Tri-County Traffic Training Net (TCTTN)
Net Control Station Package

If you're ready to get your feet wet and have some real fun try your hand at being Net Control. The National Traffic System is a team effort and any team is only as good as its leader and that's your job as a Net Control Station (NCS), to control the *flow* and *feel* of the net. I'll try to explain what I mean by *flow* and *feel* of the net in a bit. Before you take the plunge please consider this: the NTS and your NCS duties are a commitment and not to be taken lightly. This net will be active on Christmas, New Years Eve, your birthday and any other holiday that may fall on Tuesday, Friday or Sunday. If for any reason you cannot make it to a net please let the Net Manager and the net know so arrangements can be made to fill your slot. As NCS it is your responsibility to get a back up if you can't make a net. Of course emergencies happen and no one will kidnap your first-born son if you don't make it. If I haven't scared you away sit back, read on and get ready to have some fun.

FLOW: Statistics are kept on all nets and submitted every month by the Net Manager or Statistician and sent to John W8STX in Cincinnati, who compiles them for the state and forwards them on to the ARRL. The process starts with you as NCS and your net report that we will cover shortly. Simply put the stats are the length of the net divided by the number of messages sent coming up with a message per minute figure (you see where I'm going with this). The first thought is to push the net along at a fast pace to keep the stats looking good, but lends to a boring net and in time, lack of check-ins. At the same time, if all traffic has been passed, training concluded and a reasonable amount of time offered for comments, close the net, as simple as that. Don't dwell on this, as a training net, we are more interested in training than stats.

FEEL: As Net Control, you need to be in charge of the net but not pushy, keep the flow going but not rush the net, be professional but not a stick in the mud (its okay to laugh). A **directed net** may be new to some check-ins, so be patient but firm. All net control stations develop their own style after awhile; take your time, try to relax and have fun.

DIRECTED: What is a directed net? Much like a traffic cop, it is your job to keep the traffic and net flowing in an organized manner. If wishing to be recognized, someone on the net should say their call sign and than wait for you to call them or be "directed" to speak. It is important for you to recognize them as soon as possible for 2 reasons.

1) They may have heard something or someone you didn't, like a check-in or a mistake in something said.

2) People are impatient and if they didn't think you heard them they will keep trying. If you are busy get back to them and say their call and ask them to wait, if not recognize them by saying their call and telling them to go ahead. The C in NCS stands for CONTROL, This is not an ego thing and there is nothing as ugly as a net that gets out of control with people stepping on each other. If you have someone on the net that keeps jumping in with comments, gently remind them of the proper procedure to be recognized.

LIAISON: What are liaison stations and what are they good for? Your liaison stations are ambassadors to other nets and will help you move your traffic. As a 2-meter net, we are limited in our coverage and in order to get traffic out of our area and state, we need these ambassadors. Your High Frequency liaison will be able to take traffic to the **Ohio Single Sideband Net** (OSSBN) and/or The **Buckeye** (the Ohio CW net) nets that have state-wide coverage and liaisons to regional nets to take traffic to other nets around the country and world. Your Burning River Traffic Net (BRTN, our western sister net) has outlets into the Cleveland and western suburbs. With our members and these liaisons we should be able to move most traffic on the net.

Have I mentioned, "have fun"? Let me share this with you: My first time as NCS with the OSSBN was less than fun at the time; no sleep the night before, 2 pots of coffee, a pack of cigarettes and hours of trying to memorize the call up. Half way through the net I went horse from the cigarettes, had to pee so bad I couldn't sit still from the coffee and totally forgot what to say. Fun—yeah, right! Well, with every net, it got better. I started to relax and really had fun. In my short time with the NTS I have not met a better bunch of hams on any net or frequency with a willingness to lend a helping hand. If you stick with it and get involved with the system, you're in for a treat.

