifteen hams that consistently check in each day, and there must be something other than traffic that draws them to their rigs each morning at 7:30 a.m. We are much like a fraternity. We are group of people sharing a common interest in a very unique hobby.

As Net Manger the only thing that I insist upon is that we maintain proper net protocol and follow established net procedures. So, check in to pass or take traffic, work on your CW skills, or just come and be with some great guys and gals (occasionally) who love CW.

Anyone Read This Stuff? Last month I asked if anyone reads this "stuff." Well, I guess about three people do, because that is all that responded. Another person said he'd like to know how many responses I get, so, you know who you are, and the answer is three. (Hum, I do all this work and only three people read it. Perhaps I should rethink this "Manager's Comments" section of the newsletter.) Sam, WB5ZJN

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Our Privileges as Licensed Amateurs

-K5UPN

Every licensed amateur operator has a choice of what type of activity he wants to participate in. When I received my license in 1959 we were taught the original purpose the FCC had these privileges available to us is that they determined the value of the amateur radio operator providing emergency communications during an emergency, or disaster. The National Traffic System made up of nets at Local, Section, Region, Area, and the Transcontinental Corp.

The NTS, as well as independent nets are there for us to provide Public Service, and at the same time provide training in net operations, the handling of Radiogram type message traffic.

When any amateur tunes across a frequency, and hears formal numbered messages being passed he needs to realize that we are keeping ourselves trained by doing this on a daily basis, and remember that a traffic net is in operation on a regular basis, and have some respect for what they are doing it for.

The traffic nets with its many volunteers operating put up with a lot of QRM, especially on weekends. As stated earlier each has a choice of what they want to participate in in amateur radio. A little courtesy will go a long way. Be courteous enough before transmitting, or tuning up on a frequency to listen, and ask at least two times if the frequency is in use. Don't just jump on a frequency, and make a call without being courteous enough to find out first if the frequency is occupied.

This even applies to a QSO. We in the NTS know that some our own operators enjoy participating in contest. They are trained in net operations to be courteous.

So next time you are about to transmit in any type of amateur radio communications find a clear frequency, and ask if the frequency is in use. 73. Josiah Brown K5UPN, Net Manager Daytime Texas Traffic Net, and TCC Dir Central AREA Cycle 1 and 2

Another day with Scratchi from CQ Magazine

de Bill W2MTA

Feenix, Ariz. March 1958

Deer Hon. Ed:

Are you wanting to seeing the amchoors of this country losing face? You wanting hole country to being disappointed in amchoors? Are you not wanting amchoors to carrying on gloryus herytage they having?

No needing to answering, Hon. Ed. Scratchi are knowing how you feeling. Yes indeedy, amchoors coming first with you. One for all and all for one are your motto, I am surely. If that being the case, then, howcomes your Hon. Mag. are not printing anything abouts the sityouayshun that are shortly going to be confronting all amchoors.? Not one line, not one word am I seeing about it in your Hon. Mag., Hon. Ed.?

Howcomes indeedy? Huh'?

Of coursely you knowing what I are speaking about. What are amchoors going to doing when we having space travel? Have you figyouring out grate implicayshuns when we having space travel?

Well, in case it slipping your Hon. Mind, Scratchi are riting this letter, on acct. I been doing lotsa thinking on subject and maybe can giving some reel slicky hints on what to having articles on in your Hon. Mag.

Just for instants supposing expeydishun goes to planut Joopiter and some amchoor wanting to handling traffic. He starts sending on trusty old key and message goes winging its way at 186,000 miles per second. You thinking message are getting there in winking of Hon. Eyelash? No indeedy, Joopiter are not so close you can touching it. In fackly, when are farthest away, planut Joopiter are 600 megamiles away.

Just to saving you working your Hon. Slide rule, that meening that message traveling for almost one hour before getting there. And samewise likewise message coming back are taking another hour, so you having plenty time to starting cupple other QSO's.

