



TRAFFIC CALL

July / August 2003 No. 260 / 261

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.

LARRY FRAZER AWARD JULY - SEPTEMBER K4IWW

*People come into our lives and pass through swiftly. A very few come into our lives and remain forever in our hearts.
Larry Frazer was one of the very few. - Jack K2GWN*

The Larry Frazer, W4SUS Award committee has chosen Will, K4IWW as the next recipient. Will has been an almost daily check in. He brings his share of QTC to the net also. CONGRATULATIONS ! I am sure you will use and enjoy the W4SUS paddles with pride.

- The W4SUS Award Committee
John K8LJG - Don WA3UNX - Harry N3DE

The 2003 Traffic Handlers' Picnic is planned for Saturday, AUGUST 16 at N2DC (Dan and Rita Clark) OTH in East Aurora, NY.

AUGUST 3RD: Greater Buffalo Hamfest & Exposition WNY ARRL Section Convention

Hit and Bounce Net Manager's Comments

In June we had sixty-five stations check in. Our totals, QNI 616; QTC 284 and QSP 260. Average time per session 36.4 minutes, down from last month. Understandable, due to the band conditions. As Gail said it, "it's a yo-yo band". Thanks to everyone who joined us.

Top hounds, QTC 10+

KA8WNO 49, K8LJG 42, K2BCL 23, N4ABM 18, N1OTC 18, WX4H 16, W2EAG 12.

Perfect attendance: K2BCL and KX8B. Following were W2MTA 29, WX4H 28, KA8WNO 27, KK3F 24, W3KOD 24, VE3DTR 23, N4ABM 22, K4IWW 22, WA3UNX 22, WD8DIN 22, AA4AT 21, K8LJG 19, KA5NNG 19, W2EAG 18, K9TJL 18, WØGRW 16, K3RC 16 and KW1U

15. Whether you checked in once or 30 times, thanks for being there!
Enjoy the nice weather!

73, ARF Sis

**HIT AND BOUNCE SLOW NET
MANAGER'S COMMENTS**
C.M. (SAM) Shearer, WB5ZJN, Mgr.
Charles (Chuck) Punzell, N3ON,
Asst. Mgr

June, 2003

Twenty-nine stations participated in this month's net and there were 353 QNI's and 63 QTC's.

Perfect attendance goes to Gail, K2BCL. Close behind were Jim, WA3DUH, Cid, W3QQ, Ad, NR9K, John, VE3DTR, (29); Harry, W3KOD (28); Chuck, KX8B (27); Chuck, N3ON (26); Sam, KG2HA (24); Bill, W2MTA. To everyone, regardless of the number of your

QNI's, your attendance is greatly needed and appreciated.

How are we doing? As you can see below, we are holding our own. The table compares the number of QNI's and QTC's for the past nine years.

Year	QNI	QTC
1995	348	111
1996	451	124
1997	443	128
1998	323	77
1999	344	72
2000	273	101
2001	353	165
2002	339	76
2003	353	63

I'll let you draw your own conclusions, but I do want to point out that in the past nine years there are only two years (1996 and 1997)

that we logged more QNI's, and those years were significantly higher. Anyone want to speculate why?

Enjoy your summer. Hope everyone is enjoying his summer vacations. Drop me a note and let me know what's going on with you. E-mail is always a good way to contact me. My address is cshearer@kent.edu.

OOPS! Corner... WA3JXW can not work 30 meters. My apologies, Dudley. I misread the radiogram after it got cold. Hi.

The 30 Meter list so far:

AA8PI, K2BCL, K4FUM, K4IWW, K5UPN, K8LJG, K9TJL, KA5NNG, KA8WNO, KC1DI, KW1U, KX8B, N3AO, *N3QA, N4ABM, VE3DTR, W2EAG, W2MTA, W3KOD, W4VFJ, W8RTN, WA3UNX, WD8DIN, WØGRW.

* **N3QA can use the 30 meter band** and any other band between 160 meters and 0.75 meters **except 6 meters.** For relay, he can relay CAN/PAN/1RN/3RN/4RN/8RN using dedicated PACTOR NTS links. (He cannot hit the 2RN pactor station). Also has direct PACTOR link to ECN.

