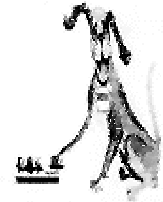




TRAFFIC CALL



February 2003 No. 255

Newsletter of the Ben White Memorial Nets ~ Founded 1938 by Ben White W4PL

<http://hitandbounce.net/index.html>

Hit and Bounce Net Daily 8:30 AM EST 7042 KHz (Alternate 7114 KHz)

Hit and Bounce Slow Net Daily 7:30 AM EST 3714 KHz

Editor: C. L. "Sis" Berry WD8DIN Email: arfer@hitandbounce.net

Treasurer: Merritt W. "Ole" Olson Email: mwon4abm@aol.com

Hit and Bounce Net Manager's Comments

The New Year got off to a great start with the participation of fifty-seven different stations, 761 QNI, 643 QTC and 635 cleared. Average time per session 38.6 minutes. Keep up the good work, guys and gals. You're appreciated!

QTC: Top Hounds January

N1OTC was king of the kennel in January with 107. Listing 10 or more were: KA8WNO 83; NG1A 82; K8LJG 60; K2BCL 59; W8RTN 42; N4ABM 24; W3KOD 18; WA3UNX 15; KK3F 15; K8KV 15; W2MTA 12; WX4H 10; N3QA 10.

QNI: Perfect attendance: K2BCL, W3KOD and W2MTA. Following were WX4H 30; KX8B 29; KA8WNO 28; WD8DIN 28; N1OTC 27; N4ABM 27; KK3F27; AA4AT 26; WØGRW 26; K8LJG 25; WA3UNX 24; K3NNI 24; W2EAG 23; K4IWW 20. Thanks to all stations for participating.

A fist from the past- welcome back, W4TY, AL in VA.

W8IM- a familiar call to some of the arfers. Here is his response to my welcome letter:

"Thanks (for the) invitation and will try to check in whenever possible. I am still in the working world so weekdays are normally out. Was unaware that HBN was still in operation and just stumbled across it last week (QNI Jan 18).

I was a frequent QNI in HBN back in the 60's when was living in Ohio, and W8DAE/W3CUL were prominent participators. Also was a NCS on the old MW here in Florida for many years when W4DL/W4IYT was still active and until the demise of that net.

I still have a ARF'ers certificate that used to be issued to active members back in the 60's.

Currently active as a NCS on the Florida QFN and serve as a liason on RN5 from Florida".

Where is Jere, **K4FUM?** Working. His work schedule has changed, and he is only available to QNI on Saturdays.

Listen for Jack, **WØUCE (NC)**. He will be back in the states in March. -73 ARF Sis

Happy Birthday!!

FEBRUARY

22 WA3QNT BOB

24 W8BEZ AL

27 N3COR DON

MARCH

03 W1XL BARNETT

03 AB4E AB

04 W3NGO DICK

13 K3NNI JOHN

21 N1OTC JACK

22 W4FRR CHARLES

23 W3JKX EARLE

29 WF1M BOB

31 KB8ZYY RAY

HIT AND BOUNCE SLOW NET MANAGER'S COMMENTS

C.M. (SAM) Shearer, WB5ZJN, Mgr.

Charles (Chuck) Punzell, N3ON,

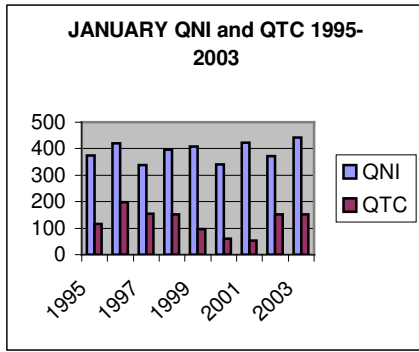
Asst. Mgr

January, 2003

Congratulations, ARF'ers: This month our total QNI of 441 was the largest it has been in the past eight Januarys. (See statistics below.) Our QTC was also high with 151 pieces of traffic handled. With perfect attendance were Gail, K2BCL, Jim, WA3DUH, and W3KOD (31). Close behind were Ad, NR9K (30); Bill, W2MTA, and Cid, W3QQ (28); Carter, N3AO and Chuck, KX8B (27); Sam, KG2HA (26); John, VE3DTR (25); Sam, WB5ZJN (23); and Chuck, N3ON (22). Our appreciation goes out to everyone who checked in and made this month one of the best Januarys in the past eight years.

