

DAYTON AVIATION SERVICES, LLC

STUDENT PILOT HANDBOOK



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13 AUGUST 2024

INTRODUCTION

The Top of your Bucket List

Learning to fly an airplane is one of the most exciting things in life. Dayton Aviation Services provides personalized, professional flight training in a positive learning environment. Our FAA Certified Flight Instructors offer a diverse range of flight experiences in a variety of aircraft. Whether you want to fly recreationally, or choose a career in aviation, we'll assist you with meeting your personal goals.

Our active pilots at Dayton Aviation Services (DAS) come from a broad range of professions and trades. We have lawyers, doctors, tradesmen, military, and other careers who have successfully completed the Private or Sport Pilot certification requirements. The one commonality is that it takes effort. For the few who don't complete their certification, it's rarely to do with test scores. Rather, the level of preparation and determination that they put towards their training. So, if a little hard work doesn't scare you off, we can show you a new and rarefied world that only a few people get to ever experience.

Finally, this handbook is only a summary of the of the DAS Standard Operating Procedure and should not be considered a substitute for them. But it is a helpful tool that you will find yourself referring to time and time again.

Let's get started.

INFORMATION

Drinking Water through a Fire Hose

At first, you'll be presented with a lot of information. It will seem, like a daunting task – almost overwhelming – but we promise you that it'll get easier with time. The trick to learning is to take it in small chunks. Here are a few tips that will help you get through the first couple of weeks:

- You will study subjects that won't automatically “sink in” and that is totally fine; that's what our flight instructors are here for. Read the course manuals and handbooks and think about what they are trying to teach you. Generally, the lesson is included in your course outline to keep you safe!
- Write down anything that doesn't make sense to you. Bring the question with you into the school. Before your ground briefing with your instructor have him/her answer the question. Sometimes a simple drawing on a whiteboard can solve a confusing answer.
- People learn at different speeds due mainly to different life experiences. Don't rush it. Enjoy the experience!
- There's lots of reference material in our schoolhouse. You're free to come in at any time and there is no charge!
- If you miss a class in our traditional ground school, you can always jump in the next round. Once you have paid for ground school you need not pay again.
- Before attempting your written exam, try practice exams for good measure.

Ground school courses cover Aviation Regulations, Aircraft Systems and Aerodynamics, Navigation, etc. Your in-flight training will allow you to practice your practical knowledge. In the end, we'll prepare you for both your FAA knowledge exam and Oral/Practical "check ride."

REGULATORY FRAMEWORK

How do we do this?

The Federal Aviation Administration has been regulating the field of flight training for decades. These guys are super smart. They know what works and what doesn't. They have figured out what the essential knowledge requirements are for the aspiring student. Your training at DAS will exceed the minimum standards and will prepare you for real world flying. Once certified, we'll continue your learning by guiding you through more specialized endorsements and ratings.

You'll be signing a Dayton Aviation Services Student Policy which spells out how to conduct your flight training as a student pilot. Until you have your own Private Pilot Certificate, you're our responsibility. Another way of looking at it is that it is "our neck in the noose" if you make a careless mistake. So, it's super important that you fully understand our policies.

There is an old saying in aviation that goes like this...

**"There are BOLD pilots
and there are OLD pilots...
But there are no OLD BOLD pilots."**

In other words, if you take unnecessary risks, eventually they'll catch up with you. If your CFI notices any dangerous behavior or habits while learning how to fly, you'll be grounded.

STUDENT POLICY

Below is a list of items in our Student Policy.

1. All aircraft bookings are to be made through an instructor, dispatcher, or through Dayton Aviation Services' on-line Flight Circle scheduler.
2. A NO-SHOW charge can be levied for 1-hour instructor and 1-hour airplane if 24-hour notice is not given or received.
3. All student training flights, solo or dual, must be authorized by an instructor.
4. Except for cross-country missions, all flight training activities will be in the designated practice areas.
5. It is the student's responsibility to log his/her time on the aircraft Hobbs Sheet including tach, flight, and ground instruction.
6. Dayton Aviation Services will do its best to keep your file current but it's up to you, the student, to be sure that you are legal and current to fly.
7. No student solo FORCED LANDING or SIMULATED ENGINE OUT practice.
8. No landing at other airports unless it is approved and endorsed by CFI. Do NOT assume.
9. It is the student's responsibility to ensure;
 - a. Master Switch – OFF
 - b. Ignition Switch – OFF

