

WINMOR

Versionsgeschichte interaktiv durchsuchen  
Visuell Wikitext

Version vom 13. Dezember 2009, 15:27  
Uhr (Quelltext anzeigen)  
Anonym (Diskussion | Beiträge)  
(→Betatest- und Sked-Frequenzen)  
← Zum vorherigen Versionsunterschied

Version vom 26. Januar 2010, 22:58 Uhr (Quelltext anzeigen)  
Anonym (Diskussion | Beiträge)  
(→Betatest- und Sked-Frequenzen)  
Zum nächsten Versionsunterschied →

Zeile 45:

Skeds können hier [http://www.obriensweb.com/sked/] vereinbart werden.

– ""MHeard Log (@ OE3ZK) auf 14.112 & 3,612 MHz""

– 2009.12.13 12:20:22 LA3RIA 0 (JO59HW)

Zeile 45:

Skeds können hier [http://www.obriensweb.com/sked/] vereinbart werden.

+ ""MHeard Log (@ OE3ZK)""

+ 2010.01.26 20:45:27 UA6DX-5 41 (KN95NA)

+ 2010.01.26 20:05:16 UR5VIB 69

+ 2010.01.26 20:04:56 ON4KCY 64 (JO21IA)

+ 2010.01.26 19:30:19 DL8RCB-6 51 (JN68RS)

+ 2010.01.26 19:10:55 OH8GKP 52

+ 2010.01.26 19:05:07 OH7JJT 44

+ 2010.01.26 19:04:34 RU3AT 60 (KO85VT)

+ 2010.01.26 18:52:39 OH5RM 51  
(KP30JR)

+

+ 2010.01.26 16:23:00 PD4U-5 80

+

+ 2010.01.26 15:56:37 F5FJ 39

+

+ 2010.01.26 15:12:41 I3FUE 81 ( )

+

+ 2010.01.26 11:24:45 PY2LIN 44

+

+ 2010.01.26 11:17:25 EA2AFR 85

+

+ 2010.01.26 11:11:18 OH1IU 90  
(KP01XK)

+

+ 2010.01.25 14:11:13 SM6ESQ 58  
(JO67KI)

+

+ 2010.01.21 13:18:54 F1AFZ 26

+

+ 2010.01.20 16:09:25 OE3ZK-3 98  
(JN88DH)

+

+ 2010.01.17 14:31:42 OE1KBC 76  
(JN88EG)

+

+ 2010.01.15 09:53:08 OE3FQU 38  
(JN78TE)

+

+ 2010.01.06 12:59:35 VE1YZ-5 36  
(FN84BQ)

|           |                                        |            |                                        |
|-----------|----------------------------------------|------------|----------------------------------------|
|           |                                        | +          |                                        |
|           |                                        | +          | 2009.12.27 18:41:58 DG6ABK 82          |
|           |                                        | +          |                                        |
|           |                                        | +          | 2009.12.27 18:01:41 IW7DGY 69 (JN81KC) |
|           |                                        | +          |                                        |
|           |                                        | +          | 2009.12.21 13:17:35 KD4XV 28 (EM75EB)  |
|           |                                        | +          |                                        |
|           |                                        | +          | 2009.12.21 13:15:44 LZ1OE 42 (KN32QM)  |
|           |                                        |            |                                        |
| -         | 2009.12.13 12:13:18 UR5VIB 37          | +          | 2009.12.21 12:56:25 PD4U 28 (JO22XE)   |
|           |                                        |            |                                        |
| -         | 2009.12.13 12:08:22 OH7JJT 68 (KP52CL) | +          | 2009.12.21 12:55:26 OH7TE 74 (KP20IE)  |
|           |                                        |            |                                        |
| -         | 2009.12.13 11:53:58 OH3NJC 85 (KP110P) | +          | 2009.12.20 10:01:49 OH6XI 58 (KP13IQ)  |
|           |                                        |            |                                        |
| -         | 2009.12.13 09:56:55 LZ1OE 25           | +          | 2009.12.18 10:31:17 OE5RPP 52 (JN67RW) |
|           |                                        |            |                                        |
| -         | 2009.12.12 09:24:06 OE5RPP 48 (JN67RW) | +          | 2009.12.13 12:20:22 LA3RIA 0 (JO59HW)  |
|           |                                        |            |                                        |
| -         | 2009.12.11 11:54:51 OE3FQU 93 (JN78TE) | +          | 2009.12.13 11:53:58 OH3NJC 85 (KP110P) |
|           |                                        |            |                                        |
|           | 2009.12.08 12:04:11 9Z4BM 72 (FK90GG)  |            | 2009.12.08 12:04:11 9Z4BM 72 (FK90GG)  |
| Zeile 66: |                                        | Zeile 112: |                                        |
|           |                                        |            |                                        |
|           | 2009.12.07 11:30:53 F6DKQ 64           |            | 2009.12.07 11:30:53 F6DKQ 64           |
|           |                                        |            |                                        |