Some of this info was taken from the survey forms, so if there are any other errors or omissions, please let me know. I'll get it right eventually. Hi. [Sis]

Arfer news: Email address change KWIU: Marcia has a new email address: "Effective immediately, please change my email address from mforde@tiac.net to mforde@starband.net. Or you can still use kw1u@arrl.net".

Nice note from Will K4IWW: I really enjoy the net and it's members. 40 Meters has been a challenge this past season. Makes things interesting, and the net just keeps moving along despite the

condx. Great Ops. [We're pleased to have you, Will - Ed]

From Fred, NGIA: "In the process of selling my present home and buying another in the next town. Will be off the air for at least 3 months as the tower is coming down...Not sure when it will go back up because I'm leaving for Canada after the passing of both homes..."

Will be on the air from PEI but not sure if I can pass QTC from another six hundred miles North East of Quincy.. Anyway, will miss the CW fun...See all of you nice people when I can... 73 Fred

Email: fredjbuttspei@aol.com

DAYS GONE BY -KA8WNO continued...

Going ashore in the Plymouth area, we soon learned the exchange rate of their money - - \$4.01 for the pound, 20 cents for the shilling, etc. The English pence, or penny, was about the size of our silver dollar but thinner, and it took 12 of them to trade for a shilling. The city had taken a lot of destruction from German bombs dropped by the Luftwaffe, but not nearly as much as east London. A friend and I saw the remains of a large church, the mother church of Plymouth. The four walls and bell tower were still standing and all debris had been removed. While looking at it, the minister came out from the bell tower and talked to us. He gave us a brochure describing the church and a piece of the destroyed leaded windows. Church services were being conducted as before, but no roof to protect worshippers.

Many stores were standing, seemingly undamaged. There were restaurants, pubs, a large clothing store and a hardware store, plus a bookstore. Wandering around the town we came to a spacious, sort of open park that was all paved with

nice flagstones. It overlooked Plymouth Bay, where the Mayflower is said to have departed for America.

A fine western facing view. One sailor said a local girl had told him that on a very clear day, sometimes you could see America!! Ridiculous of course. Our radio duties were minimal as I remember.

While in Plymouth I saw *Gone with the Wind* for the first time. A drama, "Arsenic and Old Lace" was being acted out on a Plymouth stage, and had been playing for a long time.

Our ship was in Plymouth most of the time for the next few months. For awhile we were in dry-dock near our usual anchorage in Tavistock.

Our radio duties were mostly the exchange of messages between us and navy headquarters in London. We also had a British teletypewriter that was used. It was sort of a clubby machine compared to the U.S. version. Sometimes it wouldn't transmit. Then it was necessary to remove the cover and hook up a small spring that kept slipping off its holder. For a period of a few weeks there, I had no appetite, then discovered that a trip to town and a couple bottles of beer worked fine. Then I'd go to a restaurant and have a serving of fish and chips. The British knew how to prepare this dish and their tea was so good, I never had a desire to drink coffee. Incidentally, in England you don't stand in line to wait for something --you "queue up".

A couple of us would take a bus to some town south of Plymouth to explore a bit and look the local places over. Falmouth was one of the old English towns that fascinated us. Some of the streets were too narrow for cars. One place there was a stone stairway (ancient) that rose from street level to the top of the hill above, ascending 100 feet

or more. The town was named after Fal river, and of course was built at the mouth of the river. Then there was Weymouth, similarly named, and Upway, a village a few miles up at the source of the Wey River. This particular river was little more than a creek in our country. Much of the southern coast that we visited had very pretty sandy beaches with towering rocky promontories above them.

Three of us took a bus to a resort town called Torquay, about 20 miles Southeast of Plymouth. We ended up in a sort of pub, where one of the group challenged me to keep up with his intake of British beer. I remember him saying, "Ok, Davis, let's drink this pint in one gulp.". I was never before or since, so intoxicated. They helped me a bit in getting to a place we had arranged to sleep. I had a bite to eat, and it stayed down only minutes.