- c. Ignition Keys – OUT
 - d. Throttle – IDLE
 - e. Mixture – FULL LEAN
 - f. Aircraft;
 - i. Control Lock – IN
 - ii. Interior – STOWED
 - iii. Tied Down/Chocked
 - iv. Pitot Cover – ON
 - v. Cowl Plugs – IN
10. It is the student's responsibility to wear suitable clothing appropriate for the flight.
11. A Dayton Aviation Services instructor must supervise all student night flying activities.
NO student solo night flights.
12. In the event of a forced landing or unscheduled landing;
 - a. Notify closest ATC or FSS in the air if possible; or,
 - b. After landing, notify closest ATC or FSS,
 - c. Notify DAS as soon as possible.
13. All aviation accidents or incidents involving DAS aircraft shall be reported to dispatch ASAP.

STUDENT PILOT WEATHER MINIMUMS

Weather Minimum	LOCAL (<25nm)		CROSS-COUNTRY	
	Dual	Solo	Dual	Solo
Pattern	1500 AGL/3 SM		3000 AGL/ 5SM	3000 AGL/ P6SM
Practice Area	2500 AGL/5SM	2500 AGL/ P6SM		
Max Cross Wind	POH	Endorsed Limit	POH	Endorsed Limit
Reported or Forecast Wind		20 kts		20 kts
Fuel	To the point of intended landing plus One Hour			

Reference Dayton Aviation Services SOP 4.4 and 4.5

STUDENT RECORDS

The Proof is in the Pudding

A Pilot Training Record (PTR) will be started for you when you are enrolled in our flight training course. Your instructor will enter the areas of operation conducted and your flight time into the PTR. The PTR and your logbook **MUST** have matching entries. The PTR is kept with DAS and is always available on the Flight Circle Flight Management platform.

You are responsible for maintaining your logbook. You need to bring your logbook along with you for every flight and log your flight time when you land. This logbook is a permanent record of your aviation experience and should be kept neat and tidy.

Tips for logging your flight-time into your logbook:

- Please have your instructor help you with your first few entries.
- After a few pages are filled, make sure you photocopy or scan the pages into a digital file.
- Fill out your logbook as soon as you get back into the briefing room. Don't wait a day or two.
- Check with your flight instructor once a month to make sure the entries match between the PTR and the logbook.
- Only put a **STRAIGHT LINE** through a correction in the logbook. Do not use white-out or scribble it out. The FAA wants to be able to read your correction.

Table 1 below is set up so you will know which documents will be required as you advance through your flight training. They speak to the required documentation before an initial solo flight, solo cross country, and practical test.

ITEM	DAY 1	Pre Solo	Solo CX	Check Ride
Flight Circle Account				
Renter's Agreement				
Government Issued Photo ID				
Birth Certificate or Current Passport				
TSA and DAS Forms Uploaded to Flight FC				
TSA Logbook Endorsement				
IACRA Account and FTN				
Apply for Student Pilot Certificate				
Enrolment Certificate				
Student Pilot Manual Issued				
Flight Training Record				
Standard Operating Procedures				
DAS NOTAM File				
FAA Medical				
Pre-Solo and Emergency Procedure Test				
CFI Endorsements				
Stage I Check Flight				
Endorsement for Knowledge Test				
Knowledge Test or Pre-Cross Country*				
CFI CX Training and Flight Endorsements				
Stage II Check Flight				
Stage III Check Flight				
Chief Flight Instructor Signature				
8710 IACRA Application				
CFI Endorsements for Test				
DPE Check Ride Reservation				

*The Pre-Cross Country test is not required if the student has passed the FAA Knowledge Test.

Table 1: Required documents and action items for each stage in the certification process. It is the responsibility of all parties to ensure that each requirement is met and initialed prior to the student pilot's Checkride.

MEDICAL EXAMINERS

Hello, Good Doctor!

The Federal Aviation Administration needs to know that you are physically and mentally fit to fly. They get this assurance from a registered aviation examiner. These physicians are a select bunch—they are FAA qualified to administer a physical on you and report their findings using predetermined guidelines. The medical examination includes a variety of tests from eyesight, hearing, to blood pressure.