Along with this text should be a blank NCS Net Call Up Sheet, a sample NCS Net Call Up Sheet with Net Report and another sample Net Report. Let's start with the NCS Net Call Up Sheet. All those words at the top are called the **preamble**, and what needs to be said by you at the start of the net, filling in the blanks with your call, name and location. The preamble is a TCTTN standard and should not be changed, added to or taken away from within reason. During the holidays or the likes it is fine to toss in a Merry Christmas, Happy New Year or appropriate greeting remembering the *feel* of the net. Not to insult anyone's intelligence but at the same time not wanting to assume anything, after asking a question such as "Check-ins with traffic only", a appropriate amount of time should be given for people to respond. The call up for liaisons and check-ins with or without is broken up so as not to have you bombarded with check-ins all at once and help you control the net. If at anytime you fell things are getting out of control say, "Net Hold" or "Net Wait". This is a signal to the net, telling everyone to stop transmitting (*shut up*) and stand by. Take a deep breath, slam down some coffee (or whatever), light another pack of cigarettes (or whatever), gather your wits, and get on with it. It will take some time for the net to get established and have regular liaisons to the HF and BRTN nets, so if you don't get a volunteer just keep going and later in the net ask again for volunteers.

As you get check-ins, fill in the roster below the preamble with their call, name, location and traffic if any. This part of the roster is free form and what I use when I'm net control. If you come up with a better system that works for you feel free to use it, but remember, you will need to know at the very least the number of check-ins, traffic passed, length of net and liaison stations to fill out the net report. I have done this form on MS Excel and would be more than happy to email you a copy, so you can make changes to fit your needs. Assuming we lived through the preamble and taken some check-ins, the left side of the log should have your name at the top followed by your liaisons (if any), stations with traffic and than stations without. On the right side of the log I put the destination of the traffic listed by that station. In the far right column I put the number of messages passed and or held. Until you really get the hang of it don't be afraid to take a few check-ins and than say "net hold" or "net wait", acknowledge the check-ins you have and than ask for further check-ins. Remember: you're the boss; keep control and take your time.

The process should go something like this:

A minute or so before the net key up the repeater, make sure your hitting it and announce the net is about to start. If the repeater is in use remind the parties that there is a net starting soon and request they change frequency or stand by. Always be courteous and invite them to join the net. Okay, you're in the machine and it's time to rock and roll, at 9:30 pm you start by reading the preamble, filling in the blanks with your <u>callsign</u>, <u>name</u> and <u>location</u>.

Now move on with calling for any priority or emergency traffic, un-key and listen. It will be rare to get any, but we always ask.

Now call for any mobile or low power stations, un-key and listen (I won't say un-key and listen anymore, I promise. It should have sunk in by now). Any communication with these stations should take priority because they may be getting out of range or running low on batteries. On a 2-meter net like this you may get a few, so be ready to check them in.

Ask for the HF liaison. If you don't get one, ask again. If still no response, move on and ask again later in the net. Do the same with the BRTN liaison.

Now move on to calling for, "Check-ins with traffic only, call *(your callsign)*." Suppose you hear this:

"KC8REM, Tom, with traffic."

"N8DRB, Joyce, with"

"KC8LYM, with traffic"

You sneak in right after KC8LYM and say "net hold" or "net wait" (here you are re-taking control of the net, a good thing). Acknowledge these stations before going on with check-ins like this,

NCS: "The net recognizes KC8REM, N8DRB and KC8LYM all with traffic. KC8REM, Tom, please list your traffic."

KC8REM: "Hi Dennis, I have one Lakewood and two Parma, KC8REM."

NCS: "Thanks Tom, I have your one Lakewood and two Parma listed. N8DRB, good evening Joyce, and please list."

N8DRB: "Hi Dennis, I have a single for Florida. N8DRB"

NCS: "Thank you, I have your Florida listed. KC8LYM, welcome to the net and please list your traffic."

