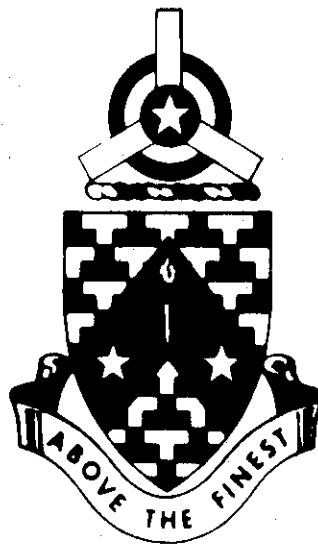


# **PROGRAMED TEXT**

**FORT WOLTERS COMMUNICATION PROCEDURES  
AND AVIATION RADIO PHRASEOLOGY**

**AM-25**



**OCTOBER 1968**

**UNITED STATES ARMY  
PRIMARY HELICOPTER SCHOOL  
FORT WOLTERS, TEXAS**

# PROGRAMED TEXT

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## PROGRAM TEXT

**FILE NO:** AM-25

## PROGRAM TITLE

Fort Wolters Communication  
Procedures and Aviation  
Radio Phraseology

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**POI SCOPE:** Select proper transmissions for Fort Wolters heliports, stagefields, and civilian towers. Select correct definition for standard aviation phrases.

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## INSTRUCTOR REFERENCES:

AR 95-11  
Basic Flight Manual  
ATC Procedures

Airman's Info. Manual,  
Part I, Page 1-24. Feb 1968

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## PREPARED BY:

CW2 J. Rodwick  
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## DATE:

28 February 1968

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## REVISED BY:

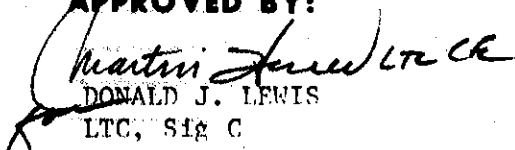
CPT Herbert L. Hirst

## DATE:

23 Sept 1968

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## APPROVED BY:

  
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## DATE:

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## PREFACE

This program is designed to teach the abbreviated radio procedure used at Fort Wolters and aviation phraseology that will be used during your aviation career.

Start with Frame 1 and work each frame in succession. Each frame will usually ask you a question. The correct answer is printed on the top of the next frame. If you were incorrect, turn back and restudy the information before continuing on to the next frame. When you have finished the text, complete the self evaluation exercise. Now begin by studying the performance objectives on page iv.

## PERFORMANCE OBJECTIVES

Upon completion of this programed text you will be able to select the proper radio transmission for:

- a. Departing main heliport.
- b. Entering stagefield traffic.
- c. Go around procedures.
- d. Departing stagefield.
- e. Landing at main heliport.
- f. Communicating with civilian airport towers.

Given examples and definitions, you will select proper aviation radio phrases.

FRAME 1

The basic format for all radio calls is:

1. Station called
2. Your call sign
3. Your Request or Message

Your call sign at Fort Wolters will always be the last 4 digits of your helicopter serial number (commonly referred to as the "last 4 tail numbers"). These procedures (Frame 1-8) will be used at all three heliports.

You are at Downing Heliport in helicopter 64-4321 and do not know the direction of take-off. Your radio transmission would be:

- a. "Downing, Take-off direction, 321"
- b. "Downing, 321, Take-off direction"
- c. "Downing. 4321. Take-off direction"
- d. "Take-off direction, 4321, Downing"

/X

**RADIO CHECK means:**

- c. How do you hear me?

FRAME 17

"Robin Hood 36, this is Robin Hood 3. Go low-level and give me a report on the village activity. Over"

"This is Robin Hood 36, Roger, STAND-BY, OUT"

STAND-BY, OUT means:

- a. I will pause for more than a few seconds, and will call you back.
- b. I received your message.
- c. Pause for a few seconds.

(GO TO THE BOTTOM OF PAGE 2 FOR FRAME 18)



c. "Downing, 4321, Take-off direction."

---

FRAME 2

If you DO NOT KNOW the direction of take-off, call the tower before you depart your parking place to obtain the direction of take-off. If you can determine the direction of take-off from the existing traffic, hover to the take-off panel.