But being carefool. Must knowing how far way are plaunt Joopiter. At closest point are only mere 367 megamiles away. So, if you going out to see movie between messages you missing message, on acct. it now going one-way in little over half an hour. (cont. pg 4)

HBN OCTOBER QNI

CALL	NAME	QTH	QNI	QTC
NG1A	FRED	MA	23	116
N1DHT	GEORGE	VT	20	7
W1KX	BILL	ME	4	
N1OTC	JACK	MA	1	
KW1U	MARCIA	MA	15	15
K1WU	DALE	MA	5	
K2BCL	GAIL	PA	28	60
WA2CUW	TOM	NJ	1	
W2EAG	MARK	MA	9	6
W2MTA	BILL	NY	31	7
WA2YL	JAN	FL	5	2
N3DE	HARRY	MD	3	
KK3F	PAT	MD	28	7
N3FDR	RICK	VA	1	
W3JKX	EARLE	PA	21	
WA3JXW	DUDLEY	PA	5	5
W3KOD	HARRY	PA	23	1
K3MIY	RON	PA	11	4
W3NGO	DICK	PA	1	
K3NNI	JOHN	MD	16	3
N3QA	CAL	MD	2	
WA3UNX	DON	PA	22	5
N4ABM	OLE	VA	22	19
AA4AT	ART	VA	21	9
WA4DOX	OBIE	VA	6	4
AB4E	AB	NC	3	
K4FUM	JERE	GA	25	1
WX4H	MORT	FL	31	19
K4IWW	WILL	NC	29	8
W4VFJ	CHAS	NC	1	
KA5NNG	MIKE	AR	18	1
K5UPN	JOE	TX	14	
KX8B	CHUCK	OH	26	9
WW8D	TOM	WV	6	
WD8DHC	MIKE	WV	3	2
WD8DIN	SIS	NC	26	1
W8DO	DAVID	MI	1	
WB8KPE	DON	PA	1	
K8KV	BEN	MI	13	6
K8LJG	JOHN	MI	23	45
AA8PI	DON	MI	9	
W8RTN	LEE	MI	13	47
WB8SIW	JIM	MI	3	
KA8WNO	JACK	WV	26	31
WD9F	WOODY	IL	3	
KB9IOT	DAVID	WI	4	
NR9K	AD	PA	3	
N9KHD	ANDY	WI	14	
K9PUI	DICK	IN	8	1
WØGRW	GEB	MN	28	

HIT AND BOUNCE SLOW NET OCTOBER REPORT
C.M. (SAM) SHEARER, WB5ZJN MANAGER
CHARLES (CHUCK) PUNZELL ASS'T MANAGER

QNI 408 QTC 141 SESSIONS 31

CALL	NAME	STATE	QNI
NG1A	FRED	MA	19
W1KX	BILL	ME	3
K2BCL	GAIL	NY	30
KG2HA	SAM	NY	25
AA2JI	DUANE	NY	1
W2MTA	BILL	NY	31
N3AO	CARTER	PA	21
N3COR	DON	WPA	5
N3DE	HARRY	MD	3
VE3DTR	JOHN	ON	23
WA3DUH	JIM	DE	27
KK3F	PAT	MD	2
KO3F	JOE	PA	1
AA3GV	ERNEST	MD	1
W3JKX	EARLE	EPA	13
WA3JXW	DUDLEY	EPA	9
W3KOD	HARRY	EPA	27
W3NNL	CLIFF	PA	1
N3ON	CHUCK	WPA	23
W3QQ	CID	DE	31
K3RC	BOB	OH	1
N3SW	SCOTT	PA	1
WA3YLO	TONY	MD	1
KA5NNG	MIKE	AR	2
WB5ZJN	SAM	OH	26
KX8B	CHUCK	OH	29
WD8DHC	MIKE	WV	6
WD8DIN	SIS	NC	1
KA8WNO	JACK	WV	1
NR9K	AD	EPA	29
N9KHD	ANDY	WI	14
K9PUI	DICK	IN	1

December Birthday Greetings

5 K4MC Bob; 6 N4ABM Ole; 7 W4DJ Al
12 WØGRW Geb

Scratchi (cont)...