The older you get, the more frequent the exam. If you are under 40, it's every five years for a Class Three Medical Certificate. Over 40, it is every two years. If you have any predisposed or on-going medical condition, the doctor needs to know. It is really important that you are truthful.

Doctor	Address	Telephone
Robert Smith	3080 Ackerman Blvd. #100, Kettering	937.396.1605
Thomas Jarnot	1430 Oak Court, Suite 201, Beavercreek	937.777.3200
Dean Olson	7071 Corporate Way, Centerville	414.419.3300

Table 2: A list of medical examiners and friends of the school in our area (Current as of 20 AUG 20). Or, you can search the FAA AME database at <https://designee.faa.gov/#/designeeLocator>. If you have difficulty finding an AME, please feel free to ask the front office for help.

Think of it this way – if something happens to you while flying with your family, who is going to land the plane?

For a private pilot certificate, you will only need a Class Three Medical. When you call the AME's office to make an appointment be sure to let them know this is for an FAA Medical and they will also remind you to be sure you have created an account at <https://medxpress.faa.gov/medxpress> and completed the pre-examination questionnaire.

CERTIFICATION REQUIREMENTS

Getting There

Below are the minimum requirements for a Private Pilot certificate. Keep in mind that only the minimum requirements are listed in this handbook. In real life, you will likely fly more. Most pilots solo at around 20 hours and need 30-40 hours of dual training before their instructor will endorse them for the check ride. Everyone learns at a different pace so try not to compare yourself to others.

Private Pilot Airplane Certificate Requirements:

Citizenship

- Must be a US Citizen or have completed a TSA background check and been approved to begin flight training (ask us how)

Language

- Be able to read, speak, write, and understand the English language

Age

- Be at least 17 years old for the issue of the certificate
- Must be at least 14 years old to hold a Student Pilot Certificate but no less than 16 to solo

Medical Fitness

- Must hold a current FAA medical certificate

Experience

- Must have at least 40 hours TOTAL flight time.
- Must have at least 20 hours of dual instruction which includes
 - 3 hours of cross-country flight and 3 hours at night
- 10 hours of solo time

Knowledge

- Pass the FAA Knowledge Test with a score of 70% or better

Skill

- Pass an oral and practical flight test with a Designated Pilot Examiner

NIGHT FLYING

It's Dark Outside

Student Pilot night solo flight is prohibited. All night flying outside of the I73 Practice Area should be accompanied by a filed and opened Flight Services flight plan. It is always a good idea to carry a handheld radio in the event of a radio failure. The handheld will be used to turn the lights on at the airport as per your ground training.

HEADSETS

I Can't Hear a Thing in this Airplane

Dayton Aviation Services provides low cost, well-equipped headsets, when available. They are only \$5.00 per flight BUT damage to the headset will be charged back to you. Eventually, and sooner than later, you will want to buy your own headset.

CROSS COUNTRY FLIGHT

Let's Go Somewhere!

Flying cross-country is another monumental step in qualifying for your check-ride. You get to fly to other airports by yourself, putting all your knowledge and flying skills to the test. First, your instructor will do a ground briefing with you and then fly with you on your first XC mission. The next step is for you to fly the same route... all by your lonesome!

One thing to remember is to take some money or card with you. Student pilots may need to land at another airport if the weather changes quickly. You may need to take a cab to a hotel. Also,

the aircraft may need re-fueling along the way. Not to worry, the management of Dayton Aviation Services will reimburse the student pilot – just don't forget a receipt.

HOURS OF OPERATION

HEY, Let me in!

Office hours for the schoolhouse are Monday thru Friday 9am to 5pm but we are here all the time. We do not publish any closure dates other than Thanksgiving, Christmas Day, New Year's Day, and Independence Day. Even then, we have been known to come in and offer flights if the weather is great. Just enquire beforehand. We can work something out with you.

The airport front office (the Fixed Base Operator, or FBO) doors are open 8am to dark. Flights outside those times will require an instructor or prior coordination (Email is best!) with the schoolhouse. We will typically leave the airplane binder in the plane beneath the pilot's seat for you.

For flights concluding after dark and/or if the airport office is closed, the pilot will Check-In on Flight Circle as normal and leave the binder in the plane beneath the pilot's seat or in the airport mailbox (preferred).