Statistics: As mentioned above, we had the largest number of QNI's this month than in any January for the past eight years, (See chart pg. 2) and there were only two other months last year (October and December) that we had a greater total number of check-ins than this month. Our average monthly check-in in 2002 was 28.5, so we a great start to the new year.

(continued page 2)



Recruitment Suggestion: A good way to help keep our numbers strong is to send a “hello” or “welcome” message to anyone new to the net. Even if we don’t know them, an acknowledgement and a welcome from us, I’m sure, would be appropriate. It is also a good idea to send a similar message to folks who have not been on the net in a while. Don’t we all like to be appreciated, and isn’t it nice to know that you’ve been missed?

Note from Tom, WW8D: *Thank you for the letter. Sure has been a busy December here in Bluefield, WV. I'm sorry I haven't responded sooner. I enjoy checking into the HBSN and HBN when I'm not at work. Those guys really know how to operate CW, it's amazing how they communicate. I have been around quite sometime being first licensed in 1967 as WN8WXB. Although I love CW, I'm not very good at it, but, never the less, I like to take traffic. I have a helper in the shack, "Maggie," my golden retriever who likes to listen to CW. I work for the Kroger Co. at a manufacturing plant just across the state line in Bluefield, VA. It is called Bluefield Beverage Co., and we make the Big K soft drinks. One of these days I will send you a message over the air. Again thanks for the help, and I will listen for you. 73, Tom, WW8D*

Thank for your note, Tom, and join us when you can.

Taylorcraft Restoration Progress: I finally had some time to work on my 1946, BC12D, Taylorcraft airplane. Thanks to the help of my son, Christopher, who was visiting from Florida, we were able to rebuild the lower longerons and tail post in the aft section of the fuselage (where the tail wheel attaches to the fuselage). The tubing was badly rusted through and required that about two feet of the old tubes be cut out and replacement. My son has had a great deal of TIG welding experience, so he did most of the welding. I am still learning to weld, and welding 3/4" 4130 steel tubing that is .031" is not for a neophyte welder. I need a lot more practice before I am ready to weld such thin-walled tubing. The Taylorcraft, being an FAA certified aircraft, requires that we follow the very strict parameters of repair procedures. The book (Acceptable Methods, Techniques, and Practices) containing the procedures is extremely detailed, and, in order that the plane will pass inspection, these procedures must be strictly followed.

Correction: Less than two-thirds of our arfers have responded to the HBN survey, (not “just over two-thirds” as I mistyped in the January issue). A touch of dyslexia there. Hi. Still many out there unanswered, so please take a few minutes to fill out the form and send it via email or USPS. Thanks to all who have returned them.

More from the Kennel

Ole, N4ABM left January 30 and will return on February 22.

Bob, K3RC has been appointed Fire Chief of his township, and the BSA will be presenting him with the Silver Beaver Award this month. Congratulations, Bob!

A busy year for these **TOP DAWGS. Listing 100 or more in 2002:**

KA8WNO	853
K8LJG	725
NG1A	689
K2BCL	653
W8RTN	427
N4ABM	243
K8KV	222
N1OTC	174
WX4H	164
W2MTA	140
N3QA	138
AA4AT	129
W2EAG	118
KW1U	110
WA4DOX	104
WA3UNX	102

From N3AO

Main Interests: QRP operating and kit-building.

I enjoy operating out of doors, especially summer camping.

A special interest is "hiking and hamming" on the Appalachian Trail in various states.

Also do same on other Pennsylvania trails.

I like to paddle canoes, and I sometimes go canoe-camping; when I do, listen for me in the mornings as the tea is brewing or after early supper.

I like 7.043+/- as my starting frequency. I enjoy QRP contests, especially the Spartan Sprints on the first Monday nights of each month, starting at 9:00 p.m. Eastern Time Local.

I'm always in the PA QSO Party, and in ARRL Field Day.

I am a County Hunter, and will gladly give you Chester County (and/or nearby counties). I QSL 100%! If you're in my log, that's the right place to be. I'll be happy to send you my card via the U. S. mail, as I don't use eQSLs very often. An SASE would be appreciated.