KC8LYM: "Thank you Dennis, I have one Georgia, two Maryland and a Pennsylvania tonight, KC8LYM"

NCS: "Thank you, I have your Georgia, Maryland and Pennsylvania listed. may I have your name and QTH please?"

KC8LYM: "Sure Dennis, the handle here is Tim and I'm located in Mentor-On-The-Lake. KC8LYM."

NCS: "Okay Tim, and again welcome to the net."

Well, you're on a roll so lets get some more check-ins.

You say, "This is KI8U, my name is Dennis. Any more check-ins with traffic only, call now."

This time you hear nothing, so move on to no traffic check-ins

You say, "Now taking check-ins with or without traffic, call now" and you hear"

"W8LCL, Doug without."

"K8KKN, Carol without."

"AB8YP, Hi Dennis, empty bucket tonight."

Your reply is "Net hold, and good evening to W8LCL Doug, K8KKN, Carol, and AB8YP, Paul, all with no traffic." You knew Paul's name.

A note here about checking people in, and the *feel* of the net. You can see I have used a few different phrases like "Hi, good evening" and "Welcome", this is *style,* and any appropriate greeting will work. What <u>does not</u> work is "HEY SCOOBY, WAZZZZZZ UP." We want to keep the net friendly and at the same time **professional**.

Make a few more calls for check-ins in the same manner until things slow down. Again, <u>you</u> are setting the *flow* and *feel* of the net here. Slow them down to your speed by using "Net Hold" or "Net Wait". The faster you talk or take check-ins, the faster they will go: stay in control. If they give their first name use it, if they don't and you know it, use it, other people on the net will learn each others names this way and it gives the net a friendly *feel*. You want it to be a friendly place where people feel welcome, and want to come back and bring their friends. If they don't give their name and you don't know it, <u>ask</u>. The same applies to QTH: if you know where they are, it's much easier to pass that traffic, and that's why we are here.

Now let's go to work and pass some traffic. From the example, you can see that we had a HF liaison but no BRTN liaison plus seven other check-ins, three of which brought traffic. It is the HF liaison's job to take the out-of-state traffic, so lets get rid of that Florida message first. You **always** call the receive station first and it would go like this;

You would say, "K9DOG call N8DRB and pick up one Florida" Here you are giving control of the net to K9DOG.

K9DOG says, "N8DRB this is K9DOG. I'm ready for your Florida."

N8DRB says, "Thank you, please copy number…" and than goes on passing her traffic. When done she would say "End, no more, N8DRB."

K9DOG says, "I roger your number XXX..." or asks for anything he might have missed.

Once K9DOG rogers the message, he says, "K9DOG, back to net control." Here K9DOG is giving control of the net back to you.

Now while they were busy doing their thing you had a chance to tidy up your log, slam down another cup of whatever, take a *deep* breath and come back and say,

"Thank you both, this is KI8U with the Tri-County Traffic Training Net. Are there any further check-ins, please call now."

Take any other check-ins and than back to the fun part, passing traffic. At this time you could give K9DOG a rest and say something like this, "The net is listing traffic for Lakewood, Parma and Westlake. Any takers for Lakewood?" Pause and listen. "Parma?" Pause and listen. "Westlake?" Pause and listen. No one offers to take the traffic so it's back to good ol' K9DOG.

You say, "K9DOG call KC8LYM and pick up two Maryland."

K9DOG says, "KC8LYM this is K9DOG. I'm ready for your two Maryland".

KC8LYM says, "Thank you, this is KC8LYM. Please copy number…" and continues to pass the first Maryland-bound message. This time after passing the first message, he would say, "End, one to go." to indicate he has more traffic to pass.

K9DOG says, "Roger number XXX, go."

KC8LYM says, "Please copy number …" than continues sending his other Maryland message. When done, he says, "End, no more, KC8LYM."

K9DOG says, "Roger number XXX. Back to net control, K9DOG."