FEES

It's Time to Pay the Piper

Dayton Aviation does not charge any upfront or significant startup costs. Our enrollment fee is only \$50 dollars, but most other costs are spread out over time. Let's look at them in detail.

For ground training you will need to purchase a flight kit from the airport or online for about \$290. This kit includes the books and flight gear you will need to turbocharge your flying experience.

For Private Pilot flight and ground instruction the CFI is \$42/ hour. The airplane is rented wet, which means the cost includes fuel, for \$150 to 155/ hour.

You will pay for each flight at the conclusion of your lesson. Your CFI will check you in and complete the forms for payment on a dual flight and teach you how to do the same for your solo flights.

The FAA Knowledge Test, still sometimes referred to as "The Written Test," is \$180 and can be taken right here at Moraine Airpark.

Finally, your big Check Ride test with the Designated Pilot Examiner is \$650 cash or check which is paid directly to the examiner and is separate from the airplane rental fee for the test.

HELPFUL TIPS

We need to cut some costs

With all these costs, we can appreciate how flight instruction can put a strain on any personal budget. Whether you're a pre-solo student, instrument trainee, or an enthusiastic amateur getting a new endorsement, it's tough to find the dollars to make as quickly as we would like. And yet, in spite of thin wallets, many of us don't get the most out of what we spend because we tend to view flight training as "tell me, show me". Learning to fly is a dynamic partnership between student and instructor: the more you do as a student the faster you advance. And it logically follows, that flight instruction then becomes less costly. By being ready for learning to fly, you can more easily grasp the ideas being presented.

There are a few simple things that you can do that costs NOTHING but time which makes each hour of flight training more cost effective. Believe me if you apply some forethought and energy to the tasks, you can probably cut the cost of training by upwards of 25%!

1. Cockpit Flying

The more upfront knowledge we have about systems, instrument markings, and control locations, the more easily we can concentrate on the task of flying the airplane. The best part of this is that the Hobbs meter isn't running – it's free!

Start by reading the Pilot's Operating Handbook (POH), aircraft checklist, and Flight Training Manual. Concentrate on the main instruments – their location in the panel and what they're telling you.

Identify the:

- Airspeed Indicator
- Heading Indicator
- Attitude Indicator
- Engine Gauges

Spend time at the airport sitting in a training aircraft. We are always here and on the days of low ceilings the aircraft are just sitting. Take the time to memorize your checklists by physically sequencing the list. In time, you will develop a muscle memory – which is key when flying in real life. Your goal should be to touch and call out each instrument or switch in the sequence. Before long, you will look and sound like a pro.

2. Be a Cerebral Flyer

Better known as chair flying, you can do this exercise anytime in your day. If you're alone driving, call out the checklist and run down each sequenced item. The standard operating procedures that you will do in the air needs to be backed-up with rote memorization. Practice this over and over again until it's automatic. Make yourself up some cheat sheets that you can carry with you. Verbally call out each item on the checklist... if you forget one of the items, check it against the sheet.

3. Be Prepared

The "Kick the tires and light the fire" trainee usually spends a lot more money on flight training than the student who is prepared for each flight lesson. This is very obvious to

your instructor. They will know when you are prepared or when you are just “winging it”. The CFI’s time is important as well and we expect you to fill your side of the learning equation. Read the material beforehand, several times if necessary. You will find that briefings make much more sense. Your flying experience will be much more enjoyable because you understand what is going on and your instructor will treat you as a partner in the process of learning.

From a safety perspective, we worry about unprepared students. Once they are certified, will they fly airplanes without a prepared plan? It’s crucial that you establish a habit of being prepared from the very first lesson – it may save your life one day.

4. Have a Stick Buddy

Listen to other student briefings when you have the chance. It’s free information and it may provide you with a new outlook on a subject that wasn’t clear to you. Also, we understand that some students are shy in the classroom and don’t feel comfortable asking questions aloud.

If able, find a buddy who’s also training and would like to share an instructor. You can each fly back to back lessons with each having a turn in the rear passenger seat to observe the same lesson from a different perspective. This additional chance to see maneuvers from a non-stressed perspective (and just seeing it a second time in general) makes a remarkable difference toward advancing your skills.

Talk to pilots who have gone through the program and learn about their triumphs and their failings. Pick the brain of anyone who can help but remember you might also be learning an “incorrect” shortcut that could develop into a nasty habit to break.

