



CSX TRANSPORTATION

KANSAS CITY SOUTHERN

THE SOUTHERN RAILWAY

Amtrak

Welcome Aboard!!

Railroad Net
Fri. 19:00 Hrs
Central

NEW YORK CENTRAL SYSTEM

THE MILWAUKEE ROAD

NORFOLK SOUTHERN

Rock Island

ATLANTIC COAST LINE

On The QuadNet Array
www.openquad.net



This file was last updated on June 12, 2026. For more info on what amateur radio is, go to <http://www.wx4qz.net/hamradio.htm>

This has info on a page that I created off of my personal homepage website.

The reason for the train related graphics on the first page of this file, are threefold.

First, I've been a railfan (or more appropriately, "railham", coined by C.J. Griggs, KJ4PIU, one of the moderators for Virtual Railfan) for much of my life. My late uncle, Frank Rentja, K3VRM (SK), was the youngest engineer ever hired on by the Penn Central Railroad, and he was the only other ham radio operator in the family. He knew I was licensed, but he became a Silent Key in September, 1993, just over 2 years after I got licensed as N5VLZ. Since then, I've had the callsigns of AE5WX, WX1DER, WX4QZ, back to N5VLZ, and now NK5LA. Details on each of the callsigns are later in this file.

Second, I run the Trains and Railroads Net on the QuadNet Array on Fridays at 7pm US Central Time...go to <https://openquad.net> for connection options on D-Star, DMR+, C4FM, TGIF, WIRES-X, M17, and Fusion. The net has 2 railroad trivia questions, and first time checkins can request a commemorative certificate in PDF format, via email – my email is good on QRZ, but you'll need to be logged into QRZ to view it...or you can contact me via the other methods noted at the end of this file.

Third, I'm a big proponent on railroad crossing safety. The laws of physics and inertia win every time between a vehicle or pedestrian, and a train at a railroad crossing. It can take 1-3 miles for the train to stop if the engineer notes someone or some vehicle blocking the tracks. In short, all the engineer can do is "watch you

die”. More information, including a poem and a public service announcement, are at <http://www.wx4qz.net/rxr.htm> – more details on those photos will be noted shortly.

Now, to my ham radio biography...

I mainly operate “internet only” due to medical issues; so with my not having RF (except for Arkansas Skywarn® operations), that DISQUALIFIES me as a contact, even though it may be RF at your end. However, I have re-enabled the logging at eqsl.cc and on QRZ.

For those who do NOT like the way I run my ham radio traffic nets during the week, etc., you have the following choices:

A) Commit to running the net(s) each week...with all of the work involved before, during, and after the net (at least 2 to 3 hours per net).

B) Not listen to (ignore), and to not check into my net(s). According to the Net Lists that I maintain (in Excel and PDF format), with over 250 monthly nets on D-Star, Echolink, and D-Rats...with many more on other modes, HF, VHF, UHF, and VoIP. In short, there are many other nets available that may be more to your liking.

C) “Spin The Dial” (change the frequency, repeater, or reflector).

D) Shut down the rig or software.

I’m NOT “holding a gun” to anyone’s head to listen to, or to checkin to ANY of my nets. I have had far more people who’ve told me they appreciate what I’m doing, than for the “lids” who accuse me of being “egotistical”, etc. There are plenty of other ham radio nets out there. The shorter the net is, the faster I can get to things in my life outside of ham radio.

Plus, if I don’t like a way a certain net is done, I don’t check into it. The world would be awfully boring if everything was done the same way.

On the photos on the first page of this file:

1) The grade crossing signal photo is a CSX Railroad Crossing in the snow, but I’m not sure of the location. The photo is used with permission of Abacus Software, which did add-ons for the original Microsoft Train Simulator, but it likely is no longer in business. Microsoft Train Simulator is no longer made, either...but there

are other Train Simulators available, such as Auran Trainz, and OpenRails, the latter was patterned after the original Microsoft Train Simulator.

2) The photo in the center was of a SOO Line Steam Locomotive in the snow, with a passenger excursion train at Random, Lake Wisconsin. It was used on my previous QSL and eQSL cards...and the photo was taken by Mike Yuhas, AB9ON, and it was used with his permission. There's nothing quite like a "living, breathing, steam locomotive"...such as the Union Pacific Big Boy (4014), the Union Pacific Challenger (3985), the Union Pacific 844 (the only steam locomotive that has never been retired), the Cotton Belt 819 (cosmetically restored only), the Norfolk and Western 611, the Southern 4501, and the Santa Fe 3756, among others.

3) The photo to the right of the SOO Line Steam Locomotive is yours truly (the Conductor for the Trains Net), with an AI generated photo from Jeff Seymour, KD4YVV. However, Train Conductor Costumes, which originally did the outfits, has gone out of business, but you can order similar outfits on Amazon, or look for them on eBay or Etsy.

4) The photo below that is the original Superliner consist of the Amtrak Texas Eagle passenger train, and the former SL&SW (St. Louis and Southwestern) Cotton Belt Steam Locomotive 819, at the former Missouri Pacific Railroad Depot in Little Rock, Arkansas, in June, 1986 (photo courtesy of the late Ken Zeigenbein). Both were at the Little Rock Amtrak Station for the celebration of Arkansas' sesquicentennial (150th birthday). The Superliner equipment has since been upgraded, but the 819 is being restored cosmetically ONLY, at the Arkansas Railroad Museum in Pine Bluff, where it was originally built in the 1940's. Sadly, it may never run again on the high iron, because of insurance, cost, and other issues.

The station itself was originally designed to serve several railroads in the Little Rock Metro area...including the Southern Pacific (Cotton Belt), Chicago, Rock Island, and Pacific (Rock Island), and the Missouri Pacific...but it ended up being (in its early days) noted in "Ripley's Believe It Or Not" as "the largest railroad station in the United States owned by one railroad" (the Missouri Pacific). It originally had over 20 tracks and a train shed, but only 4 tracks remain. These are:

A) The double track mainline between St. Louis and Fort Worth – the Baring Cross Railroad Lift Bridge over the Arkansas River is just northeast of the depot. It is controlled remotely, via operators at Union Pacific Railroad Headquarters, watching Arkansas River traffic via cameras on the bridge (no need for a bridge operator on site anymore).

B) A connecting track on “the Vinegar Spur” (there used to be a plant producing vinegar in the area) to part of the former Chicago Rock Island and Pacific (Rock Island) Sunbelt Line, which ran from Memphis, Tennessee to Amarillo, Texas; it’s now the Little Rock And Western Shortline, which ends at Danville. The old Rock Island depot at Perryville was, at one time, the offices of the Little Rock and Western, but they have a new building for it now, and the former depot was moved to a nearby location.

C) The Amtrak Passenger Station siding. Unfortunately, there is no overhead roof, per se, at track side...so that can be an issue during inclement weather. They recently redid the trackside signals and platform, but the only way I can see that is from photos via Facebook, as it has been nearly 20 years since I’ve taken a train trip. The Passenger waiting room was originally on the second floor of the station, entered off of Markham Street, but it’s now at track level. A full history on the Little Rock station, from the Amtrak Great American Stations website, is located at <https://www.greatamericanstations.com/stations/little-rock-ar-lrk/> -- it is served by the Northbound and Southbound Amtrak Texas Eagle, once per day in each direction.

