

TRAFFIC CALL

November 2003 No. 264

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 ET 7042 KHz (Alternate 7114 KHz) Hit and Bounce Slow Net Daily 7:30 AM ET 3714 KHz
HBN please use alternate frequency on CW contest weekends.

FORMER INDIANA SM PEGGY COULTER, W9JUI, Silent Key (former HBN member)

Former Indiana Section Manager Peggy Coulter, W9JUI, of Muncie, died October 25. She was 83. Coulter served as Indiana SM for 12 years—from 1990 until 2002--and continued to hold field a field appointment as an Official Relay Station.

Coulter was also very active in the ARRL National Traffic System and served as Section Traffic Manager for 10 years as well as Ninth Region Area Net manager. "Peggy was a super lady," remarked ARRL Field and Educational Services Manager Rosalie White, K1STO, who said Coulter enjoyed total respect from her constituents. "She was so energetic and involved," White added, in expressing her sorrow at Coulter's death. A ham since 1950, Coulter as an ARRL Life Member. She also was a life member of the A1 Operator Club, the Quarter Century Wireless Association, the Young Ladies Radio League and the Muncie Area Amateur Radio Club. She was named Indiana Amateur of the Year in 1951 and in 1979.

A son and daughter are among her survivors. A service was held October 27.

Submitted by Bob, K3RC.

Manager's Comments Hit and Bounce Net

SEPTEMBER: Fifty-three stations; 576 QNI, 411 QTC and 379 QSP. Average time was 32.6 minutes.

OCTOBER: Fifty-one stations; 542 QNI, 378 QTC and 328 QSP. Average 32.6 minutes.

Top Dawgs QTC September: N1OTC 119; K8LJG 57; KA8WNO 43; N3QA 28; KX8B 22; WX4H 17; AA4AT 14; KK3F 13; KW1U 13; W2MTA 10; WA3YLO 10. **October:** N1OTC 75; KA8WNO 50; K8LJG 39; KW1U 30; N4ABM 28; KX8B 27; WX4H 23; KK3F 20; W2MTA 18; W8RTN 17; WA3YLO 10.

QNI September: KX8B 29; WX4H 29; W2MTA 29; K4IWW 29; KA8WNO 28; N1OTC 24; K8LJG 24; VE3DTR 21; WØGRW 20; K1BTD 20. **October:** K4IWW perfect attendance.. WX4H 30; KX8B 28;

K1BTD 28; KA8WNO 27; KK3F 26; W2MTA 23; WA3UNX 19; W3JKX 19; VE3DTR 19; N4ABM 18; K8KV 17; WD8DIN 16; K8LJG 16; AB4E 15.

Your loyalty to HBN is much appreciated.

I'm sure everyone is as pleased as I that A B is back with us. Listen for him on Monday, Wednesday and Friday.

NOTES FROM ABSENTEE ARFERS - ARF!

Woof, bark, yip yip, arf arf!

For those not literate in 'dog speak' I shall translate!

Hello fellow members of the ROOA! I have NOT been swallowed up in the great black hole of cyberspace. I do get to QNI MD-DC-DEL (MDD) CW net in the evenings for my Daily CW Fix! Hey! Try the net! 7pm/10pm local Eastern time. 3643 kHz. Nice net! THEY LOVE QNI esp from ARF'ers!

I have been leaving for work a lot earlier than normal and not been able to QNI the nets. But if I find myself near a receiver I tune in and catch the dulcet sounds of the ARF'ers doing their normal kennel duties!

Contest season approaches and CQ WW SSB is this month followed by a GOOD SPATE of CW (YA!) contests in Nov/Dec. I'll be on from (most likely) W3PP, WR3L, W3LPL, or K3FT (portable SOMEWHERE).

ARF! 73 Chuck K3FT

K2BCL UPDATE:

Gail is not on the air yet but did invest in a computer for time being.

His QTH:

Gail W. Heinzman K2BCL

5 Cypress in the Wood

Port Orange Fl 32129-2335 Phone 328-788-2799

He says he feels more at home on the air than using the computer and will be with us again soon.

