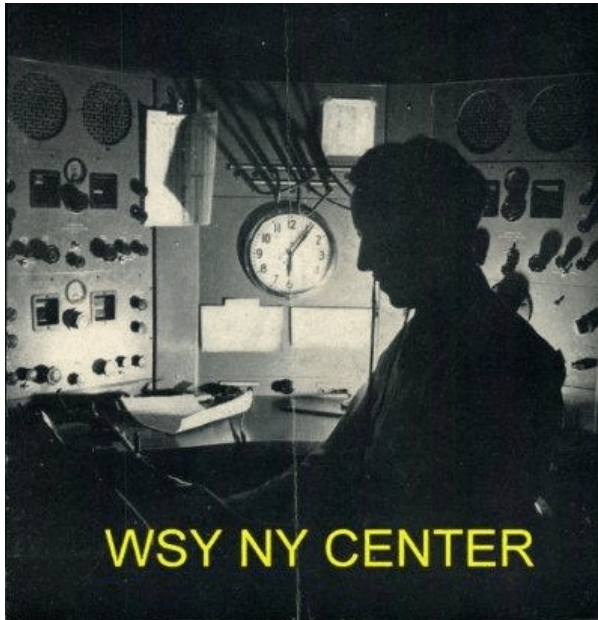


The world of Oceanic Short Wave monitoring aircraft signals! Gander, Shannon, NY Center. Far beyond possible radar contact, pilots report priority flight data 24-7. The system has been there for a long time, a part of HF radio for nearly 70 years. The hobby of monitoring aircraft status at 30K feet and above is a moment by moment occurrence and one of the few things remaining that has not changed in our radio world of deep oceanic air routes. Thus one of New York Center's duties.



Cell calls, chart position terms; Champ, Bacus, Kraft, Paper etc. VOLMET - I must admit, the cover of a 1945 CQ Magazine got my curiosity in a big way. The first ATC (Air Traffic Control center) came on line Dec 1 1935 in Newark NJ, a consortium of airline companies organized and manned the first airway traffic control center. Two additional centers similarly organized and staffed months later at Chicago and Cleveland in June of 1936. CAA photo.

March of 1936 Director of Air Commerce Eugene Vidal convinced a House Appropriations Committee to fund air traffic control and for the necessity of the Fed Govt to take over ATC. Vidal succeeded and would take over the existing control centers early fiscal year 1937.



February 16, 1940 Station WSY CAA authority at LaGuardia Field operated the first overseas and foreign airways communication station (OFACS) with regular operations. It was capable of 2 way radio communications with aircraft flying the Atlantic Ocean.

This powerful facility could also QSO various points in Europe, Bermuda and Newfoundland. The stations HF transmitting gear was at Bayville LI (4) 4kw transmitters

and 2 (400) watt transmitters. The receiving operation remote controlled from a 600 acre site at Barnegat Light N.J., near Warren Grove Training Range. (Home of today's WSY70 Volmet transmitting site) During WW II the facility was valuable in ferrying operations over N. Atlantic.

WSY set the pattern for the establishment during the war years of similar overseas communications stations at San Francisco, Seattle, Miami, New Orleans, Anchorage, Honolulu, San Juan and Canal Zone (FAA Historical Chronology 1920-1996)

November 1946 the CAA activated ATC operations over the North Atlantic corridor from NY Center in conjunction with establishment of North Atlantic region of ICAO. Continued

July 21- 1963 N.Y. Center commissioned a new building behind security fences at 4205 Johnson Avenue Ronkonkoma, Islip NY. It had the first real time solid state computer for flight activity, since 1956 they were located at NY International Airport (Today's JFK Airport) Jamaica L.I. The new buildings were to be capable of expansion programs when needed.

It is very easy to confuse airport locations because of many airport changes, additions, renovations and modernization programs. For instance LaGuardia was known as four airports at various times. First known as Glenn H. Curtiss Airport, then North Beach Airport, dedicated in 1939 as NY Municipal and renamed in 1947 after Mayor LaGuardia. -

The N.Y. Idlewild Airport had the same situation, in 1942 commissioned at NY International Airport, then Idlewild in 1948 and in 1963 John F. Kennedy Airport. Another airport Roosevelt (after Teddy Roosevelt's son) was decommissioned and made into a shopping mall.



Calendar year 1958 was monumental because the total number of trans Atlantic passengers by air, exceeded those traveling by sea. Again calendar year 1966, in crossing the North Atlantic, 89% of the years travelers went by air and only 11% via sea.

