

Here's a basic radio script to be used on flight between O70 and SCK (Stockton):

Departing Westover - Contact Westover Traffic

Frequency: 122.8

"Westover traffic, Cessna 8582U, departing runway 19, straight out, Westover"

Five miles out from Westover (outbound) - Contact NorCal Approach

Frequency: 123.85

"NorCal Approach, Cessna 8582U"

Wait for reply. NorCal will say something like, "Cessna 8582U, NorCal Approach, (or, "say request.")

You respond: "Cessna 8582U just departed Westover O70 VFR to Stockton, student pilot, request flight following."

Wait for reply. NorCal will say something like, "Cessna 82U, squawk 0233 (or some other four numbers) and Ident"

You change code on transponder to 0233 (or the code assigned to you) and push the Ident button. Only push Ident if instructed to do so.

After a short time (30 sec - 2 minutes), NorCal will say: "Cessna 8582U, you are radar contact 8 miles Southwest of Jackson Westover. Say altitude climbing to."

You will say: "We are out of (current altitude) climbing to 3000."

NorCal will say, "Roger."

Along your route of flight, NorCal will give you traffic advisories. They will say something like, "Cessna 82U, you have traffic at 11 o'clock and 2 miles, northbound, altitude indicates 3,500."

You say, "82U looking for traffic," or "82U has traffic in sight."

Tune to the Stockton ATIS (Automated Terminal Information Service) before you get to the Linden VOR (use the second radio for this - you may NOT change frequencies off of NorCal Approach until instructed to do so or until you cancel flight following). Note the wind direction, wind speed, altimeter setting, and active runway. Note the ATIS identifier (e.g. Information Bravo)

Stockton ATIS: 118.25

NorCal Approach will tell you when to contact Stockton Tower. They will say: "Cessna 82U, contact the tower on 120.3"

You will say, "82U"

Call Stockton Tower When Instructed to Do So

Frequency: 120.3

You say: "Stockton Tower, Cessna 8582U, student pilot, inbound with Information Bravo"

They will say, "Cessna 8582U, continue inbound, make right traffic for Runway 29 right (or 29 left)," or "Cessna 82U, expect 29 Right (or Left)."

You will say, "82U will make right traffic for Runway 29 (right or left)"

When you get to the airport and enter downwind for Runway 29, they will say, "Cessna 82U, runway 29 left, cleared to land," or "Cessna 82U, you are number two behind a CitationJet on 2 mile final, extend your downwind." In other words, they will give you explicit instructions. Follow them.

At some point, they will say, "Cessna 82U, Runway 29 Left (or right), cleared to land. You may not land unless they say "Cleared to land." If you find yourself on final approach before they have

cleared you to land, they may have forgotten about you. Just say, "Cessna 82U on final for 29 Right (or left)." They will quickly clear you to land.

After you land, take the first available taxiway, or follow the Tower controller's instructions, (e.g. "Cessna 82U, turn left at Foxtrot.")

Pull off the runway, completely past the "hold short" lines, and stop. The tower controller will either tell you to contact Ground Control on 121.9, or remain on the tower frequency for taxiback. If he instructs you to contact Ground, change to the Ground Control frequency (121.9) and say, "Stockton Ground, Cessna 8582U, student pilot, off the right (or left) runway, taxi back for takeoff."

Ground Control will say, "Cessna 8582U, taxi runway 29 Right (or left) via (taxiway identifier)."

If you understand the instruction, say "82U," If you do not understand your route back to the runway, say "82U, unfamiliar with your airport, request progressive instructions." Progressive instructions are turn-by-turn directions provided by the ground controller to make sure you get to where you're going.

After your runup, change to the Tower frequency

Frequency: 120.3

You say, "Stockton Tower, Cessna 8582U, ready at Runway 29 Right (or left), request right turnout and flight following back to Westover."

They will say, "I'll coordinate with Approach for flight following, Cessna 82U, Runway 29 right, cleared for takeoff."

If you taxi onto the runway, the Tower controller will take that as acknowledging his transmission, but it never hurts to say "Cleared for takeoff, runway 29 right (or left), 82U."

Once airborne, turn right toward Westover (or Linden VOR). The Tower controller will tell you when to contact NorCal Approach for flight following. If they forget about you, when you're about five miles out from Stockton, say "Cessna 82U request frequency change to Approach for flight following."

They will say, "Cessna 82U, frequency change approved."

You will say, "82U."

Contact NorCall Approach for Flight Following Back to Westover

Frequency: 124.8 or as instructed by the tower

You will say, "NorCal Approach, Cessna 8582U, student pilot, off Stockton for Jackson Westover, request Flight Following."

They will say, "Cessna 8582U, squawk (some four numbers).

You change the transponder to that code and say, "82U, squawking (four numbers)."

They will say, "Cessna 82U, you are radar contact 7 miles Northeast of Stockton, say altitude."

You will say, "82U is climbing out of 2000 (or whatever altitude you are at) for 3000."

They will say, "82U, roger."

They will then give you traffic advisories along your route of flight. You acknowledge all transmissions from any controller by saying, "82U." By repeating the last three numbers of your registration, that means "I heard you."

When you get within 10-15 miles of Westover, contact Approach and say, "Cessna 82U has Westover in sight, request frequency change." You may not change off the Approach frequency before instructed to do so by the controller.

They will say, "Cessna 82U, frequency change approved."

When approved, you may change the frequency back to Westover Unicom, 122.8.

Suggestion: When you have time, go to the airport and just sit in the plane with the radio on to 123.85 or 124.8. Listen to what goes on. After a while, you'll see a pattern to what's going on. The controllers (and pilots) say the same 7-8 things all the time. You'll get the hang of things quickly if you tune in and listen.

Also, don't be afraid to make a mistake. Nobody cares. Just be clear about what you want to do. Don't be too concerned about using standard phraseology. You'll get there as you listen and gain comfort in the "System."

Also, if you're an AOPA member, there is a new radio training course online called "Say It Right." I've watched it and it's pretty good, definitely worth tuning to. Just go to AOPA.org, log in with your username/password, then go the Air Safety Foundation link on the top right. From there go to "Online Courses," then "Say It Right."

Hope this is helpful...

--Bill