FROM JAN RE: WA2YL and WA4YL

To avoid confusion as to whether I'm in 4-land or 2-land, I'm going To use WA4YL in 4-land and WA2YL

in 2-land. I understand it's perfectly legal, since I'm the trustee for WA4YL.

Best wishes for the holidays. 73 ARF -Sis

NREN ANNOUNCEMENT -Jim Wades

Hello Everyone:

After a variety of conversations and discussions with CW operators, emergency managers, and others throughout the US, we have developed a program entitled: **National Emergency Radio Network**

This is a CW based program designed to supplement the existing NTS network and wide coverage CW nets in time of emergency or widespread communications failures. It is not intended as a replacement for NTS, but rather as a tool for NTS operators and others to facilitate the delivery of time sensitive messages. It also permits operators to originate traffic for NTS refile or expedited delivery at times when nets are not in session.

The frequencies selected for this network have been monitored over a six week period by several volunteers and have been found to be relatively free of activity. Therefore, we have a reasonable degree of confidence that we can make this program function without undue interference.

Because the program is CW based, it should provide greatly improved reliability over the myriad of wide-coverage SSB nets currently populating the 20 meter band.

Complete details are available at our new web site: www.aa8vs.org/nren/ The web site still needs a bit of work, but everything should be there. For a complete set of SOPs, please download the appropriate SOP document. If you are unable to download the document, please contact me for a direct file transfer or "hard copy." Also, please keep in mind that this is a "living document." Your suggestions for improvement and additions (or deletions) are quite welcome.

We would like to start operation around December 1. As there are no dues or other "requirements" for membership (other than the ability to handle CW traffic!), getting started is easy. It might even prove useful around the holidays for traffic handling!

If you like the idea and wish to register as a charter member, please feel free to drop me an e-mail at: wb8siw@arrl.net

Thanks, and 73,

James Wades, PEM
General Manager, Michigan Net, QMN, Inc.
P.O. Box 457
Allegan, Michigan 49010

A LOTTA SPLEEN VENTING BEEN GOIN' ON

Boy-O-Boy when the League Board cuts loose a good one like they did in July with the release of that "VRC Final Report Recommendations" you could hear the bellyaching from coast-to-coast.

We see such as Joe's column in the Sept-Oct TC trying to wrap all kinds of bellyachs in one place. The NTS folks are taking a different tack. They have recognized for some time that future amateur radio public service communications improvements that keep pace with technology growth are needed.

The VRC's NTS-related recommendations which are yet to be addressed by K1ZZ and an ad hoc committee to be appointed by the League President. In light of this, the NTS Area Staffs have recommended that several of their members be included on an ad hoc committee composed of ARES leaders, NTS leaders and others.

Looking at the total picture offered by the VRC report and the Board's actions to date makes one wonder though what the other shoe will sound like when it is dropped.

-W2MTA

ABOUT DUDLEY, KA8NYY.....

One month shy of my 48th Birthday back in 1981 I went on the air for the first time as KA8NYY. My station was in Painesville, Ohio and consisted of a Mini Quad antenna (great) and a Ten Tech Omni and Bencher paddles.

I had an Elmer help set up my station and he immediately worked South Dakota, signed off and wished me well.

I then fired up on 40 Meters and made contact with N2CXE in Chatham, New Jersey. Since I had not worked the South Dakota station I logged New Jersey as my first State contact.

I never tried SSB even though my ticket was a General. In 1988 a job change to Connecticut and Condo living took me off the air, but I had managed to contact 49 States..every one but South Dakota. Groan.

Once retired to Florida Ole (N4ABM) suggested I get back at the hobby so I purchased a Ten Tech Scout with 10 Meter and 20 Meter modules put up a 20 meter dipole and an AR10 and was back on the air.

One thing led to another, I was introduced to HBN (where I hang out as a perpetual student/observer when I can) and I added an ICOM 746 Pro along with a 4BTV to my station.