|           |                                                   |                                       |
|-----------|---------------------------------------------------|---------------------------------------|
| –         |                                                   |                                       |
| –         | <b>2009.12.06 10:44:39 OH6XI 36<br/>(KP13IQ)</b>  |                                       |
|           |                                                   |                                       |
|           | 2009.12.05 16:12:58 ON4MS 56 (JO20KR)             | 2009.12.05 16:12:58 ON4MS 56 (JO20KR) |
| Zeile 74: |                                                   | Zeile 118:                            |
|           |                                                   |                                       |
|           | 2009.12.04 13:23:40 KB2BHW 0 (FN13VA)             | 2009.12.04 13:23:40 KB2BHW 0 (FN13VA) |
| –         |                                                   |                                       |
| –         | <b>2009.12.04 11:29:09 OH7TE 0<br/>(KP20IE)</b>   |                                       |
| –         |                                                   |                                       |
| –         | <b>2009.11.25 13:34:46 EA2AFR 91<br/>(IN83MH)</b> |                                       |
| –         |                                                   |                                       |
| –         | <b>2009.11.23 15:14:50 PD4U 30<br/>(JO22XE)</b>   |                                       |
| –         |                                                   |                                       |
| –         | <b>2009.11.21 08:52:29 OE3ZK-3 96</b>             |                                       |
|           |                                                   |                                       |
|           | 2009.11.20 13:07:16 LZ1ZM 77                      | 2009.11.20 13:07:16 LZ1ZM 77          |
| –         |                                                   |                                       |
| –         | <b>2009.11.19 18:55:53 OE1KBC 98<br/>(JN88EG)</b> |                                       |
|           |                                                   |                                       |
|           | 2009.11.19 12:12:25 KB1LIH 35                     | 2009.11.19 12:12:25 KB1LIH 35         |
| Zeile 92: |                                                   | Zeile 126:                            |
|           |                                                   |                                       |
|           | 2009.11.17 14:39:11 W4NTG 59                      | 2009.11.17 14:39:11 W4NTG 59          |
| –         |                                                   |                                       |
| –         | <b>2009.11.17 13:43:35 OH5RM 81</b>               |                                       |
|           |                                                   |                                       |
|           | 2009.11.16 20:33:39 OE9FWV 79                     | 2009.11.16 20:33:39 OE9FWV 79         |

| Zeile 106:                             | Zeile 138:                    |
|----------------------------------------|-------------------------------|
| <input type="text"/>                   | <input type="text"/>          |
| 2009.11.08 14:28:54 NY3J 70            | 2009.11.08 14:28:54 NY3J 70   |
| – <input type="text"/>                 |                               |
| – <b>2009.11.08 10:54:59 I3FUE 29</b>  |                               |
| <input type="text"/>                   | <input type="text"/>          |
| 2009.10.29 17:30:56 DL1ZG 30           | 2009.10.29 17:30:56 DL1ZG 30  |
| <input type="text"/>                   | <input type="text"/>          |
| 2009.10.29 17:26:15 DL0NOT 66          | 2009.10.29 17:26:15 DL0NOT 66 |
| – <input type="text"/>                 |                               |
| – <b>2009.10.27 19:48:36 SM6ESQ 69</b> |                               |
| <input type="text"/>                   | <input type="text"/>          |
| 2009.10.24 17:58:00 IZ1GCL 67          | 2009.10.24 17:58:00 IZ1GCL 67 |

