



# TRAFFIC CALL



June 2003 No. 259

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

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

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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  
Use alternate frequency on CW contest weekends.

## 2003 Traffic Handlers' Picnic Saturday, August 16. (See page 4)

### Hit and Bounce Net Manager's Comments

Fifty-eight determined stations checked in this May. QNI 696; QTC 408; QSP 369. Average time per session 43.3 minutes. The teamwork on HBN continues to amaze me. Everyone -you do an exceptional job! Thanks!

**Top hounds, 10 or more QTC:** KA8WNO 67; K2BCL 65; K8LJG 58; N1OTC 48; NG1A 44; WX4H 17; W2EAG 14; N4ABM 14; W8RTN 12; W2MTA 10.

**Perfect attendance:** K2BCL, WX4H and W2MTA, followed by K4IWW 29; KA8WNO, W3KOD and WD8DIN 28; KX8B 24; W2EAG, N4ABM and WØGRW 24; K8LJG, WA3UNX and VE3DTR 22; AA4AT 21; KA5NNG and KK3F 20; N1OTC 18; K9TJL 15; K9PUI 14; AA8PI, KA8NYY, K5UPN and K3RC 13; K3NNI 12 and K2VX 10.

**Arfer news:** Jan, WA2YL, is having surgery on June 16 at Sylvester Cancer Center in Miami and is planning on going to NJ for the summer sometime in July.

We'll be looking forward to seeing some photos of Bill, W2MTA, wearing his "slouch hat"... (see HBSN Manager's comments).

**30 Meters:** Here is the list, so far, of arfers who can work 30 meters: **KC1DI, K2BCL, W2EAG, W2MTA, N3AO, WA3JXW, W3KOD, WA3UNX, N4ABM, K4FUM, W4VFJ, KA5NNG, K5UPN, KX8B, WD8DIN, K8LJG, AA8PI, W8RTN, KA8WNO, K9TJL, WØGRW.**

Any others? Please let us know.

73, ARF! -Sis WD8DIN

### HIT AND BOUNCE SLOW NET MANAGER'S COMMENTS Manager WB5ZJN C.E. (Sam) Shearer Assistant Mgr., N3ON, Charles (Chuck) Punzell May 2003

Thirty-five stations participated in this month's net and there were 408 QNI's and 128 QTC's. A gold star for perfect attendance goes to Cid, W3QQ. Close behind Cid were Gail, K2BCL, Bill, W2MTA, Harry, W3KOD (30); John, VE3DTR (29); Chuck, KX8B (27); Sam, KG2HA (26); Sam, WB5ZJN (24); Chuck, N3ON (23); Jim, WA3DUH (22); and Ad, NR9K (21). To everyone, regardless of the number of your QNI's, your attendance is greatly needed and appreciated.

**On Vacation:** Bill, W2MTA, and his wife, Betty, are off to West Virginia. Bill will be going to Pipestem State Park near Princeton, WVA, for the 7240 Club get-

together on Saturday June 7th with stopovers at Leesburg, VA, to see Matt, Renee and the kids. Their next sojourn is July 10 to WVA again! Bill said that he "bought a black slouch hat last week in preparation."

**Sam, WB5ZJN,** just got back from a four-day trip to Lubbock, TX, where he visited his sister and ailing parents. Sam is off again from June 14-22 to visit his son and his family in Melbourne, Florida. While in Florida, Sam will spend the days working with his son on his son's Acroduster, an aerobatic biplane.

**Protocol:** Please read the following with the understanding that I am not addressing any one person, and it is only out of my concern for the net that I write these remarks. As Net Control Manager, I would be remiss in my responsibility to you and the net if I did not address the situation that occurred on Saturday, May 31, and to point out that periodically similar occurrences happen.

**Conditions** on May 31 were very bad and the NCS was having great difficulty copying some of the stations. It is under such conditions that our operating procedures become very important, and a net protocol that is strictly followed becomes an absolute necessity. On this day, several breaches of protocol

took place under the guise of trying to be helpful when, in fact, the results were just the opposite. In short, we were on the verge of a chaotic situation.