Time passed and last week I dedicated the Scout to a 10 Meter end fed dipole made by Par, hooked up an antique straight key, turned the power down as far as it will go (4 watts out) and went QRPing.

Boom....WØWM Sisseton, South Dakota.

Hoorah finally I have WAS.

That's the good news. Hi Hi. (continued page 3)

KA8NYY cont...

The other news is that ARRL has a rule..you have to work all the States from the same location within 50 miles.

The good news is that my long suffering bride of 47 years says she will make me an award and the heck with those nitpickers up at ARRL.

That's my story. 73 to all.

Dud KA8NYY

DAYS GONE BY... continued- KA8WNO

We were anchored off the coast of France off Omaha Beachhead for about four or five days. D-Day weather was good as had been predicted. But the next day was windy and the waves were rough, as they say, is typical of these straits. The smaller ships were heaving and pitching, enough to make it miserable for any activity from them to shore. The Ancon was larger than most, and we had a fairly comfortable time at our anchorage. When Ike and the various admirals figured all was going okay as far as we were concerned, we returned to our Tavistock berth near Plymouth.

Almost the next day in port, we were given a weeks leave. Many or most of the fellows took a train to London to see the sights there. Four of us hired a Daimler limousine and a chauffeur/guide to show us the famous points of London.

He did just that, taking us to see the Tower of London, Buckingham Palace, Parliament, etc, etc.

A friend and I wandered around London to some of the other sights. I was fascinated by the London subway system. The stations were clean and most had escalators to take us to the trains and back up. Many were quite long, perhaps 100 feet or more. One station in the heart of London, Piccadilly Circus had many shops in sort of a circle around the escalators, something like a mini-mall. A couple of found ourselves at one part of the city called, I think Charing Cross, fairly late in the evening. The subway station there had an elevator with a circular stairway around it and it went down maybe 75 feet. The elevator was closed and locked. We walked to the bottom and found the gates to the subway locked also, so we had to climb back up. Guess we managed to hail a taxi to return us to downtown and our hotel.

On returning to our ship, a new adventure awaited 20 of us....

A notice appeared on the ship's radioroom bulletin board. It said 20 radiomen were wanted for a special assignment but gave no particulars. What the heck! Who needs particulars? We want to get away from Plymouth and the thing sounds like an interesting assignment. Didn't take long for 20 of us to take the bait.

We were sent or taken (who remembers all that stuff ?) to an airbase south of our berth in Plymouth and given lodging at the airbase until our plane took off to take us

somewhere. Great Quanset type barracks with double bunks and mattresses about a foot thick. We were there for a few days, long enough for us to check out the nearby small city and its attractions including a beautiful beach on the shore and of course a couple or so bars for the convenience of thirsty sailors and soldiers. We've all heard that you can't trust the local water in European places.

One of our guys rendezvoused with a local lass one evening in a cow pasture. They also spent some time boosting the local economy by consuming some of the famous "bitters" - another word for beer. He returned to the barracks rather late, and as I remember, may have been escorted inside by a couple of helpers - one on each arm. For some reason, most of us didn't cotton to the odor of cow droppings that he brought, so he spent some time in a shower. He was then helped into his upper bunk. Most of us had stopped talking and some were asleep, when Louie let out with a roomful of unwriteable oaths. The drunken radioman was in the bunk above Louie, and had failed to awaken when it was time to urinate. Louie was under a big leak!!

A vehicle came for us and took us to the big airport, where we boarded a C-54 cargo plane. It was rigged with seats along each side, and being such a large aircraft, there was lots of room in middle. Darkness came fairly soon. Some of the fellows sat on the floor and played a game of poker. Others, myself included, laid on the floor and had a fair nights sleep.

The plane flew west, then around the Spanish/Portugese peninsula and south to Africa. We flew low and the lacy clouds seemed to be about 100 feet over the water. We landed at the Casa Blanca airport where we waited an hour or so to board another plane to take us to our next station. It was a smaller plane, and I got a bit airsick crossing the mountains of North Africa going eastward. Finally, we circled before landing, and the huge cone of Mt Vesuvius stood out prominently, and could be seen from about anywhere in Naples, where we were to be given our new assignments.