Version vom 26. Januar 2010, 22:58 Uhr

### WINMOR (Winlink Message over Radio) - ein Soundkarten TNC im Peer-to Peer Betatest

WINMOR Sound Card TNC

Connection State  
IRS  
Connected to: OE3FQU @ 1600 Hz

Transmit  
Xmt Frame:   
Outbound bytes queued: 0  
Sent bytes confirmed: 58

Receive  
Rcv Level:   
Queued: 2142  
Sequenced: 26228  
Rcv Frame: 8 Car V16PSK FEC Data  
Remote Station Offset: -0,5 Hz  
Busy Detector:

Waterfall 2 KHz  
500 2500

16PSK Score: 34

HELP Hide

WINMOR-Mode im 80m QRM mit 1600 Hz Bandbreite, 8 Träger, 16PSK, FEC - Datendurchsatz etwa 5000 Zeichen pro Minute

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## Allgemeines

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WINMOR wurde als digitales ARQ Übertragungsprotokoll [1] für die Verwendung mit dem Winlink2000 (WL2K) [2] Netzwerk konzipiert. Mit WINMOR entfällt die Notwendigkeit kostspieliger, externer, PACTOR Modem-Hardware. Allerdings wird WINMOR kaum die Leistungsfähigkeit von PACTOR 3 bez. Datendurchsatz und Betriebssicherheit erreichen können. WINMOR wurde auf der ARRL/TAPR Digital Communications Conference in Chicago, September 26-28, 2008 erstmals präsentiert.



The 27th Annual  
ARRL and TAPR Digital Communications Conference

September 26-28, 2008 - Chicago, Illinois



## WINMOR...A Sound Card ARQ Mode for Winlink HF Digital Messaging

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### Abstract:

The improving computational performance of PCs and the near real-time response of PC operating systems now make it feasible to implement reasonable performance HF ARQ messaging protocols suitable for digital messaging. While Pactor (I, II, III) currently dominate and generally represent the best available performance, PC sound cards with appropriate DSP software can now begin to approach Pactor performance at lower cost than dedicated hardware HF modems. This paper covers the on-going development of an optimized sound card mode WINMOR, compatible with the popular Winlink 2000 message system<sup>1,2,3</sup>. This effort leverages a prior feasibility project by the author in the evaluation of SCAMP<sup>4</sup>, an adaptation of RDFT for digital messaging systems. The paper reviews the development effort of **WINMOR** (**WIN**link **M**essage **O**ver **R**adio) from motivation through tool development, programming, testing and deployment in the WL2K system.

### Key Words:

Winlink 2000, WINMOR, ARQ protocols, multi-carrier PSK, Sound Card Modes, Pactor, SCAMP, HF Channel Simulators

### Motivation:

The PC, widely available DSP tools, well designed sound card/radio interfaces and improving amateur software skills have yielded a variety of sound card modes over the last several years. These modes range from simple DSP/software implementation of RTTY through complex streaming applications like Win DRM. It is one of the few remaining areas where amateurs can and do experiment. Many of the modes developed however are a replacement of existing "chat" modes or "broadcast" modes where absolute accuracy is not a requirement or data is limited to plain ASCII text. Today, however, a viable message system (with the need for compression and binary attachments) requires true "error-free" delivery of binary data. To achieve this there must be some "back channel" or *ARQ* (Automatic Retry reQuest) so the receiving station can notify the sender of lost or damaged data and request retransmission or repair. HF Pactor (I, II, III) has served us well in this regard providing good performance (net bits/sec/ Hz bandwidth) and robustness. However the proprietary nature of high performance Pactor modems (Pactor II, III) can be cost prohibitive especially in applications such as emergency communications where wide deployment coupled with low average usage make it difficult to justify the investment in high performance but costly hardware. As developers of Winlink 2000 we are continually asked to supply a lower cost of entry than Pactor for those needing to access the WL2K system on HF.