Again while K9DOG was doing his thing, you tried to make your log into something readable, eyed your empty cup of whatever but thought better of it, decided you could hold it a little longer, and than came back cheerfully and said:

"Thank you both, are there any further check-ins for the Tri-County Traffic Training Net, call KI8U, my name is Dennis."

Take the check-ins if any and re-list your traffic like this, "the net is listing traffic for Lakewood, Parma and Westlake, any takers?" Duh…you knew there weren't, but sometimes there are stations listening that don't check-in. If they hear that traffic is coming their way, it could entice them out of Lurk Mode, and give you a check-in and a chance to pass some of the traffic. Anyway, you hear nothing but silence, so lets go back to the DOG. But wait, are you asking why we just didn't have him take all 4 from KC8LYM in the first place? Good question and I'll try to answer it. One reason is that the net needs to identify itself every 10 minutes and that's your job so instead of taking a chance you only had them pass two, although all four could probably have been passed. Another reason is people get tired of waiting to check in. A lost check-in is a chance at not passing a piece of traffic and that is our job. Passing four at a time is about the limit on any net. Okay, time to wake up the DOG.

You say, "K9DOG, call KC8LYM and pick up a Georgia and Pennsylvania."

K9DOG calls KC8LYM. They do their thing, and K9DOG gives the net back to you.

You say, "Thank you both, this is KI8U with the Tri-County Traffic Training Net. Are there any further check-ins?"

Nothing heard. You say, "Last call for Lakewood, Parma or Westlake traffic. Any takers?" Pause and wait. "Nothing heard."

Thank God, because you're really squirming now and need to head down the hall. Here is how you wrap it up: down near the bottom of the worksheet you see more small words, kind of like the preamble but at the end, the **postamble.** This is like the social part of the net that's not supposed to be a social net (don't ask).

Let me try to explain the terms **I-F**, **Comment,** and **Announcement**. An *I-F* is short for "informal" or "informal contact", and used for making a personal contact between two stations. A *comment* or *announcement* is just that, and could be anything. Most announcements are listed at the beginning of the net as traffic and would sound like this,

NCS calls for check-ins and hears, "KC8REM with traffic."

NCS: "KC8REM please list."

KC8REM: "I have one net announcement."

NCS: "I have your net announcement listed, thank you Tom."

Let me go on about the Net Announcement here for a bit. Although it is normally announced at check-in as traffic, it could come at any time during the net. It could be a report on solar conditions, upcoming hamfest, a silent key or whatever. In most cases your net announcements are taken care of <u>before</u> you start passing your traffic for this reason. People just don't like to wait around with nothing to do. If they have to wait 20 minutes while traffic is being passed to hear a net announcement you might as well kiss them goodbye. Face it, if they wander down the hall to take care of business and spot the swim suit edition of Sports Illustrated on ESPN, they are gone! Most people bringing the announcement feel it is important and should have as many members of the net hear it as possible. People that know they have traffic coming their way will stick around and wait for it.

You say, "Are there any I-F's, comments, or announcements for the good of the net?" Pause and wait. You hear, "KC8KUT."

NCS: "KC8KUT, go ahead."

KC8KUT: "I would like an I-F with W8LCL."

NCS: "Make you call, Frank."

KC8KUT: "Thank you, W8LCL This is KC8KUT, hey Doug can you stick around after the net for a few minutes?"

W8LCL: "Sure Frank, no problem, W8LCL."

KC8KUT: "Thanks Doug, KC8KUT back to net control."

NCS: "No problem Frank, Any further I-F's, comments or announcements for the good of the net call KI8U."

N8IXF: "This is N8IXF, no traffic but an I-F with AB8MO if he checks in."

NCS: "OK Lew, I have your I-F listed".

A bit more about I-F's. They also may be asked for at check-in time like this: I-F's have a low priority and normally are handled after all traffic has been passed.

At some point things will be quiet, and you go on by asking the stations that are still holding traffic if they can bring it back to the next net. If they can't, ask for a volunteer that can. Now continue with the reading, thanking who ever needs thanking and reminding all about the net times than at last saying the magic words

"The net is closed at XXXX, KI8U"

And make a dash for the hallway.