Our 20 volunteers were given various assignments. I was given the job as assistant radioman on an SC. This vessel was called a sub-chaser. The crew was small, about 15-20 men and maybe 4 officers. Not much firepower to shoot down enemy planes. A couple 50 mm cannon as I remember, and several depth charges to drop as near as possible to a suspected German sub. The purpose of this operation was to invade southern France, and give Hitler another place to worry about. On the way there we anchored for a few hours off the beautiful island of Sardinia. We pulled close alongside a merchant ship there. This was an important stop, as a rope was made fast to a case of Coca Cola and it was lowered to our ship. Harvey, the officer's black messboy, reached out to take the coke aboard but just as he touched the

case, it broke loose and tumbled to the bottom of the water. Sad - the officers now had no coke to put in their highballs.

Arriving off the French coast, we anchored about a half-mile off the coast in about 25 feet of water was very clear in that part of the Mediterranean and the anchor could easily be seen lying on the bottom. A few of us tried to swim down as far as the anchor. I got about a third of the way down and think one sailor made distance. The water was warm and we swam I think every day we were there - about a week. The Med. is saltier than the ocean, and I discovered I could float. One day I began swimming toward the coast, floating and resting occasionally. I swam to within about 100 yards of the beach, then swam back to the ship.

This invasion seemed to meet with little resistance. The only action we saw was in pursuing a floating mine that somehow had cut loose from anchor. We got to within two or three hundred yards and a couple of the crew fired a lot of shots from 30-06 rifles and finally it exploded.

When this invasion was secured, I was put aboard an LST, a large landing craft with the basic shape of an old iron bathtub. These craft rocked back and forth about like some rowboats I've been in. We sailed back to Naples and I was seasick much of the time. After all of arrived in Naples, arrangements were made to fly us back to England - - all except me. Somehow I got papers to go to a little navy radio station in Bizerte! I looked up the commandant in Naples and explained the error, and he lost no time in correcting the error...

Next - return to our ship

Happy Birthday!

DECEMBER:

- 5 K4MC BOB
- 6 N4ABM OLE
- 7 W4DJ AL
- 12 WØGRW GEB
- 15 K4FUM JERE

JANUARY:

- 12 KK3F PAT
- 16 N3ON CHUCK
- 20 WA2YL JAN
- 23 KA5NNG MIKE
- 25 K8KV BEN
- 25 AA8PI DON
- 28 W3KOD HARRY
- 28 W3QQ CID

**Treasurer's Report
N4ABM, Ole, Treasurer**

Balance Sept 10/03 47.68

Oct 2/03	WA2YL	25
Oct 3/03	KW1U	20
Oct 3/03	WA3UNX	15
Oct 5/03	K2GWN	5
Oct 16/03	W2MTA	25

Balance Oct 27/03 137.68

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

Thanks to Jan, Marcia, Don, "Zoo" and Bill for the contributions.