WINMOR ist keine Software, sondern ein Protokoll, es gibt jetzt zwei Programme in der Entwicklung, die dieses Protokoll verwenden:

- **RMSExpress** ein Benutzer-Client-Programm
- **RMS-HF**, ein Radio-Message-Server als Teil des WL2K Systems.

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## Protokollbeschreibung

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Die Protokollbeschreibung (englisch)

### WINMOR Protocol Specification (Preliminary)

Revision: 1.0.0 Oct 13, 2009

Rick Muething, KN6KB, AAA9WK

#### 1.0 Scope:

This document describes the preliminary WINMOR sound card protocol at the physical and data link levels. It is the complete specification of the WINMOR protocol. It does not address higher level protocol layers. The WINMOR protocol is not proprietary and is released to the public domain. This document describes the 500 Hz and 1600 Hz bandwidth modes using 93.75 Baud (PSK) and 46.875 baud FSK modulation.

#### 2.0 Purpose:

The intent of this document is two fold:

- a) To serve as a working document during protocol development and testing
- b) To serve as a template to allow others familiar with the art to build compatible drivers that support the data link protocol layer.

#### 3.0 Definitions and Syntax:

Several specific terms and syntax are used in this document:

Definitions: A term or item is defined using the := symbol. This symbol can be read as "is defined as"

Implementation directives: These are key words that indicate how an item is to be implemented or recommend a method of implementation. They are always indicated by capitalized italic words. These are:

*MUST* := this must be followed to implement the protocol

*MUST NOT* := this must not be done to implement the protocol

*SHOULD* := this is the recommended way to implement the protocol

*MAY* := this is alternative way to implement the protocol.

The syntax above is always used to distinguish between the common use of the same words.

& is used to indicate catenation. E.g. Frame := Pilot & Data

#### 4.0 Overview of the Protocol:

The WINMOR protocol is intended to be used for sending messages and binary data error free over a HF radio link. It is a Selective Repeat Automatic Retry reQuest (SRARQ) protocol where the Information Receiving Station (IRS) acknowledges receipt of the data to the Information Sending Station (ISS). Normally during a connection session the IRS and ISS exchange roles multiple times. The protocol is designed to handle the type conditions normally encountered in amateur radio transmission.

