KYN/KSN ROSTER - JANUARY 2001

CALL	NAME	LOCATION
KY4A	GREG ENGLERT	PADUCAH, KY.
KE4AER	BOB BURTON	HAZARD, KY.
KB4AES	ED SASSEEN	PADUCAH, KY.
K4AVX	JOHN FARLER	HAZARD, KY.
KA4BCM	MIKE BRUCE	OWENSBORO, KY.
K4BEH	PAT HAYNES	JASPER, GA.
W4BX	FRANK HENSON	BEALEVILLE, IL.
NB4DN	JIM ALLEN	MCKENZIE, TN.
K8DV	DAVID VEST	GOSHEN,OH.
KI8DU	ROGER MCCORMICK	MILTON, WVA
AD4DX	WILLIS ASHER	ASHER, KY.
K4DZM	JOE MILLER	LOUISVILLE, KY.
K4FDK	JOHNNY LACKEY	FRANKFORT, KY.
KG4FXG	BILL CARTER	LAWRENCEVILLE, GA.
KZ4G	DAVE VEST	FLATWOODS, KY.
NF4G	JOYCE HODGES	MUFREESBORO, TN.
N4GD	GERALD WYATT	PADUCAH, KY.
WA4GNP	CLAYTON SPARKS	EVARTS, KY.
KF4GQN	JAN HUDELSON	CADIZ, KY.
WA4HLW	CHARLIE SENN	LOUISVILLE, KY.
WB4IEA	BOB SPURLOCK	VIPER, KY.
WB4ILP	MARTY CRUETZ	DAYTON, KY.
WD4IYI	JAMES S. COOK	PHILPOT, KY.
K1KY	TOM DELKER	SMYRNA, TN.
W4KUZ	WENDELL BOOTH	BEATTYVILLE, KY.
AE4LV	BOYD SIGLER	LOUISVILLE, KY.
W4NHO	STEVE MORGAN	OWENSBORO, KY.
WB5NKC	ARLEY GARVIN	OKLA. CITY, OK.
WB5NKD	PAT GARVIN	OKLA. CITY, OK.
AE4NW	RICK MILLION	BEATTYVILLE, KY.
W4OGP	SAM RHEA	SHEPHERDSVILLE, KY.
KO4OL	GLENN FOLEY	RICHMOND, KY.
AF4PX	DARREL MORGAN	KINGSTON, GA.
KF4RBK	EDDIE BROWN	LOUISVILLE, KY.
K4TXJ	JIM VAUGHAN	LOUISVILLE, KY.
AE4UK	JEFF WEBB	PARIS, KY.
AE4VT	GARLAND JORDAN	LOUISVILLE, KY.
KR4WI	MATT HOLLINS	JACKSON, KY.
K4YKI	NORMAN SMITH	OWENTON, KY
KQ4XH	GENE KILLEN	TAZEWELL, VA.
WB4ZDU	RAY SMITH	LOUISVILLE, KY.
W4ZKE	JOE COLSON	OLYMPIA, KY. (FLA)

This manual on net operation and procedure is for the guidance of Kentucky CW net operators in order to standardize methods and assure efficiency. There are many different ways to operate nets, but for a net to operate efficiently, standard procedures such as these are needed

Even with the incorporation of digital modes into traffic handling, no other mode provides all the advantages of CW, even in 1998. When a balance of accuracy, efficiency, skill, timeliness, and especially concern for doing the job correctly is taken into account, CW still comes out on top.

These advantages, however, did not come by accident. Our challenge is to recruit and train new CW operators in these skills. The discipline and skills learned in regular net operation gives one essential training and background in traffic handling procedures. An operator unfamiliar with procedure only kills precious time during an emergency when he tries to find out THEN how the net works and what he is supposed to do.

2001

This manual is revised by K4AVX, and was originally printed in 1976 by K4FUM, W4CDA, and K4NYO. It was revised in 1988 by K4AVX and KC4WN. Some ideas came from the operating booklet prepared by WD4CQF and KB4UJA for the Kentucky Novice Traffic Net. We thank KA4BCM for the original KYN roster of stations, and for many other ideas incorporated here.