HIT AND BOUNCE SLOW NET

SEP 2003 REPORT

C.M. (SAM) SHEARER, WB5ZJN, MANAGER
CHARLES (CHUCK) PUNZELL, N3ON, ASST. MANAGER

QNI 334 QTC 50 Sessions - 30

CALL	NAME	STATE	QNI
KC1DI	DAVE	ME	5
W1KX	BILL	ME	7
N1OTC	JOHN	MA	2
WA2CUW	TOM	NJ	8
KG2HA	SAM	NY	27
KC2HTP	JOHN	NY	1
W2MTA	BILL	NY	30
W2UE	LYNN	NY	1
N2ULY	PAUL	NY	8
K2VX	DAVE	VA	2
N3AO	CARTER	PA	12
VE3DTR	JOHN	ON	28
WA3DUH	JIM	DE	23
KK3F	PAT	MD	7
W3JKX	EARLE	EPA	11
WA3JXW	DUDLEY	EPA	10
N3ON	CHUCK	WPA	21
W3QQ	CID	DE	28
N3SW	SCOTT	PA	8
WA3YLO	TONY	MD	4
N4ABM	OLE	VA	1
WA4DOX	OBIE	VA	1
WB4FLT	JIM	VA	2
W4VLL	VIC	VA	7
KX8B	CHUCK	OH	28
WD8DHC	MIKE	WV	11
K8KV	BEN	FL	1
KA8WNO	JACK	WV	1
NR9K	AD	EPA	28
N9KHD	ANDY	WI	11

HIT AND BOUNCE SLOW NET
OCT 2003 REPORT

C.M. (SAM) SHEARER, WB5ZJN,
MANAGER

CHARLES (CHUCK) PUNZELL, N3ON,
ASST MANAGER

QNI - 280 QTC - 50 Sessions - 30

CALL	NAME	STATE	QNI
AB1AV	BILL	NH	3
KC1DI	DAVE	ME	2
W1KX	BILL	ME	8
N1OTC	JOHN	MA	2
WA2CUW	TOM	NJ	1
KG2HA	SAM	NY	25
W2MTA	BILL	NY	28
W2UE	LYNN	NY	1
N2ULY	PAUL	NY	6
K2VX	DAVE	VA	3
N3AO	CARTER	PA	10
VE3DTR	JOHN	ON	24
WA3DUH	JIM	DE	21
KK3F	PAT	MD	6
W3JKX	EARLE	EPA	10
WA3JXW	DUDLEY	EPA	7
W3KOD	HARRY	EPA	1
N3ON	CHUCK	WPA	16
W3QQ	CID	DE	30
K3RC	BOB	OH	1
N3SW	SCOTT	PA	2
WA3YLO	TONY	MD	1
N4ABM	OLE	VA	3
WB4FLT	JIM	VA	1
W4VLL	VIC	VA	13
KX8B	CHUCK O	OH	27
WD8DHC	MIKE	WV	6
K8KV	BEN	FL	1
NR9K	AD	EPA	9
N9KHD	ANDY	WI	12

A ham is driving up a steep, narrow mountain road, his antennas flapping in the breeze and flopping into the other lane. A YL is driving down the same road. As they pass each other, the YL narrowly missed them and leans out of the window and yells "PIG!!"

The ham immediately leans out of his window and replies, "WITCH!!"

They each continue on their way, and as the man rounds the next corner, he crashes into a pig in the middle of the road.

If men would only listen!!!

<http://www.hamuniverse.com/newhumor.html> (N4UJW web page)

HBN QNI SEPTEMBER

CALL	NAME	STA	QNI	QTC
K1BTD	KEITH	CT	20	0
W1KX	BILL	ME	8	0
N1OTC	JACK	MA	24	119
KW1U	MARCIA	MA	17	13
W1WCG	VAN	CT	3	0
WA2CUW	TOM	NJ	3	0
W2EAG	MARK	MA	3	0
W2MTA	BILL	NY	29	10
N2ULY	PAUL	NY	12	0
K2VX	DAVID	VA	2	0
WA2YL	JAN	FL	1	0
N3COR	DON	PA	7	0
N3DE	HARRY	MD	2	0
VE3DTR	JOHN	ON	21	0
KK3F	PAT	MD	19	13
K3GHH	JOHN	MD	1	0
W3JKX	EARLE	PA	17	7
WA3JXW	DUDLEY	PA	9	5
K3MIY	RON	PA	5	0
K3NNI	JOHN	MD	10	0
N3QA	CAL	MD	6	28
K3RC	BOB	OH	11	0
WA3UNX	DON	PA	16	4
WA3YLO	TONY	MD	2	10
N4ABM	OLE	VA	17	4
AA4AT	ART	VA	13	14
WA4DOX	OBIE	VA	8	5
AB4E	A B	NC	16	2
WB4FLT	JIM	VA	2	0
K4FUM	JERE	GA	5	4
WX4H	MORT	FL	29	17
K4IWW	WILL	NC	29	2
W4KFR	JIM	KY	1	0
W4VFJ	CHAS	NC	5	0
W4VLL	VIC	VA	13	8
KA5NNG	MIKE	AR	12	6
K5UPN	JOE	TX	9	1
KX8B	CHUCK	OH	29	22
WD8DHC	MIKE	WV	6	2
WD8DIN	SIS	NC	13	0
W8IM	BOB	FL	4	0
K8KFJ	GARIE	WV	4	0
K8KV	BEN	MI	17	5
K8LJG	JOHN	MI	24	57
KA8NYY	DUDLEY	FL	10	1
AA8PI	DON	MI	6	1
W8RTN	LEE	MI	8	1
KA8WNO	JACK	WV	28	43
WD9F	WOODY	IL	5	0
N9KHD	ANDY	WI	10	1
K9PUI	DICK	IN	2	0
WØGRW	GEB	MN	20	5
WØUCE	JACK	NC	1	0