Comment Round: When I first started the net I included a comment round to encourage check-ins and give some time on the net for people to get to know one another. There really is no place on a traffic net for a comment round but I still like the idea and original purpose it was included. So it is to be handled like this: after all traffic than can be passed is passed, any training has been done and you seem to have gotten all the check-ins that are going to check in you would say

"This concludes the formal part of the traffic net, we will now open the net for a informal round of comments".

The clock <u>stops</u> ticking here for your net report, and any further check-ins will <u>not</u> be counted on your net report. Doing it this way keeps us in line with the NTS guidelines, and we get to keep the comment round. Any questions, please ask me.

This is just a scenario of how things may work on your net. Every net is different, and you must be able to adapt to the situation at hand. If you would have had a BRTN liaison they could and should have taken your Lakewood, Parma and Westlake traffic, and your HF liaison could also have taken it to the OSSBN or Buckeye Net. Now just one more thing: your net report. Let's take care of the paper work right now.

Looking at the examples it is pretty easy and short, the preamble is filled in like any other Radiogram. In the TO: section will go the net statistician first name and call (Ron KC8BTN). In the text of the message is

- Day of the month

- Number of check-ins

- Number of messages passed

- Length in minutes, not counting the comment round

- Callsign of liaison station

You will start with the day of the month the net was held followed by the letters **ST**, **RD** or **TH,** depending on the day. Examples: 31ST , 23RD, 14TH. The next entry is the number of check-ins, counting you, than the number of messages passed and than the length of the net in minutes. Lastly you would give the call sign of your liaison stations. Each liaison's call should have a slash and HF of BR to indicate which one they were. In the signature give your name and call. It would be read like this:

"This is KI8U please copy number four, routine, KI8U, five, Mentor Ohio, January 14th going to *(short pause)* Ron KC8BTN, break. Text follows, *(short pause)* Mixed group figures one four tango hotel, figure nine, figure five, figures three five, K9DOG *(short pause)* signed Dennis KI8U. Break, end of message"

When giving a call sign in the text of a message you can do it one of two ways.

You can say "Mixed Group"

You can say "Amateur Call"

Although net announcements are listed like traffic, they are not counted as traffic, and not listed in your net report as such.

Your net statistician will want the net report as soon as possible, so he can keep his records current and be ready to pass his consolidated net report at the end of the month. Two ways to do this is to pass it to him on the next net you hear him on or pass it directly after you're net. To pass it directly after the net you call him and ask if he will be available after net for the net report. If he can, you than announce it like this:

"Net control lists one for KC8BTN to be passed after net."

In doing it this way, you get to count the message in your traffic count even though it is passed after the net. You need to wait until the net is closed so you know the length of the net. Pretty slick—Ayeeeee! If you had done this on the above example your traffic count would have been 6.

One last thing and that's **common text** or **book** traffic. Although you may hear the term *book*, it is generally used on CW nets and not taken well on some phone nets so we will use the term *common text* here. Common text traffic is multiple messages where the preamble (other than the message number) and the text are the same but going to various addressees. As NCS, your job is to get all the ducks in a row for the sender

before attempting to pass this type of traffic. Lets say K8NFF lists common text for Mentor, Ashtabula and Kinsman and you would log it as such and try to pass it all at once. You would call for stations like this,

"The net is listing common text traffic for Mentor, Ashtabula, AND Kinsman. Any takers for Mentor?"

After a short pause you hear "WB8PH".

Make note of this and say "Thank you, any takers for Ashtabula?"

After a short pause you hear "W8BN"

You say, "Thank you and any takers for Kinsman?"