You MUST request take-off permission from the tower. Your request will consist of transmitting the number of your take-off panel to the tower.

You have departed the parking area at Downing Heliport and are over take-off panel #1 in helicopter 65-5443, your transmission would be:

- a. "Panel 1, 5443, Downing"
- ☒ b. "Downing, 5443, Panel 1"
- c. "5443, Downing, Panel 1"
- d. No call is necessary here.



NEGATIVE means :

c. No

FRAME 11

"Bluebird 13, this is Parachute Forward. The artillery impact area is XY 783497, Over."

"This is Bluebird 13, SAY AGAIN impact coordinates, Over."

SAY AGAIN means:

- a. Send your message.
- b. I understand your message.
- c. Repeat your message.

X/X

**SPEAK SLOWER** means:

- b. Slow down so I can understand.

FRAME 19

"Blackhawk 6, this is Capitol Control, return to Bu Dop, Over."

"This is Blackhawk 6, You are very weak, Say WORDS TWICE, Over."

WORDS TWICE means:

- a. Slow down.
- b.** Say each word twice.
- c. Wait until I can copy.

b. "Downing, 5443, Panel 1"

---

FRAME 3

If you do not understand a radio transmission, your request would be "Say-again." "Repeat" IS NOT used, as it is an artillery fire command.

You are in helicopter 61-3443 and did not understand the take-off direction. Your transmission would be:

- a. "Downing, 3443, Repeat"
- b. "Say-again, Downing, 3443"
- c. "3443, Repeat, Downing"
- d. "Downing, 3443, Say-again"

**SAY AGAIN** means:

- c. Repeat your message.

FRAME 12

"Bluebird 13, this is Parachute Forward. I SAY AGAIN, Impact coordinates are XY 783497, Over."

"This is Bluebird 13, Roger, Out."

I SAY AGAIN means:

- a. Send your message.
- ☒ b. I will repeat the last transmission or the portion you requested.
- c. I did not understand.

X/X

WORDS TWICE means:

- b. Say each word twice.

FRAME 20

"Rebel 13, this is Rebel 26. Your target is the stream junction at your 12 o'clock position, Over."

"This is Rebel 13, VERIFY, as that is marked on my map as a friendly position, Over."

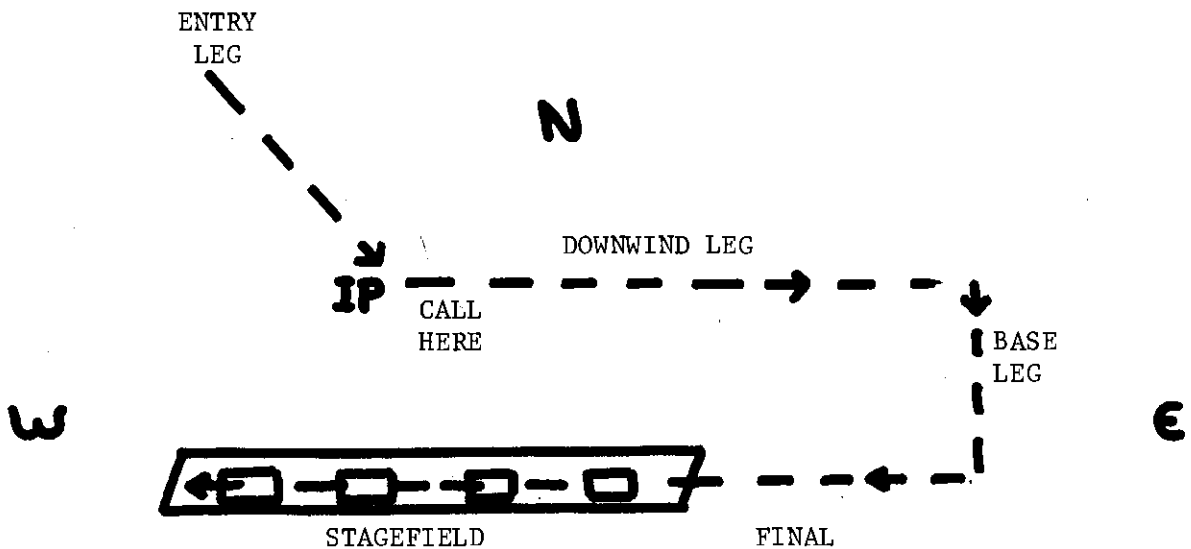
"This is Rebel 26, the friendlies have been extracted. Start your gun run now, Out."