On other hand, if expeydishun are going to planut Plooto, then you can taking in cupple double features and getting ate hours sleep to boot, on acct. Plooto ae 25,000 megamiles away, so by time you hearing from them up there it taking forteen hours. That is, unless planut Plooto are close, in which case it taking only ate hours both ways

How sumever, amchoor reely having to working hard to keeping track of Hon. Planut when he trying to talk to planut Mars. When farthest away -- 248 megamiles -- it taking 45 mnutes to getting message there and back, but when it neerest -- 35 megamiles -- it only taking six minutes, and this are hardly time to getting desent smoke before traffick coming back and keeping you busy.

It arc not that I feeling all this are happening tomorrow, Hon. Ed., but maybe it later than you think for Hon. Artickle on subject. With Hon. Moon no trubble. natchyourally, on acct. message going there and back in cupple seconds. But after the Moon, what will poor amchoor do?

Cupple things arc worrying me. If I sending message to planut Joopiter when expeydishun arc listening, and it taking message one hour to getting there, maybe they not listening one hour later. On other hand, that meening that I can sending message when they not listening, and yet if they listening one hour later they heering it hunky-dory.

You understanding that? Good, on acct. I not. If you understanding that, howsumever, maybe you can answering me this questshun. Spaceship are heding to planut Joopiter and are traveling at speed of light -- same speed as radio wave. I sending message to space- ship. How can message ever catching up to spaceship?

Don't telling me it not possible. Amchoors never admitting anything not possible. When are your first Hon. Article apeering in your Hon. Mag.?

Respectively yours, Hashafisti Scratchi

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K1WU

First licensed 1973 as WN1UGJ. Eventually upgraded to Advanced Class and changed callsign to KB1AJ. Upgraded to Extra Class Feb 2000 (before the 20 wpm code requirement was eliminated). Acquired current callsign June 2001 and caused massive confusion (sorry about that NTS'ers). My mom's callsign is KW1U.

Spent 15 years as a U.S. Coast Guard Radioman, retiring as a Chief Petty Officer under an "early retirement authorization" in 1996. I was assigned to Radioman "A" School after basic training in 1981, after which I spent two years on the Cutter INGHAM (WHEC-35, NRDL) in Portsmouth Virginia as a Third Class Petty Officer. The Cutter Vigilant (WMEC-617, NHIC) in New Bedford Massachusetts was my next stop, where I made Second Class. Upon reaching the rank of First Class in 1985, I was transferred to my first land unit, Coast Guard Communications Station Portsmouth Virginia (NMN) until 1988. I then hiked back up to New England where I served as Radioman-in-Charge of the newly overhauled Cutter Reliance (WMEC-615, NJPJ) in Portsmouth Harbor New Hampshire. Upon my promotion to Chief Petty Officer, I was assigned as Radioman-in-Charge of the Cutter Forward (WMEC-911, NICB) Portsmouth Virginia in 1991. After two years I was assigned to the Fifth District Commander's Staff in Portsmouth Virginia while I attended college for "professional development." My final tour of duty would be with the Atlantic Area Commander's Staff, in Governor's Island New York where I became a UNIX system, network, and security geek.

Since retiring from the USCG, I've been taking classes in an attempt to get my bachelors degree in Philosophy/Politics in preparation for Law School. It's been slow going since my youngest son Connor was born in 1998 !! It is challenging and fun to be "Mr. Mom, Househusband." (It's no picnic either!) You may hear Connor help me on the radio while I am handling traffic on the First Region Net or the Eastern Area Net in the afternoon. If I sound like I'm sending with my left foot (QLF), that's a good sign that Connor is helping me send on CW.

I am fortunate to have great Ham Shack, Computer Room, Office, and Sanctuary, all-in-one. I love traffic handling. Got into it when I first got my novice license. I decided to become one of those people who answers calls for help from the Coast Guard on 2182 khz and 156.8 mhz. I never actually answered a mayday or SOS, but was a member of the team that went out to rescue many mariners in distress. A major part of my career was sending and receiving official messages. Now I do it for the ARRL National Traffic System - it gives me a nice nostalgic feeling!