They awoke me at about 4 A.M with "Let's go Davis, or we'll miss the bus." My head was roughly the size of a bushel basket when we boarded the bus, which was full and standing room only! Halfway to Plymouth, the bus broke down. We had to walk the other 10 miles, and got to the dock just minutes after the last boat to our ship had left. This meant Captain's Mast and restriction to our ship for a week.

(to be continued)

More about "That's Where It's @..."

WA4DOX: On May 20, Jim, WB8SIW, wrote (regarding the discussion on the "at" symbol "@" and the resolution of the "dot", i.e. "." issue in Amateur Radiograms): "The dot is easy...and obvious....'di-dah-di-dah-di-dah' LOL."

I disagree, from a technical standpoint. Amateur Radiograms contain NO punctuation, with just one exception, and that being the commonly used (and accepted)

"slash" "/" character which is widely used both in net reports, and in the address, such as "M/M JOHN DOE", or "C/O WA4DOX".

The dot should also not be sent in text as "PERIOD", but as "DOT", which takes very little time on Morse, and is not confusing in the least.

With the advent of the internet and its "intrusion" into radiograms as URLs and e-mail addresses, we need to keep the language of the internet the same in plain-text messages as we would use on phone or in person.

Rather than invent a new symbol for "@", which means "at", we should avoid the potential confusion and just spell out "AT", which takes less time than the suggested alternatives. 73,

OBIE.--
EMAIL WA4DOX AT ARRL DOT NET

WB8SIW: LOL...I hate to disagree with such a distinguished gentleman as Obie, but the fact that by convention the radiogram doesn't use any punctuation seems to make the International Morse "period" an even more obvious choice for the "dot" in e-mail addresses. It can't be confused with other prosigns or conventional operating procedures and when one writes out or types a message, it appears as a "dot," just as it should.

On the other hand, the possible solutions for the "@" do seem somewhat cumbersome compared to "at" as Obie suggests.

.....other ideas or opinions? 73!

K4IWW: On the subject of @ I somewhat disagree on what's been written.

Unless you are reading TC, .-.-, overscored whatever, is not going to be recognized by non-arfer traffic handlers. And since punctuation is not used in NTS, than .-.- is also out.

To send an Email address in a msg and have it received correctly the first time, we should use the format: arfer at hitandbounce dot net.

RANDOM RECOLLECTIONS

"Geo" and Bunch expand their many operational experiences and W3AMR is born. -W2MTA

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

Part 8 -W3NF continues in 1929 and "Geo" goes legal on Feb. 5, 1930.

W3NF became well known in traffic handling circuits (at least in the northeast). We were awarded a position on Trunk Line A, running from New York to San Francisco. Later we also participated on Trunk Line C, running from Maine to Florida. The Trunk Lines were an ARRL institution originally fostered by Hiram Percy Maxim but implemented by HQ even before WW-I, reorganized in the twenties and going full blast into the thirties.

By the time the U.S. got involved in WW-II and amateur radio was again shut down there were 14 trunk lines in operation criss-crossing U.S. in various configurations, plus a line in Canada. In those days, especially in the early thirties, spot freq. contacts were the exception, rather than the rule.

Trunk Line stations were expected to keep their two TL skeds every weekday, plus other schedules for the handling of traffic not destined for the points along the line. For example, on the Trunk Line A, W3NF would keep a sked with a station in or near New York City, the eastern terminus, and relay traffic going to or coming from an easterly or a westerly direction. We

would also keep a schedule with a westerly TL station, say Pittsburgh. That station would also keep a westerly schedule, say with a station in or near to Cincinnati. And so on to, say, Indianapolis, Chicago, St. Louis, Omaha, Denver, Salt Lake City and San Francisco. Each station along the line was expected to provide the outlets and sources to north and south and nearby large cities, if any.

The skeds were almost always kept in the evening, sometimes in early morning, hardly ever during the day, not necessarily on any progressive time schedule, but at times convenient to the two operators involved. There were no "nets" because use of spot frequency was rare. W3NF might be 3820 on schedule with W8CGZ, who might be 3650.

By the thirties, most stations were using crystal control and crystals were in limited supply to those who could afford them. All traffic handling was done by CW. Voice operation was taking a foothold, but until years later took little serious part in anything but casual rag chewing.

