Empire Slow Speed Net
Founded 1955 by
KR2RA,
ex-K2DYB (SK)
*** *** *****
Daily
6 PM Eastern time
3566 kHz
7110/1815 alternates

The ESS Bulletin

Pete Gellert W2WSS Memorial Net

May 2025

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https://www.qsl.net/ess/
https://groups.io/g/empire-slow-speed-net

Net Control Stations

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
W2ITT	WA2YOW	KA2GJV	W2RBA	AB2WB	K1SEI	WI2G

APRIL ROSTER

AA2QL	Fred	Holbrook	14	WB2YOR	Tom	Clifton Park	22
AA2YK	Ernie	Modena	1	WI2G	Anne	Elma	16
AB2WB	Pat	Ithaca	13	K1NN	Jan	Calais VT	3
K2NPN	Phil	Marcy	17	K1SEI	Tage	Killingworth CT	28
KA2GJV	Bruce	Fulton	9	W1INC	Joe	Concord NH	1
N2PEZ	Reiner	Elmira	9	KA2YDW	Barry	Manchester Twp NJ	1
N2TQT	Colin	Brooklyn	11	K3YAK	David	Mendham NJ	16
NK2Y	Jay	Lagrangeville	1	K3ZYK	Bill	Penn Run PA	6
N7RMP	Ralph	Kingston	20	WA3JXW	Dudley	Reading PA	13
W2ITT	Rob	Huntington	14	KG8ZY	Ralph	Columbia MD	1
W2LC	Scott	Baldwinsville	7	VA3KTU	Robert	Lyndhurst ON	1
W2RBA	Joe	Mount Vision	29	VE3DCX	Jim	Coe Hill ON	5
W2XS	John	Northport	17	VE3FAS	Phil	Shelburne ON	25
WA2YOW	C. J.	Staten Island	4	VE3NUL	Rich	Toronto ON	4
WB2OCA	Jim	Yorktown Heights	5				

April totals: QNI 313, per session 10.4 (Mar 10.2); QSP 42, per session 1.4 (Mar 1.7). Thanks to all for a pretty good month, although we can sure use some more traffic; hopefully, checkins and traffic will improve when we make the seasonal migration again to 40 meters. I'm looking toward the end of the month, and will put the word out in an email to our checkins and on the .io group a couple of weeks ahead of time. Although the QRM is worse on 40, the improved propagation will probably make it a net positive. Our nominal 40-meter frequency is 7110 kHz, plus or minus QRM. Special thanks to AA2YK and N2PEZ for covering W2ITT's Sunday NCS slot during Rob's travels; he'll also be away this Sunday (Mother's Day) and on June 1st. Congratulations and thanks for their support of ESS to W2RBA, W2ITT and N7RMP, this month's net-certificate recipients. It's great to hear Jan, K1NN, with a fine signal from Vermont. A good friend of W2WSS, he ran the short-lived Radio Relay International East net by allowing stations to check in one after the other instead of acknowledging each station individually. I've never heard anyone else do that, before or since, but with QSK all around it was an amazing time-saver (RRIE met at 8 pm, and was occasionally over in time for the Eastern Area Net at 8:30). With thunderstorm season upon us, I've found the real-time lightning map at http://www.blitzortung.org/en/live_lightning_maps.php?map=33 quite useful even when I'm not debating whether or not to throw the big switch; https://www.swpc.noaa.gov/communities/radio-communications, NOAA's Space Weather Prediction Center page, also provides a good idea of what to expect and why. Canada's https://spaceweather.gc.ca/forecast-prevision/cond-en.php has easy-to-understand graphics depicting geomagnetic activity. **Birthdays: May**—None, to the best of my knowledge. **June**—EAN manager KW1U 8. Additions and corrections, preferably by radiogram, are always welcome!

Q and QN Signals

Q and QN signals, properly used, can do a great deal to facilitate a traffic net; neglected, used improperly or misunderstood, they can delay a net or bring it to a grinding halt. There are a lot of both signals, but being proficient in using just a few can take you a long way in traffic-handling and on CW in general.

Q signals are used worldwide and date back to amateur radio's earliest days, when international Morse code was the only mode available for spark-gap and—later--continuous-wave (CW) operation. What we know as "QST English" is the use of Q signals by two (or more) stations who lack a common spoken language. The first Q signal learned by most new CW operators is QTH (My location is …). A question mark after a Q signal makes it a question: QTH? (Where are you located?); in most cases, omitting the question mark makes it an affirmative answer.

QRM, QRN and QSB are short for interference, static and fading, respectively. When a station wants to send you a message, they'll ask QRV? Your affirmative answer (QRV) means that you're ready to copy, and you acknowledge receipt when you're done with QSL. A net-control station may ask if you can handle traffic for a particular location—QSP POUGHKEEPSIE? for example (incidentally, you may hear Poughkeepsie shortened to Poke for obvious reasons).

QSY indicates a change of frequency, within a band or to another band. QRZ is what you send (or should) when a station is trying to check in from, say, the Buffalo area and the NCS doesn't hear them. Follow the Golden Rule!

Never, ever be embarrassed about asking a station to QRS (slow down); it's preferable by far to garbling a message for a hapless delivering station. QTB is very useful when the text you've copied doesn't agree with the check in the preamble. When your recipient questions the check, send QTB followed by the first letter of each word in the text; they'll break you while you're doing so, or ask for a fill in the usual manner when you're done. If you want to cancel a message, you QTA it.

QN signals are a somewhat different animal, although with some experience you may find them sloshing around your brain along with the Q signals you've learned. The important thing to remember is that our QN signals (think "net") were developed by the ARRL for CW net use only; their use elsewhere can lead to confusion, if not worse, since the same letter combination may have a very different meaning in another radio service. The first QN signal most traffic-handlers hear is QNI, the invitation from an NCS to check into a net. When *you're* checking in, however, it's certainly not necessary (and wastes time) to send QNI; your call, a brief greeting and your traffic list (QTC …, or QRU if you have no traffic) are all that's needed.

The QN-signal list has gradually become streamlined, with some signals replaced by plain language for simplicity. A few are used only by the net-control station, who may ask for a relay (QNB) *between* two stations or for the *entire* net to stand by (QNE). If you're *receiving* traffic on the net frequency, the NCS will ask you to QNR (call the sending station). Since it's thunderstorm season again, send QNO STORM before you go QRT if you can, but safety first!

QNJ (Can you copy me, or another station?) and QNP (I can't copy so-and-so) are self-explanatory. QNT, followed by a number, is used less often than it should be; the number is the number of minutes you need to be absent from the net for a phone call, coffee refill or whatever. QNZ, usually reserved for high-QRM situations, is a request by the NCS to zero-beat the net frequency—*their* frequency, which may differ from the "official" net frequency; local noise may require a net control to slide up or down a bit.

Oopsies sometimes happen, due perhaps to an errant elbow or a cat on the desk; if the net frequency changes for any reason, checkins are expected to follow the NCS. All stations, especially the net control, should set their filters as wide as possible while a net is in session and directed (QND); when you zero-beat a station off frequency to clear traffic, a narrower filter avoids QRM. Sometimes, however, a station outside the NCS' passband tries to check in. (Make sure your RIT is off!) QNH advises a station that their frequency is *above* the net's (high), and QNL tells them that their frequency is below it.

QNV is a helpful time-saver, often used when the NCS can't copy (or be heard by) half of a traffic pair; compare QNV WI2G DWN 3 ELMA 1 with TAKE WI2G DWN 3 ELMA 1. It's crucial, however, to call your traffic partner *on the net frequency* before moving off!

Time to think about 40 meters... 73 de Anne WI2G