Pause again and you hear, "KC8PL"

Again you would say thank you, and than something like this "K8NFF, did you get your stations?" If he is on his toes he should respond with a "Roger," and you would say, "Call your stations and pass your traffic". If he was napping he might say "Sorry Dennis I missed them", at which time you would reply with "You have WB8PH for Mentor, W8BN for Ashtabula and KC8PL for Kinsman, call your stations and pass your traffic."

Just a note here, way back in the beginning I said the receive station <u>always</u> calls the sending station, common text is the <u>only</u> exception where the transmitting station calls the receive station.

Just a few other things here and I'll let you go.

Held Traffic: In the example above we had three messages not passed: one for Lakewood, and two Parma. Before you close the net you should ask the stations that did not pass their traffic if they can hold them and bring them back to the next net. If they can't, ask for a volunteer to take them and bring them to the next net.

Pass The Wealth: We are here to train, and the best way is by doing. Cleveland stations have a wide coverage area so try to spread the traffic into that area. What I mean is that if you have Lakewood, Cleveland and Maple Heights stations on the net, don't give all the traffic going that way to just one of them even with common text traffic. The same goes for Lake County; if you have traffic for Mentor and Mentor-On-The-Lake and two Lake County stations on the net give one to each.

The Black Hole: N.E. Ohio does not get much incoming traffic and that may be a reason that there are not many people checking into the HF traffic nets from this area. I'm hoping your desire to be an NCS shows that you believe in the NTS and its place in Homeland Security as I do. Encourage people to send traffic, a sent message normally will bring one back. Out going traffic can be as simple as a "Hi how are you doing?" to your sister in Lorain and will keep this net and the BRTN busy and active. Within reason, try to make the net lively and interesting encouraging people to come back and bring their friends. When you open the net for comments and I-F's offer some latitude but keep it under control. This is not a swap & shop net and should <u>never</u> be used as one. Announcements for upcoming meetings, hamfests, nets or special events are fine and should be encouraged as a public service. I-F's are a judgment call and up to your discretion, again using some latitude. They should be kept short and ham related. Setting up a sked, hey that new rig or antenna sounds good, can you pick me up for the meeting type things are okay with me. How did you do bowling last night or who was that redhead with you does not belong on a traffic net.

NCS Work Sheet: The work sheet I have enclosed is not any kind of official ARRL document, just something I made up that works for me. Use what ever you feel comfortable with from a notebook to a tape recorder. The preamble and the closing statement, however, will be used as written.

Mistakes: Please be tolerant of your mistakes and those of others. I am active on local, state, area and regional nets both phone and CW. I have made every mistake you did or will and wanted to crawl under a rock and never come out many times. There are no dumb questions other than the ones not asked, and I will do my best to be on the net to help with questions that may arise. I do not know all the answers, and am not much more than a rookie myself, but I truly enjoy the NTS and will do my utmost to answer or get answers for any questions you or other members of the net have.

I could go on and on with examples and exceptions to the rules forever, but the intent of this guide is to get you through being a Net Control Station the first time and keeping your sanity. The best way to learn is by doing and listening. If you can, get up on OSSBN (3.972.50) and listen to them run a net. They all have different *styles* .Be careful when developing yours, you're not here to be cool or funny, you're here to pass traffic and help others learn the process.

Good luck, thank you and welcome to the NTS.

Dennis KI8U

NCS Worksheet

Good evening and welcome to the Tri-County Traffic Training Net, a part of the Ohio section of the National Traffic System. We meet here three times weekly for training, and to handle traffic. Our website is tricountytraffic.net. This is a directed net and net control will control the net. Your net control is *(callsign)*, my name is *(your name)* and I'm located in *(your town)*. Stations wishing to break the net, please use your callsign. Is there any priority or emergency traffic? Any mobile or low power stations? Do I have a HF liaison volunteer? Now check-ins with traffic only. Now check-ins with or with out traffic.

