

Each FlightAdventures aircraft is equipped with standard airsick bag. Please use them if you need to. If you do become airsick, here a couple of thing you might try before you get back on the ground:

- Open the air vents
- Loosen clothing
- Keep you eyes on a point outside the aircraft
- Avoid unnecessary head movements

1.2.3 Radio procedures and etiquette

To many student pilots, radio communications are the most difficult and/or intimidation aspects of learning to fly. The secret to understanding what's being said (and how to make your intentions clearly known) is to understand and use the standard aviation communications format. Once you understand the phraseology, radio communications become much easier.

The format that's used in aviation is:

WHO²—WHERE—WHAT

WHO²—There are two “who’s” here—the first is “who” you’re calling, and the second is “who” you are.

Examples of the first “who” are: “*Kennedy tower,*” “*Meig’s ground,*” “*Los Angeles center,*” and “*Paso Robles traffic.*”

For the second “who” we use the aircraft’s designation and callsign (“N” number).

Example: “*Cessna three two four sierra papa*” for aircraft N324SP

➤ NOTE: In aviation alphanumeric are recited by individual digit rather than collectively. Letters are also spoken using ICAO phonetic alphabet. We’ve included a complete phonetic alphabet table in Appendix A.

The first time you make contact or announce yourself say the aircraft’s complete callsign (minus the first “N” of the “N” number). On subsequent with contacts use your designation and the last three digits of the callsign.

Example: “*Cessna two four sierra papa*” for the same aircraft, N324SP

➤ NOTE: FlightAdventures aircraft use the designation “Adventure.” When flying these aircraft the proper way to identify yourself is “*Adventure One Two Five.*”

WHERE—Your location: This is either based on your proximity to a landmark or NAVAID.

Examples: “*at the base of the tower,*” “*ten miles south of XYZ VOR,*” and “*Newhall Pass.*”

WHAT—What you want to do:

Some examples are: “*ready for takeoff,*” “*touch and go,*” and “*I’d like to join left closed traffic.*”



TIP: It’s often helpful to announce that you’re a student pilot in your initial radio communication contacts. This will alert other pilots and ATC (air traffic control) to your experience level and will usually net additional assistance, and leeway that otherwise wouldn’t get automatically. Take advantage of this unwritten courtesy while you’re able to.

Other points of radio etiquette are:

- Listen before speaking—Make sure the current communications exchange is over before starting yours. You don’t want to be “stepping on” someone else’s radio calls.
- When replying to instructions or acknowledging a call to you, follow it up with your callsign.

For example a reply would be “*cleared to land, one two five.*”

- All clearances must be repeated. They don’t need to be done verbatim (although it does help), but all of the main points need to be covered. For example if you receive the following clearance:

“*Cleared to taxi runway two nine, via Juliet, hold short runway one one.”*

At the very least your reply would repeat the important information (underlined) so ATC will have an indication of whether you understand your clearance.

1.3 Preflight preparation & procedures

“*It’s far better to be on the ground wishing you were in the air, than to be up in the air wishing you were on the ground.*” —Unknown

The term *preflight* refers to a safety check performed before flight. Most people think of a preflight as an aircraft check where the pilot walks around the aircraft