Listen to ATC and CTAF communications at the airport or ATC Live online. You will begin to recognize a vocalized pattern between the pilots and controllers. Over time, you will notice when pilot communication mistakes are made because the tower or controller will ask for clarification. You will learn something new every day without actually making a communication mistake.

5. Be a Flight Recorder

Most CFI’s will agree that the best ways to improve your flying skills is to take notes after your flight. Again, it costs nothing to write it all down and it will pay huge dividends. Jot everything down while it’s still fresh – things that went right and things that, well, need improvement. Record power setting that work, trim, idiosyncrasies of the airplane. Each tail number has its own personality. By writing down you experiences, you will learn to be one with the machine Notes are no guarantee of success, but they can certainly help.

CLOSING REMARKS

So, the strategies that worked for me – knowing the cockpit cold, thinking about flying in my spare time, being prepared beforehand, listening to others, and taking good notes – are techniques that will work for you as well. Remember that flight lessons require active participation from both the instructor and student, each providing their fair share of effort. Not only will you cut the cost of learning to fly, but your experience along the way will be more fulfilling and memorable.

On behalf of Dayton Aviation Services, we hope your future in flight is full of exiting and memorable celebrations. The milestones for which you will surpass will stay with you for the rest of your life. Your first solo; your first cross country; and, your check-ride – they are all in front of you and are amazing accomplishments by any standard. Just think of the opportunities that lay in front of you!

Safety First, Fun Always!