No schedules were kept on weekends, most holidays, and during mid-summer months (June through August) everything shut down. In the normal course, messages from New York to San Francisco might take three or four days or, if propagation and other factors intervened, as much as a week or longer. I kept thinking that there ought to be a better way of doing it, but never put such thoughts into specific action until many years later.

GETTING ON 40 METERS

Up to this point (1930), all our operation was on 80 meters. Bunch was acutely aware of the existence of higher frequency bands and their potential for daylight operation. We were so deeply involved in traffic handling that there was little

opportunity to explore 40 and 20 meters; but Bunch increasingly wondered what it would be like to operate in the higher frequency bands.

He wound new coils for our regenerative receiver so he could at least listen on 40 and was amazed to hear "nines" coming through in broad daylight. On 80 you could seldom hear them at night, and in the daytime only relatively local signals were audible, or sometimes not at all.

The age level of hams was considerably lower than it is now. During the day a big segment of the ham population was in school or college or at work. I remember that many times when I had an opportunity to operate in midday there were no signals audible; but on 40 meters you could almost always hear signals, some of them 4's and 9's (remember, the nearest 4's were in North Carolina or in Tennessee, the nearest 9's in Kentucky or Indiana).

I was content to stay on 80, but Bunch wanted to get on 40, so one weekend, again to my dismay. I found we were off the air as Bunch made alterations to the transmitter to try to make it work on 40, and fashioning a 40 meter antenna. He succeeded, but the signal lacked in stability and the results were not so good.

He found we did not compete so well with the "big boys" on 40 as we did on 80. So now his ambition was to modify the 852 transmitter so it would work as well on 40 as it did on 80 meters. This meant a lot of experimenting often to the detriment of our traffic-handling program, of which I was mainly in charge while Bunch spent his spare time socializing or tinkering with the transmitter. We had some bitter quarrels about it, but I was always the loser.

Bunch prevailed. I was almost thankful that his social activities

(mostly with girls) greatly limited his on-the-air operations, but sometimes he would leave the transmitter in an inoperative condition and all my pleading would be ineffective.

"Do it yourself," he would snicker, knowing full well that I had neither the knowledge nor skill to restore the transmitter to operation. The sad part was that I had no desire to participate in that phase of amateur radio. I just wanted to operate. Eventually, of course, I learned the basics, much as I had learned the code, by osmosis, watching Bunch and emulating him; but I never even came close to matching his skill or know-how in construction or experimenting. I did eventually surpass him in operating and organizing ability, but not by much. All through our Amateur Radio careers I always came to Bunch (we later dropped this moniker and he became simply Ed) when I had any kind of technical problem.

FIRST LICENSE

My technical shortcomings were such that I kept putting off taking my license test, but when a few eyebrows were raised, in late 1929, I decided to do something out it. I applied for a "temporary" amateur license. This was just what the name implied, a license granted by the Federal Radio Commission (Department of Commerce) which would make operation legal until the applicant could take the written and code test under supervision at an FRC testing point - in our case, Philadelphia was the nearest place where such tests were given. It was conducted entirely by mail on the "honor system," but was good only for one-year maximum, after which it became invalid unless the licensee took the regular test. During that year it conferred full amateur privileges. I had Bunch help me with the technical questions and had copied a diagram out of QST.

(Random... page 5)

Cheating? Oh yes, I cheated, but Bunch had threatened to forbid me from operating his station unless I got a license. The call assigned was W3AMR. The license was dated Feb.5, 1930. I was "legal" at last. **DX DAZE**

Back in 1927, when we were still struggling with our 210 Hartley on raw a.c., we received a card from an SWL in England stating that he had heard us, but we didn't believe it. We couldn't work a 9 or a 4 unless conditions were exceptionally good, how could we be heard in England? After the "great discovery" of the RF choke and our contacts and range increased, we began to hear that some of our colleagues were working Englishmen on 80 meters. It was necessary to stay up quite late, e.g. after midnight, before they started coming through as the Englishmen started getting up. We usually went to bed before midnight, but one Friday night in January of 1929, I decided to stay up and check out these reports. Sure enough, a few English hams were coming through, principally "Ham" White, G6WY. That is, he was the strongest. Other G stations were much weaker but audible. I called and called, but they always came back to someone else, so I went to bed, unable to stay awake longer. But during the day Saturday, I gave much thought to the matter and the lure of "DX" started to infect me. I stayed up late again on Saturday night, and this time G6WY finally answered my call. I let out a whoop, waking Bunch up.