EPA QRP NR. 13 TEN-TEN NR. 35549 ARCI NR. 8745 ARS NR. 480 NORCAL NR. 1095 FISTS NR. 2367, CC NR. 444

DAYS GONE BY

The Past Part 2. -KA8WNO

Jobs locally were about nonexistent in 1940. I had been in attendance at a communication course, courtesy of the Navy, in the summer of 1939 at Norfolk. Radio was very exciting to me then, and with seemingly no work opportunities when graduating from high school in the spring, the chance to go on active duty seemed too good to pass up. I dropped out of school in the middle of my senior year and accepted the invitation. A half-day ride on the train from Elkins to Charleston and finding an MD who would give me a physical exam and an okay to continue, came next. Then the greyhound to Pensacola's naval air station for duty!!

Seems like a lot went on there for the next approximate two years. I wasn't given a radio job, and very little of anything to for a couple of months, and \$18 a month to do it with. Since it looked like my aspirations to be a radioman didn't seem as it would pan out, I went to work as yeoman striker (apprentice typist, etc), as I was already a fairly good typist. Worked for Lt(jg) Skinner for several months, and a test was announced for, among other navy trades, radiomen. A friend said, "why not take the test for radioman 3rd class?" I figured I couldn't pass it, but went to the test session anyway.

I passed the test and became a radioman, and my work as yeoman was forgotten. I was assigned to ground school, where navy airmen were learning the ropes to become fliers. At that time they were required to learn CW at a speed of about 10 or maybe 15 wpm. The navy airmen at that time used most CW for communicating.

I was transferred from Pensacola for a short time to go to school at what at that time was a

new science called radar!! I was to attend radar school in Ontario, near a town called Clinton, then return in about six weeks with a vast knowledge. Since I couldn't understand the workings of what made radios tick, I flunked out in a week or so and was sent back to Pensacola. (A friend went for the same course from Pensacola also. He did okay with radar. But sadly, when he returned and was assigned to radar duties with the flying boat squadron, went down with an airplane that was never found).

Radiomen were needed at a lot of places then, and I was transferred to duty at Corpus Christi, Texas, with a unit that monitored mostly oil tankers that came to be fueled with crude oil..... *(To be continued)*

Early Days of Traffic Handling

(cont. from January 2003)

From "200 Meters & Down, page 46:

By January 10, 1916, the A.R.R.L.'s membership had jumped to 961, in contrast to 635 on December 1st. H.P. Maxim had come to two conclusions: first, that the time was ripe for the organization of six trunk lines, to cover the entire United States, three horizontally and three vertically across the map; second, that regular tests in the form of drills should be performed by the stations on these trunk lines to keep them in training. He outlined his plan in the February 1916 issue of QST. The practicality of these ideas was evidenced by the success of the first country-wide relay, on Washington's birthday anniversary in 1916.

From the 1928 ARRL Handbook, pages 118-119:

THE FIVE POINT SYSTEM

To make our relaying more systematic the "five-point" system of arranging schedules was proposed and has worked out very

nicely in many cases. After getting the station in good operating condition, each station's operator arranges to work four stations, one north, one east, one south, and one west.

These directions are not exact but general. The distances are not too great but they must be distances that can be worked with absolute certainty under any conditions.

From the 1935 ARRL Handbook, page 347:

TRUNK LINES

A.R.R.L. Trunk Lines to facilitate speedy and reliable traffic movement are maintained during each active radio season. These "mainline" routes are laid out East-West and North-South and connect with the countless local networks and

schedule chains. There are fourteen main lines, each operating on a separate "spot frequency" in the 3.5-mc amateur band. Every station on the main lines must be an Official Relay Station and must be crystal controlled. Each Trunk Line Station on the main routes must have an alternate to take over schedules whenever the regular station cannot be on the air. All these stations must maintain trunk line schedules at least five days per week. If you are interested in trunk line work, get your O.R.S. appointment first. Then drop a line to the Communication Department stating your availability for trunk line schedules. You will then be advised of any openings.

From the "merger agreement" which created the United Trunk Lines (material via private correspondence from Rob Griffin, K6YR). The merger agreement was effective April 12, 1954 and merged Trunk Line J (TLJ), Trunk Line Atlantic Pacific (TLAP), and the HOBO Traffic Net into the UTL.