Richard Cox
Owner and Chief Pilot
CFI(I) and MEI; A&P

Scott Neaves
Chief Flight Instructor
CFI(I) and MEI; A&P

Appendix 1: Moraine Airpark and Flight Pattern

1. Moraine Airpark Chart Supplement
2. Initial Recovery Point and Pattern Entry
3. Flight Pattern

Appendix 2: Practice Areas

1. Practice Area North
2. Practice Area South
3. Airports
4. Recovery

Appendix 3: Approved Cross Country Routes

Appendix 4: Maneuvers and Procedures

1. Required Maneuvers
2. Emergency Procedures

Appendix 5: Important Contacts

Appendix 6: Radio Procedures Worksheet

Appendix 1: Moraine Airpark Information and Traffic Pattern

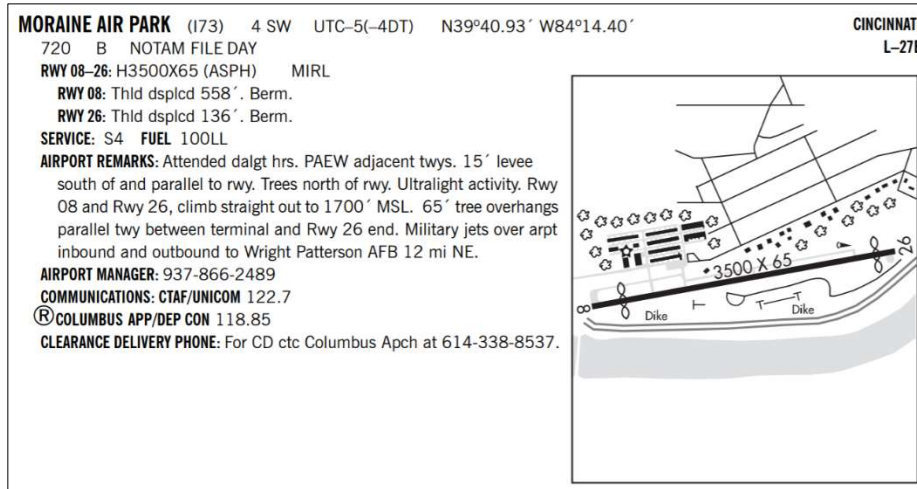


Figure 1: East Central Chart Supplement of Moraine Airpark



Figure 4: Assigned parking spots for DAS aircraft, current as of 1 Aug 24

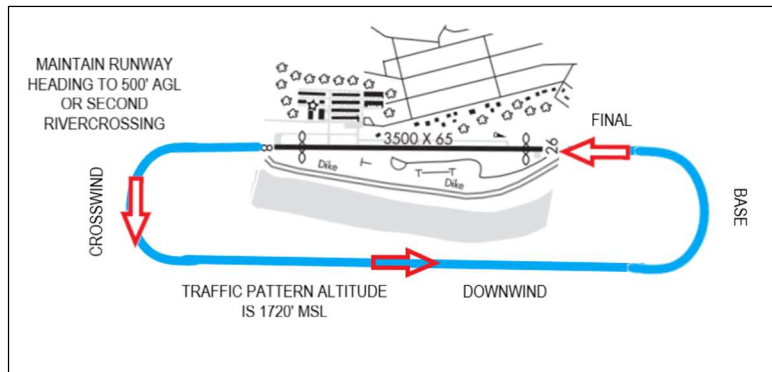


Figure 3: Standard Pattern for Runway 26. The pattern for Runway 8 is also left hand.3

Appendix 2: Practice Areas

Practice Area North

The Northern Boundary is defined by the MIDWEST (MXQ) VOR DME R-315 (112.9) for 25nm from Moraine Airpark. The Western Boundary is a 25nm arc from the Northern Boundary terminus to the Center Boundary, which is a line extending from Moraine Airpark at 270° True for 25nm.

Practice Area South

Our Southern Practice area is a 25nm arc from the Center Boundary to the 20nm ring of the CVG Class B airspace which defines the Southern Boundary. The Eastern Boundary is I-75 from Moraine Airpark South to the CVG airspace.

Practice Airports

All public use airports, >3000 feet long, within 25 nm of I73 are available for training with an instructor and student solo flights with an endorsements with the following exceptions:

1. Richmond (KRID) and Miami University (KOXD) are considered within the 25nm radius.
2. Dahio Trotwood (I44) and Red Stewart (40I) may be used for dual instruction only.

Recovery

All flights, particularly those returning from a practice area, should use the Miamisburg Mound Park as an Initial. Announce position and intentions on the Moraine CTAF (122.7) from the Mound.