I remember Gale, NJ4L, former HBN Net Control Manager, once said that poor conditions are good for net operators because they give us a chance to hone our operating skills. (It is relatively simple to carry on a net when conditions are ideal, but it takes skill and discipline to effectively operate a net when conditions are poor.) In the event of a national disaster, when our expertise may really be needed, we cannot be assured of good atmospheric conditions, and we must be prepared to operate in all conditions. Our effectiveness will be more assured if we consistently discipline ourselves by adhering to proper net operating protocol.

What were these breaches of protocol on May 31? Most of the breaches were caused by stations – while sincerely trying to be helpful – that started having communications directly without being given permission by the NCS. Despite one's desire to help, realize that this is absolutely not good net operating procedure!

In The ARRL Operating Manual (3rd edition, page 15-2) under "How to be the kind of net operator the Net Control Station loves," I quote items number three and four that are pertinent to this discussion:

As a net operator, you have a duty to be self-disciplined. A net is only as good as its worst operator. You can be an exemplary net operator by following a few easy guidelines.

3) Speak only when spoken to by the NCS. Unless it is a "bona fide" emergency situation, you don't need to "help" the NCS unless asked. If you need to contact the NCS, make it brief. Resist the urge to help clear the frequency for the

NCS or "advise" the NCS. The NCS, not you, is boss.

4) Unless otherwise instructed by the NCS, transmit only to the NCS. Side comments to another station in the net are out of order.

In a situation like the one which occurred on May 31, in which the conditions are poor and the NCS does not hear a station trying to call in, send your call to the NCS after the NCS addresses you; then tell him what you have heard. The NCS will then direct you to take the necessary action.

Also remember that, anytime the NCS asks a station to repeat a transmission, this is not a cue for someone to jump in and "help" by telling the NCS what the station has sent. Many times all the NCS needs is a chance to have the information repeated.

Don't help unless the NCS asks for help.

I cannot reinforce enough that I know that many of you are trying to be helpful, and your kindness is greatly appreciated; however, please wait and act only as per the NCS's instructions.

Lastly, remember in poor conditions, slow down your CW speed and take greater care in the quality of your sending – especially your spacing. Here is an example of how important spacing is when sending code:

WIT HOUTGO ODS PACIN GO  
NEHAS AHARDT IME COP YING  
WHA TYOU ARES ENDING

(i.e., Without good spacing, one has a hard time copying what you are sending.)

It is accuracy - not speed - that characterizes a good CW operator.

Let us all continue to dedicate ourselves to making HBSN one of the finest and most exemplary nets on the air.

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### **That's Where It's @....**

Ah, that Pesky @ ("at; each" Business & Finance sign)

Been thinking it over -- maybe ANT(overscored) would be more appropriate than PT(overscored).

Think about it, A and T, ergo ANT. Furthermore, everyone seems to be in agreement that DOT is clearly the PERIOD .-.-. . Sooo, no matter how you cut it folks, .-.- is fer @ . - W2MTA

### **More of "Where It's @"**

Given the Gallic tendency to always "go the long way around the barn", it is not surprising that they would choose a CW short-cut/abbreviation that is actually longer than the word it represents. (15 "units" for WA and 11 for simply sending the word AT).

As to the question of other uses of the symbol WA, I find it on several lists for the accented letter A (Spanish and Scandinavian) and also for the Japanese hyphen. Most of the lists only show two accented A's, but the ARRL handbook shows a total of four (which is questionable in my opinion). All agree on the Á and the Å.

My personal experience with overscored compound symbols has been that it seems easier to send the symbols if I select a combination where the first letter ends in a dash and the second letter begins with a dot. So, my choice for the accented A would be the WA rather than PT. Similarly, I find it easier to send YE and YA than the usual KN and KK. Interestingly, some of the older lists gave VE for the now current SN and VA for SK, both of which match my criteria. If any of the ARFers care to try sending some of the uncommon punctuations using the alternate overscored symbols, I'd be interested in hearing whether or not they found it easier to send those that follow the above criteria.

-73/ARF, KA5NNG

### **Reminder:**

The 175th Anniversary of the Iron Horse, which was to be held in Baltimore June 27 to July 9 **has been cancelled.**

Speaking of the iron horse, There is another one.....in WV.... read on...

### **This from Jack, KA8WNO-**

We have an iron horse here in Elkins. A stranger came to town to give a talk to a group at the local college, D&E, and asked how to get there. He was told to go a few blocks and then turn left at the iron horse. He went through town, all the while looking for a railroad station!