HBN QNI OCTOBER

CALL	NAME	STA	QNI	QTC
NG1A	FRED	MA	2	0
K1BTD	KEITH	CT	28	1
W1KX	BILL	ME	5	0
N1OTC	JACK	MA	12	75
KW1U	MARCIA	MA	12	30
W1WCG	VAN	CT	1	0
WA2CUW	TOM	NJ	3	0
W2EAG	MARK	MA	1	0
W2MTA	BILL	NY	23	18
W2UE	PHIL	NY	1	0
N2ULY	PAUL	NY	14	0
K2VX	DAVID	VA	8	0
WA2YL*	JAN	NJ	3	1
N3COR	DON	PA	3	3
N3DE	HARRY	MD	1	0
VE3DTR	JOHN	ON	19	0
KK3F	PAT	MD	26	20
W3JKX	EARLE	PA	19	3
WA3JXW	DUDLEY	PA	2	5
K3MIY	RON	PA	10	0
K3NNI	JOHN	MD	13	0
N3QA	CAL	MD	5	4
WA3QNT	BOB	PA	3	0
K3RC	BOB	OH	10	0
WA3UNX	DON	PA	19	3
WA3YLO	TONY	MD	3	10
N4ABM	OLE	VA	18	28
AA4AT	ART	VA	11	9
WA4DOX	OBIE	VA	5	1
AB4E	A B	NC	15	7
WB4FDT	PIP	MD	2	1
WB4FLT	JIM	VA	2	0
K4FUM	JERE	GA	7	5
WX4H	MORT	FL	30	23
K4IWW	WILL	NC	31	9
W4VFJ	CHAS	NC	10	0
W4VLL	VIC	VA	11	0
WA4YL*	JAN	FL	4	0
KA5NNG	MIKE	AR	6	0
K5UPN	JOE	TX	9	0
KX8B	CHUCK	OH	28	27
WD8DHC	MIKE	WV	3	4
WD8DIN	SIS	NC	16	0
W8IM	BOB	FL	3	0
K8KFJ	GARIE	WV	3	0
K8KV	BEN	MI	17	9
K8LJG	JOHN	MI	16	39
KA8NYY	DUDLEY	FL	6	0
AA8PI	DON	MI	5	2
W8RTN	LEE	MI	13	17
WB8SIW	JIM	MI	4	3
KA8WNO	JACK	WV	27	50
KB8ZYY	RAY	MI	1	5
WD9F	WOODY	IL	2	0
N9KHD	ANDY	WI	13	0
K9PUI	DICK	IN	2	0
WØGRW	GEB	MN	14	2
WØUCE	JACK	NC	2	2