KSN 3721 KHZ - KO4OL, Mgr.
10:00 PM EASTERN DAILY

KYN 3599 KHZ. - K4AVX, Mgr.
8 PM EASTERN TIME DAILY
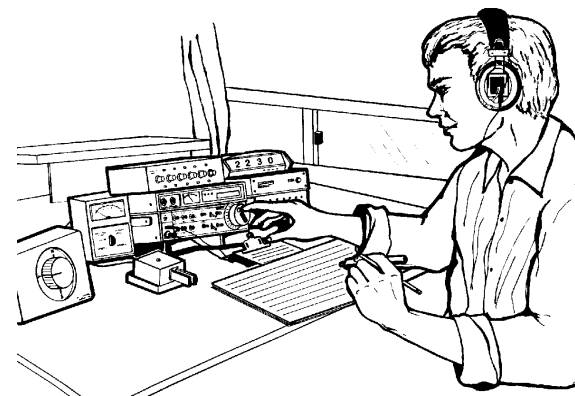
KYN PROCEDURE

1. NCS (the net control station) opens the net with a preamble such as:

   QST QST QST KYN KYN KYN DE W4NCS KY CW TRAFFIC NET OF ARRL NTS QND (Meaning net is a directed net)
   QNZ (Meaning zero beat NCS frequency)
   QNN TOM IN LVL QNA 9RN REP DE W4NCS K (To check in 9RN rep.)
   KYN QNA NET REPS DE W4NCS K (etc. until all net representatives have checked in)

2. All stations checking in should make certain they are zero beat with NCS before transmitting. After liaison stations to other nets have checked in, NCS will call for other stations:

   KYN DE W4NCS QNI K

3. Stations reporting in will at first opportunity (to avoid doubling with other stations) transmit a *"ditdit"* or a letter of the alphabet to get the attention of the NCS.

4. Hearing this, NCS will reply with the same letter or *"K"* indicating that the station checking in should go ahead. **Net control stations will return to stations checking in at the same speed as the entering stations.**

5. The station KE4STN then reports in:

   "DE KE4STN GE QRU K" (meaning good evening, no traffic)
   If he has traffic, he says instead:
   "DE KE4STN GE QTC 1 LVL AA 2 KB4NET K" (This means 1 message for Louisville, 2 messages for KB4NET. AA is a separator signal also used in the heading of messages)

6. NCS then acknowledges :

   "KE4STN R GE AS NEXT" (KE4STN checked in, good evening, wait, and next station check in)

7. Next station checks in. If check-ins cease, NCS will again call:

   "KYN KYN DE W4NCS QNI K"

8. Knowing that KE4STN has 1 message for LVL and that K4RAR (near Louisville) has checked in, the NCS may direct that the message be cleared off the net frequency as follows:

   KE4STN QNK LVL K4RAR UP 5
   (KE4STN clear traffic for Louisville to K4RAR up 5 Khz.)

2. Write FIVE WORDS TO A LINE in message text whether originating or copying a message. This method will give you a quick way to determine or verify the count by multiplying the number of lines by five. Only words or groups in text are counted. No punctuation signals are used in the text. Use an "X" for all such dividers, and count it as one word in the check. Instead of the question mark, use the work "QUERY."

3. A "BT" is used to separate the address from the text of the message and at the end of the text to separate the text from the signature. "SIG" is often used before the signature to indicate what is coming. An "AR" is sent after the end of the message, and either an "N" for NO more messages to follow or a "B" to indicate more messages to follow. The "B" is sometimes followed by the number of messages left, such as "AR B 3."

4. Book messages are several messages with common parts (Usually texts and originating information). These messages are handled as books only as long as more than one is being sent to the same station. When they become split up into being handled one at a time they are no longer book messages. If you have several messages of a book to relay to one station, you send the common parts first without a specific message number, then go back and send the individual messages, adding addresses and other specifics.