Our iron horse is a life size statue of Henry G. Davis, founder of the college, the town of Elkins and the Davis Trust Co., bank. He built the railroad through very rugged mountain country to mine coal and harvest the virgin timber. When HG was eight years old he watched the first commercial train in our nation leave Maryland on its maiden trip. He watched from his father's shoulders. HG is probably considered a local hero by many...

-73, Jack

### **RANDOM RECOLLECTIONS**

"Geo" and Bunch continue their discoveries on and into the dregs of a world of "PHONE" and callsign advancement. -W2MTA

*A journalistic history of the life and times in Amateur Radio of George Hart, WINJM - by George Hart WINJM*

### **Part 7 ...Traffic Handling at 3NF in 1928, and other tales**

But when I got there, Bunch had dismantled the 210 and was reinstalling the 852. As usual, he ignored my protests and when the work was done he sat and operated for hours while I stood by. It amazed

me that the plate of the big tube no longer glowed red and the big transformer no longer groaned when the key was pressed. Not only did we receive answers to all calls, but CQ brought several responses, and all reports were R-8 or R-9. Bunch had to put a shunt on the RF meter to keep it from going off scale. The plate current milliammeter deflected to 100 ma. It was a happy time.

But our signal reports, although much improved in strength, still were AC tone. I didn't care about it, but Bunch was never satisfied, and he lusted for a "DC note." Back into operation went the rectifier tubes, filter choke and filter condenser. And Lo and Behold! the first contact reported us R-9PDC(pure DC). The noise made by the transmitter in our regenerative receiver was quieter, loud clicks instead of the roar that had previously been produced. Bunch operated from the 1000 volt taps on the transformer to try to save the poor overloaded rectifier tubes.

This seemed to make little difference in signal strength despite what must have been considerable voltage drop. We had an outstanding signal with a DC note. I hoped now that Bunch would leave the rig alone for a while.

### **"PHONE"**

Such a hope was dashed, however, when he decided to go on phone. This was accomplished by procuring an old upright telephone with the receiver removed and "loop modulating" the signal. A coil of two or three turns was wrapped around the tank coil of the transmitter with leads to the carbon telephone mike.

This produced a combination of amplitude and frequency modulation of questionable quality but none-the-less understandable at the receiving end. We remained on phone for perhaps two weeks, at first basking in the uniqueness of communicating by this method as contrasted to CW, but very soon growing tired of the

same old chatter and relative difficulty in establishing and maintaining contacts. Besides, considerable RF voltage found its way into the microphone and if you accidentally touched the mouthpiece with your lip, you got burned. The phone segment of the band, incidentally, was only 50 kcs. wide at the extreme low end, 3500-3550 kcs. Most amateurs used loop modulation, just as we did. Some of the more advanced types used grid, Heising or plate modulation. The latter two methods produced higher quality but required equipment that the typical amateur did not have and could not afford. FM was not unknown but not used by amateurs, except when produced incidentally with loop modulation.

### **PRE-WWII CALL AREAS**

The call areas were different from today's configuration, too. Only the first and fifth call areas were as they are today (2001). The 2nd call area was only Metropolitan New York City, that is, Long Island, New York City itself, a piece of southeastern New York State and a piece of Eastern New Jersey close to the City. The 3rd call area was the rest of New Jersey, southeastern Pennsylvania, Maryland, Delaware, D.C. and Virginia. The fourth call area was as today except now adding Virginia. The 6th call area then included Arizona, Utah and Nevada, which are now part of the 7th call area. The 8th call area then included most of Pennsylvania, most of New York State, Ohio, West Virginia and Michigan, except its upper peninsula. There was no Ø call area until after WWII. In Canada, western provinces of Alberta and British Columbia were Canada's 5th call area, Manitoba and Saskatchewan the 4th, Ontario the 3rd, Quebec the 2nd and the Maritime Provinces the 1st. These

were then the only Canadian call areas.

In those days, if you moved to a different call area you had to change your call. You could operate as "portable" for a limited time, using your "old" call with a portable indicator, but you had to make application for a modification of your station license.

Similarly, you could operate temporarily from a location other than your station license, but you had to notify the Commission (Federal Radio Commission until 1933, then FCC took over) where you would be operating from and for how long.

Alternatively, you could apply for a portable station license and get a different call for it or you could obtain a separate call, if operating a permanent station from a different call area.