**VERIFY** means:

- a. Check your message to insure it is accurate.
- b. Repeat.
- c. I did not understand.

d. "Downing, 3443, Say-again"

---



FRAME 4

S

To enter traffic at a stagefield, your request would be the traffic direction you are entering. You must call entry on the downwind leg.

You are entering east traffic at Bien Hoa Stagefield in helicopter 60-8765. Your transmission would be:

- a. "8765, East traffic, Bien Hoa"
- ☒ b. "Bien Hoa, 8765, Entry east"
- c. "East traffic, 8765, Entering Bien Hoa"
- d. "8765, Entering east traffic"

I SAY AGAIN means:

- b. I will repeat the last transmission or the portion you requested.

---

FRAME 13

"Playboy 36, this is Playboy 6, engage the enemy troops on the south side of the river, CORRECTION, on the north side of the river. Over."

"This is Playboy 36, Roger, understand north side of the river."

CORRECTION means:

- a. Do you understand?
- ☒ b. An error has been made, the correct version is .....
- c. Repeat my last message.

X/X

VERIFY means:

- a. Check your message to insure it is accurate.

---

FRAME 21

"Lai Khe Control, this is Quan Loi Control. Lift your artillery on Hill 837 at H minus 5 hours. READ BACK, Over."

"This is Lai Khe, I read back. Lift your artillery on Hill 837 at H minus 5 hours, Over."

READ BACK means:

- ☒ a. Check your message for accuracy.
- b. Tell me you understand.
- ☒ c. Repeat my message back to me when I say over.

b. "Bien Hoa, 8765, Entry east"

---

FRAME 5

If it is unsafe to land and you decide to make a "go around" on one of the lanes at the stagefield, call the tower and notify them of a go around and the lane number. The tower will further advise you what to do; whether to remain in closed traffic, or break out of traffic and make a standard 45° entry on the downwind leg.

You are at Bien Hoa Stagefield flying helicopter 66-8811 and you decide to make a go around on lane 2; your transmission would be:

- a. "Bien Hoa, Go around, Lane 2."
- b. "Lane 2, Bien Hoa"
- ☒ c. "Bien Hoa, 8811, Go around, Lane 2"
- d. "Go around, Lane 2"

CORRECTION means:

- b. An error has been made, the correct version is .....
- 

FRAME 14

"Charger 11, this is Charger 35, I have the enemy location plotted. Are you prepared to copy? Over."

"This is Charger 11, GO AHEAD, Over."

GO AHEAD means:

a. I did not understand.

☒ b. Send your message.

c. Yes

X/X

READ BACK means:

- c. Repeat my message back to me when I say over.
- 

FRAME 22

"Goodnature 5, this is X-ray 6. UH-1D down at coordinates XY4996 7325, area is secure, ACKNOWLEDGE, Over."

"This is Goodnature 5, Roger, I am on the way, estimate 30 minutes enroute, Over."

ACKNOWLEDGE means:

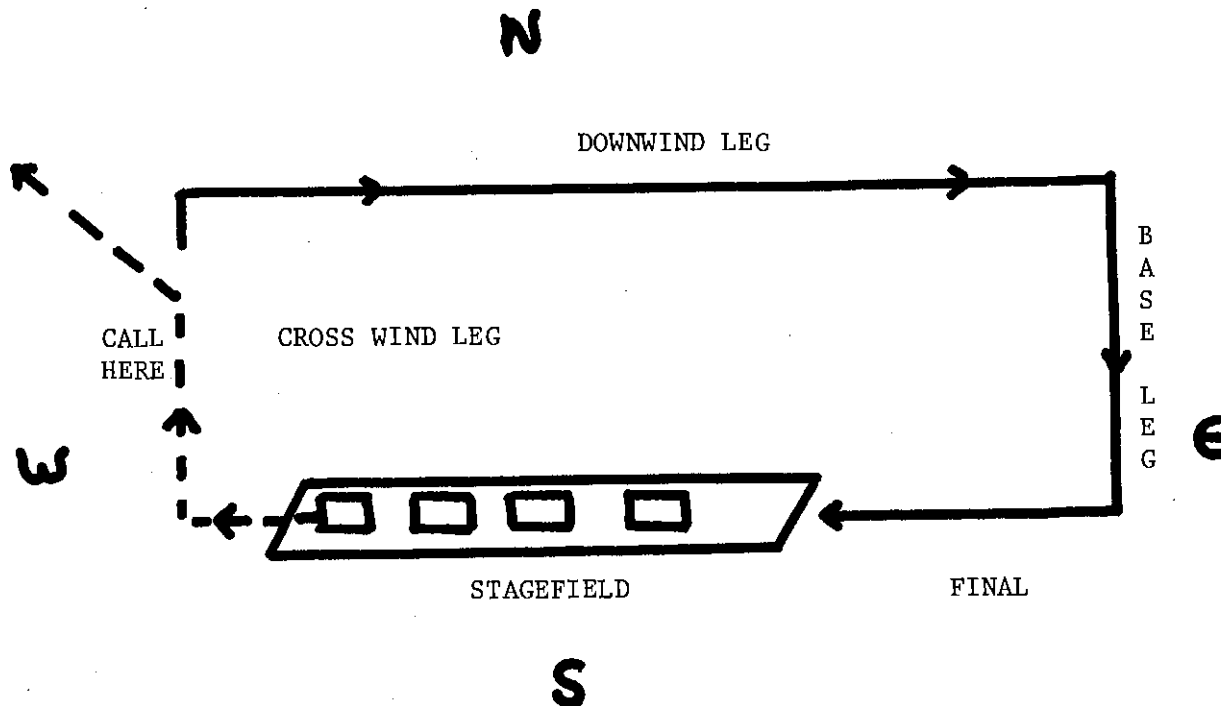
☒ a. Tell me you received and understood my message.

b. Repeat my message back to me.

c. I understand.

c. "Bien Hoa, 8811, Go around, Lane 2"

---



FRAME 6

When you are finished working at the stagefield and are departing traffic at a 45° angle on the crosswind leg, call the tower and tell them you are departing traffic and your destination.

You are departing Bien Hoa Stagefield in helicopter 65-5115 and returning to Downing Heliport. Your transmission would be:

- a. "Bien Hoa, 5115, Departing traffic for Downing."
- b. "Departing for Downing, Bien Hoa."
- c. "Bien Hoa, Departing traffic for Downing."
- d. "5115, Departing for Downing."



1. *Phragmites australis* (Cav.) Trin. ex Steud.

10

"Blackhorse 46, this is Blackhorse 6. What is your position?"

"This is Blackhorse 46, STAND-BY..... We are at XT 984698,

Figure 1. The effect of the concentration of the  $\text{Fe}^{2+}$  solution on the adsorption of  $\text{Fe}^{2+}$  by the  $\text{Fe}^{2+}$ -loaded adsorbent.

- b. I understand.

- c) I will pause for a few seconds.

X/X

- • •

\_\_\_\_\_

"Cowboy 31, this is Cowboy 36, engage the sampan in the small stream. BREAK, BREAK, Cowboy 32, follow me down and we will get the truck, Over."

...to Downing Hallport. Your presence...

- Q I am breaking this transmission to talk with someone else.

- last message.

- polished for galvanized, 10112

(GO TO PAGE 16 FOR FRAME 24)

- a. "Bien Hoa, 5115, Departing traffic for Downing"
- 

FRAME 7

You are flying back to Downing Heliport.

If you can not determine the direction of landing from existing helicopter traffic, request the landing direction. Do not give your position, such as five miles east.

If traffic is already established and you can determine the landing direction, you will call over the IP (initial point). Your message would be "IP", this is your request to land.

1. You are 4 miles to the west and are flying helicopter 65-7654 and do not know the direction of landing at Downing. Your transmission would be:
  - a. "Downing, 7654, Landing direction"
  - b. "7654, Landing direction, Downing"
  - c. "Downing, 7654, 5 east for landing"
2. You are over the IP in helicopter 65-7654; your transmission would be:
  - a. "7654, IP, Downing"
  - b. "Downing, 7654, IP"
  - c. "IP, 7654, Downing"

If you have a communications failure at this point, remain in traffic and make a normal entry to Downing. However, after parking and shutting down the helicopter, notify the tower by telephone that you are on the ground.