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Origins of some CW Signals, Abbreviations, etc.

-KA5NNG

___ (the long dash for zero) this surely came from American Morse where the code for the zero was a dash approximately three times longer than a "normal" dash.

AA This is the Morse comma. Now used as a deliniter in the address field of NTS formal messages.

73 This was part of a list of "canned" texts used by the Western Union company and called the "92 Code". The meaning of the code 73 has varied over the years. Some of the listings:

"Accept my compliments" (1859)
"Compliments to _____" (1864)
"Best Regards" (1908)

88 Another carry-over from the 92 Code, but it seems to have been defined as "Love and kisses" from the beginning.

SK This one IQ possibly IQ also came from the 92 Code where the <<<<<<< code 30 meant "No more--the end".
(In American Morse, the symbols for 30 are ..._. _____ , more or less the same as SK in the International code.)

SX The dollar sign ($) probably came from the Phillips Code, but was also listed in the tables of American Morse.

CQ According to information from the Morse Telegraph Club (MTC), this originated with the English landline where it was also used as the "General Call". In the manual of Radio Telegraphy and Telephony (Capt. S.S. Robison, U.S. Navy, 1919) is the following: "CQ - Signal of inquiry, or General Call....." and it was to be effective July 1, 1913. In that same manual, is given a list of Q-signals, among which is the signal QST which is defined thus: "General call to all stations." So, it would appear that prior to the adoption of CQ, QST may have been the general call.

CQD CQD was the original distress signal. According to information SOS from the MTC, this was replaced by SOS in 1906. The MTC data also says that the German signal SOE was originally suggested, but that because the letter E is so short, it was replaced with the second S. According to the ITU and FCC rules, when the distress signal SOS was being sent, it was not sent as three separate letters, but rather as one long symbol: "The .....distress signal consists of the group ..._ _ _..., symbolized herein by SOS, transmitted as a single signal in which the dashes are emphasized so as to be distinguished clearly from the dots." ITU R&R 39-1 (1992).
QST See above, CQ.
Changes in International code punctuation:

PERIOD; The period originally was sent as .. .. ..

COMMA; The comma originally was sent as ._._._

EXCLAMATION; The exclamation mark was sent as _ _ . . _ _

So, the original period was dropped, the original comma became the period, and the original exclamation mark (for which there is no current symbol) became the comma. These changes took place circa 1938-39.

Treasurer's Report
Ole N4ABM, Treasurer

Balance Sept 4/02	32.74		
Sept 20/02	WA3UNX	20	
28-Oct	N3QA	50	
29-Oct	W4FRR	5	
Nov 1/02	K2GWN	10	
Nov2/02	WA4SRD	10	
Nov3/02	NG1A	20	
Expenditures: May printing			46.36
June			67.49
Balance Nov 7/19	33.89		

When making contributions, please make checks payable to Merritt W. Olson, 12106 Stirrup Rd., Reston VA 20191-2104
Thank you for your contributions.
Do not send contributions to the editor.

de W2MTA
Recent events in Newington CT caused me to pause and recall features about a man, his "hobby" and our activities of today. Here's the start of a series being published in the QCWA Journal on the life and times of a well-known "Ham".

RANDOM RECOLLECTIONS OF AN OLD HAM

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

The Early Years—I never really liked the term "ham" as it applies to Amateur Radio. It has a negative connotation to me, in the same sense as "lid," meaning an inferior operator; but through the years it has been accepted. An Amateur Radio operator is a Ham, and Amateur Radio is Ham radio. So be it.

It's hard to say just when I became interested in ham radio, except that it was at a very early age. We lived in a large frame house on the campus of Lafayette College, on a high bluff overlooking the city of Easton, PA. My father was an eminent professor of chemistry at the college (see "Edward Hart: a Biography").

