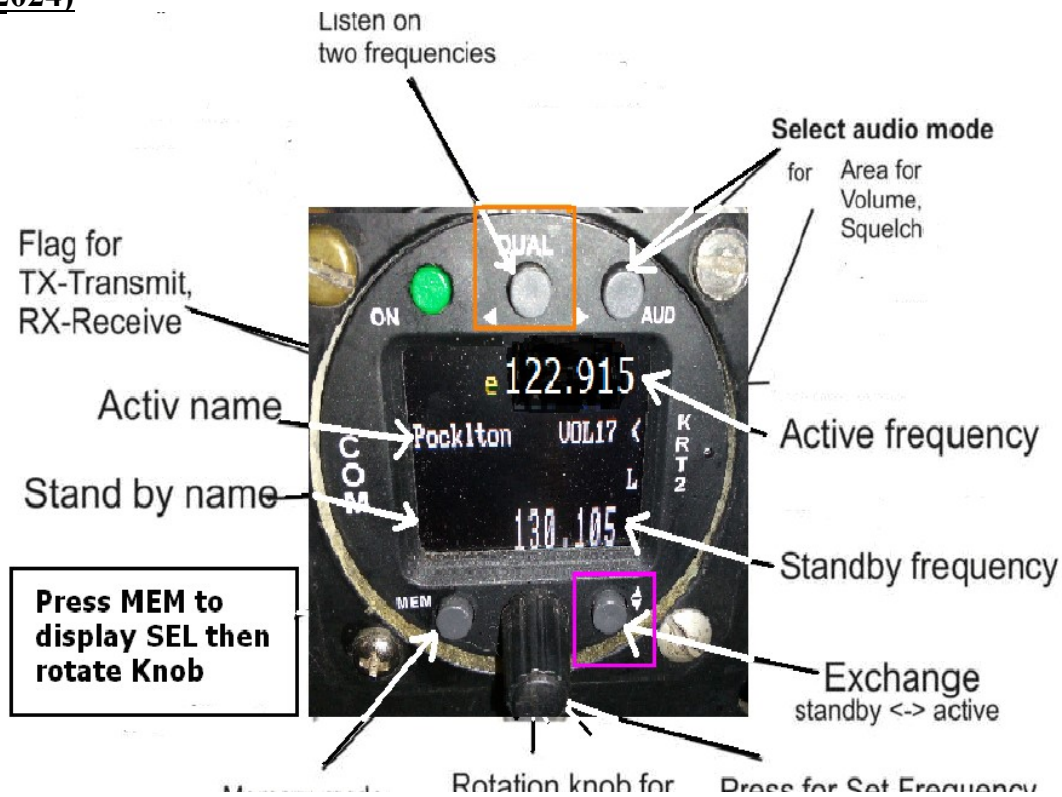


KRT2 8.33 Radios in TVGC gliders and Power aircraft

“Kirton Base ” Channel 129.980 (New gliding channels effective 21st March 2024)



100 preset “Favourites” have been pre-programmed for ease of use and can be selected by glider channel then local site then country wide alphabetically

Press the **MEM** button to display “**SEL**” and turn the knob to select the required station.

Program 1-17: All designated Glider Channels are labelled G_Function

Program 18-35: Local glider sites and local landout airfields including **RAF Leeming** Radar

Program 36-98: Alphabetically from Bagby as per the list for UK and some Scotland

NOTE there are new assignments for task such as Cloud Flying

Channel KRT Label	Primary Use	Secondary Use	Notes
129.905 Ground	Ground Retrieval	Parachute/Hang-glider	Shared channel
129.980 G-Local	Common Glider Field Frequency within 10NM radius and up to a height of 3000ft above certain approved airfields		No secondary use
118.685 G-Local	Common Glider Field Frequency within 10NM radius and up to a height of 3000ft above certain approved airfields		No secondary use
130.105 G Flight	In-flight Situational Awareness		No secondary use
130.130 G Flight	In-flight Situational Awareness		No secondary use
130.535 G-Cloud	Cloud Flying	In-flight Situational Awareness	
129.890 G-COMP	Competition	Coaching	
130.405 G-COMP	Competition	Coaching	

To change Volume , Squelch and VOX

VOLUME: Don't press any buttons (like the LX166?) just turn the middle knob (set 10-15)

SQUELCH: Press the **AUD** button once and change **SQL level to 3-5** (changes sensitivity if set too high 10 reception maybe limited at a distance)

VOX: Press **AUD** again this will give **VOX** used for intercom Micro sensitivity for Dual power aircraft.