5) The photo to the right is the logo for the weekly Trains And Railroads Net that I do on the QuadNet Array. The logo was designed by Paul Frey, K9PTF, with the Rock Island logo provided by Andy Wellman, KF4JQD. The Trains And Railroads Net is done in honor of its predecessor that met on Echolink in the Milwaukee, Wisconsin area for over 8 years, likely starting prior to 2006, but I don’t know the exact date. It went on hiatus from February through August, 2017, before restarting on D-Star on Reflector 26A, from the British Columbia Frequency Modulation Communications Association (BCMFCA) in Canada (this is why the number on the Trains Net Certificates have 2017 on it)), on Reflector 26A. Shortly after that, the net was moved to the QuadNet Array (<https://openquad.net>), which offers D-Star, DMR+, Fusion, TGIF, M17, WIRES-X, C4FM, and possibly NXDN. Note that you CAN’T use DMR Brandmeister TalkGroup 31012 to connect to the QuadNet Array anymore.

The Trains Net is also done in loving memory of 2 individuals. First, my late uncle, Frank Rentja, K3VRM (SK), who gave me my love of amateur radio and trains. He was the youngest engineer hired by the Penn Central Railroad, and was the only other amateur radio operator in my family. He became a Silent Key in 1993, two years after I first became licensed...and second, a long time checkin to the net, George Ibaugh, N3ZKV (SK), and a retired railroad employee. The net discusses anything and everything on trains and railroading, with “Railroad Trivia” (a main and a bonus question during the net).

There is no need to feel bad if you don't know the trivia...many times, I have no idea what the answers are...but it's designed for everyone to learn something, railroad related. Many of the trivia items are obtained from videos done by Danny Harmon of Distant Signal Productions, and the Federal Railroad Administration Facebook page, among other places.

On the top of the second page, is a combination of 3 photos:

- 1) My new eQSL card, at eqsl.cc**
- 2) The AI Conductor's Photo, from Jeff Seymour, KD4YVV.**
- 3) My new QSL Card from QSL Works.**

On the eQSL card, and the QSL card, the photo is Amtrak's Silver Meteor, northbound, between West Palm Beach and Mangonia Park, Florida. The photo is copyright © 2023 by Mike Yuhas, AB9ON, and is being used with his permission.

A YouTube Video, done by Gary Wilt, ex-W2GJW, from the story from the Sept. 22, 2017 edition of Amateur Radio Newslines (with my former callsign of WX1DER, and when it was on REF 26A), is located at:

<https://www.youtube.com/watch?v=G7yTRNcD1uM&feature=youtu.be>

Yours truly can be seen operating 20 meter HF Railroad mobile, on the Arkansas and Missouri Railroad Troop Train, on Memorial Day Weekend, 2011, along the former Frisco line between Springfield, Missouri, and Fort Smith, Arkansas, from a YouTube Video done by Steve Tune, KC5FWE, located at:

<https://www.youtube.com/watch?v=syErpRb6lFI>

How I pulled some stations out of the weeds on 20 meters, I'll never know (hi hi). At that time, my callsign was AE5WX. I've held the callsigns of N5VLZ, AE5WX, WX1DER, and WX4QZ...and as of June 5, 2026, I have the callsign NK5LA...all noted later in this document.

I've gotten set up with remotehams.com (this is the free one), but so far, scheduling has kept me from getting on the air (I have a life outside of ham radio). Besides, having to live off the meager funds from disability each month is quite difficult. Those greedy folks who lament "I can't survive on over \$300,000 a year", DO NOT HAVE A CLUE. If prices today (late 2025/early 2026) were like they were 40 years

ago, I could do rather well. As I saw in a post on Facebook, “We need to talk about the Main Street Supermarket, and NOT about the Wall Street Financial Market”.

In the summer of 2021, I was diagnosed with atrial flutter; and with congestive heart failure in March, 2022. A cardiac ablation procedure in mid-August, 2022, got rid of the atrial flutter; but I still have congestive heart failure...yet, I don't get short of breath, and my oxygen levels are good. The only time I use RF gear is for activation of The Weather Watch Net, a precursor to Arkansas Skywarn. A fellow area ham helped me get set up, equipment wise, and moved the antenna to another room, so I'm not directly exposed to RF.

After doing weather traffic on ham radio for 28 years, I got BURNED OUT in early 2019 (people wanted to know exact specifics of hazardous weather, before it even occurred, and we can't know that)...and switched the emphasis to weather and trains...but both the Trains and Railroads Net, and the railroad crossing safety emphasis (<http://www.wx4qz.net/rxr.htm>) are the only things I do with trains.

Lists of selected nets for D-Star, D-Rats, and Echolink (set up in US Eastern Time), in PDF or Excel format...along with ham radio PDF files, can be downloaded at <http://www.wx4qz.net/elk.htm>, then clicking on the desired link. You'll need the appropriate utilities to view the Excel Net spreadsheet...and an appropriate PDF reader to view the PDF files. I started the net lists, as the net data located at dstarinfo.com was (and may still be) woefully out of date. Many thanks to Gary, VA3GDZ, for help with the template for the net spreadsheet list. I had to eliminate the other time zones, as data would not export properly. However, there is a PDF file there for a “time zone conversion utility”.

As for my ham radio “career”, I was first licensed as N5VLZ in 1991 as a No-Code Technician, on Field Day Weekend, 1991...but it took until Aug. 7 of that year to get a copy of my license, where I could operate...this was before the FCC ULS and CORES systems for amateur radio licenses.

I had to take the Novice and Technician written exams, but didn't have to take a Morse Code test at the time. I tried, but failed, a 5 WPM exam shortly before the CW Morse Code Requirement was removed in 2007.

Then, shortly after I first became licensed, I began running various traffic nets and hamfest talk-ins around the central Arkansas area. I began using packet radio in 2000, Echolink in 2006, and D-Star (via the DV Dongle) and D-Rats in 2012. With changing to a ThumbDV (noted above), I was able to access the DCS, XLX, and XRF D-Star Reflectors. The BlueDV program also allows operation with DMR, DMR+ (TGIF), Fusion, or NXDN.

With the purchase of a SharkRF OpenSpot 4 Pro in December, 2023, I can do what the BlueDV does, with some other options. Plus, I can hear other ham radio stations with the SharkRF OpenSpot 4 Pro that I could not with the BlueDV program (especially with certain Icom rigs). Santa got me a SharkRF M1KE in mid-October, 2025, so I can now do AllStar as well.

I did get back on APRSIS32 for Windows, and it shows from my home QTH. I'm available at NK5LA-G. The same position is noted on my QRZ bio.

The former Windows 10 computer "bit the dust", and I was unable to install Linux Mint, Cinamon, or another "flavor" on it...as both the CPU and the motherboard were just "too old". Plus, the monitor I had for that system had to be swapped out for another system, where that monitor had failed.

D-Rats has now been moved to a BeeLink computer, gifted to me by a fellow ham radio operator, who set up a special version of Windows 11 Pro with NTVDM64, where I could run D-Rats, and my ham radio and weather oriented computer bulletin board system (BBS).