## Durchsatzraten

Tabelle erzielbarer Daten-Durchsatzraten

| WINMOR Mode Rate Worksheet (200, 500, 1000, 2000Hz B |            |           |       |         |            |                 |              |              |                   | Revised: 9/17/2009 |                    | Rick Muething, KN6KB |                |               |                      |                   |                                    |      |
|------------------------------------------------------|------------|-----------|-------|---------|------------|-----------------|--------------|--------------|-------------------|--------------------|--------------------|----------------------|----------------|---------------|----------------------|-------------------|------------------------------------|------|
| Mode Description                                     | Info b/sym | Samp/ Sym | Baud  | # of Hz | -BW (Hz)   | Raw bps/H (Sym) | OH/Car (Sym) | PL/Car (sym) | RS-FEC/ Car (sym) | Frame Length (sym) | Frame Length (sec) | ACK (sec)            | Rx+Tx +O (sec) | Ten Len (sec) | Tot Cycle (bits/sec) | Net max (byt/min) | Throughput (wrds/min) <sup>7</sup> |      |
| 15 Car 16PSK Prag TCM + RS                           | 3          | 128       | 62,50 | 15      | 2000       | 1,41            | 27           | 16           | 256               | 56                 | 355                | 5,680                | 1,056          | 0,3           | 7,036                | 1637,3            | 12280                              | 4093 |
| 15 Car 8PSK Prag TCM + RS                            | 2          | 128       | 62,50 | 15      | 2000       | 0,94            | 27           | 24           | 256               | 48                 | 355                | 5,680                | 1,056          | 0,3           | 7,036                | 1091,5            | 8186                               | 2729 |
| 15 Car 4PSK Prag TCM + RS                            | 1          | 128       | 62,50 | 15      | 2000       | 0,47            | 27           | 48           | 192               | 80                 | 347                | 5,552                | 1,056          | 0,3           | 6,908                | 416,9             | 3127                               | 1042 |
| 15 Car 4FSK +RS                                      | 2          | 256       | 31,25 | 15      | 2000       | 0,47            | 13           | 24           | 64                | 64                 | 165                | 5,280                | 1,056          | 0,3           | 6,636                | 289,3             | 2170                               | 723  |
| 7 Car 16PSK Prag TCM + RS                            | 3          | 128       | 62,50 | 7       | 1000       | 1,31            | 27           | 16           | 256               | 56                 | 355                | 5,680                | 1,056          | 0,3           | 7,036                | 764,1             | 5731                               | 1910 |
| 7 Car 8PSK Prag TCM + RS                             | 2          | 128       | 62,50 | 7       | 1000       | 0,88            | 27           | 24           | 256               | 48                 | 355                | 5,680                | 1,056          | 0,3           | 7,036                | 509,4             | 3820                               | 1273 |
| 7 Car 4PSK Prag TCM + RS                             | 1          | 128       | 62,50 | 7       | 1000       | 0,44            | 27           | 48           | 192               | 80                 | 347                | 5,552                | 1,056          | 0,3           | 6,908                | 194,6             | 1459                               | 486  |
| 7 Car 4FSK +RS                                       | 2          | 256       | 31,25 | 7       | 1000       | 0,44            | 13           | 24           | 64                | 64                 | 165                | 5,280                | 1,056          | 0,3           | 6,636                | 135,0             | 1013                               | 338  |
| 3 Car 16PSK Prag TCM + RS                            | 3          | 128       | 62,50 | 3       | 500        | 1,13            | 27           | 16           | 256               | 56                 | 355                | 5,680                | 1,056          | 0,3           | 7,036                | 327,5             | 2456                               | 819  |
| 3 Car 8PSK Prag TCM + RS                             | 2          | 128       | 62,50 | 3       | 500        | 0,75            | 27           | 24           | 256               | 48                 | 355                | 5,680                | 1,056          | 0,3           | 7,036                | 218,3             | 1637                               | 546  |
| 3 Car 4PSK Prag TCM + RS                             | 1          | 128       | 62,50 | 3       | 500        | 0,38            | 27           | 48           | 192               | 80                 | 347                | 5,552                | 1,056          | 0,3           | 6,908                | 83,4              | 625                                | 208  |
| 3 Car 4FSK +RS                                       | 2          | 256       | 31,25 | 3       | 500        | 0,38            | 13           | 24           | 64                | 64                 | 165                | 5,280                | 1,056          | 0,3           | 6,636                | 57,9              | 434                                | 145  |
| 1 Car 16PSK Prag TCM + RS                            | 3          | 128       | 62,50 | 1       | 200        | 0,94            | 27           | 16           | 256               | 56                 | 355                | 5,680                | 1,056          | 0,3           | 7,036                | 109,2             | 819                                | 273  |
| 1 Car 8PSK Prag TCM + RS                             | 2          | 128       | 62,50 | 1       | 200        | 0,63            | 27           | 24           | 256               | 48                 | 355                | 5,680                | 1,056          | 0,3           | 7,036                | 72,8              | 546                                | 182  |
| 1 Car 4PSK Prag TCM + RS                             | 1          | 128       | 62,50 | 1       | 200        | 0,31            | 27           | 48           | 192               | 80                 | 347                | 5,552                | 1,056          | 0,3           | 6,908                | 27,8              | 208                                | 69   |
| 1 Car 4FSK +RS                                       | 2          | 256       | 31,25 | 1       | 200        | 0,31            | 13           | 24           | 64                | 64                 | 165                | 5,280                | 1,056          | 0,3           | 6,636                | 19,3              | 145                                | 48   |
| 1 Car Connect Request (V4PSK) +RS                    | 1          | 128       | 62,50 | 1       | 200        | 0,31            | 27           | 0            | 104               | 32                 | 163                | 2,608                |                |               |                      |                   |                                    |      |
| 1 Car Coded Control 4FSK + RS                        | 2          | 256       | 31,25 | 1       | 200        | 0,31            | 13           | 0            | 8                 | 8                  | 29                 | 0,928                |                |               |                      |                   |                                    |      |
| 1 Car ACK 4FSK +RS                                   | 2          | 256       | 31,25 | 1       | 200        | 0,31            | 13           | 0            | 12                | 8                  | 33                 | 1,056                |                |               |                      |                   |                                    |      |
| Leader extension (symbols 0-16)                      | 0          |           |       |         | See Note 2 |                 |              |              |                   |                    |                    |                      |                |               |                      |                   |                                    |      |
| Calculated Leader extension (ms)                     | 0          |           |       |         |            |                 |              |              |                   |                    |                    |                      |                |               |                      |                   |                                    |      |