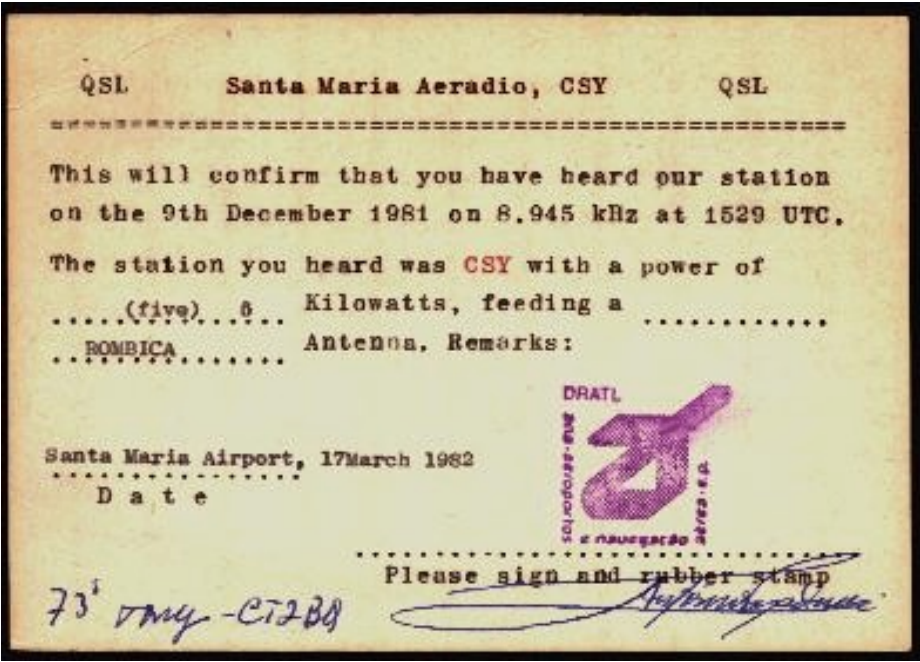
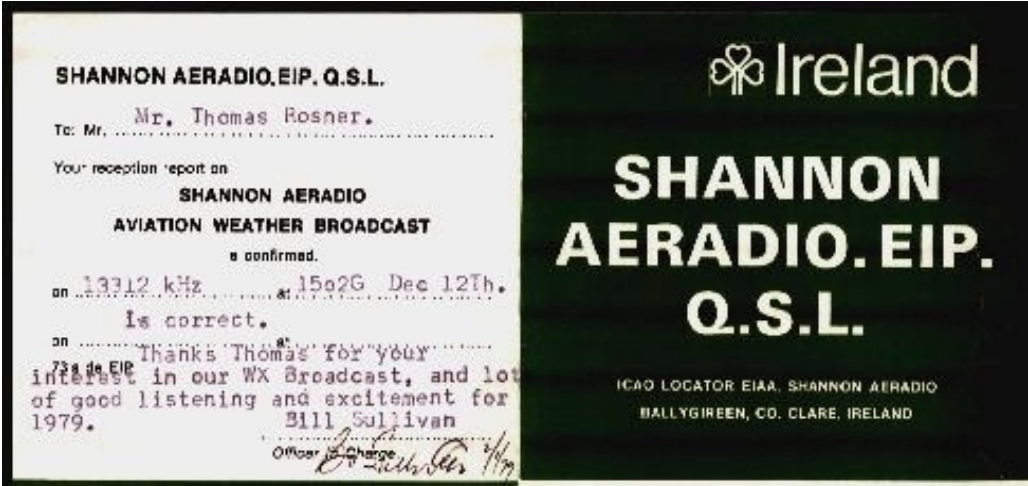
CAA foto, electronic specialist fine tuning one of the many feeders in the Rhombic array system, location at Bayville Long Island. It stands to reason using directional H.F. antennas, maximizing the northerly direction..

Continued...



CZQX Gander Oceanic





With appreciation to DL8AAM Internet QSL collection above samples. Also references to CAA are intended to be the present FAA organizational title. NY ATC Ronconcoma - Islip on L.I., is not easily identified because of various problems including township boundaries. Another ID for them in this century is Riverhead. Who can figure it.

The entrance to the gated secure compound of NY ATC is not clearly marked. It won't be easy to find if you are looking for it. I think they're aware that many of us out here appreciate their professional sounding long range aero communications and good operating practice. W8SU 2008