DATE _____   OPENED 9:30 PM   CLOSED _____

	CHECK-INS	TRAFFIC	P/H
NCS		W/N	
HF		W/N	
3		W/N	
4		W/N	
5		W/N	
6		W/N	
7		W/N	
8		W/N	
9		W/N	
10		W/N	
11		W/N	
12		W/N	
13		W/N	
14		W/N	
15		W/N	
16		W/N	
17		W/N	
18		W/N	
19		W/N	
20		W/N	
21		W/N	
22		W/N	
23		W/N	

Are there any I-F's, comments, or announcements for the good of the net? I'd like to thank the NORMA group for the use of this repeater, *(HF liaison)* for being our HF liaison, those who brought traffic, those who took traffic, and all stations that checked in and stood by in case they were needed. This net meets three times weekly on Tuesday, Friday, and Sunday at 9:30 pm. Complete details are on our website, tricountytraffic.net The net is closed at (time), (your callsign).

EXAMPLE NCS Worksheet

Good evening and welcome to the Tri-County Traffic Training Net, a part of the Ohio section of the National Traffic System. We meet here three times weekly for training, and to handle traffic. Our website is tricountytraffic.net. This is a directed net and net control will control the net. Your net control is *KI8U*, my name is *DENNIS* and I'm located in *MENTOR* Stations wishing to break the net, please use your callsign. Is there any priority or emergency traffic? Any mobile or low power stations? Do I have a HF liaison volunteer? Now check-ins with traffic only. Now check-ins with or with out traffic.

DATE *9/16*   **OPENED 9:30 PM**   **CLOSED** *9:48 PM*

	CHECK-INS	TRAFFIC		P/H
NCS	*KI8U*	**W**/N	*NET RPT*	
HF	*N8EQT RAY CHESTERLND*	**W**/N	*2 COMTXT TWNSBG, C.FALLS*	
3	*KC8VRB ROSE MAYFIELD*	W/N		
4	*KC8BTN RON MENTOR*	**W**/N	*W8STX*	
5	*KC8VHC SUE SOUTHNGTN*	**W**/N	*2 FLORIDA*	
6	*N8BY RICK OAKWOOD*	**W**/N	*KC8BTN*	
7	*N8ZNE DAVE KINSMAN*	**W**/N	*ANNCMNT*	
8	*WB9LBI BILL SBORO*	W/N		
9	*KC8FQV MARK AURORA*	W/N		
10	*AB8MO ANDREW MOBILE*	W/N	*I-F K8NFF*	
11	*K8NFF DOUG PAINSVL*	W/N		
12	*KA8WQL BOB BEREA*	W/N		
13	*KC8ZKD WALT LOW PWR*	W/N		
14	*KC8YIW KEVIN TWINSBURG*	W/N		
15	*KB8KHX DALE MOBILE*	W/N		
16	*KC8YYS JIM CFALLS*	W/N		
17	*K9DOG N. DUNG*	W/N		
18		W/N		
19		W/N		
20		W/N		
21		W/N		
22		W/N		
23		W/N		

Are there any I-F's, comments, or announcements for the good of the net? I'd like to thank the NORMA group for the use of this repeater, *K8NFF* for being our HF liaison, those who brought traffic, those who took traffic, and all stations that checked in and stood by in case they were needed. Again I would like to mention that we meet three times weekly on Tuesday, Friday, and Sunday at 9:30 pm. Complete details are on our website, tricountytraffic.net The net is closed at *9:48 PM*, *KI8U*.

Net Report

The **Net Report** summarizes key statistics from the net session. It consists of only five pieces of information. The net report is usually sent to the net statistician at the conclusion of the net, after the comment round. If the net statistician is not on frequency, hold the report until a later session.

Information required for the text of the Net Report

1) Date
2) Check-in count
3) Traffic count
4) Length of net in minutes
5) Callsign of HF liaison

The net statistician is Ron, KC8BTN

Example Net Report: This session was on the 16th of the month, with 21 check-ins, 5 messages passed, in 18 minutes. HF liaison was N8EQT.

Figure 1: Net Report