#### TRAFFIC HANDLING

But enough of regulations. It is a complicated picture and there were many changes form year to year. Let's get on with my personal history.

In 1928, I was still operating 3NF without a license, perhaps more than Bunch as he chased girls, although he continued to maintain the station, often to my dismay, putting us off the air while he made changes or decided to rebuild something or try something new. I was an operator, not a builder or experimenter.

Bunch was the "compleat" amateur, seeking more technical knowledge and skill as well as high competence in operating. This lack of interest in the technical aspects of amateur radio has plagued me during my entire 70+ years of amateur radio experience. By this time I had reached a level of operating skill high enough to be bored with simply making ragchews or with formula contacts. So I got interested in traffic handling. This was an activity undertaken by a great many

amateurs during that period and for decades to come, and ARRL encouraged and fostered it with the "trunk line" concept. With Bunch's encouragement and participation (when he wasn't chasing girls or monkeying with the equipment), several "schedules" were established, first in the "five point" system with a station in each of the four directions, and with a station in the nearest big metropolitan area, which was Philadelphia.

These schedules were kept every weekday. I remember we had difficulty setting up some of the schedules and those we did get set up weren't always reliable. Bunch and I (mostly I) kept our end religiously, and when the station at the other end too often failed to show up we (I) sought someone else.

Traffic handling was a "big deal" in those days; we usually had no trouble in this regard; but continued reliability was a different matter. Even then, at age 16, I often contemplated the shortcomings of the system and sought solutions. It must have been in 1929 that I entered into extensive correspondence with W8DLG in Brooksville about a system of double-teaming of schedules to enhance reliability. I'm sure W8DLG (think his name was Gil), didn't know I was a mere lad of 16, and not yet licensed (I signed myself "Geo. W3NF"). The discussions, however, came to naught and petered out. Maybe my immaturity gradually dawned on him and he lost interest. I mention it because it was my first venture into traffic handling leadership.

*Coming next in Part 8, Traffic Tricks on 80 and 40 Meters.*

#### BIRTHDAY GREETINGS

##### JULY

1 W2MTA  
14 WB8KPE  
16 W1PEX  
17 N4DY  
21  
W2EAG  
24 K5UPN

##### AUGUST

2 N6OD  
18 KB9IOT  
24 KC8GMT  
30 W4VFJ

#### Treasurer's report

for HBN/HBSN Fund  
as of June 6, 2003:

Ole, N4ABM, Treasurer

BALANCE May 13/03 168.01

Pd Ap/03 TC pr May 16/03 -53.89  
Pd Ap/03 TC po May 16/03 -40.70

BALANCE May 16/03 73.42

May 16/03 VE3DTR 15  
May 21/03 K9TJL 25  
May 29/03 W3OKN 20  
BALANCE June 6/03 133.42

Thank you for your support.

When making contributions, please make checks payable to Merritt W. Olson, 12106 Stirrup Rd., Reston, VA 20191-2104.

#### **2003 Traffic Handlers' Picnic Aug. 16.**

The picnic is being hosted by Dan N2DC and R1TA at their beautiful QTH near East Aurora, New York, just South and East of Buffalo NY. For further info send an E-mail to Dan at [dann2dc@aol.com](mailto:dann2dc@aol.com)

73, Bill and Betty @ W2MTA  
[w2mta@juno.com](mailto:w2mta@juno.com) (which handles attachments).

## DAYS GONE BY

Parts 7 and 8...KA8WNO

We were told that we were on our way to invade Sicily, the football island off the tip of Italy's boot. Hardly ever heard of the island, except that it had an active volcano called Etna. Our ship, along with many destroyers, cargo ships and amphibious assault vessels, arrived off Sicily's north side in the wee hours of the day. Our ship laid off the coast about three miles, making us far safer than the poor souls that waded ashore from the little LCVPs (landing craft vehicles personnel.)

No longer a radio blackout - we were presented with a straight key, a rig and a typewriter (mill) to copy returning messages. Most CW activity was sending tfc originated by our ship's officers. There was other radio activity; low frequency AM rigs and lights on ship's yardarms for ship to ship and ship to invasion troops ashore. From the little we could observe by looking shoreward, it didn't seem like much was going on ashore. Not much I remember as to enemy planes coming to attack. But Ernie Pyle was there, and his description of action there was a lot different. (Brave Men was one of his books.) We remained off the Sicilian coast for 3 or 4 days then returned to Algiers for a few weeks, as I remember. Then we again sailed away for another invasion.