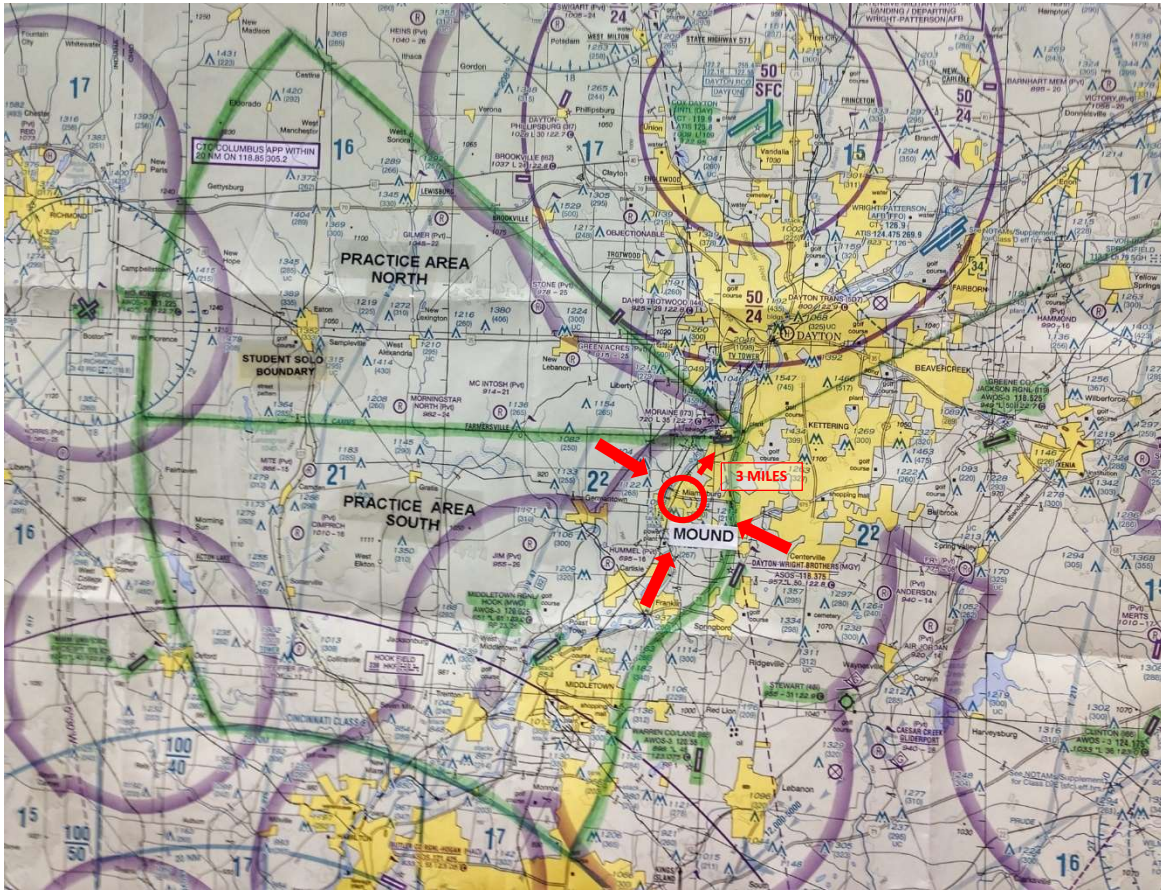


Figure 5: Miamisburg Mound and Former National Lab, Ingress Recovery Point- Three miles SSW of the Moraine Airpark

Appendix 3: Approved Cross Country Routes

1. Moraine Airpark (I73) → Lancaster, Fairfield County (KLHQ) Full Stop → Marion (KMNN) Full Stop → Moraine Airpark (I73) [206nm]
2. Moraine Airpark (I73) → Lancaster, Fairfield County (KLHQ) Full Stop → Wilmington (KILN) Full Stop → Moraine Airpark (I73) [155nm]
3. Moraine Airpark (I73) → Shelbyville (KGEZ) Full Stop → Muncie (KMIE) Full Stop → Moraine Airpark (I73) [179nm]
4. Moraine Airpark (I73) → Bolton (KTZR) Full Stop → Pickaway County (KCYO) Full Stop → Moraine Airpark (I73) [136nm]
5. Moraine Airpark (I73) → Muncie (KMIE) Full Stop → Richmond (KRID) Full Stop → Moraine Airpark (I73) [130nm]

NIGHT (Dual Only)

1. Moraine Airpark (I73) → Muncie (KMIE) Full Stop → Dayton International (KDAY) Full Stop → KI73 [134nm]
2. Moraine Airpark (I73) → Pickaway County KCYO Full Stop → Lunken (KLUK) Full Stop → Moraine Airpark (I73) [166nm]

Appendix 4: Maneuvers and Procedures

Reference Your Aircraft's Operator's Handbook, The Airplane Flying Handbook (FAA-H-8083-3B), Private Pilot-Airplane Airman Certification Standards (FAA-S-ACS-6B), and the Aeronautical Information Manual

Required Maneuvers

1. Level Flight
2. Constant Altitude Turn
3. Constant Heading Climb
4. Constant Heading Descent
5. Slow Flight
6. Steep Turn
7. Power Off (Approach) Stall
8. Power On (Departure) Stall
9. Emergency Descent
10. Rectangular Course
11. Turns About-A-Point
12. S-Turns Across a Road
13. Normal Takeoff and Landing
14. Short Field Takeoff and Landing
15. Soft Field Takeoff and Landing

Emergency Procedures

1. Engine Fire at startup
2. Engine Failure during Takeoff
3. Engine Failure after Takeoff
4. Engine Fire in Flight
5. Electrical Fire in Flight
6. Engine Failure in Flight

Appendix 5: Important Contacts

Dayton Aviation Services

3800 Clearview Dr
Dayton, OH 45439
(937) 372-2460
Info@DaytonAviation.Com

Owner/Chief Pilot

Richard Cox
(937) 210-4821
Rich@DaytonAviation.com

Director of Operations

Mal Bedre
(937) 210-9350
Mal@DaytonAviation.com

Chief Instructor

Scott Neaves
(937) 620-6723

Safety Officer

CFI Noah Ballinger

Moraine Airpark (I73)

(937) 866-2489

Appendix 6: Radio Procedures Worksheet

References: FAA Advisory Circulars 90-66 and 90-48, Aeronautical Information Manual

The idea of this worksheet is for you to practice at home, or anywhere, so when you get into the airplane you'll sound like a pro!!! You can also grab a handheld radio at the field or go to ATCLive.com and listen to other airfields across the country. At first it'll sound so confusing... but before long you'll be able to understand everything the pilots and Air Traffic Control are saying.

Let's Get Talking on the Radio!

