COMMUNICATION GUIDE

BEALE AERO CLUB

1. Marysville Traffic – Skyhawk 8AF* – Aero Club – Taxi – 14 (or 32) – Marysville Traffic
2. Marysville Traffic – Skyhawk 8AF – Crossing 5/23 – Marysville Traffic
3. Marysville Traffic – Skyhawk 8AF – Taking the active 14 (or 32) – Right (or Left) Turn out - Marysville Traffic

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TRAFFIC PATTERN

1. Marysville Traffic – Skyhawk 8AF – **Turning Left** – **Crosswind** – 14 (or 32) – Marysville Traffic
2. Marysville Traffic – Skyhawk 8AF – **Turning Left** – **Downwind** – 14 (or 32) – Marysville Traffic
3. Marysville Traffic – Skyhawk 8AF – **Turning Left** – **Base** – 14 (or 32) – Marysville Traffic
4. Marysville Traffic – Skyhawk 8AF – **Turning Final** – 14 (or 32) – Marysville Traffic

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NORCAL – FLIGHT FOLLOWING

1. Good Morning (Afternoon, Evening) NorCal – Skyhawk 448AF** – REQUEST

    (Wait For Response)

No Response or Response To Hold or Response with no Tail Number **– DO NOT PASS THROUGH 1600'**
Response with your Tail Number **– Continue to climb through 1600 '**

2. Skyhawk 448AF – Off of Marysville – Out of (Say Current Altitude) for 3000' – Practice Area
3. NorCal will respond telling you to "Squawk 0356" or some other number
4. Repeat back "0356 – 448AF"
5. Enter number into transponder

When you're done with Flight Following you will hear:

1. Radar Services Terminal, Squawk VFR – Frequency Change Approved.
2. Repeat back "Squawk VFR – Frequency Change Approved. – 448AF"
3. Then turn your Transponder back to 1200 and change your radio to the airport frequency you are flying to.

Remember, don't add a bunch of extra words; keep it simple.

* At Non-Controlled Airports You Can Abbreviate Your Tail Number
**At Controlled or NorCal You Use Your Full Tail Number

Identify yourself by Model **not** Make. You are a Skyhawk not a Cessna. If you call Cessna you could be a jet or something else. If you call out Piper rather than Warrior, people might be looking for a Cub.