It seems the Samuel Chase was a temporary modification of a ship to be used temporarily as an assault amphibious craft. I think the business of amphibious invasions was something new early in WW2. At any rate, three ships that I remember were fitted out for amphibious use, the Ancon, the Mt McKinley and the Teton. On our return to Algiers, as I remember, our staff, under Admiral Hall, was moved to the USS Ancon. It had been a luxury liner before the war,

and was refitted after the war to resume its role as a liner.

We motored out a short time later, on our way to the next invasion of the continent itself. D-Day dawned early as usual, and it was evident to us from our usual three miles offshore that "things were poppin" on the beach. There was bloody fighting, but with our position offshore and the cover provided by the smaller warships (destroyers, etc.), made it seem as though ot much fighting was going on. We were plenty busy in our large radio room with CW and other modes of that time.

Most messages were in 5-letter code groups, with an occasional message in plain text. I recall one that went "body found on north shore x advise disposition". During the war we had feve precedences: deferred, routine, priority, operational priority and urgent. This message came through first as D (deferred). Nothing happened to it and it came through next as routing, then priority and finally as OP (operational priority)!

As darkness descended, things really started popping. The Nazis sent over several of their Luftwaffe planes. Guns of all sizes were sending up volleys. About one out of maybe ten were tracers. Our ship was credited with downing one plane. We had a lot of 50 caliber machine guns, 20 mm and 40 mm cannon and about three 3-inch cannons.

As the action heated up at our anchorage, our captain gave the order to up anchor, and we took off at about 22 knots, the fastest the Ancon could do.

Think it may have been the next night. I had missed much sleep, another general quarters was given, and I decided to H---- with it, I needed sleep. At that moment, an enemy plane dropped a siren bomb. Until then, all this shooting and tracers seemed to me like a 4<sup>th</sup> of

July fireworks display. The bomb seemed to be coming right at my bunk (which was on the edge of an open hold). I was never any more scared!

After a day or so more, we left Salerno Bay and returned, I believe, to Algiers.

Now a new adventure was upon us...

We left Algiers and motored west, through the Straits of Gibraltar, then continuing west for maybe a day or so, crossing, we figured, about half way to New York, then went north for a long time, all the while accompanied by a convoy of destroyers and other ships, not going along for the ride but going for the purpose of protecting our ship from German subs, always to be feared anywhere on the high seas. After a hundred miles or more going north, our course was changed to east.

Many of us got seasick after leaving ports, then in a few days (2 or 3) we felt fine. This ws good on this cruise because in the north Atlantic, the seas get rough. At one time we were in 40 foot waves. A couple of us went near the rail about 50 feet from the bow and watched for several minutes. When our ship pitched, the bow would be maybe 100 feet above water's surface, and when it went the opposite way, we could nearly touch the sea, had we been that stupid.

Eventually, on this trip, we turned south, and in a day or so were off the west coast of England, and continued south through the Irish channel on to our first dockage in England at Tavistock, a small ship town less than 10 miles north of Plymouth. All the long voyage for safety, to avoid being sunk by subs. *(to be continued)*

## SOME BITS OF TELEGRAPH HISTORY

Some years ago, I bought a copy of a reprint of "History, Theory and Practice of the Electric Telegraph", which was originally

published in 1860 and 1866. Some historians say that no historical work should be written contemporaneously with the events described, but I think whatever is lost in objectivity is made up for by the flavor that only a contemporaneous history can have.

For example, here is a partial extract of a description of the construction of the telegraph line between Omaha, Nebraska and Salt Lake City, Utah, the construction taking place between July and October of 1862:

"The whole line is upon poles,-- it being thought best to cross the rivers in this manner rather than by means of submarine cables.....The poles are of large size, and stand eighty to the mile, more than half of red cedar, the remainder mostly pine.....The wire used in this line in No. 9 iron, zinc-coated, weighing three hundred and fifty pounds to the mile.....The insulators are of glass, protected by a wooden shield, of the pattern known as the Wade insulator. "The stations average about one for each fifty miles, and the whole length of the line is inspected twice a week by persons employed for the purpose.