From paragraph 8:

"The administration of United Trunk Lines shall be under the direction of an executive committee comprising the three division managers one of whom shall be selected by the committee to serve as chairman for a period of one year. For the present the managers of TLJ, TLAP, and HOBO shall continue to serve as managers of the Central, East and West Divisions respectively but as of January 1, 1955 the Division managers shall have been elected by their respective divisions by those members who have served as net control for a period of six months and have been members of the net for the preceding three year period. The three year requirement shall be waived in the case of HOBO until such time as HOBO shall have been in existence three years....."

The Merger Agreement was signed by Harry B. Smith (W9TT), Ferd C.W. Thiede (W2EC), and Edward A. Banks (W6ELQ).
Division managers: W9TT: Central Division (and chairman)
W2EC: East Division
W6WLQ: West Division

Comments, corrections or additional information are always welcome. de KA5NNG (VROUK)

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 de W2MTA

Tapping the Trolley Line

The year 1927 was almost a constant struggle to put out a decent signal of decent quality. Bunch was continually frustrated by little response to calls and by weak signal reports when we did get an answer, hampered by a low budget and lack of knowledge to make a better showing.

First he tried a chemical rectifier, known in ham circles then

as "slop jars." This consisted of a number of each emptied mayonnaise jars, as many as 20 of them, each filled with borax or baking soda solution (he tried both) with copper electrodes in_jar all connected in series with the plate voltage line to the UX-210 oscillator tube.

The borax solution smoothed out the 60-cycle rasp but there was a horrific voltage drop, making our signal much weaker than it already was. The baking soda solution solved the voltage drop problem but did little to smooth out the a.c. ripple. Then we tried Kenotrons, with their bright filaments. I think an early version of high vacuum rectifier tubes, but these too showed a considerable voltage drop. Bunch was not willing to sacrifice signal strength for quality, but he very much wanted the latter.

We knew that batteries for plate voltage would accomplish this, but achieving the necessary voltage by batteries was completely impractical.

Just below our radio room, about 500 feet down a steep bank, a trolley track traversed the side of the embankment along College Avenue. It had been in operation for many years, using small "Toonerville" cars capable of carrying 20 or 30 passengers, powered by an overhead line which supplied 600 volts for the car motors. In our quest for getting DC for our 210 plate supply, Bunch discovered that the 600 volts the trolley used was d.c. from motor-generators at the "car barn" in west Easton. All he had to do was tap the overhead trolley line. In the days of youth no task is daunting.

Bunch and I started collecting scraps of wire with the idea of running a line through the trees down to the trolley line. By midsummer, working surreptitiously we had collected enough No. 14 wire to complete the span, fastened together by tight

Western Union splices which were wrapped tightly with friction tape.

We had contemplated using the ground for the return circuit, but Bunch decided this would be unsatisfactory, so we had to scrounge up another length of wire, spliced as before but this time insulation was not a factor. This line was connected to one of the splkes on the trolley track and run along the ground to our third floor window. The "hot" line was run through the crotch of trees along the embankment, requiring a lot of climbing mostly by Bunch.

At last, some time in September, all was in readiness except the final connecton to the trolley line. Bunch climbed the tree nearest and above the overhead line, fashioned a sort of hook with doubled wire and threw it over the line. There were a few sparks, then nothing. Bunch used no gloves, relied only on the somewhat tattered insulation on the scrounged wire. It's a wonder he wasn't electrocuted.

We looked at each other in wonderment. Did we really have our 600 volts d.c.? We scrambled up the embankment, up the stairs tothe third floor. All was in readiness. The hot line coming in the window was fastened to an open SPST knife switch, the other end of the switch to the plate voltage lead. Bunch turned on the filament switch and we sat staring in horrid fascination at the plate switch, as though it were a coiled snake about to strike. Finally, Bunch said, "Well, here goes," and threw the switch.