STAND-BY means:

c. I will pause a few seconds.

FRAME 16

"Thunderbird 3, this is Thunderbird 42, RADIO CHECK, Over."

"This is Thunderbird 3, I hear you loud and clear, how me, Over."

RADIO CHECK means:

a. Do you understand?

b. Send your message.

c. How do you hear me?

(TURN BACK TO THE BOTTOM OF PAGE 1 FOR FRAME 17)

1. a. "Downing, 7654, Landing direction"
2. b. "Downing, 7654, IP"

---

FRAME 8

The radio calls covered up to this point have been strictly for training at Ft. Wolters. Standard radio words and phrases have been eliminated to expedite your transmissions so that you will be on the air for the minimum amount of time.

Here in a training situation we have many aircraft operating on the same frequency; therefore, for everyone to have a chance to talk, the radio transmissions must be short!

When contacting a civilian or military control tower (other than here at Ft. Wolters) your contact is generally comprised of four parts as follows:

1. The CALL-UP, consisting of the call sign of the station being called, the words "This is", the call sign of the caller, and the word "Over".
2. The REPLY, consisting of the call sign of the station being called, the words "This is", the call sign of the caller, and the word "Over".
3. The MESSAGE (that portion of the contact which conveys information or requests same).
4. The ACKNOWLEDGEMENT and ending, consisting of the aircraft call sign, the word "Roger" and, if the contact is to be closed, the word "Out".

The following is the correct procedure for requesting a clearance to take-off from an airfield with a tower. Observe the procedure and make a mental note for future use.

Helicopter: "Abilene Tower, this is Army Copter 95931. Over."

Tower: "Army Copter 95931, this is Abilene Tower. Over."




Helicopter: "Abilene Tower, Army Copter 95931, south end of refueling ramp, request hover and take-off instructions. Over."

Tower: "Army Copter 931, cleared to runway 16, wind 160 degrees at 10. Altimeter 2992, cleared for immediate take-off. Over."

Helicopter: "931 Roger, Out."

Note that the last 5 digits of the helicopter serial number were used for initial contact. Always use the last 5 digits when contacting any control tower other than Ft. Wolters. After initial contact has been established, the tower may shorten it to the last 3 digits, but always use the last 5 digits for initial contact.

Match the below terms:

- |   |   |
|---|---|
|  Over  | a. I have received <del>and understood</del> all of your last transmission. |
|  Out   | b. My transmission is ended and I expect a response from you.               |
|  Roger | c. This conversation is ended and no response is expected.                  |

BREAK means:

a. I am breaking this transmission to talk with someone else.

FRAME 24

Numbers are ALWAYS pronounced as single digits over the radio.

1 One  
2 Two  
3 Three  
4 Four  
5 Five

6 Six  
7 Seven  
8 Eight  
9 Niner (not nine)  
10 One-zero (not one-o)

Example: 1645 hours is pronounced one-six-four-five hours, NOT sixteen-forty-five hours.

Even hundreds are pronounced as such.

Example: 1700 hours is one-seven-hundred hours.

Write the correct pronunciation for the following:

1230 Hrs One-two-three-zero Hrs.

1300 Hrs one three hundred Hrs.

0100 Hrs zero one hundred Hrs.

585 Ft five eight five Ft

1100 Ft one, one hundred Ft

Grid Coordinates

689742

780902

B Over  
C Out  
A Roger

---

FRAME 9

"Top Tiger 32, this is Top Tiger 42. Are you on station? Over."

"This is Top Tiger 32, AFFIRMATIVE."

AFFIRMATIVE means:

a. I received your last transmission.

☒ b. Yes

c. No

(TURN TO PAGE 2 FOR FRAME #10)

1230 Hrs	<u>One-two-three-zero</u>	Hrs
1300 Hrs	<u>One-three hundred</u>	Hrs
0100 Hrs	<u>Zero-one hundred</u>	Hrs
585 Ft	<u>Five-eight-five</u>	Ft
1100 Ft	<u>One-one hundred</u>	Ft

Grid Coordinates

689742	<u>Six- eightniner-seven-four-two</u>
780902	<u>Seven-sight-zero-niner-zero-two</u>

---

#### FRAME 25

Use single digits for altimeter settings. Example: 29.92 is two-niner-niner-two. The decimal omitted.