The ThumbDV from Northwest Digital Radio, or the DV MegaStick 30 from Gigaparts, and the BlueDV program from PA7LIM, are far more versatile than the blue DV Dongle and the DV Tool program from AA4RC (plus \$80 less expensive). The SharkRF OpenSpot 4 Pro and the M1KE are over \$300, but they can work with or without a rig, with one's computer or smartphone...and it's great for portability, operating on battery, and charged via a USB cable, just as one's smartphone is. My main operating modes are Packet Via Telnet, D-Star, D-Rats, Echolink, CQ200, APRS (via APRSIS32), Winlink 2000 (via RMS Express), and now AllStar (via the SharkRF M1KE).

Since HamShack Hotline shut down as of late August, 2025, I no longer use that mode of communication...but I'm now on AmateurWire and HamsOverIP – details on both are toward the end of this file.

Now, while the idea of operating "internet only" makes the "purists" cringe; the bottom line is, "if you can't get on the air, why get licensed in the first place...let alone bother to upgrade??" Plus, it's hard enough to get hams to serve as "Net Control", whether on RF, VoIP, etc – let alone club officers. These are also detailed in the file "Operating Internet Radio" at <http://www.wx4qz.net/elk.htm>

So, I can't see why we should penalize hams who are in situations (through no fault of their own), where RF gear and antennas are restricted/prohibited (assisted living centers, nursing homes, retirement communities), or they have health issues (i.e. a

pacemaker)...so, they must operate “internet radio” instead, or give up their lifelong hobby entirely....which is very depressing; not to mention that loneliness can lead to a loss of the will to live...never mind that one’s health can change in the blink of an eye. In short, tomorrow...let alone the next 60 seconds...is promised to no one.

I realize that I'm QRT if the internet is down, but I have over 40 medical conditions (never mind that I've been fully disabled since mid-2004) to be involved in any emergency communications. But, even with operating via “internet radio”, my amateur radio license “isn’t just a sheet of paper”. I’ve heard of folks who studied for their license, took the test, got their callsign, but did nothing with it. To me, they wasted their time and money.

In July, 2007, 5 months after the FCC dropped the Morse Code requirement for US amateur radio licenses, I used HamTestOnline™ to upgrade from Technician to General in 14 days, and from General to Amateur Extra 13 days later; making it the BEST MONEY I EVER SPENT in amateur radio. I studied 2 hours a day for 2 weeks on each element...although you may not have that much time to devote to studying. You are taught both the questions and the concepts...so, you’re actually learning something, and NOT just memorizing answers. The 6 month subscription (prices vary, depending which license(s) you are going for) lets you study in the privacy of your own residence, at your own pace. I highly recommend them to anyone wishing to obtain, or upgrade their amateur radio license.

They do offer a Money Back Guarantee if you fail the exam(s). For details, go to <https://www.hamradiolicenseexam.com> – normally, when you buy a study guide, IT’S YOURS – NO REFUNDS.

Plus, the Question Pools CHANGE every 4 years with rule and technology changes, and there are some websites that aren’t very good at keeping updated copies of these Question Pools on them. However, HamTestOnline™ does update their pools at the appropriate times.

For me, I upgraded not so much to operate on HF, but mainly to become a VE (Volunteer Examiner); because at a central Arkansas Hamfest several years ago, they were literally "begging and pleading for VE's" to help with the license exam session. I realized then that this would be a great way to give back to the hobby, and it has been the most rewarding of all of the things that I have ever done with amateur radio, from October, 2007 to the present. I've participated in over 220 license exam sessions, either as an administering VE, or as a VE Team Liaison.

I'm the VE Team Liaison for the UALR (University Of Arkansas At Little Rock) Amateur Radio Club. I have a file at <http://www.wx4qz.net/elk.htm> with info on these sessions (we test 4 times per year). Also, the Arkansas River Valley Amateur Radio Foundation (ARVARF), located in Russellville, Arkansas, is offering "remote testing" – for more details, go to <https://www.arvarf.com>

In June, 2009, I changed to the AE5WX vanity callsign, AE for Amateur Extra, 5 for the 5th Call District, and WX for Weather...mainly Skywarn severe weather operations, which got me interested in ham radio in the first place. I'm a 2 time lightning strike survivor (I have severe nervous system damage, as a result; although I carry no electrical charge, and can be handled safely (hi hi)). Plus, I've been under 2 tornadic funnel clouds, been within a mile of an F-1 and an F-4 rain wrapped tornado, and have been in swirling floodwaters, that I nearly drowned in (the current is surprisingly strong!!). It only takes 6 inches of moving water to sweep a human being off of their feet, and 1 foot (12 inches) of moving water to sweep a vehicle off the road; and in either case, the individual may end up fatally drowning.

While I respect the weather, I admit I get very nervous when severe weather or winter weather threatens the area. It'd be nice if severe weather was out in the middle of nowhere, not bothering anyone (i.e. in an open field)...but, the bottom line is, that someone's property is being damaged or destroyed...and tragically, many are injured, and lose property, or their lives, during severe weather.

I am offline during thunderstorms, and can't even try to work via Wi-Fi, due to intense lightning that usually accompanies the thunderstorms moving through the area. The first things that usually go down during winter weather, thunderstorms, or other disaster, are the internet and the cellphones.

In December, 2012, I changed to the WX1DER vanity callsign, which stood for "Weather Wonder"; the name of a series of weather features that I did while I was in college over 40 years ago at the University Of Arkansas At Little Rock (UALR), majoring in Radio/TV/Film. Little did I know that my "radio" would become "amateur radio".

The feature itself ("A Weather Wonder") was patterned after a series of features that The Weather Channel was doing shortly after it went on the air, named "A Meteorological Minute". And, the name came from a phrase that I coined, which tells the truth about forecasting: "We analyze data, forecasts, and text...but, wonder what weather will happen next". While I'm NOT a meteorologist, but an amateur weather enthusiast, I do know enough to be dangerous...and, "I did stay at a Holiday Inn Express last night" (hi hi).

My fantasy would be to be like Bill Murray did in the movie “Groundhog Day”, in “blowing the clouds across the satellite”, and doing the weathercast. Afterwards, they would say “You’re not Jim Cantore” (from The Weather Channel), and I’d reply “No...but, I did stay at a Holiday Inn Express last night” (hi hi).

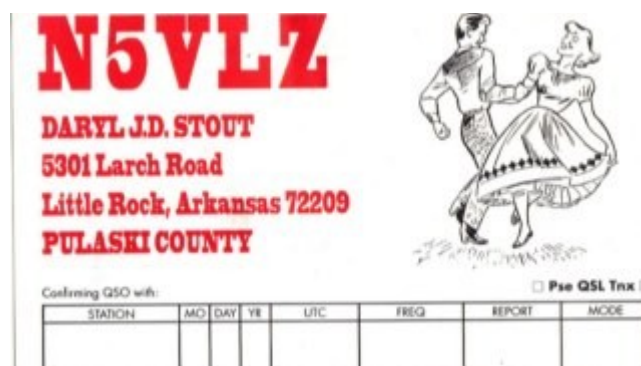
I must note that I’m a Skywarn™ Storm Spotter, but NOT a Storm Chaser. That’s EXTREMELY DANGEROUS, and NOT for amateurs!! If needed, I can call in a severe weather report to the National Weather Service in North Little Rock.