"No trouble was experienced from Indian depredations until the last winter. Up to that time the line had worked almost uninterruptedly. Even during the Indian difficulties of the previous summer and autumn, which compelled the suspension of the overland mail, the telegraph was not in any manner molested by the savages. This was supposed to be owing in a great measure to the influence of superstitious fear among them in regard to the wire, which they supposed to be under the especial care of the Great Spirit; but it was probably largely due also to the many kind offices done them by the telegraph- operators, who frequently ascertained where the buffalo were in force, and informed

their red-skinned neighbors, who were thus enabled to find their favorite game. The charm is now, however, unfortunately, dispelled; and the savages take every opportunity to break and carry off the wire and destroy the poles. Government is dispatching a large force of cavalry to punish the marauders and protect the line, which it is to be hoped may prove effectual."

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During the experimental period of the electric telegraph some really unusual concepts were tried. One idea that (in retrospect) seems really bizarre was the use of electric shocks to transmit information by wire. One such system used a kind of "keyboard" at each end, the keyboards containing ten keys (one per finger) and which were connected together by means of ten separate wires. The idea was that the receiving operator placed his ten fingers (one to a key) on his keyboard, and the sending operator caused an electric current to flow on one or more of the wires, producing a shock in the corresponding fingers of the receiving operator.

Of the different concepts experimented with, only three actually were developed into practical systems. Those three were the use of electro-chemical reactions (Bain), the thermo-electric type (Horne), and electro-magnetic type (Morse, et al).

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The original Morse telegraph receiving instruments were called registers. They were a combination of a magnetically operated metal stylus and a clockwork mechanism that pulled a paper strip along beneath the stylus and which paper strip was marked by the stylus with the incoming dots and dashes. This system meant that two people were needed to receive the incoming messages: one to read the paper strip of dots and dashes, and a second

person to write down the message. Some years after the initial introduction of the telegraph, some of the operators realized that they could copy the incoming messages by listening to the clicking of the register as it operated. This led to "copying by sound" and the eventual development of the sounder to replace the original registers.

Having always considered that the atmospheric effects on communications were a wireless phenomenon, it was interesting to read some of the accounts of the effects of various natural disturbances on the wire telegraph.

The telegraph was a single-wire circuit, using the earth as a return path and was affected by both the weather and by geomagnetic (auroral) disturbances. Rain accumulating on the insulators and wetting the poles resulted in leakage currents from the wire to ground at every pole (they referred to the currents as "escape") which reduced the current available at the receiving end. The wires were also subject to the effects of direct or close lightning strikes. Most interesting to me were the geomagnetic effects. During major geomagnetic storms, enough current was induced into the telegraph wires to make operation extremely unreliable. If the current so induced was in a direction opposite to that of the normal battery current, the effect was to reduce the current to zero. If, on the other hand the induced current happened to be additive to the battery current, the receiving instruments would either require continual adjustment or even be damaged. Some of the more enterprising telegraph operators learned that when the induced currents were very strong, they could actually simply bypass the normal batteries and utilize the induced currents alone to continue operating.

**HIT AND BOUNCE SLOW NET, MAY 2003**  
**QNI 408 QTC 128 SESSIONS 31**

CALL	NAME	STA	QNI
NG1A	FRED	MA	14
K1BTD	KEITH	CT	1
N1DTC	JOHN	MA	1
W1KX	BILL	ME	4
N1OTC	JOHN	MA	2
K2BCL	GAIL	NY	30
W2EAG	MARK	MA	1
KG2HA	SAM	NY	26
W2MTA	BILL	NY	30
W2UE	LYNN	NY	1
K2VX	DAVE	NJ	6
N3AO	CARTER	PA	15
N3DE	HARRY	MD	3
VE3DTR	JOHN	ON	29
WA3DUH	JIM	DE	22
KK3F	PAT	MD	6
AA3GV	ERNEST	MD	1
W3JKX	EARLE	EPA	13
WA3JXW	DUDLEY	EPA	9
W3KOD	HARRY	EPA	30
N3ON	CHUCK	WPA	23
W3QQ	CID	DE	31
WA3YLO	TONY	MD	5
AF4NS	JIM	GA	1
N4ABM	OLE	VA	1
W4VFJ	CHUCK	NC	2
W4VLL	VIC	VA	5
WB5ZJN	SAM	OH	24
KX8B	CHUCK	OH	27
WW8D	TOM	WV	6
WD8DHC	MIKE	WV	13
K8KV	BEN	MI	3
NR9K	AD	EPA	21
K9PUI	DICK	IN	1
K9TJL	TJ	IL	1