"If you can't operate quietly," he said, groggily, "you can get the hell out of here."

"But I'm working an Englishman!" I protested.

"I don't care who you're working. Do it quietly or get the hell out."

It was reminiscent of the time a couple of years before when, one crisp winter morning, I had worked 5QQ in Mississippi and 400 in Florida, waking Bunch up to inform him of this outstanding feat. He was never overly impressed, and not at all when he was awakened. I feared him because he had the power to take away my amateur radio fun, and he used it purposefully whenever he disapproved of anything I did as far as ham radio was concerned.

Coming next in Part 9, The Lehigh Valley Radio Club.

**ANNUAL TRAFFIC
HANDLERS' PICNIC
AUGUST 16
East Aurora NY**

Hi Gang -- The 2003 picnic is planned for Saturday, August 16 at N2DC (Dan and Rita Clark) QTH in East Aurora, NY. There will also be an informal dinner at 6 PM at the Iron Kettle Restaurant on Friday night as we did last year. See the attached map for additional details. Please pass the word to others who may not be on the mailing list for this e-mail. The map is also being posted on the EAN reflector and can be found under "files".

Rita and I hope you can all come and join us for a fun day! 73.

Dan, N2DC

For further info send an E-mail to Dan at dann2dc@aol.com or to w2mta@juno.com (which handles attachments).

(See map on page 7)

**HBSN QNI JUNE
QNI 353 QTC 63 SESSIONS 30**

CALL	NAME	STATE	QNI
K1BTD	KEITH	CT	1
W1KX	BILL	ME	2
N1OTC	JOHN	MA	1
K2BCL	GAIL	NY	30
KG2HA	SAM	NY	24
W2MTA	BILL	NY	23
K2VX	DAVE	NJ	3
N3AO	CARTER	PA	14
VE3DTR	JOHN	ON	29
WA3DUH	JIM	DE	29
KK3F	PAT	MD	3
W3JKX	EARLE	EPA	9
WA3JXW	DUDLEY	EPA	10
W3KOD	HARRY	EPA	28
N3ON	CHUCK	WPA	26
W3QQ	CID	DE	29
WA3UNX	DON	WPA	1
K3RC	BOB	OH	4
WA3YLO	TONY	MD	2
N4ABM	OLE	VA	2
W4VLL	VIC	VA	1
WB5ZJN	SAM	OH	18
KX8B	CHUCK	OH	27
WW8D	TOM	WV	2
WD8DHC	MIKE	WV	1
K8KV	BEN	MI	1
NR9K	AD	EPA	29
K9PUI	DICK	IN	1
K9TJL	T.J.	IL	3

Happy Birthday

JULY

14	WB8KPE	DON
16	W1PEX	DAN
17	N4DY	DES
21	W2EAG	MARK
24	K5UPN	JOE

AUGUST

2	N6OD	BOB
18	KB9IOT	DAVID
24	KC8GMT	LORA
30	W4VFJ	CHARLES

SEPTEMBER

12	N3QA	CAL
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HBN MONTHLY RPT

JUN	QNI	QTC	QSP	QND
1	27	14	10	30
2	23	8	8	52
3	21	11	10	50
4	19	7	5	45
5	20	5	6	32
6	23	4	6	36
7	25	8	8	45
8	23	12	12	45
9	22	10	10	32
10	22	9	1	36
11	22	25	25	58
12	20	2	2	34
13	18	8	8	27
14	16	9	8	47
15	17	16	15	24
16	20	9	8	35
17	22	10	9	45
18	18	5	5	34
19	21	2	2	30
20	19	4	4	33
21	23	17	15	30
22	18	14	14	23
23	20	18	17	33
24	18	11	6	35
25	16	6	5	30
26	20	8	9	34
27	28	10	11	58
28	23	14	13	31
29	13	5	5	22
30	19	3	3	26

