

RT Made Easy

The following is a summary of Radio used at Goodwood Aerodrome. It should not be seen as everything you need to know about Radiotelephony and should be supplemented with either a good RT book or Cap 413, the CAA official RT guide which can be downloaded off their web site. Many students get nervous about the radio but really it's not too difficult as you normally are repeating very similar messages all the time. Remember it's only a coded conversation so information can be passed quickly. It is, however, very important to try and be as professional as possible and always get it right as, firstly, it makes life easier for everyone concerned and, secondly, eases your work load in the air.

In order to make it as easy to learn as possible you can write information down on a knee pad and have a note of the phraseology in flight so you get used to it.

Types of Flight

Circuit: this can include hovering or circuit but means you are not leaving the area of the aerodrome.

Local Flight: this means you are leaving the local area but coming back after some time without landing away, there is no limit on the time, apart from your fuel endurance.

Land Away: this means you intend to leave the aerodrome and actually land at another place, either airfield or private site.

It is important that you always give your mission type to the Tower as they have to decide firstly what information to give you in relation to the QFE or QNH and, secondly, in the case of land away make a note of how many people are on board and where you are going.

Goodwood is an information service. In the case of Goodwood they tell you what to do on the ground and allow you to do what you want in the air 'at your discretion'. This means they limit their responsibility and you as Pilot In Command must decide if it is safe to do so.

Remember if you are flying solo also on your first call to give the prefix **STUDENT PILOT**. Hopefully the controller will slow down a bit and make things easier for you.

TYPICAL RT USED

START UP

Before starting you must ask permission from the Tower, they will then look around you to make sure the area behind is clear

AIR CRAFT **GOODWOOD G-OAVA Request airfield information for Local Flight**
TOWER **G-OAVA Runway in use 32 Left QHN 1022 wind 230 12 Kts start approved**
AIR CRAFT **32 Left 1022 G-OAVA**

TAXI

AIRCRAFT **G-OAVA Ready for taxi**
TOWER **G-OAVA Taxi to triangle**
AIRCRAFT **G-OAVA**

DEPARTURE FOR LOCAL FLIGHT

AIRCRAFT **G-OAVA ready for departure**
TOWER **wind 230 10 kts take off at your discretion**
AIRCRAFT **G-OAVA**

CIRCUIT DEPARTURE

AIRCRAFT **G-OAVA Circuit right**
TOWER **wind 230 10 kts take off at your discretion**
AIRCRAFT **G-OAVA**

REJOINING THE CIRCUIT FOR LANDING

AIRCRAFT **G-OAVA request rejoin instruction from Tangmere**
TOWER **G-OAVA Runway in use 32 Left QNH 1022 call final for the triangle**
AIR CRAFT **32 Left 1022 Wilco G-OAVA**

LANDING

AIRCRAFT **G-OAVA Final for the triangle**
TOWER **G-OAVA wind 215 15kts land at your discretion**

Notice in the case below that the Tower has shortened the call sign; the Tower can do this if they feel there is no other aircraft on frequency with a similar call sign and therefore there will be no

confusion. You may shorten your call sign only after they have, if they then come back and start using your full call sign again you must too. They will only remove the second two letters.

E.G

AIRCRAFT	GOODWOOD	G-OAVA Request airfield information for Local Flight
TOWER	G-VA Runway in use 32 Left	QHN 1022 wind 230 12 Kts
		start approved
AIRCRAFT	32 Left 1022	G-VA

On Route Radio

When in the UK we don't tend to file flight plans for helicopter on VFR Tracks. We tend to use low level radar services, LARS. We therefore pass information from one LARS service to another. The level of cover provided by their services will depend on the equipment available to the radio provider and also how busy they are. We tend down in this area to use Farnborough West on 125.25. This is a RADAR service although most of the time they only provide us with a BASIC service.