There were six of us; my father, my mother and four children: Edward, Jr., the oldest; Watson; George,

myself; and Martin, the "baby." Edward, Jr., will be prominent in this account, my father less so, my mother and two other siblings hardly at all.

We called him "Bunch," a derivative of "honeybunch" from childhood that lingered for many years. When he was 9 years old he built his first "crystal" set and heard his first on-the-air signal; a faint whistle emanating from a local radio station, WMAP, owned by the Edison Battery Company. This was in 1919. From then his interest in electronics burgeoned, culminating in his first ham license in 1925 with call letters 3NF. This was an "amateur class" license, which at that time gave him full amateur privileges. My two other brothers showed little or no interest in Bunch's shenanigans; but he was highest in the "pecking order" among the four of us.

I was fascinated by and afraid of him, and he did little to mollify this feeling; but my showing of interest in his activities brought me closer to him—a closeness that increased and developed well into maturity. What activities? When he was about 12 (this would be 1922) he obtained permission to move into one of the two third floor rooms of the big house. The two attic rooms were unheated, used mostly for storage (and a little hoarding during WW-I). Here Bunch established his electronics laboratory and chamber of horrors in which he terrorized the rest of us wth his budding electronic genius. The attic rooms were accessible only by a very narrow staircase from the second floor corridor.

Bunch's first act, upon acquiring access to one of the third floor rooms, the one facing south overlooking the city (the other room was used for miscellaneous storage) was to secure his privacy by electrifying the narrow staircase with a spark coil that could create a spark two or three inches in length. The voltage developed was extremely high, but the current very low, so that the "shock" upon contact could be painful but not dangerous.

These devices were in common use in the teens and early twenties for radio communication. Only one room in the big house was wired for electricity at that time. This was the room to the left of the third floor staircase, saved for and occupied by my uncle, Martin Marasco, my mother's brother, a chemist employed by the DuPont Film Works in Parlin, NJ, who "came home" every weekend.

Uncle Martin was a great favorite with us kids, indeed of all the family including my father because dsthey had a love for chemistry in common. But Martin had other talents as well, one of which was a knowledge of electricity.

During his many visits when we were small children he ran an overhead line from my father's laboratory, which was nearby and wired for electricity, to his room in the house, so he could enjoy the luxury of electric lights in his room, which he was accustomed to at the club where he lived in Bound Brook. An aside; what did we use for lighting in the rest of the house? Gas. Gas lines were piped all through the house from a central facility in the city. Each room was equipped with a gas outlet, often using mantels to make the light brighter. In some, a fixture using a small pilot was activated by a pull- chain, and the light emitted was usually brighter than that emitted by most of the carbon-filament light bulbs of the day.

My father saw no point in having the house wired for electricity, at considerable expense, when the gas lines were already available, but he raised no objection to Uncle Martin's activity.

To be continued in part 2.

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Traffic Handlers' Responsibilities

From "A Guide to Traffic Handling" by Mark Rappaport W2EAG...

Accuracy

A. To receive and send formal written traffic in any mode, with absolute accuracy, letter for letter.
B. Slow and deliberate is a lot better than fast and furious. Remember, one or two wrong letters sent on a word can change the whole context of the message. On phone use phonetics on difficult words.
C. Do not be ashamed to ask for fills, no matter how long it takes. Use correct pro-words.
   a. If you are the sending station, speak or send only as fast as the receiving station can write. This includes operators who have been around a long time. He or she may be having a bad day or poor conditions may prevail on that end. This saves net time. Sending too fast leads to mistakes.
   b. Never roger or QSL for a message until you are 100 percent sure you have it all correctly written. Ask the sending station to wait while you check it, if necessary.
   c. If on CW --adjust your key speed to that of the receiving station. Use good spacing. This will save time in the long run. When on phone use the best possible diction; send in phrases that are meaningful.

Being On Time

A. When checking into a net, especially if you have traffic, be there on time. The same goes if you are the NCS or liaison station. It's your responsibility. Stations with traffic should check in first. This allows the NCS to set up pairing off stations and speed the flow of the net. Stations with no traffic should hold back from checking in to allow those with traffic to check in first.