Set to **10** to switch intercom off (Gliders and Power solo flying). **1** is intercomm on permanently for DUAL

After 2 secs any button press will revert back to Default (Be Patient)

Threat, Error, Management

Threat: Other aircraft, Distraction (head in the cockpit), Loss of Control

Error: Selecting the wrong Channel- Distraction

Management: Ensure you familiarise yourself of its operation on the ground not in the Air.

That goes for any in-flight instruments and Familiarity with new aircraft type.

G_Local;118.665	Camphill;124.965	BirmLARS;123.980	LakenRAD;128.900	Silvrstn;123.330
G_Local;118.685	Darlton;118.685	BrizNorL;124.275	Lasham;131.030	Syerston;128.525
G_Local;122.915	Elvingtn;119.630	BrizNorR;124.275	LeedBrad;134.580	Sywell;122.705
G_Local;123.815	FullSutt;120.105	Cambridg;120.965	Leicester;122.130	Tatenhil;124.080
G_Local;124.965	Hibldstw;129.925	ConnsbyR;119.200	LitGrans;130.855	TeesideR;118.855
G_Local;125.185	HumbrsR;119.130	CranfldR;122.855	LitLRiss;120.775	TopClift;121.450
G_Local;129.060	Huthwait;118.605	Cranwell;124.450	LondInfo;124.750	Turwestn;122.180
G_Local;129.965	Kirton;129.980	D and D;121.500	Luton R;129.550	Wellsbrn;124.030
G_Local;129.980	LeedEast;120.710	Derby;118.355	ManchRad;118.580	WestnGrn;133.650
G_Local;130.290	LeemingR;133.375	EastMidR;134.180	MarhmRAD;124.150	Wickenby;122.455
G_Local;132.910	Pocklton;122.915	Enstone;129.880	Midnhall;122.550	Witering;119.675
G_Local;133.565	Rufforth;123.815	Farnboro;134.355	Nethorpe;123.280	Aboyne;118.665
G_Comp;129.890	Saltby;129.965	Fenland;122.930	NewCstR;124.380	Aberdeen;119.055
Ground;129.905	Sturgate;130.305	GlosterR;128.555	Norwich;119.355	Dundee;122.905
G_Flight;130.105	SuttBank;118.665	GransLDG;131.280	OxfordR;125.090	EdinBurR;121.205
G_Flight;130.130	WaddtonR;119.500	Halton;130.425	Retford;130.480	Fife;130.455
G_Comp;130.405	Bagby;123.255	Hinton;119.455	SaftyCom;135.480	Perth;121.080
G_Cloud;130.535	Balloon;122.480	HusBos;127.580	Sandtoft;130.415	PortMoak;122.915
Breighton;129.805	Beverly;123.055	HusBos2;122.205	Sherburn;122.610	
Burn;130.290	Bicester;135.480	Langar;129.905	Sibson;120.330	

“Pocklington Traffic” local Channel is only to be used only below 3000ft and 10NM of the airfield (not used for inter-glider chatter).

Recommended advice RAF Leeming (133.375) should be contacted when in the Vale of York

TVGC Standard Operating Procedure (SOP) should be as follows


Launching, Circuit and Monitor .

Upper display 129.980

In flight situation awareness. (in flight Chatter)

Lower display 130.105

Pre Landing checks (PLC) ensure radio is set back to KIT 129.980 the WULLF

Use **Toggle**  to swap upper and lower. This also works when in DUAL mode

In Flight Press “ **Duel** “ Button This allows Tx/Rx on the upper display and listen only lower display

In flight situation awareness. (Chatter)

Upper display 130.105

Launching and Circuit and Monitor .

Lower display 129.980

REMEMBER TO SELECT CORRECT CHANNEL AS PART OF PRE LANDING CHECK

Frequencies or Channels are subject to change so all pilots should carry updated

Frequency Reference cards available from

www.nats-uk.ead-it.com/public/index.php.html VFR Charts\ Frequency Reference Charts

Any help/queries contact Steve Wilkinson

Full Manual available from www.tq-avionics.com/en/support/downloads/