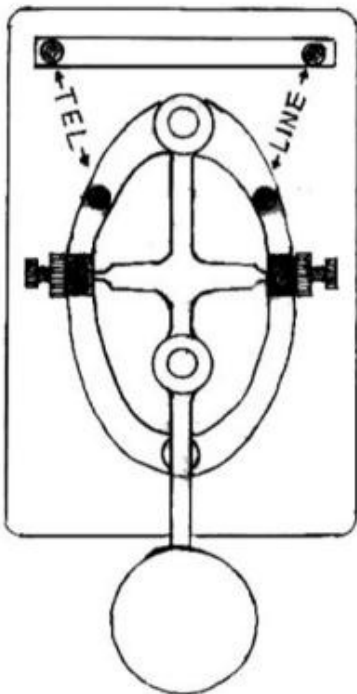
My usually good memory deserts me at this point. All I remember is an eye-numbing flash of light, then silence. There must have been a noise, smoke, exclamations, but none of this is in my memory bank. Bunch was unhurt, perhaps momentarily stunned, as I was. As soon as we had recovered, we scampered back down the stairs, down the

embankment to the tracks. There was our hot line lying across the track. Bunch quickly removed it, coiled it up and hid it behind a bush. "I hope we didn't stop all the trolleys in Easton and Pittsburgh," Bunch said, raising a new horrid possibility. We sat on the embankment and waited. The trolleys normally came about every twenty minutes. A few minutes later one of the little cars rounded the corner at the foot of College Avenue and started its laborious climb up the incline. We were both physically and emotionally drained-tired from the labor of stringing and connecting the wires, disappointed at the outcome but feeling relief that we had done no damage, either to ourselves or the community. We went back to our raw a.c. plate supply.

Coming in Part 5: BCI

Query -KA5NNG

I have a question about the old military J-38 hand key, and hope that one of our ex-military-op ARFers can answer it.



The J-38 had four binding posts (see drawing). Two of the posts connected to the key contacts. The

other two were mounted on the Bakelite base, but were connected together by a brass strip.

The question: How were the four binding posts actually used when hooking up the key, and, what was the meaning/significance of the markings "TEL" and "LINE" on the base?

KA5NNG's Comments on the comments: (from TC Jan 2003)

(Ref: P6, Col 2) I don't agree with the comment about the (alleged) misuse of the prosign AR. My ITU manual defines AR (in this context) as: "End of Transmission." I also checked my old ARRL Operating manual and there is a certain ambiguity in that. The Chapter on "Basic Amateur Radio" says AR is equivalent to the voice-mode "OVER", and further that it is used after a call to a specific station. BUT, in the Chapter on Traffic Handling, they give an example of correct QNI procedure as: K9NCS de W9NET QNI QRU AR My inclination is to accept the commercial (ITU) definition as correct usage.

(Ref: P6 Col 2) The idea of designating a "GREETER" to take a new station off frequency for explanations/information/Q&A IS great!

(Ref: P5 Col 2) The idea of calling for stations "with traffic" has come up in the past. I just don't see how it could be made to work on a net like H&B. In my opinion, it would simply disrupt the "ordered" QNI procedure now in place (i.e.: if the NCS starts trying to find outlets for the traffic before continuing with the check ins, and if he doesn't do that, then nothing is gained by checking in stations "with traffic" first.)

(Ref: P5 Col 2) I think the "acknowledgement" from stations being "paired" is necessary on our net. When I've been NCS, I've sure wanted that definite "feedback" from each station addressed.

-Mike KA5NNG

de WD8DIN: I have to agree about pairing stations, and in poor band conditions, when called upon, please give me the suffix of your callsign. A "dit" or "dah" could be that someone accidentally hit their paddle. When I hear that, I'm never absolutely sure...

On rotation of area callup, I do think that might be a good idea. NCS', give it a try if you wish.

Also, clear short traffic lists first. Sending a station to pick up one piece of traffic and having to wait through 4 or 5 is not a good idea. *de WD8DIN*

Seldom heard arfers...

Jerry, **K8GA**, is hoping to relocate in the near future. He has a TVI problem with his 40M antenna.

I had a nice landline QSO with Don **AA8PI**. Following his bout with pneumonia and another stroke, he's not giving up... he is "starting all over" with CW.

Tom, **WA2CUW** can't join us as often as he would like.

Same with Jack (aka "Zoo") **K2GWN**- he has an evening job, which limits his QNI and QSP activity.

Dave, **KC1DI** says he is very busy right now and his time is limited.