Notes: 1) The 4FSK mode was modified for lower user data and higher RS FEC and now runs slower than the 4PSK mode.  
2) Leader extension up to 16 symbols (256 ms) may be used for slow switchover Transceivers or VOX operated PTT.  
3) The above modes yield the following speed ranges depending on session bandwidth:  
note these selections may change based on testing!  
2000 Hz BW Sessions: 15x16PSK, 15x8PSK, 15x4PSK, 15x4FSK, 7x4FSK - 12:1 speed range  
1000 Hz BW Sessions: 7x16PSK, 7x8PSK, 7x4PSK, 7x4FSK, 3x4FSK - 13:1 speed range  
500 Hz BW Sessions: 3x16PSK, 3x8PSK, 3x4PSK, 3x4FSK, 1x4FSK - 18:1 speed range  
200 Hz BW Sessions: 1x16PSK, 1x8PSK, 1x4PSK, 1x4FSK - 6:1 speed range  
4) Session BW is set by Server (answering) station using one of 4 coded idle frames (200, 500, 1000, or 2000 Hz)  
5) All PSK modes use pragmatic Trellis Code Modulation (one redundancy bit/symbol) and use the standard R=1/2, K=7 (NASA Voyager) Viterbi Encoder/Decoder based on Phil Karns Code.  
6) Rx + Tx + O refers to the receive to transmit, transmit to receive and software overhead delays and is typical for modern hardware.  
The protocol actually measures the latency due to RX->TX switchover, sound card and CPU processing latency.  
7) Word per minute calculation based on average word of 5 char + space and a 50% compression ratio (typical using B2 compression on mid to large messages). Short messages will be less.

## Software

Wer beim Betatest mitmachen möchte, Englischkenntnisse sind vorausgesetzt, muss sich im Yahoo Forum [\[3\]](#) anmelden.

Voraussetzungen: WIN-XP oder -Vista, .NET3.5, höherwertige Soundkarte z.B. [\[4\]](#), KW-Transceiver

WINMOR unterstützt direkt den USB-Soundkartentreiber (USB Audio Codec-02) für den ICOM IC-7200 KW-Transceiver.

## Betatest- und Sked-Frequenzen

Der WINMOR Betatest findet gegenwärtig im "Peer-to-Peer" Verfahren statt. Die Anbindung an WL2K über RMS-HF wird erst später möglich sein.

14.112 MHz Dial USB (Mittenfrequenz 14.113,5) ist die Hauptfrequenz in Europa.

In OE wird zurzeit auf 3.612 Mhz Dial USB (Mittenfrequenz 3.613,5) getestet!

Skeds können hier [\[5\]](#) vereinbart werden.

## MHeard Log (@ OE3ZK)

2010.01.26 20:45:27 UA6DX-5 41 (KN95NA)

2010.01.26 20:05:16 UR5VIB 69

2010.01.26 20:04:56 ON4KCY 64 (JO21IA)

2010.01.26 19:30:19 DL8RCB-6 51 (JN68RS)

2010.01.26 19:10:55 OH8GKP 52

2010.01.26 19:05:07 OH7JJT 44

2010.01.26 19:04:34 RU3AT 60 (KO85VT)

2010.01.26 18:52:39 OH5RM 51 (KP30JR)

2010.01.26 16:23:00 PD4U-5 80

2010.01.26 15:56:37 F5FJ 39

2010.01.26 15:12:41 I3FUE 81 ( )