HBN QNI JUNE

K1BTD	KEITH	CT	1	0
N1DHT	GEORGE	VT	1	1
N1OTC	JACK	MA	10	18
K1PUG	HANK	CT	1	0
KW1U	MARCIA	MA	15	8
K1WU	DALE	MA	2	2
K2BCL	GAIL	PA	30	23
W2EAG	MARK	MA	18	12
W2MTA	BILL	NY	29	9
W2UE	PHIL	NY	1	0
K2VX	DAVID	VA	7	0
WA2YL	JAN	FL	2	2
N3AO	CARTER	PA	3	0
N3COR	DON	PA	2	0
N3DE	HARRY	MD	2	0
VE3DTR	JOHN	ON	23	2
KK3F	PAT	MD	24	1
K3GHH	JOHN	MD	1	0
W3JKX	EARLE	PA	8	0
WA3JXW	DUDLEY	PA	4	3
W3KOD	HARRY	PA	24	0
VE3MG	RICK	ON	1	0
K3MIY	RON	PA	4	0
K3NNI	JOHN	MD	11	1
N3QA	CAL	MD	8	9
K3RC	BOB	OH	16	0
WA3UNX	DON	PA	22	4
WA3YLO	TONY	MD	1	1
N4ABM	OLE	VA	22	18
AA4AT	ART	VA	21	8
WA4DOX	OBIE	VA	5	2
AB4E	A B	NC	2	0
K4FUM	JERE	GA	7	8
WX4H	MORT	FL	28	16
K4IWW	WILL	NC	22	9
W4VFJ	CHAS	NC	3	0
W4VLL	VIC	VA	1	0
KA5NNG	MIKE	AR	19	6
K5UPN	JOE	TX	7	2
KX8B	CHUCK	OH	30	2
WW8D	TOM	WV	1	0
WD8DIN	SIS	NC	22	2
W8IM	DEAN	FL	1	0
K8KFJ	GARIE	WV	2	0
K8KV	BEN	FL	14	6
K8LJG	JOHN	MI	19	42
AA8PI	DON	MI	14	1
W8RTN	LEE	MI	14	3
WB8SIW	JIM	MI	1	4
KA8WNO	JACK	WV	27	49
KB8ZYY	RAY	MI	1	0
WD9F	WOODY	IL	7	0
K9PUI	DICK	IN	10	2
K9TJL	TJ	IL	18	0
WØGRW	GEB	MN	16	3

Sub(s) needed for HBN on these Fridays.....August 8, August 15 and August 22. Anyone who hasn't been NCS should give it a try.

Sorry about the double issue. It's time for my yearly jaunt to WV for the grandkids' birthdays, and an aunt who will be 92 years young on the 22nd. Send your items as usual. Thanks. See you on August 28th (or maybe sooner).

73, ARF..... have fun!
-Sis WD8DIN

Odds and Ends = KA8WNO

QRL: Like some of the other 'Q' signals, QRL by itself means this freq is busy. QRL? is asking IF this freq is busy. Some hams don't seem to know this, and more than once I have heard experienced tfc handlers send QRL and then start calling a net, which may insult a station(s) standing by for a reply from another station.

Think twice before calling a friend in Ontario on the telephone. I did this awhile back on Sunday, when rates were 5 cents a minute. My bill for 9 minutes on the fone was over \$11.

Canadian zip codes - these aren't hard. First group is letter/numeral/letter; e.g. n2c. Second group is numeral/letter/numeral. e.g. n2c 4a6. They never change from this order.