HBN SEPTEMBER

SEP	QNI	QTC	QSP	TIME
1	22	9	9	29
2	23	16	16	44
3	22	5	5	35
4	18	18	18	26
5	19	26	21	36
6	25	26	26	36
7	16	25	20	28
8	23	12	12	38
9	19	12	11	30
10	17	15	11	56
11	20	9	9	40
12	24	21	21	45
13	25	19	19	31
14	15	11	6	24
15	19	3	3	37
16	15	14	14	24
17	9	0	0	12
18	16	11	9	29
19	17	5	5	32
20	23	28	28	55
21	15	22	22	29
22	21	10	10	22
23	22	15	15	40
24	23	8	7	28
25	14	4	4	20
26	23	8	8	34
27	23	23	23	33
28	22	29	20	25
29	26	7	7	28
30	24	15	13	35
	576	411	379	32.6

THE MAP

The routing map is the brainchild of KA5NNG. (Thanks Mike). All NCS' and subs will be receiving a copy of the color coded original.

I find it much easier for reference than scanning the member list when I'm NCS. -Sis

THURSDAY NCS NEEDED until Mark, W2EAG returns. No experience necessary. That just falls into place after a few sessions. Any takers?? Just jump in and go!

HBN OCTOBER

OCT	QNI	QTC	QSP	TIME
1	26	26	26	46
2	19	22	18	60
3	19	13	13	27
4	25	35	32	33
5	13	19	18	20
6	23	19	19	29
7	21	10	9	35
8	21	19	19	41
9	12	10	8	30
10	11	11	1	20
11	18	39	35	31
12	20	31	31	30
13	20	20	18	39
14	21	4	4	31
15	18	9	9	39
16	20	5	4	18
17	19	9	8	32
18	10	7	4	17
19	14	5	4	19
20	18	8	3	28
21	22	6	6	47
22	19	5	1	21
23	15	3	3	20
24	21	4	4	25
25	27	28	28	37
26	21	7	6	20
27	23	12	6	33
28	19	15	12	42
29	22	10	2	36
30	14	5	5	27
31	19	17	11	40
	571	416	356	13.9

NR9K

Dick, K9PUI, telephoned Ad, NR9K and relayed the following:

"He (Ad) answered the telephone and told me he had just returned home from the hospital, I think he said Friday, Oct 24, from where he had been since October 3. Apparently he set himself on fire when reaching across his stove burner and it ignited his robe sleeve. He had to quickly get it off and apparently pushed a panic button to get help, but I think he said it didn't work immediately.

I didn't get all the details as I had a lot of catching up on other things with him, but he said he came home using a walker, so apparently may have damaged some bones when he had the accident.

He sounded in good spirits and glad to be alive after what had

happened. It sure sounded like a frightening experience".

[Ad, hurry and get well. We miss you.]

Excerpt From K7RA Solar Update
(November 14)

Based on the previous solar rotation solar flux and sunspot numbers should peak again around November 23-25.