Treasurer's Report

Ole, N4ABM, Treasurer			
BALANCE JAN 1, 2003		40.18	
Rcvd from			
DEC 31/02	WB5ZJN	20	
DEC 31/02	N3DE	20	
JAN 3/03	N1OTC	20	
JAN 3/03	KA8WNO	10	
JAN 10/03	K3NNI	25	
Paid Nov/02 Cpr	Jan 18/03	-49.14	
Paid Dec/02 TCpr	Jan 18/03	-51.46	
Rcvd From			
Jan 17/02	WA4SRD	15	
Jan 23/02	KX8B	20	
Jan 23/02	N3AO	25	
Jan 23/02	N1DHT	20	
Jan 27/02	N4ABM	25	
BALANCE JAN 29,2003		139.58	
When making contributions, please make checks payable to Merritt W. Olson, 12106 Stirrup Rd., Reston, VA. 20191-21			
Thank you for your support.			

HBN QNI JANUARY				
NG1A	FRED	MA	16	82
N1DHT	GEORGE	VT	13	1
KC1DI	DAVE	ME	2	0
W1KX	BILL	ME	9	2
N1OTC	JACK	MA	27	107
KW1U	MARCIA	MA	18	7
W1WCG	VAN	CT	1	0
K1WU	DALE	MA	4	1
K2BCL	GAIL	PA	31	59
WA2CUW	TOM	NJ	2	0
W2EAG	MARK	MA	23	5
W2MTA	BILL	NY	31	12
K2VX	DAVID	VA	19	1
WA2YL	JAN	FL	4	5
N3DE	HARRY	MD	5	0
VE3DTR	JOHN	ON	1	0
KK3F	PAT	MD	27	15
K3FT	CHUCK	MD	5	0
W3JKX	EARLE	PA	17	1
WA3JXW	DUDLEY	PA	8	3
W3KOD	HARRY	PA	31	18
K3MIY	RON	PA	12	2
K3NNI	JOHN	MD	24	6
N3QA	CAL	MD	8	10
K3RC	BOB	OH	7	0
WA3UNX	DON	PA	24	15
WA3YLO	TONY	MD	2	7
N4ABM	OLE	VA	27	24
AA4AT	ART	VA	26	9
WA4DOX	OBIE	VA	7	6
AB4E	A B	NC	4	0
K4FUM	JERE	GA	4	0
AF4FW	WARREN	NC	1	0
WX4H	MORT	FL	30	10
K4IWW	WILL	NC	20	0
W4TY	ART	VA	1	0
W4VFJ	CHAS	NC	3	0
W4VLL	VIC	VA	3	0
AB4XK	CHET	FL	6	0
KA5NNG	MIKE	AR	18	1
K5UPN	JOE	TX	16	1
KB5W	JIM	MS	2	1
KX8B	CHUCK	OH	29	7
WW8D	TOM	WV	11	0
WD8DIN	SIS	NC	28	8
W8IM	BOB	FL	2	0
K8KV	BEN	FL	13	15
K8LJG	JOHN	MI	25	60
AA8PI	DON	MI	11	4
W8RTN	LEE	MI	14	42
KA8VWE	WALLY	OH	12	0
KA8WNO	JACK	WV	28	83
KB8ZYY	RAY	MI	1	2
WD9F	WOODY	IL	4	0
KB9IOT	DAVID	WI	1	0
K9PUI	DICK	IN	6	0
WØGRW	GEB	MN	26	2