Magnetic Headings are always given in 3 single digits. Example: 135° is one-three-five degrees; 5° is zero-zero-five degrees.

Write the correct pronunciation:

29.93	<u></u>	
29.81	<u></u>	
30.12	<u></u>	
90°	<u></u>	degrees
10°	<u></u>	degrees
300°	<u></u>	degrees

INTENTIONALLY LEFT BLANK

FORM COMPLETED



29.93 Two-niner-niner-three

---

29.81 Two-niner-eight-one

---

30.12 Three-zero-one-two

---

90° Zero-niner-zero degrees

---

10° Zero-one-zero degrees

---

300° Three-zero-zero degrees

---

**TEXT COMPLETED**

...forecast 10. Twenty ground fire at 9.  
...roll left, closer leaf pattern, ...  
...and pass, and both on third ...

...SPEAK SLOWER, ...

## SELF EVALUATION EXERCISE

1. You are at Downing and are ready to depart your parking spot in Helicopter 60-8765 and do not know the take-off direction. What should your call be?
  - a. "Take-off direction, Downing, 8765"
  - b. "8765, Downing, Take off direction"
  - ☒ c. "Downing, 8765, Take off direction"
2. You are ready to depart from your parking spot. Upon looking around, you see other helicopters taking off to the north. You should:
  - ☒ a. Hover your aircraft to one of the take-off panels, contact tower and depart.
  - b. Contact tower and request take-off direction.
  - c. Follow the other helicopters, and not bother the tower.
3. Downing Tower has given you the take-off direction, but you did not understand. What should your call be if you are in Helicopter 64-8765?
  - ☒ a. "Downing, 8765, Say again"
  - b. "Downing, 8765, Repeat"
  - c. "Downing, Repeat, 8765"
  - d. "Downing, Say again, 8765"
4. You are over take-off panel #1 in Helicopter 63-8765 ready for departure. Your call should be:
  - a. "Panel 1, 8765, Downing"
  - b. "8765, Panel 1, Downing"
  - ☒ c. "Downing, 8765, Panel 1"
  - d. "8765, Departing Downing"

5. What is the correct radio call for Helicopter 57-6681 entering west traffic at Bien Hoa Stagefield?
  - a. "West traffic, 6681, Enter Bien Hoa"
  - b. "Bien Hoa, 681, Enter west"
  - ☒ c. "Bien Hoa, 6681, Entry west"
  - d. "6681, Entry west, Bien Hoa"
6. You are flying at Bien Hoa Stagefield in Helicopter 65-1111 and decide to make a go-around on lane 2. Your call should be:
  - a. "Go around, Lane 2, Bien Hoa"
  - ☒ b. "Bien Hoa, 1111, Go around, Lane 2"
  - c. "Lane 2, Go around, 1111, Bien Hoa"
7. You have finished flying at Bien Hoa and are returning to Downing Heliport in Helicopter 66-2111. Your call departing traffic would be:
  - ☒ a. "Bien Hoa, 2111, Departing traffic for Downing"
  - b. "Departing traffic for Downing, 2111, Bien Hoa"
  - c. "2111, Bien Hoa, Returning to Downing"
8. If you are unable to contact Downing Tower over the IP due to radio failure, you should:
  - ☒ a. Remain in traffic and continue approach. After shutting down, contact tower by phone and notify them you are down.
  - b. Break traffic and return to the stagefield.
  - c. Enter autorotation.
9. You are in Helicopter 65-9842. What would be your initial call on entering a CIVILIAN CONTROL ZONE such as Abilene?
  - ☒ a. "Abilene Tower, This is Army Copter 59842. Over."
  - b. "Abilene Tower, This is Helicopter 842. Over."
  - c. "Abilene, 842, Over."