In spring, 2019, I changed my callsign to WX4QZ. This is with the domain of my personal homepage (<http://www.wx4qz.net>) -- and my weather group on Facebook (both known as “The Thunderbolt -- A Weather Wonder”). Postings in the weather group on Facebook are RESTRICTED to WEATHER RELATED ONLY. Any other postings will be deleted, and the poster will be removed from the group.

I went back to the original callsign of N5VLZ on Dec. 15, 2023...but during a pre-net discussion before the May 15, 2026 Trains Net (noted earlier in this document), Dan Alder, N7UVI, and myself, were discussing “train horns...specifically, the Nathan K5LA horns used by Amtrak. I thought “that’d be a neat callsign to have”. I checked, and NK5LA had never been before issued, so I requested it on May 16, 2026, and it was granted on June 5, 2026.

Shortly before my Mom’s death in August, 2019, I became BURNED OUT on Facebook, and UNFRIENDED all my Facebook friends...due to an abundance of posts on the timeline and in Messenger that "demanded" that "I view, like, share this" ...some links had malware, and I got tired of it.

Now, here are pictures of the various QSL and eQSL cards I’ve had over the years:



This was my first callsign, and with square dancers, done by “The Little Print Shop” in Pflugerville, TX (it has long since closed down). The square dancers logo was found when I was working in silkscreen printing from 1986 to 2004 in central Arkansas (I had to resign due to health issues, having been fully disabled since

2004, and they keep finding things wrong with me). The city of Pflugerville is in south Texas, and is affectionately referred to as being “between a rock and a weird place”...meaning the communities of Round Rock, and Austin (that from Steve, K5FCB, who lives in the area).

I was living with my parents at the time, and am now living at what was their place. However, please use the P.O. Box (noted on my QRZ bio), if you want to send mail to me...as people were stealing mail out of my mailbox here at home...never mind having to worry about the “porch pirates” when it comes to deliveries. Plus, with my parents dead and gone, the Post Office thinks that the address is VACANT...so any mail sent to the address noted on my first QSL Card on the previous page, will likely be returned as undeliverable.

My Dad passed away in February, 2007, from pancreatic cancer, and my Mom passed away in August, 2019, from congestive heart failure (CHF (which I have now)), but I’ve known others who’ve had CHF for years.

My wife passed away in late April, 2007, from a heart attack. She wanted to get into the hobby, but she had “mic fright”, a very real threat for many new hams. So, I told her that “you can work the digital modes” (i.e. PSK31, CW, packet, etc.), and your computer does all the work for you. You never have to speak over the air with the digital modes...and you can go farther on digital than on voice.

She was studying for her Technician license at the time of her death, 3 weeks shy of our 4th wedding anniversary, and I never remarried after her passing. This is because at this stage of life (now that I’m a senior citizen), most folks have “too much baggage”, whether physical, mental, emotional, financial, or spiritual...or they or their kids are in trouble with law enforcement, or are convicted felons...or the kids have no respect for their parents...and I don’t want or need all that “drama”. Plus, because of medical issues for both of us, we didn’t have kids.

My Dad and wife died not 3 months apart in early 2007, my Mom died in mid-2019, and my younger brother committed suicide in mid-2024. So, I am “the last of my line”.

There are “dancing hams”, which I’ve met at the yearly National Square Dance Convention ® (NSDC), in different cities around the country, usually on Field Day Weekend. At two events, I’ve used ham radio to save the lives of individuals...noting “this is what amateur radio operators prepare for – emergency communications”.

I'm involved as much in square dancing as I am in amateur radio right now. And, that's why I returned to my original callsign as of Dec. 15, 2023. A picture of my first callsign/QSL card with lightning, is noted below

Note that in the URL noted on the photo, REPLACE wx1der.com with wx4qz.net to get to the page (wx1der.com is no longer valid).



After changing my callsign to AE5WX in June, 2009, I had 2 designs, which are noted on the next page.



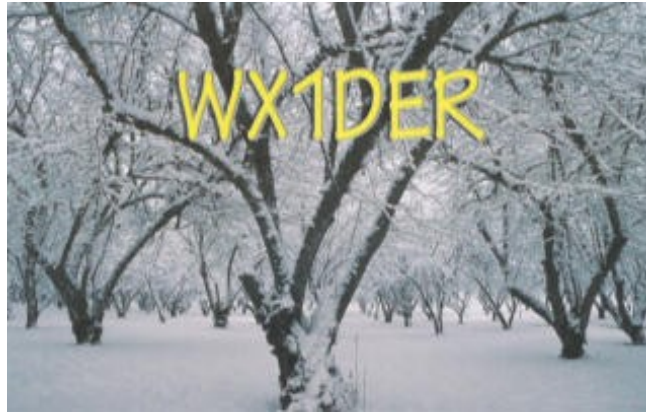
The first one was a classic supercell severe thunderstorm...with hail larger than 1 inch in diameter, winds above 50 knots (58 miles per hour), and tornadoes. If you see something like this (affectionately known as “the mothership”) approaching your area, you need to seek safe shelter as quickly as possible!!

Some of these storms have been clocked moving as fast as 90 miles per hour, if not more!! Storm spotters and storm chasers will refer to that as “the mother ship”, as it looks like a huge spacecraft. In short, the storms don't have to stop for red lights...and the tornadoes or high winds will take out the red lights!!

The second one highlighted the Bible Verse with the rainbow as a promise from God that after the worldwide flood with Noah's Ark, that He would never destroy

the Earth again by water...the next time, it will be by fire. I had that call from June, 2009 to December, 2012.

Just after Christmas, 2012, I changed to WX1DER – the theme was because I prefer the cold. Even though it makes the arthritis hurt more, it means no heat illness, no insects (especially the stinging ones), no lawn mowing (I’m like “redneck” Jeff Foxworthy, in wanting to “burn the lawn rather than mow it” (hi hi)), and no tornadoes. I had that call from December, 2012 to March, 2019.

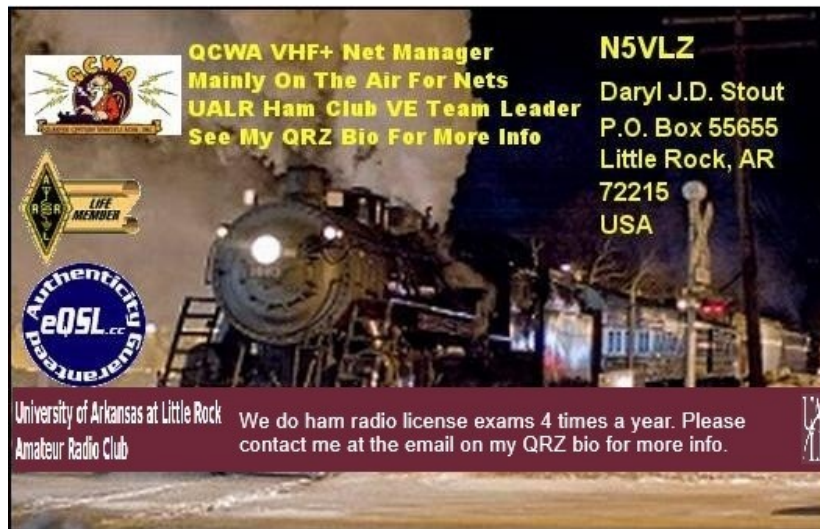


Ironically, two days before I got the WX1DER callsign, a major winter storm struck much of Arkansas, bringing snow to the entire state...and nearly a foot of snow in Little Rock. It obviously ruined Christmas Day travel plans for many folks, but at least it was during the holiday break, so many schools and businesses were closed. It was the first time that snow had fallen in Little Rock on Christmas Day since 1926. Nine inches fell that day, with 3 more inches the next day, leaving a foot of snow on the ground, and making travel next to impossible.