HIT AND BOUNCE SLOW NET
JANUARY REPORT

C. M. (SAM) SHEARER, WB5ZJN,
MANAGER
CHARLES (CHUCK) PUNZELL, N3ON,
ASS'T. MANAGER
QNI 441 QTC 151 SESSIONS 31

CALL	NAME	STATE	QNI
NG1A	FRED	MA	18
KC1DI	DAVE	ME	8
W1PID	JIM	NH	1
W1KX	BILL	ME	9
WF1S	JACK	FL	1
K2BCL	GAIL	NY	31
W2EAG	MARK	MA	2
KG2HA	SAM	NY	26
W2MTA	BILL	NY	28
K2VX	DAVE	NJ	11
N3AO	CARTER	PA	27
N3COR	DON	WPA	1
N3DE	HARRY	MD	2
VE3DTR	JOHN	ON	25
WA3DUH	JIM	DE	31
KK3F	PAT	MD	5
K3FT	CHARLES	DE	3
W3JKX	EARLE	EPA	13
WA3JXW	DUDLEY	EPA	8
W3KOD	HARRY	EPA	31
K3NNI	JOHN	MD	2
N3ON	CHUCK	WPA	22
WA3QNT	BOB	WPA	3
W3QQ	CID	DE	28
N3SW	SCOTT	PA	1
WA3YLO	TONY	MD	1
KA5NNG	MIKE	AR	9
WB5ZJN	SAM	OH	23
KX8B	CHUCK	OH	27
WW8D	TOM	WV	7
WD8DHC	MIKE	WV	7
NR9K	AD	EPA	30

Welcome to the kennel!
ROOA Certificates have been issued to these HBNeers, making them "official" ARFers.

K2BCL, K2VX, K3MIY, W4VLL, K4FUM, N3AO, K4IWW, WW8D, WD9F, WD8DHC and K9PUI.

If I missed anyone whom you think should have a certificate, (even yourself) please contact me.

HBN MONTHLY TOTALS

JAN	QNI	QTC	QSP	TIME
1	25	8	8	32
2	21	5	5	31
3	27	32	32	55
4	32	36	30	60
5	28	17	17	29
6	28	10	10	28
7	23	13	13	28
8	25	21	21	55
9	24	23	23	53
10	22	29	28	56
11	27	31	31	34
12	24	24	24	29
13	28	23	23	42
14	26	13	13	28
15	21	28	27	39
16	23	14	14	35
17	24	25	25	45
18	22	13	13	31
19	21	17	16	29
20	26	13	12	31
21	24	19	19	28
22	22	19	16	35
23	27	31	31	50
24	24	27	25	58
25	25	24	24	42
26	24	25	25	30
27	25	28	28	31
28	22	22	22	37
29	21	14	18	35
30	28	29	32	55
31	22	10	10	26

APPREHENSION - HESITATION

Getting active with tfc handling brings changes in the way we do things. Before long we are asked if we are interested in taking an NCS spot, usually starting with such a request on a section net, then a region net, etc. My first try was with the section net, then the 8th region net, etc.

After a while, being a NCS gets to be like learning the morse code or learning to type - you automatically know what is to be done next.

Then came a question from Gale, NJ4L: would you like to be ncs on HBN on Thursday? I said with all those QNI'S and TFC going

different places, I didn't think I could remember who I sent where, etc. Before long I consented to give it a shot and Gale told me how he remembered all that stuff. The time was in about Jan. 11, 1989, according to the back of my station log sheet that I record all the net activity of that net.

There were: QNI 20, TFC 8/8 TIME 33 min. QNS for that morning were: N1DHT, WIPEX, WI2G, K2GWN, W2MTA, N3CD, N3DRM, W3JKX, NR3Q, K3NNI, WA3UNX, K3RC, WX4H, NJ4L, W4SUS, KF8QU, K5UPN, K6HAP, WA8HGH AND KA8WNO.

I had a little trouble getting mixed up, etc, but with an attitude of 'relax, do the best you can, and don't let it bother you' the net goes pretty well. I louse it up at times, but with the arfers ready to help and encourage you, it's and interesting, challenging fun thing to do.

Its surprising that most of that QNI 20 are still regulars. Four of the gang are silent keys and one, K6HAP, moved to the west coast.

At that time, January thru about March 1989, on my QNG days, the TFC was usually 10 QTC or less. This is noticeably less than our TFC load these days when traffic passed on most nets is much lower than it was then.

HBN is alive and well!!
-KA8WNO

A Bit of Ham History and the Trails We Wove -W2MTA

An update on the W4PL callsign trail. (TC Feb 2001) ... with some features that may make readers think about some long ago hams with their now "famous" or perhaps "infamous" rings to them...many of them were great "traffickers". The sacrosanct of "owning" a callsign is certainly disproved by them in many cases; it sorta depended on what "pull" one had.

*Source - Notes of Ed Redington
W4ZM & Clark W2AXX*

Stations Listed in 1915

8ALK Joel Young, Elmira, N.Y.
8YC Cornell University, Ithaca, N.Y. ***

Stations Listed In 1916

8AQM Edmund B. Redington, Waverly, N.Y.