B. Be alert during the net. Try to follow what is going on. Be prepared to go to work if asked. This is especially true on HF Phone or CW nets where the band conditions may be a lot less than ideal.

C. Never leave the net without permission, unless it's an emergency. This is frustrating and embarrassing for the NCS. Notify the NCS before you leave, during a call-up.

More Hints and Tips

from TC Jan 1997 –W2EAG

Pointers on Being a Net Control Station

(1) Being a net control station (NCS) may be the most demanding job of working with traffic.

(2) Anyone who has been a NCS will also tell you that it can be most rewarding.

(3) Newcomers to traffic handling should not be intimidated by serving as a NCS. The hardest session is always the first one. I'm sure we all have "sweat" stories of our first session of NCS.

National Traffic System

Let us keep in mind that there are many different types of nets, and the work of the NCS will vary depending on the unique characteristics of each net. In the National Traffic System (NTS), we find the following types of nets: local nets (mainly held on two meters); section nets; regional nets; area nets; and transcontinental nets (TCC).

Independent Nets

There are also many independent nets like the Hit and Bounce Net. Most of these nets have a wide coverage and handle traffic into and out of many states. The greater the number of stations checking into any net the greater the level of difficulty for the NCS.

The Function of the NCS

The function of the net control station is to direct the flow of messages listed by the members of the net. Most nets are "directed". That means the NCS is in charge. His or her directions are to be complied with quickly and without question. The NCS is assigned by the net manager to do a job which requires the attention and cooperation of all the participants in the net. Therefore, the smooth flow of the net will be dictated by the NCS' performance and the cooperation of its members. Running a "tight net" is imperative.

Calling the Net

The NCS will call the net at the appointed time, on or near the appointed frequency. (The NCS determines the net frequency which is not necessarily the exact published frequency).

Know the Troops

The NCS must be aware of stations which serve as liaisons to other nets, and, to better direct the flow of traffic, he or she should know each net member and be knowledgeable of his or her coverage and capabilities.

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Editor's comments:

Hey gang, I really had to dig for content here. I found an interesting item in one of the earlier newsletters when Gale (NJ4L) asked for feedback, and received three responses, so Sam must be correct (page2, col 1)... we still have only three people reading this stuff. Hi. Please send comments pro or con, profiles (even if you've sent one in years past... some of our newer members might not know you), pictures, etc... or next month I shall reprint the "HBN Survey" form I have (from a few years ago), and see what happens. I think it's about time to do that again anyway.

After the mobo controller failure, my first thought was to break out the old typewriter, but it's somewhere in the closet behind all kinds of boxes, and I've never used it, so don't know if it even works. The only other option was my older computer which runs in "jurassic" mode. After installing the printer software on that one and downloading a backup of an old issue from my online briefcase, I used it to type the first few pages here. It has been a slow process.

wd8dln

HBN

7042 KHz Daily 8:30 AM Eastern time *Alternate Frequency 7114 KHz
Net Manager, Charlotte (Sis) Berry, WD8DIN
Treasurer, HBN/HBSN, MERRITT W. (OLE) OLSON

NCS ROSTER

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
W2MTA	KA8WNO	WA3UNX	N4ABM	K3MIY	WD8DIN	WA4DOX
Bill NY	Jack WV	Don PA	Ole VA	Ron PA	Sis NC	Obie VA

During CW contest congestion on 7042, please use the alternate frequency.

HBSN

3714 KHz Daily 7:30 AM Eastern time
Net Manager, C.M. (SAM) SHEARER, WB5ZJN
Assistant Manager, CHARLES (CHUCK) PUNZELL, N3ON

VE3DTR	W2MTA	NR9K	WB5ZJN	N3ON	WD8DHC	N3COR
John CAN	Bill NY	Ad PA	Sam OH	Chuck PA	Mike WV	Don PA

TRAFFIC CALL

C. L. "Sis" Berry WD8DIN
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