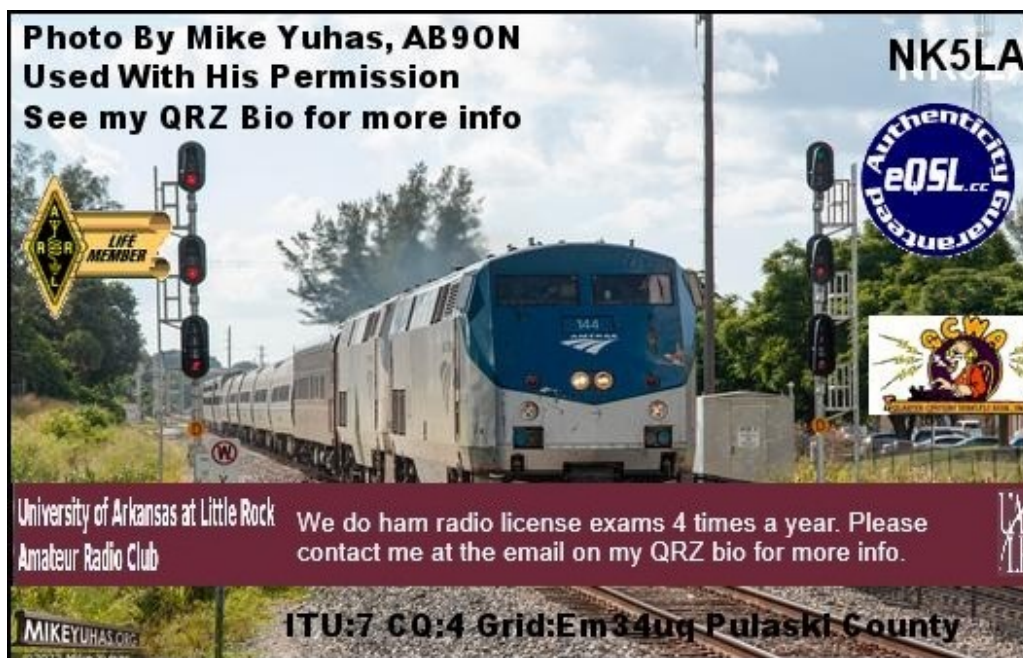
With winter weather, I would prefer snow, than ice (freezing rain, freezing drizzle, or sleet). The dry powdery snow is great for sledding, but horrible for making “snow cream”, building a snowman, or for snowball fights...those are best done with the “heavy wet snow”. However, with the dry powdery snow, there is less chance for power outages from the weight of the snow on tree limbs and power lines. Yet, the roads can still be slippery, especially on bridges and overpasses.

Sleet (ice pellets) doesn’t collect on the trees and power lines, but it makes ground surfaces slippery. But, freezing drizzle, and freezing rain (glaze), are the worst of all winter precipitation...as everything is coated in a glaze of ice...and the weight is so great, that it brings down trees and power lines, resulting in widespread power outages. This can be very devastating in the winter, as it keeps many from having power to be able to cook food, or heat their residences...and hypothermia can result, which can end up being fatal.

Below is my former eQSL card, designed on the eqsl.cc website (the SOO Line steam engine photo is courtesy of Mike Yuhas, AB9ON). I had the WX4QZ callsign from March 22, 2019 to Dec. 14, 2023...when I returned to my original callsign, N5VLZ, as a vanity callsign (the card design was the same otherwise). I have added the UALR Ham Radio club logo, and a note about license exams.



The new eQSL card, from eqsl.cc, with my new callsign, is below.



And, my new QSL card, done by QSL Works, with my new callsign is below:



On it, you'll see the Quarter Century Wireless Association (QCWA) logo (I'm a Life Member, and a Member of Chapter 85 (Shreveport/Bossier City, Louisiana), and I'm Secretary for Chapter 158 (Little Rock, Arkansas). The latter was chartered in the mid 1980's, but went inactive in 2000. Two other fellow QCWA Members, Travis Burton, KB5ILY, and Tim Grooms, K5TLG, did the work to "reawaken" Chapter 158, which serves all of Arkansas. It is noted as Chapter 158, in homage to the original chapter.

I do the QCWA Digital Net on Sunday afternoon. On the 1st and 3rd Saturday of the month, I do the QCWA CQ200 Net on 14.347 Mhz on this VoIP mode, at 9pm Eastern, 8pm Central, 7pm Mountain, 6pm Pacific Time. This is within their "free usage window" from 0000 to 2359 UTC on Sunday...so, you don't have to purchase a paid subscription (\$39 a year) if you don't want to.

Following the QCWA CQ200 Net on the 1st and 3rd Saturday of the month, I run the QCWA Central Arkansas Net on the QuadNet Array, at 10pm Eastern, 9pm Central, 8pm Mountain, and 7pm Pacific Time.

Note that the CQ200 and Arkansas 158 Nets are CANCELED the 1st Saturday of January and July, due to a schedule conflict that I have with my other hobby of square dancing...what I was doing 6 years before I got my amateur radio license, and they are canceled if I'm doing operations Saturday evening with Arkansas Skywarn.

I also do the audio transcript of their Journal (for members only), for both QCWA and Handi-Hams, for those who are visually impaired. Having had poor eyesight much of my life, I can understand why this service is so beneficial. Because of this work, I was one of 2 recipients for the 2025 QCWA President's Award. I'm also the QCWA VHF+ Net Manager – details on the Quarter Century Wireless Association are at <https://www.qcwa.org> -- you'll also see the ARRL Life Member logo, and it also notes that any eQSL made with me, has the authenticity guaranteed. This is duplicated at the end of this document.

More info on CQ200 is at <https://cqplace.com>

As for the callsigns I've had, except for one, all the others are in use in some form, as follows:

N5VLZ: My original callsign, which was first granted on August 7, 1991...and I had it again as a vanity callsign as of Dec. 15, 2023. The alternate phonetics were “Now Five Veer Left Zoom”...square dance moves; as I was into square dancing 6 years before I got into ham radio. As noted, I've used ham radio at 2 square dance events over the years to save the lives of individuals. I'm the current Editor, Webmaster, and Circulation Chairman for the Arkansas State Square Dance Federation – their website is at <https://www.arkansassquaredance.com>

AE5WX: While Skywarn™ severe weather operations got me involved in ham radio back in 1991, after 28 years, I got burned out on doing weather (nets and otherwise) in March, 2019, and nearly quit the hobby. As noted earlier, I'm not a meteorologist, but an amateur weather enthusiast. Yet, “I know enough to be dangerous”, and “I did stay at a Holiday Inn Express last night” (hi hi).

It stood for “Arkansas' Extreme Five-Land Weather”...and indeed, Arkansas gets a wide variety of weather...from intense summer heat to brutal winter cold...then from snow and ice in the winter, to spring and autumn severe thunderstorms with tornadoes, large hail, damaging wind, and flash flooding; and these can occur at nearly any time of the year.