2010.01.26 11:24:45 PY2LIN 44

2010.01.26 11:17:25 EA2AFR 85

2010.01.26 11:11:18 OH1IU 90 (KP01XK)

2010.01.25 14:11:13 SM6ESQ 58 (JO67KI)

2010.01.21 13:18:54 F1AFZ 26

2010.01.20 16:09:25 OE3ZK-3 98 (JN88DH)

2010.01.17 14:31:42 OE1KBC 76 (JN88EG)

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2010.01.06 12:59:35 VE1YZ-5 36 (FN84BQ)

2009.12.27 18:41:58 DG6ABK 82

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2009.12.21 13:17:35 KD4XV 28 (EM75EB)

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2009.12.20 10:01:49 OH6XI 58 (KP13IQ)

2009.12.18 10:31:17 OE5RPP 52 (JN67RW)

2009.12.13 12:20:22 LA3RIA 0 (JO59HW)

2009.12.13 11:53:58 OH3NJC 85 (KP11OP)

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2009.12.08 12:04:11 9Z4BM 72 (FK90GG)  
2009.12.07 14:31:54 V31AE 32 (EK58UK)  
2009.12.07 11:30:53 F6DKQ 64  
2009.12.05 16:12:58 ON4MS 56 (JO20KR)  
2009.12.04 15:20:21 WA4BDS 30 (EM85AQ)  
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2009.11.17 14:39:11 W4NTG 59  
2009.11.16 20:33:39 OE9FWV 79  
2009.11.16 11:57:00 PA7HPH 30  
2009.11.14 11:28:05 M6DJE 86 (IO81RM)  
2009.11.13 14:02:30 KC9LET 24 (EM69XX)  
2009.11.12 11:55:17 C56DL 38  
2009.11.08 14:28:54 NY3J 70  
2009.10.29 17:30:56 DL1ZG 30  
2009.10.29 17:26:15 DL0NOT 66  
2009.10.24 17:58:00 IZ1GCL 67  
2009.10.23 15:30:28 KB0E 28  
2009.10.22 16:38:07 W9IB 44 (EN62AC)  
2009.10.22 14:24:50 ON5VW 27  
2009.10.20 15:50:21 AFA7HZ 29  
2009.10.20 15:14:39 GM8BPQ 32 (IO68VL)  
2009.10.20 15:06:28 W0RLI 35  
2009.10.19 14:09:13 W4BGH 35 (EL87VT)  
2009.10.19 13:55:17 WS5H 29 (EL29FQ)  
2009.10.19 13:44:48 W5SEG 56 (EL19AN)  
2009.10.19 13:44:25 K4JCC 30

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2009.10.15 18:16:03 KA2UOL  
2009.10.15 18:13:34 AK5U  
2009.10.15 17:52:36 K0TER  
2009.10.15 16:38:04 WB2HVF  
2009.10.15 16:03:22 K4DMU  
2009.10.14 16:51:24 VE7CRT  
2009.10.14 15:52:40 AA6FT  
2009.10.13 16:34:56 DB7EM  
2009.10.13 14:14:27 KC4QYM  
2009.10.12 17:26:08 VE3LKI  
2009.10.12 16:04:38 LA5VNA  
2009.10.12 16:02:05 VE3IRI  
2009.10.11 11:10:30 AD4RG  
2009.10.10 16:32:52 VE2HAR  
2009.10.08 18:36:56 K2MO  
2009.10.06 19:28:10 KB3CS  
2009.10.06 18:54:15 N2UBP  
2009.10.06 18:53:37 9Y4LT  
2009.10.06 18:22:02 K4PPK  
2009.10.06 16:23:40 EA5GF  
2009.10.05 17:58:52 KD4NUE  
2009.10.05 16:31:11 KR4XN  
2009.10.04 17:51:26 PA0LSK  
2009.10.04 17:34:09 IZ3LEF  
2009.10.03 15:49:00 VE2AEY  
2009.10.03 15:26:10 VA3LKI  
2009.10.03 13:37:45 N1CPE  
2009.10.03 09:41:43 S57MK  
2009.10.01 18:12:13 LZ1CWK