5. Odd words in a message are repeated after a question mark, i.e., *"ROENTGEN ? ROENTGEN"* to assure that the receiving station has it correct.

6. Transmit messages carefully. Errors create confusion and needless repeats. QRS when requested to do so. Good sending at a rate comfortable for the receiving station is best. If your rig has full break-in, use it and send *"QSK QRV"* when ready to receive a message to let the receiving station know he can send a few dits and you will pause to repeat what has just been send or what he requests.

7. Do not QSL a message until you have it correct. Be familar with procedure for getting fills. Use these abbreviations: AA - ALL AFTER; AB -ALL BEFORE; WA - WORD AFTER; WB - WORD BEFORE; BN - BETWEEN; PMBL - PREAMBLE ; SIG - SIGNATURE.

TRAINING AVAILABLE:

On-the-air Training is available for interested operators. A number of training messages in four categories is used, with additional interaction between trainer and trainee. The courses are as follows:

   Basic Traffic Handling - 61 messages
   Advanced Traffic Handling - 53 messages
   Liaison Training - 51 messages
   NCS Training - 27 messages
Inquire of one of the net managers for more informaton.

SPECIAL "Q" SIGNALS FOR CW NETS
(Capitalized words are guides to definitions)
QAN -- Request Qso After the Net with _____.*
QNA -- ANSWER in prearranged order.
QNB -- Act as relay BETWEEN_____ and_____.
QNC -- All net stations COPY.
QND-- The net is DIRECTED.
QNE -- ENTIRE net please stand by.
QNF-- Net is FREE.
QNG -- Take over as NCS (GUARD frequency)
QNH -- Your net frequency is HIGH.
QNI -- Report INTO net.
QNJ -- Can you copy _____?
QNK -- Send message for (place or call) to _____.
QNL -- Your frequency is LOW.
QNM-- You are QRMing. Please stand by.
QNN -- Who is NET control? NET control is _____.
QNO -- Going OUT of net.
QNP -- Unable to copy you (or _____). POOR conditions.
QNQ -- Move frequency to _____, and wait for _____ to finish traffic;
then send him traffic for _____.
QNR -- Answer _____ and RELAY or RECEIVE his traffic.
QNS -- Following stations in net.
QNT -- Leaving net TEMPORARILY.
QNU -- _____ has traffic for U.
QNV -- Make contact with _____ on this frequency, then move to (freq.)
        send him traffic for _____.
QNW -- Through WHOM shall I relay messages for _____?
QNX -- You are eXCUSED from the net; or I request to be eXCUSED.
QNY -- Please shift to new frequency or to _____ to prevent QRMing other
net stations, or to clear traffic   with _____.
QNZ -- ZERO beat your signal with mine.

NOTES ON MESSAGE HANDLING

1. The number in the message is important to make the message record traffic which can be easily traced. If you originate or send a message from your station, use a consecutive numbering system that can be by the year or month. The number should one you can refer back to and be certain which message is meant.

9. Both stations then signify they have heard by sending *"G"* or *"GG"* (for going) and move up 5 Khz. The station receiving the traffic normally calls the station sending the traffic on the new frequency:

> *KE4STN DE K4RAR GE QRV?*
> (Asking *KE4STN* if he is ready to copy)

10. KE4STN then replies:

> *K4RAR DE KE4STN QRV K*
> (I am ready to copy)
    The message is then sent, and if KE4STN receives it OK, he says "*QSL"*, and both stations sign with each other and return to the net frequency.

11. If conditions are poor, NCS may use the following to send stations to pass traffic:

> *KE4STN QNV W4RAR UP 5 QNK 1 LVL*
> (Meaning KE4STN call W4RAR here to see if copy is OK, then both move up 5 Khz to pass Louisville traffic.)