This callsign is no longer used in any communication or correspondence, because “I got burned out on weather several years ago”. But, I still called in Skywarn™ Storm Spotter reports to the local National Weather Service, if needed. As of late 2025, I have resumed work with The Weather Watch Net, a precursor to Arkansas Skywarn®.

WX1DER: This was the series of weather features I did when I was at the University Of Arkansas At Little Rock from 1978 to 1983. Patterned after the

segments that were done by The Weather Channel, that were known as “A Meteorological Minute”, mine were named “A Weather Wonder” (what this callsign stood for)...as “We analyze data, forecasts, and text...but wonder what weather will happen next”. Indeed, meteorology is an inexact science, with many forecast models, ensembles, etc., that are released 2-4 times a day...and the forecast “solution” can change from one run to the next. This is the name of my homepage (The Thunderbolt – A Weather Wonder), although the URL is different (noted below).

WX4QZ: After getting burned out on weather, I switched the emphasis to trains and railroading. The “alternate phonetics” are “Whistled Crossings For Quiet Zones”. Some railroads use a “W”, and others use an “X”...on a signpost prior to a highway grade crossing, to alert the engineer that he’s approaching one...and to sound the horn/whistle in the Morse Code letter Q (2 long blasts, 1 short blast, 1 long blast) to alert people a train is coming.

There is no way that he can stop in time, if someone gets in his way, because of the laws of physics and inertia. The QZ designation stands for “Quiet Zone”, where the horn/whistle is NOT sounded, unless meeting a train on a parallel track, to alert railroad maintenance of way (MOW) crews, or if a pedestrian or vehicle is in his way. For more info on railroad crossing safety, go to <http://www.wx4qz.net/rxr.htm>

Also, it is too expensive to change the internet domain, never mind redoing all the HTML pages to redirect folks to the new page...so this is used for the URL for my main homepage, and all the subpages with it. You will NEVER seat me on a jury on a case dealing with “railroad crossing safety”. In short, the laws of physics and inertia win every time. Basically, all the engineer can do is “watch you die”. As the ad for Operation Lifesaver ®, the national organization to promote safety at highway grade crossings notes, “Even if it’s a tie...you lose”.

This is because the coupler will likely decapitate the individual where it makes contact...and if a spark is created that punctures the gas tank, and fiery explosion will result, and everyone involved ends up being burned alive. The train crews worst fears in a collision are a school bus, van, or bus, full of people...or a vehicle carrying hazardous materials, such as gasoline tankers.

NK5LA: In a pre-net discussion prior to the Trains and Railroads Net (see the graphic at the top of this file, with details below), I was discussing train horns with Dan Alder, N7UVI...specifically the Nathan K5LA horns, designed for, and used on Amtrak trains. I thought “NK5LA would be a neat callsign to have”...so, I checked, and it was not only available, but it had never been before issued. So, I requested it on May 16, 2023 (on Hamvention Weekend), and it was granted on June 5, 2026.

At present, I run several ham radio nets during the week, as follows – the US is currently on Standard Time from the 1st Sunday in November to the 2nd Sunday in March, and Daylight Savings Time (DST) otherwise. The local time does not change, if you observe Daylight Savings Time. The UTC Time is one hour earlier on Daylight Savings Time.

Early checkins begin 30 minutes prior to the net via Netlogger, and on the respective reflector or mode; although some days, I might be a bit late logging into Netlogger, or starting the early checkins. If weather, health, computer, or internet issues are occurring at net time, either someone else will take the net, or that particular net is canceled for that week. The only nets that I run, that I do NOT use Netlogger on, is the PCL Net (packet via telnet), and the QCWA CQ200 Net.

Network connection info for my nets is as follows:

QuadNet Array: <https://openquad.net>

Info for The PCL Net is in a file named such at <http://www.wx4qz.net/elk.htm>

CQ200: <https://cqplace.com> (CQ100 has been discontinued).

Sunday Afternoon:

Net Name: Quarter Century Wireless Association (QCWA) Digital Net

UTC Time: 2200 UTC Sunday during Standard Time, 2100 UTC Sunday otherwise.

Local US Time: 5pm Eastern, 4pm Central, 3pm Mountain, 2pm Pacific.

Location: QuadNet Array (XRF 757A on D-Star)(<https://openquad.net>)

Checkin Methods: QuadNet Array, Netlogger, Ham.Live, Facebook, APRS, and Email

Facebook Group: <https://www.facebook.com/groups/88523580833>

Comments: Extended checkins available until 10pm Monday, US Central Time, via email and Facebook. If this net is on the last day of the month, the extended checkin window ends at 4pm US Central Time on the first day of the new month, as that's the deadline for items for the next issue of the QCWA Member Journal. If you were first licensed anytime in the year 2001 or earlier (as of 2026), and are currently licensed, you qualify for membership...but QCWA membership is NOT required to checkin to the net. Details are at <https://www.qcwa.org>

Sunday Evening:

Net Name: Arkansas D-Star Net

UTC Time: 0230 UTC Monday during Standard Time, 0130 UTC Monday otherwise.

Local US Time: 9:30pm Eastern, 8:30pm Central, 7:30pm Mountain, 6:30pm Pacific.

Location: REF 77 A

Checkin Methods: D-Star or Netlogger. If N5VLZ is Net Control (as backup for both Greg, KI5NHZ, and JB, N5THS), you can also checkin via APRS with a quick in and out to N5VLZ-G, Ham.Live, or email to n5vlz@duck.com

Comments: While based in Arkansas, sponsored by the Hempstead Emergency Amateur Radio (HEAR) Club in Nashville, Arkansas, all properly licensed amateur radio operators are welcome to checkin to the net.

Monday Evening:

Net Name: The PCL Net

UTC Time: 0100 UTC Tuesday during Standard Time, 0000 UTC Tuesday otherwise.

Local US Time: 8pm Eastern, 7pm Central, 6pm Mountain, 5pm Pacific.

Location: NS2B BBS, Penfield, Net York

Checkin Methods: Via connect the NS2B BBS, or via email to either NS2B or N5VLZ (both have @winlink.org addresses – and they need to be sent via a Winlink Express client such as RMS Express, or they’ll bounce back as being undeliverable) – the email checkins will be noted as “an early checkin”.

Comments: For more info, look for the PDF file on The PCL Net, located at <http://www.wx4qz.net/elk.htm> -- The net does NOT meet during the weeks of Easter, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day, or New Year’s Day.

Monday Evening:

The Pun In Life Net

UTC Time: 0300 UTC Tuesday during Standard Time, 0200 UTC Tuesday, otherwise.

Local US Time: 10pm Eastern, 9pm Central, 8pm Mountain, 7pm Pacific.

Location: QuadNet Array (XRF 757A on D-Star)(<https://openquad.net>)

Facebook Group: <https://www.facebook.com/groups/340751685627245>

Checkins via Netlogger, the QuadNet Array, Email, Ham.Live, APRS, and Facebook.