**HBN QNI MAY**

CALL	NAME	STA	QNI	QTC
NG1A	FRED	MA	9	44
K1BTD	KEITH	CT	2	0
N1DHT	GEORGE	VT	4	0
W1KX	BILL	ME	8	0
N1OTC	JACK	MA	18	48
KW1U	MARCIA	MA	7	4
K1WU	DALE	MA	2	4
K2BCL	GAIL	EPA	31	65
WA2CUW	TOM	NJ	2	0
W2EAG	MARK	MA	24	14
W2MTA	BILL	NY	31	10
W2UE	PHIL	NY	3	0

K2VX	DAVID	VA	10	0
WA2YL	JAN	FL	1	1
N3AO	CARTER	EPA	5	4
N3DE	HARRY	MD	1	0
VE3DTR	JOHN	ON	22	1
KK3F	PAT	MD	20	1
K3GHH	JOHN	MD	6	0
W3JKX	EARLE	EPA	9	1
WA3JXW	DUDLEY	EPA	3	2
W3KOD	HARRY	EPA	28	2
K3MIY	RON	WPA	8	0
K3NNI	JOHN	MD	12	2
N3QA	CAL	MD	5	2
K3RC	BOB	OH	13	0
WA3UNX	DON	WPA	22	6
WA3YLO	TONY	MD	1	2
N4ABM	OLE	VA	24	14
AA4AT	ART	VA	21	7
WA4DOX	OBIE	VA	6	2
AB4E	A B	NC	4	0
K4FUM	JERE	GA	8	0
WX4H	MORT	FL	31	17
K4IWW	WILL	NC	29	6
AF4NS	JIM	GA	1	0
W4VFJ	CHAS	NC	3	0
W4VLL	VIC	VA	7	0
KA5NNG	MIKE	AR	20	4
K5UPN	JOE	TX	13	0
KX8B	CHUCK	OH	27	9
WW8D	TOM	WV	6	0
WD8DHC	MIKE	WV	7	0
WD8DIN	SIS	NC	28	1
W8IM	DEAN	FL	2	3
K8KV	BEN	FL	1	1
K8LJG	JOHN	MI	22	58
KA8NYY	DUDLEY	FL	13	0
AA8PI	DON	MI	13	1
W8RTN	LEE	MI	8	12
WB8SIW	JIM	MI	4	0
KA8VWE	WALLY	OH	1	0
KA8WNO	JACK	WV	28	67
KB8ZYY	RAY	MI	5	1
WD9F	WOODY	IL	4	0
K9PUI	DICK	IN	14	0
K9TJL	TJ	IL	15	1
WØGRW	GEB	MN	24	0

**HBN MONTHLY MAY**

MAY	QNI	QTC	QSP	TIME
1	22	16	5	44
2	27	20	20	63
3	19	13	13	40
4	21	17	16	35
5	25	18	18	39
6	24	23	19	67
7	22	12	10	45
8	22	14	9	56
9	22	12	12	50
10	16	8	5	43
11	23	21	28	57
12	21	8	8	31
13	23	7	7	35
14	22	10	5	64
15	20	17	17	43
16	26	33	26	59
17	31	17	17	64
18	21	11	11	26
19	24	5	5	30
20	26	16	16	58
21	21	17	17	36
22	22	5	4	32
23	24	11	11	35
24	27	15	9	51
25	24	15	15	28
26	27	7	7	36
27	26	16	16	48
28	21	10	8	44
29	17	5	5	20
30	18	4	4	31
31	22	5	6	33

**Greater Buffalo Hamfest &  
 Exposition**  
**WNY ARRL Section Convention**  
**August 3rd ... Main Transit**  
**Fireman's Grounds**  
 Sponsored by the Lancaster Amateur  
 Radio Club, Inc.  
 Visit our Hamfest web site at:  
<http://larc.hamgate.net>  
 Main Transit Fireman's Grounds,  
 Williamsville, NY

Details and map in July Traffic  
 Call

**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	<b>OPEN</b>
John ON	Bill NY	Ad PA	Sam OH	Chuck PA	Mike WV	

## TRAFFIC CALL

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