12. Under good conditions, NCS may simply call the two stations then say:

> *QNK 1 LVL UP 5*
> (Both stations should reply "G" or "*GG"* (for going) to indicate they understood. *"QNR"* may be used instead of "*QNK."*)

13. If another station, N4KYA, has checked in while KE4STN and W4RAR are up 5 Khz. and has traffic for KE4STN, the NCS may advise him to go up and wait for them to finish and then pass the traffice to KE4STN:

> *N4KYA QNQ UP 5 QNK 1 TO KE4STN*

14. Stations that are moved off the net frequency to pass traffic should return to the net frequency after the traffic has been passed, unless the NTS has instructed otherwise. They should give their call upon returning to the net frequency.

15. Stations in the net should stay until dismissed by the NCS. The NCS may dismiss stations singly or by calling several at once:
> *N4YKA K4RAR QNX 73 DE W4NCS.*
The directed net (QND) is ended when all traffic has been cleared. NCS then says:
> *KYN DE W4NCS QNF*

SOME COMMON CW ABBREVIATIONS USED ON NETS:

AA	All after	MILL	Typewriter
AB	All before	N	No
ADR	Address	NCS	Net Control Station
AGN	Again	NR	Number
C	Yes	R	Roger, Received OK
CFM	Confirm	RPT	Repeat
CK	Check	SIG	Signature
CLR	Clear	SVC	Prefix to Service Message
DLVD	Delivered	TXT	Text
DWN	Down	WA	Word After
FM	From	WB	Word Before
G, GG	Going		

OTHER Q SIGNALS FOR NET OPERATION:

Q SIGNAL	AFFIRMATION	INTERROGATION
QAN	QSO After Net	Will you QSO After Net?
QRU	No Traffic	Do you have traffic?
QRV	Ready to Receive Message	Are you ready to receive message?
QRX	Wait	Will you wait?
QSK	I have full break-in	Do you have full break-in?
QSL	Aknowledge receipt	Do you acknowledge receipt?
QSZ	Send each word twice	Shall I send each word twice?
QSP	I will relay to...	Can you relay to...?
QTA	Cancel traffic	Shall I cancel traffic?
QTC	I have____radiograms for ____	List your radiograms?

TIPS FOR NET OPERATION

1. Don't QNO without permission from NCS. You should ask QNX to leave or QNT for temporary absence, and have your request confirmed by NCS.

2. The net usually runs at least 15 minutes. Stations without traffic or who have no traffic listed for them, are usually dismissed by this time. Otherwise, if you must leave the net early, request "QNX EARLY?" when you check in.

3. Return promptly to net frequency after you have passed traffic off the net frequency. If your traffic has been passed, tell NCS: "CLR". If you received another message the NCS may not be aware of, tell him the total number you received.

4. Should you fail to make contact with a station off the net frequency, return to net prequency, zero beat NCS, tell him, and wait for further instructions.

5. The net is for traffic or emergency work. Rag chewing is to be discouraged until after QNF.

6. If you use a letter of the alphabet to checkin, avoid B, C, K, N, R, and V. They are procedural signals with definite meanings. Be brief. Use "C" for yes, "N" for no. One "N" is enough. Two may be received as "C". Under poor conditions use "YES" and "NO" to prevent mixups.

7. If NCS fails to show up 3 minutes after net time, any net station can take over NCS. He continues even if NCS shows up later. "QNG" is used to ask a station to be NCS. It's always a good idea to monitor net frequency at odd times, and ALWAYS during an emergency.

8. The NCS must have discipline on the net to dispatch traffic over the most logical routes. His authority is ABSOLUTE and his decisions are FINAL. Courtesy is a mark of a good net. CLARITY and ACCURACY are the first essentials, and BREVITY follows a close second. Since ACCURACY is the essential ingredient of any net, NCS's should return to QNI's at the same speed at which they check-in, and should use this speed for all communications with that particular station.

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OTHER RESOURCES:
ARRL PUBLIC SERVICE COMMUNICATIONS MANUAL
ARRL: MORSE, THE ESSENTIAL LANGUAGE
ARRL OPERATING MANUAL
VARIOUS TRAFFIC HANDLING OP AIDS
http://www.qsl.net/k4avx/nts.html