8XT 8XU 8YC 8YU Cornell University, Ithaca, N.Y.

Stations Listed in 1920 (post WW-I)

8ABM Harry Spencer, Binghamton, N.Y.

8AJ Edmund B. Redington, Waverly, N.Y.

8HJ Joel Young, Elmira, N.Y.

8VW Joe Meyer, Elmira, N.Y.

8ALK and 8AQM were the first "licensed hams" in QSO here in New York's Southern Tier. Both now have gone Silent Key.

Source - June 30, 1921, USDOC - Bureau of Navigation

CALLSIGN OPERATOR QTH POWER

1AW Hiram P.Maxim, 276 N.Whitney St, Hartford, Conn.1,000

1BDI F.E.Handy, Riverside Drive, Augusta, Maine 650

2AXX David T. Jones, Freeport, New York 250

2BBS Harold Beckley Mann, Dover, New Jersey 250

2BJZ Edward M.Little, 21 Clayton Avenue, Cortland, N.Y. 500

2EC Ferdinand C.W.Thiede, 486 Decatur St., Brooklyn, NY24

2FR J.R.Richardson, 16 Culver Street, Yonkers, N.Y. 75

2MK H.C.Midgley, 59 Brewer St., Stapelton, New York 15

2PL G.K.Thompson, Maplewood, New Jersey ** 462

3NF Wiliam B.Batty, Center Street, Sewell, N.J. 500

4DT Clarence & Eugene H. White, La Grange, Georgia 72

4HA T. Aubrey White, Wilmington, North Carolina ** 250

4KX Latest 4-land callsign 4HZ, S. Jacksonville, Fla. 250

4MG and others above 4HZ will occur in later years.

8AJ Edwin B.Redington, 12 Thomas St., Waverly, N.Y. 715

8AXX Clark Galbreath, 202 East Main St., Union, NY 250

8HJ Joel J.Young, 717 West Gray St., Elmira, N.Y. 660

8VW Joseph W.Meyer, 1184 College Ave., Elmira, N.Y.1,000

"Ferd" was a great traffic handler until his going SK in the seventies. Seems he had sumpin' to do with W4PL and HBN too...remember?

"Clarkie" got his first ticket in 1921 and later renowned for his loud AM controlled-carrier signal that blasted the 75M band until 1992.

"Joel" held out to age 98 recently when he joined his pioneer buddy "Red" in SKs; same time as his other buddy Joe Meyer who never moved his QTH over the many years! (next month- 1927 callbook listings)

More to it than the groundhog....

On February 2, some people think only of those critters that look for their shadows: Punxsutawney Phil in Punxsutawney, Pennsylvania, and Wiarton Willie in Wiarton, Ontario. In fact, there is a bit more to the day than that.

February 2 is also Candlemas Day. In the Christian tradition, it is the day that a year's supply of candles are blessed.

February 2 is 40 days after Christmas and is known as the Feast of the Purification among Christians. "Februa" was the month for cleansing, when Yule greens were removed from homes and churches, and old brush and debris were burned to prepare the fields for the next sowing.

February 2 is exactly halfway between the winter solstice and the spring equinox, and the daylight is 1 hour and 2 minutes longer on this day than it was when winter began.

Hit and Bounce Net NCS Roster

*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

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
W2MTA	KA8WNO	WA3UNX	N4ABM	W2EAG	WD8DIN	WA4DOX
Bill NY	Jack WV	Don PA	Ole VA	Mark MA	Sis NC	Obie VA

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

Hit and Bounce Slow Net NCS Roster

3714 KHz Daily 7:30 AM Eastern time

Net Manager, C.M. (SAM) SHEARER, WB5ZJN

Assistant Manager, CHARLES (CHUCK) PUNZELL, N3ON

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
VE3DTR	W2MTA	NR9K	WB5ZJN	N3ON	WD8DHC	N3COR
John ON	Bill NY	Ad PA	Sam OH	Chuck PA	Mike WV	Don PA

TRAFFIC CALL

C. L. "Sis" Berry WD8DIN
1182 Eastbrook Lane
Hendersonville NC 28792-6411
Email: arfer@hitandbounce.net
iconize@yahoo.com