Treasurer's Report
Ole, N4ABM, Treasurer

BALANCE June 6/03 133.42

Pd May/03 TC pr Jun 12/03 -56.34
Pd May/03 TC po Jun 12/03 -44.40

Balance Jul 8/03 32.68

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

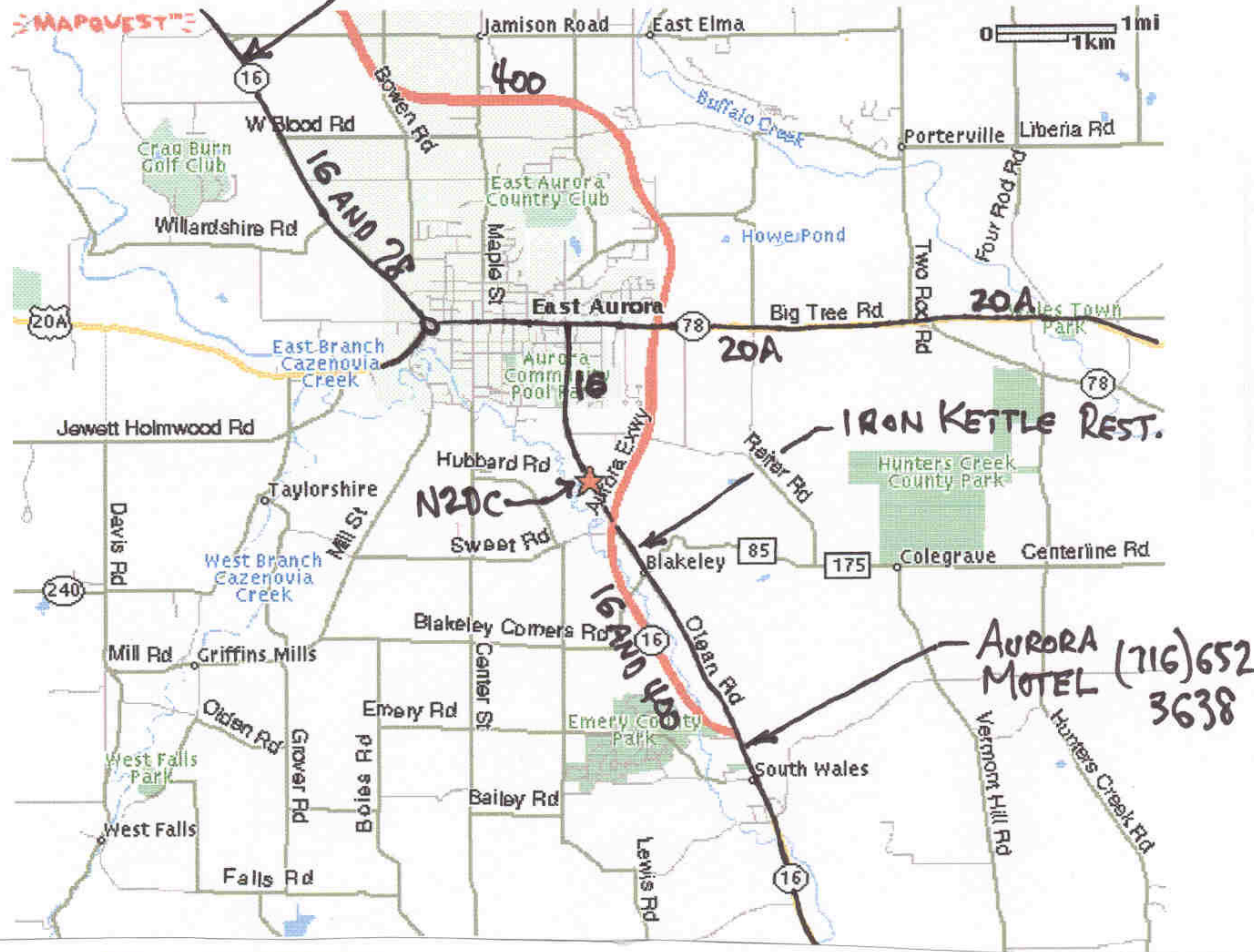
692 Olean Rd
East Aurora NY
14052-9742 US

N2DC
(716) 652 0035

Notes:

DANN2DC@AOL.COM

OPEN GATE MOTEL (716) 652 9897



TRAFFIC HANDLER'S PICNIC

SATURDAY AUGUST 16, 2003

AT N2DC QTH

DINNER FRIDAY AUG 15 AT

IRON KETTLE RESTAURANT 6 PM

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, N4ABM 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	OPEN
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