Comments: A pun is a “play on words”, and the beauty of such is in the groan of the recipient...as “the humor is home groan” (spelling intended). Several examples can be found with “The Triple Play” in the Ham Radio Humor compilation at <http://www.wx4qz.net/elk.htm> -- Note that The Pun In Life Net does NOT meet on the nights that The PCL Net (noted above) is not meeting.

2nd Tuesday Evening:

Net Name: Arkansas Skywarn® Training Net

UTC Time: 0100 UTC Wednesday during Standard Time, 0000 UTC Wednesday otherwise.

Local US Time: 8pm Eastern, 7pm Central, 6pm Mountain, 5pm Pacific.

Location: Look for the “Arkansas Skywarn” link at broadcastify.com

Note: I hope to start a “training net” sometime this summer, on the Tuesdays when the Arkansas Skywarn Training Net does not meet. The material will be easy to understand, and not just from “a technical jargon filled document”.

Wednesday Evening:

Net Name: Arklatex D-Star Net

UTC Time: 0230 UTC Thursday during Standard Time, 0130 UTC Thursday otherwise.

Local US Time: 9:30pm Eastern, 8:30pm Central, 7:30pm Mountain, 6:30pm Pacific.

Location: Reflector 48 B – Backup: Reflector 73 B

Checkin Methods: REF 48 B, Netlogger, D-Rats (sttammany.ratreflector.com), Email, Ham.Live, APRS, or Facebook.

Facebook Group: <https://www.facebook.com/groups/837844609619752>

Note: If the National Weather Service in Shreveport, has Skywarn activated, the net that evening is canceled, in deference to severe weather operations. Stations have until 3pm US Central Time on Thursday, to post their checkin message request.

Friday Evening:

Net Name: Trains And Railroads Net

UTC Time: 0100 UTC Saturday during Standard Time, 0000 UTC Saturday otherwise.

Local US Time: 7pm Eastern, 6pm Central, 5pm Mountain, 4pm Pacific.

Location: QuadNet Array (XRF 757A on D-Star)(<https://openquad.net>)

Facebook Group: <https://www.facebook.com/groups/329017371223114>

Checkin Methods: QuadNet Array, Netlogger, Ham.Live, Facebook Group, APRS, and Email.

Comments: The net is run in honor of its predecessor, that ran in the Milwaukee, Wisconsin, area for over 8 years...and is in loving memory of K3VRM (SK), the only other ham radio operator in NK5LA's family, and the youngest engineer hired by the Penn Central Railroad...as well as being in memory of long time checkin George Ibaugh, N3ZKV (SK). A commemorative certificate is available via email request to NK5LA, after a first time checkin. There is a main and bonus question dealing with railroad trivia. Topics covered include passenger, freight, steam, diesel, rolling stock, depots, fallen flags, signals, excursions, abandoned lines, derailments, and more. Stations have until 1pm US Central Time on Saturday, to post their checkin message request.

**1st and 3rd Saturday Evening (except for the 1st Saturday of January and July).
Quarter Century Wireless Association (QCWA) CQ200 Net**

UTC Time: 0200 UTC Sunday during Standard Time, 0100 UTC Sunday otherwise.

Local US Time: 9pm Eastern, 8pm Central, 7pm Mountain, 6pm Pacific.

Location: 14.347 Mhz on CQ200

Comments: CQ200 is a VoIP Mode ONLY (no RF) that simulates operations on portions of 80, 40, 20, 15, and 10 meters, with voice/phone or digital (CW or PSK 31). Usage is \$39 per year, with free usage from 0000 to 2359 Sunday. Details are at <https://cqplace.com> – even if you were a former CQ100 User, you sign up fresh with your callsign and email, and you can choose the desired password...once validated, the system will recognize your subscription data.

The changes are as follows:

1) You no longer need a main program, plus one for images (QSO-TV). You now access it via your web browser...so you can use it on your desktop or laptop computer, tablet, or smartphone. They are working on a utility to do what the former QSO-TV deal did (the latter for paid users).

2) There are 2 accounts – Free (usage from 0000 to 2359 UTC Sunday ONLY), and Premium (usage at any time). The QCWA CQ200 Net noted above, operates within this “free window”.

3) The new trial has been lengthened to 90 days from 30 days...so everyone has the free 90 day trial (same as a premium account). After the trial period ends, regular rates apply. Folks can still use the free account by itself if they wish.

If you were first licensed anytime in the year 2001 or earlier (as of 2026), and are currently licensed, you qualify for membership...but QCWA membership is NOT required to checkin to the net. Further details are at <https://www.qcwa.org>

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QCWA Central Arkansas Chapter 158 Net, on the QuadNet Array.

Quarter Century Wireless Association (QCWA) 158

UTC Time: 0300 UTC Sunday during Standard Time, 0200 UTC Sunday otherwise.

Local US Time: 10pm Eastern, 9pm Central, 8pm Mountain, 7pm Pacific.

Location: XRF 757 A (see <https://openquad.net> for other connection options)

Checkin Methods: QuadNet Array, Netlogger, Ham.Live, APRS, Facebook, and Email

Facebook Group: <https://www.facebook.com/groups/1063286719099960>

Website: <https://www.qcwa.org/chapter158.htm>

Comments: Extended checkins available until 9am Monday, US Central Time, via email and Facebook. If you were first licensed anytime in the year 2001 or earlier (as of 2026), and are currently licensed, you qualify for membership...but QCWA membership is NOT required to checkin to the net. Further details are at <https://www.qcwa.org>

Next, I am a Life Member of these amateur radio clubs or organizations:

American Radio Relay League (ARRL ®), Newington, Connecticut:

Website: <https://www.arrl.org>

Comments: The only thing I do with them anymore is as the VE Team Liaison for the University Of Arkansas At Little Rock (UALR) Ham Radio Club, sending in session results electronically to ARRL/VEC for processing.

Courage Kenny Handi-Hams

Website: <https://www.handiham.org>

Comments: They help those with disabilities obtain and upgrade their ham radio license, and do other things. The only 2 things I do with them anymore is doing the audio transcript from the Quarter Century Wireless Association (QCWA) Journal (produced once a month), and on occasion, serving as a substitute Net Control for the daily net. Due to scheduling and other issues, I'm limited in attendance for their monthly Zoom Meetings.

**Portage County Amateur Radio Service (PCARS) Club, Ravenna, Ohio:
<https://www.portcars.org> – I will check into their Thursday night nets via Echolink on occasion, and at times, submit items for their newsletter.**

Quarter Century Wireless Association (QCWA)

Website: <https://www.qcwa.org>

Comments: I'm their VHF+ Net Manager, as of February, 2024. I'm also Net Control for the QCWA CQ200 Net on 1st and 3rd Saturday evening, followed by the QCWA 158 Net, and then the QCWA Digital Net on Sunday afternoon, as noted earlier. The CQ200 and Arkansas 158 Nets are CANCELED the 1st Saturday of January and July, due to schedule conflicts that I have, with the hobby of square dancing.

Then, I'm a regular member of these groups:

QCWA Chapter 85 in the Shreveport/Bossier City, Louisiana area

Website: <https://www.qcwa.org/chapter085.htm>

Comments: I attend the Shreveport Hamfest the second Saturday in August.

