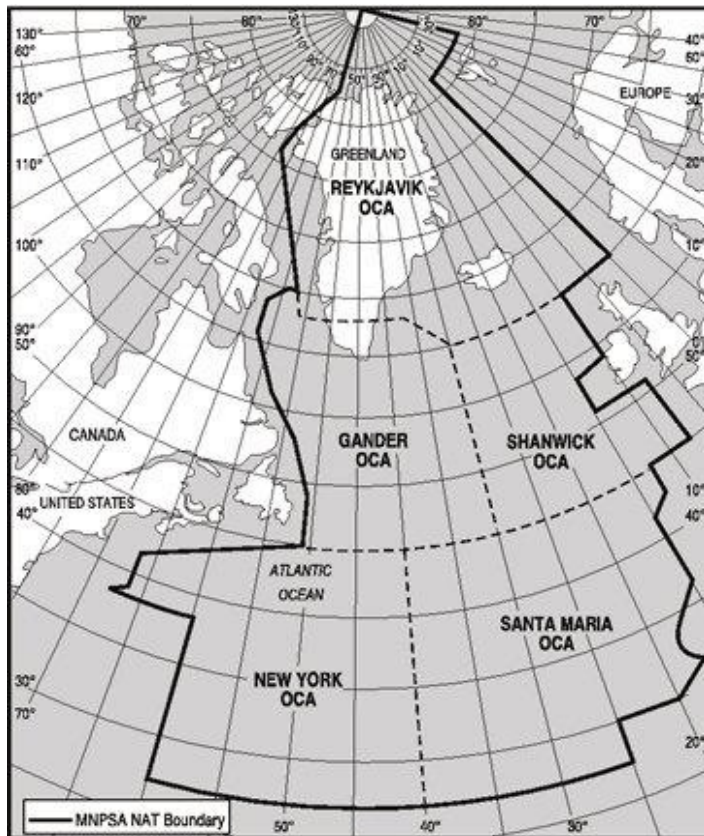


I had a bit of a scare today (18 April 2005) with the emergence of satellite and cell phones and all kinds of communications plan changes, I couldn't find one of my favorite phases of the monitoring hobby. Of which is New York Air Traffic Control Center on HF radio.

I tuned diligently the 8MHz most popular Air Control channels and could only find Gander, Newfoundland Air Control. Thinking things have changed again, first dropping San Juan Air Traffic Control some years back on HF plus other services. HF becomes less populated.



We checked the computer and read all kinds of communications plans in effect but hardly a word about HF long distance communications, over the ocean.

Not hearing the Vol-Met automated computer voice weather report at 8764 USB, I figured it was all over for one of my pastimes, monitoring commercial air traffic over the North Atlantic far beyond normal radar range.

A state of flux; our Inland River boat heritage, communications with the tow boats on HF went QRT. Then our high seas Commercial & Coast Guard Ocean Station Vessel system had been scuttled.

In my pursuit of tuning that day I found more Vol-Met weather on 6604 KC and low and behold NY Air (YL Operator) was working one of the international air liners, on 6577 KC. I was in luck today, they're still running HF, but for how long? I suppose I'll get my fix of international flights today before it all disappears into the eons of time.

It gives much pleasure to monitor International aircraft giving position, altitude, fuel aboard in tonnage, time of next position in either chart name or latitude and longitude. You can usually hear both sides of the conversation. The last check is of the aircrafts Cell Call code, it allows Air Control to alert the aircraft they have pending traffic, saving the pilot monitoring a constant guard.

I have assembled a Part II communications story how WSY New York Air Traffic Control started long range ground to air in humble circumstances. W8SU