10. You should state a heading of 5 degrees over the radio as:
- a. "Heading 5 degrees."
  - b. "Heading zero five."
  - ☒ c. "Heading zero, zero, five."
11. What is the correct procedure when returning to Downing Heliport and you can tell that traffic is landing to the North?
- a. Call the tower and request landing direction.
  - b. Call the tower immediately.
  - ☒ c. Enter traffic, wait until you're over the IP to make your radio call.
  - d. No radio call at all is needed to land in this case.
12. What is the correct call to make over the IP when flying aircraft 60-8765 back to Downing Heliport?
- ☒ a. "Downing, 8765, IP."
  - b. "Downing, 765, IP."
  - c. "IP, 8765, Downing."
  - d. No call is necessary.
13. You're returning to Downing Heliport and are 5 miles to the east in aircraft 55-7681 and need to know the landing direction. Your call should be:
- a. "Downing, 7681, 5 miles east for landing."
  - b. "Downing, 5 miles east for landing, 7681."
  - ☒ c. "Downing, ~~7681~~<sup>7681</sup>, Landing direction."
  - d. "Downing, Landing, ~~7681~~<sup>7681</sup>."

Match the following:

- |                           |  |
|---------------------------|--|
| 14. <u>d</u> Over         | a. No  |
| 15. <u>b</u> Correction   | b. Yes   |
| 16. <u>p</u> Say Again    | c. How do you hear me?   |
| 17. <u>h</u> Go Ahead     | d. My transmission is ended and I expect a response from you.          |
| 18. <u>e</u> Stand By     | e. I will repeat my last transmission.                                 |
| 19. <u>m</u> Speak Slower | f. An error was made. The correct version is .....                     |
| 20. <u>n</u> Words Twice  | g. The conversation is ended and no response is expected.              |
| 21. <u>o</u> Verify       | h. Send your message.  |
| 22. <u>k</u> Roger        | i. Tell me you have received and understood this message.              |
| 23. <u>j</u> Read Back    | j. Repeat all of this message back to me after I say over.             |
| 24. <u>k</u> Acknowledge  | k. I have received and <del>understood</del> all of your transmission. |
| 25. <u>b</u> Affirmative  | l. Pause for a few seconds.  |
| 26. <u>g</u> Out          | m. Slow down so I can understand.                                      |
| 27. <u>a</u> Negative     | n. Say each word twice.  |
| 28. <u>e</u> I Say Again  | o. Check the accuracy of your message.                                 |
| 29. <u>c</u> Radio Check  | p. Repeat your message.  |

30. Over the radio, 0946 hours is pronounced as:

- a. Nine-four-six hours.
- b. Zero-nine-four-six hours.
- ☒ c. Zero-niner-four-six hours.
- d. Nine-forty-six hours.

31. Over the radio, an altimeter setting of 29.92 is pronounced as:

- ☒ a. Two-niner-niner-two.
- b. Twenty-nine-ninety-two.
- c. Twenty-nine-decimal-ninety-two.
- d. Two-nine-decimal-nine-two.

32. Over the radio, a heading of 15° is pronounced as:

- a. Fifteen degrees.
- b. One-five-degrees.
- ☒ c. Zero-one-five degrees.
- d. OH-one-five-degrees.

# ANSWERS TO SELF EVALUATION EXERCISE

1. c "Downing, 8765, Take off direction"
2. a Hover your aircraft to one of the take off panels, contact tower and depart
3. a "Downing, 8765, Say again"
4. c "Downing, 8675, Panel 1".
5. c "Bien Hoa, 6681, entry West".
6. b "Bien Hoa, 1111, go around lane 2"
7. a "Bien Hoa, 2111, Departing traffic for Downing
8. a Remain in traffic and continue approach. After shutting down, contact tower by phone and notify them you are down.
9. a "Abilene Tower, This is Army Copter 59842, Over."
10. c "Heading zero, zero, five."
11. c Enter traffic, wait until you're over the IP to make your radio call.
12. a "Downing, 8765, IP."
13. c "Downing, 7681, Landing direction."
14. d My transmission is ended and I expect a response from you.
15. f An error was made. The correct version is.....
16. p Repeat your message.
17. h Send your message.
18. l Pause for a second.
19. m Slow down so I can understand.
20. n Say each word twice.
21. o Check the accuracy of your message.
22. k I have received and understood your transmission.
23. j Repeat all of this message back to me after I say over.
24. i Tell me you have received and understood this message.
25. b Yes
26. g The conversation is ended and no response is expected.
27. a No
28. e I will repeat my last transmission.
29. c How do you hear me?
30. c Zero-niner-four-six hours.
31. a Two-niner-niner-two
32. c Zero-one-five degrees

L3319 Army-Ft. Sill, Okla.