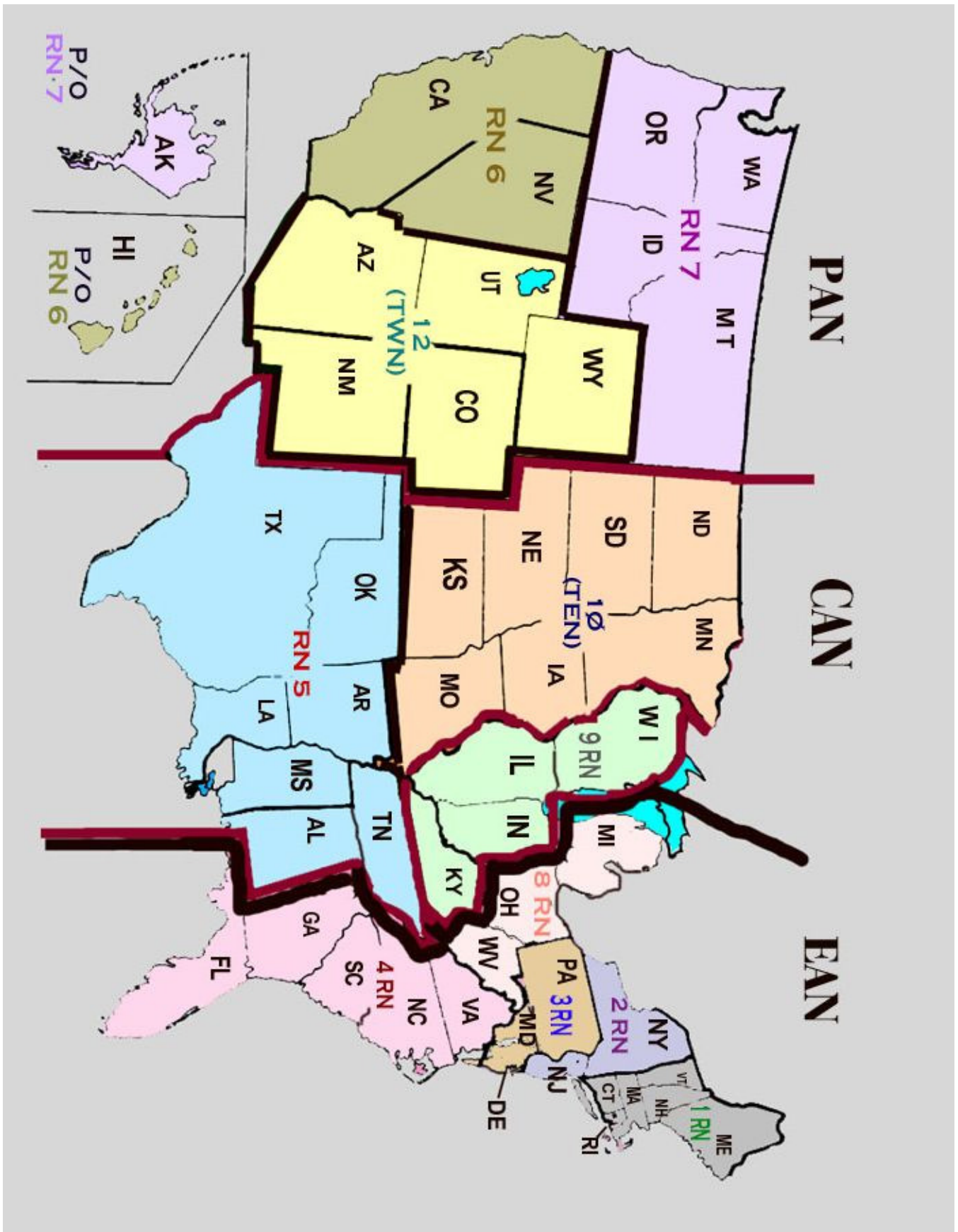
This weekend is the ARRL November Phone Sweepstakes. Right now, the interplanetary magnetic field points south, again leaving Earth vulnerable to flares and solar wind. A solar wind stream is currently affecting Earth, and this weekend should experience unsettled to active geomagnetic conditions with a slowly rising solar flux. Predicted planetary A index for Friday through Monday is 30, 30, 25 and 25. Solar flux values for those same days are expected to be 105, 110, 115 and 120.

A few words "techno" words from Dave, K2VX....

Computers have to become much more "transparent" or intuitive to use. I know experts who have problems.

Our ham rigs are also not intuitive. (The new ones.) If you took a radio engineer who died in 1939 and brought him back to life in 1960 he could look at any of the new radios and use them. Move him up to 2003 and he'd have a problem what with function versus operational buttons.

[I'm still trying to find out how to make this word program do tricks. I'm not doing too well with that, as you can see by the looks of this newsletter☺ - Ed]



Hit and Bounce Net NCS Roster
 Traffic Call November 2003

**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 Bill NY	KA8WNO Jack WV	WA3UNX Don PA	N4ABM Ole VA	OPEN	WD8DIN Sis NC	WA4DOX 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 John ON	W2MTA Bill NY	NR9K Ad PA	WB5ZJN Sam OH	N3ON Chuck PA	WD8DHC Mike WV	OPEN

TRAFFIC CALL

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