Firstly you must let the radio station you are on know you are changing frequency

AIRCRAFT	G-OAVA changing frequency to Farnborough on 125.25
STATION	G-OAVA request change approved to Farnborough on 125.25

Remember when you go to a new frequency you must go back to your full call sign

AIRCRAFT	Farnborough G-OAVA
RADAR	G-OAVA pass your message
AIRCRAFT	G-OAVA R22
	From Goodwood to High Wycombe
	Over Petersfield at 2000 ft
	Request basic service

RADAR	G-OAVA Squawk 0434	QNH 1024
AIRCRAFT	Squawk 0434	QNH 1024 G-OAVA

When you are passing your message, the ground station is writing down the information so always put your message in the right order, and try not to leave anything out, or the ground station will have to additionally request the parts you have missed.

Passing on detail

CALL SIGN
TYPE
FROM / TO
POSITION
ALTITUDE
VFR
HEADING
ESTIMATE
REQUEST

We don't always use the blue area although technically we should, really they are for Fast Movers. But be ready, if you have not passed on that information the controller may ask you for it.

To Leave a Frequency

CALL SIGN
REQUEST I.E. Frequency change to Goodwood on 125.25

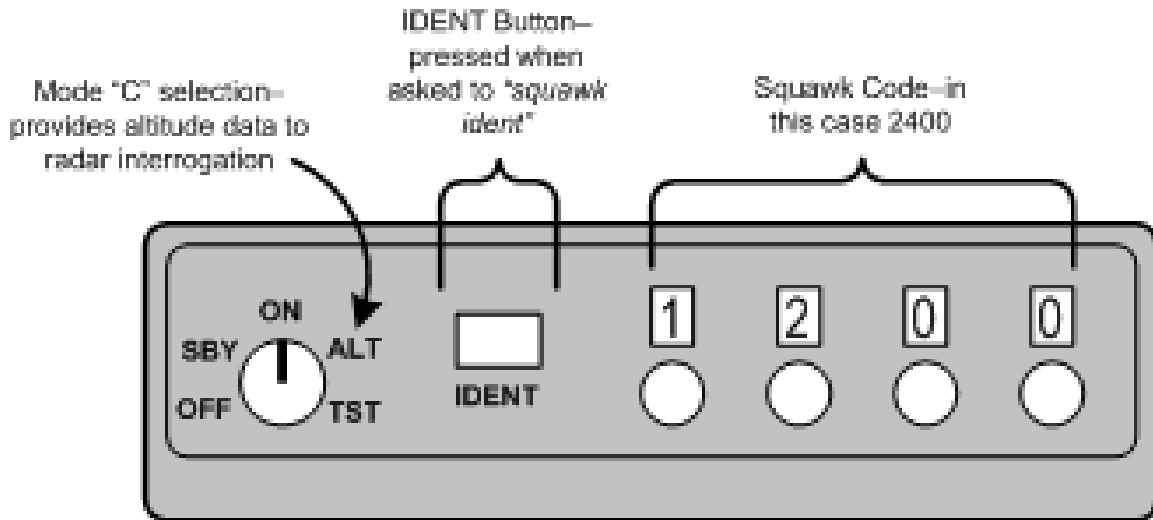
You could also use the term QSY. It's more for commercial pilots but does no harm.

CALL SIGN
REQUEST QSY Goodwood on 125.25

The key to RT is practice, practice, practice. Like many aspects of your training, it is all new to you. In the early stages you can only think about one thing at a time, so the more you practice the easier tasks become. This will free up your brain power for more difficult tasks.

REMEMBER AVIATE NAVIGATE COMMUNICATE

Transponder



The transponder is a device that communicates with radar giving information on height and number. These are called modes and the number a squawk. The modes are

MODE A Alpha	(the On button)	being the number being squawked
MODE C Charlie	(Alt button)	being the altitude based on 1013, therefore flight level
MODE S Sierra		this is when one transponder talks to another, there is no button for this, they are standard on later models, the benefit is avoidance information when the transponder is linked to a traffic avoidance system.

Additional buttons are ident; this sends an identifying signal to the ground station when pressed.

Standby simply warms up the transponder, when this is selected you are not transmitting any information.

Some R T phrases are

G-OAVA Squawk 0467	This means turn your transponder to standby then turn the numbers to 0467. This message as it contains numbers needs repeating back
G-OAVA Squawk Ident	This means press the Ident button and repeat back G-OAVA Squawking Ident
G-OAVA Recycle Squawk	This means turn your transponder off then on again.