QCWA Chapter 158 in the Little Rock, Arkansas area (although it's for all of Arkansas):

Website: <https://www.qcwa.org/chapter158.htm>

Facebook Page: <https://www.facebook.com/groups/1063286719099960>

Comments: I'm the secretary for the chapter, writing the chapter reports for the QCWA Journal

Philadelphia Digital Radio Association (PDRA), Philadelphia, Pennsylvania

Website: <https://www.k3pdr.org>

Comments: The group is basically "inactive" at this time, and has been since Covid-19 came on the scene a few years ago...although it has a group on groups.io

Memphis Digital Amateur Radio Club (MDARC), Memphis, Tennessee

Website: <https://sites.google.com/site/memphisdstar/>

Comments: It is affectionately known as "the DARC side of digital" (hi hi). The net is done in the vein of the late Rush Limbaugh (a favorite of conservatives).

University Of Arkansas At Little Rock Ham Radio Club, Little Rock, Arkansas

Website: <https://wa5lru.org/wordpress/>

Comments: I'm their VE Team Liaison. Info on the exam sessions is at <http://www.wx4qz.net/elk.htm> – the link is at the top of the page.

Central Arkansas Radio Emergency Net (CAREN), Little Rock, Arkansas

Website: <https://www.carenclub.com>

Due to financial issues after left hip replacement surgery in November, 2023, and since I've done little (if anything) with the British Columbia Frequency Modulation Communications Association (BCFMCA) since the Trains Net moved to the QuadNet Array, I had to let my membership lapse at the end of 2023.

I'm a proud member of “the Royal Order Of the Wouff Hong” -- having gone through it at the 2007 ARRL Great Lakes Division in Cleveland, Ohio, and the 2013 ARRL Delta Division Convention in Bentonville, Arkansas. A good time is had by all during the initiation ceremony to this “secret society”. One must be a paid up ARRL member to participate, and I can't go into details as to what goes on, as you have to experience it for yourself. You will do a lot of laughing (nothing vulgar or degrading); participants get a very nice certificate.

So, with rare exceptions, all of my “on the air” activity is done OUTSIDE of Arkansas, where I feel more welcome. The only Arkansas ham radio activities I'm involved with are as follows:

VE Team Liaison for the University Of Arkansas At Little Rock Ham Radio Club. An information file for the exam session is at <http://www.wx4qz.net/elk.htm>

Webmaster for the Cabot Nightflyers Net (the net and group are inactive, and I have no idea when they may resume). Their website is located on the web at <http://www.thecabotnightflyers.net> (it won't be updated until they resume). Their Facebook page, is at <https://www.facebook.com/groups/124367410682>

Hamming In The Park – <http://www.wx4qz.net/hamnpark.htm>

I've made ham radio “a family affair”; even though I'm only the second (and probably, the last) ham radio operator in my family to be licensed. With the Credit and Glory to The Good Lord for the inspiration, I have created 3 skits in "The Creative Juices Department", as follows:

A) The Ham Radio Wedding -- Ham and radio united in “Holy Telephony”.

B) The Honeymoon And More -- their first night together, and the harmonics early years.

C) Ham For The Holidays -- a Christmas In July theme, based on the melody of “The 12 Days Of Christmas”, now known as “The 12 Days Of Hamming”.

Combined, these are known as “The Triple Play”. The first 2 skits have quite a bit of ham radio pun humor (especially the second one), and the third skit picks 12 items from the ham radio hobby. You can find “The Triple Play” in the Ham Radio Humor file, located at <http://www.wx4qz.net/elk.htm>

You can contact me via the following methods:

1) Via Postal Mail to P.O. Box 55655, Little Rock, AR 72215 -- I check the P.O. Box once or twice a month, but no more. I don’t drive anymore due to dry corneas and suspect glaucoma, causing intermittent blurred vision. Plus, I had to get a P.O. Box, due to people stealing items from my QTH mailbox. With a shortage of drivers via Lyft, a roundtrip can run \$100, and I don’t have that kind of money.

2) Via Website Feedback to <http://www.wx4qz.net/fbk.htm> – spam safeguards are in place. While it has a previous callsign in the domain, it’s too costly and tedious to change the domain/HTML.

3) I’m on X (formerly Twitter) -- look for Daryl (@wx1der) – this is used SPARINGLY.

4) I’m on Facebook – look for the Train Conductors Outfit. Note that I’m very selective on Friend Requests.

5) Via email via n5vlz@duck.com

6) For licensed Amateur Radio Operators:

A) I run the following traffic nets during the week (all times US Central) – you do NOT have to be a member of the QCWA to check into any of their nets. First time checkins on the Trains And Railroads Net can get a commemorative PDF certificate via email request.

Sunday Afternoon: QCWA Digital Net, 4pm – XRF 757A (D-Star)(openquad.net)

Sunday Evening: Arkansas D-Star Net, 8:30pm – REF 77 A (as backup NCS)

Monday Evening: The PCL Net, 7pm – NS2B BBS (see item C on the next page)

Monday Evening: The Pun In Life Net, 9pm – XRF 757A (D-Star)(openquad.net)
Note that these 2 Monday evening nets do NOT meet during the weeks of Easter, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas, and New Years Day.

2nd Tuesday Evening: Arkansas Skywarn® Training Net – 7pm (look for Arkansas Skywarn on broadcastify.com)

Wednesday Evening: Arklatex D-Star Net, 8:30pm – REF 48 B, backup REF 73 B (D-Star)

Friday Evening: Trains And Railroads Net, 7pm, XRF 757A (D-Star) (openquad.net)

1st and 3rd Saturday Evening (EXCEPT for the 1st Saturday in January and July): QCWA CQ200 Net, 8pm, 14.347 Mhz on CQ200

QCWA 158 Net, 9pm, XRF 757A

Note: If I need to run “The Weather Watch Net”, a precursor to Arkansas Skywarn, the regular nets that I run are effectively CANCELED that day/evening.

The rest of these modes are during nets, or via sked requests (which are rare).

B) Echolink (look for NK5LA – usually online for nets that have Echolink).

C) D-Rats (look for NK5LA).

D) APRS (NK5LA-G).

E) CQ200 (look for NK5LA).

F) Packet Via Telnet via message via Outpost or related packet message client to NK5LA@NS2B.#WNY.NY.USA.NOAM – as well as on The PCL Net...details are at <http://www.wx4qz.net/elk.htm>

G) NXDN (look for NK5LA).

H) Fusion (look for NK5LA).

I) AllStar (look for NK5LA).

J) "Eyeball QSO's" are done at selected regional hamfests, and at ham radio license exam sessions at the University Of Arkansas at Little Rock (UALR). See the file at <http://www.wx4qz.net/elk.htm> for info. Also on that page, you can find Excel Spreadsheets of Selected D-Star, Echolink, and D-Rats Nets, in the 4 main US Time Zones, plus PDF files related to ham radio.

K) HamsOverIP (101797)

L) AmateurWire (1577).

One does NOT need “a hard phone” for access on either Amateur Wire or HamsOverIP, but they must have a valid amateur radio license, and purchase the GroundWire app for their Android or iPhone (\$10 initial fee). More info on both is at <https://hamsoverip.com/> and <https://amateurwire.org/>, respectively -- you will need to supply an OFFICIAL copy of your amateur radio license, and DMR ID if you have one when you register. Note for all of the above modes: If you upload a REFERENCE copy of your license, your access application will be REJECTED.

73, and I hope to see you down the log.