These are the basics for communicating at an "Uncontrolled" airfield.

Before taxiing from your parking spot, listen to the current AWOS (automated weather or "WX") at Dayton-Wright Brother's (MGY) on 118.37 or call before hand at (937) 885-2171. This is how you'll hear the wind direction and speed, visibility, sky conditions, temperature/dew point, altimeter setting, and any other remarks.

Listen to the Moraine Common Traffic Advisory Frequency (CTAF) on 122.7 for other traffic before announcing your location and intentions. You'll continue to use this frequency until departing the local area.

Format and Examples of Pilot Controlled Communication

WHO [<i>uncontrolled field</i>] Traffic	"Moraine Traffic"
WHO [<i>aircraft model</i>] [<i>tail number</i>]	"Skyhawk 8-0-2-5-4"
WHERE [<i>location relative to the field</i>]	"On the Ramp"
WHAT [<i>intentions</i>]	"Taxiing Runway 2-6"
(and then WHO again)	"Moraine"

The "Four W's" of Radio Communications

Each radio call will be some variation of this format. It may seem daunting at first but be patient, nuance will come with time. By convention, you'll address these four points; *Who* you're talking to, *Who's* talking, *Where* you are, and *What* are your intentions. Then, for good measure, repeat the first "Who". We do this last step because there're four other airfields around using the same CTAF and we want to be sure the other plane is landing at Greene County, not Moraine.

There are many location and intention combinations, but you'll learn them in time through study, listening, and practice. In summary, the FAA recommends you declare your intentions for takeoff, make a position report with each leg of the pattern, and your landing intentions. On the other hand, you also declare when and in which direction you're departing the pattern, when you've cleared the area, and that this is your last call on CTAF.

When returning to Moraine (I73), announce that you're INBOUND no later than three to five miles out, from which direction, altitude, and intentions.

At Moraine, DAS pilots are expected to use "The Mound" as an initial reporting point. We do this because it puts you on the perfect 45 for the runway and we can expect from which direction and about how long we can expect the new traffic to join the pattern.

Taxi/Ground on CTAF 122.7	"Moraine Traffic, Skyhawk 8-1-4, on the ramp, Taxiing Runway 2-6"
	"Moraine Traffic, Skyhawk 8-1-4, Back-Taxiing Runway 2-6 for Engine Runup"
Take-Off	<p>"Moraine Traffic, Skyhawk 8-1-4... (choose one)</p> <ol style="list-style-type: none"> 1. Holding Short, Runway 2-6" 2. Lining Up to Wait, Runway 2-6" 3. Taking-Off, Runway 2-6... <ol style="list-style-type: none"> a. Staying in the Pattern" b. For Downwind Departure to the (East, North, etc.)" c. Straight Out Departure, West"
Pattern	"Moraine Traffic, Skyhawk 8-1-4, Left (Crosswind, Downwind), Runway 2-6, Moraine"
	<p>"Moraine Traffic, Skyhawk 8-1-4, Left Base (Wheels Down), Runway 2-6 for...</p> <ol style="list-style-type: none"> 1. the Option... 2. Touch and Go... 3. Full Stop... Moraine"
	"Moraine Traffic, Skyhawk 8-1-4, Final, Runway 2-6 for (Full Stop, the Option, etc.), Moraine"
Departure	"Moraine Traffic, Skyhawk 8-1-4, Departing the Pattern to the (North, East, etc.), Moraine"
	"Moraine Traffic, Skyhawk 8-1-4, Clear to the (North, East, etc.), Last Call, Moraine"
Inbound and Pattern Entry	"Moraine Traffic, Skyhawk 8-1-4, Five Miles to the North, Two Thousand Seven Hundred, Any Traffic Please Advise"
	"Moraine Traffic, Skyhawk 8-1-4, at "The Mound", Two Thousand Five Hundred, Entering the Forty Five for Downwind 2-6, Moraine"
	"Moraine Traffic, Skyhawk 8-1-4, Entering Downwind, Runway 2-6, Moraine"
	Then use pattern announcements as before
After Landing- When Clear of the Runway	<p>"Moraine Traffic, Skyhawk 8-1-4, Clear Runway 2-6, Taxiing...</p> <ol style="list-style-type: none"> 1. Runway 2-6" 2. To the Ramp/Pumps"

Use this table with the Moraine Pattern illustration in Appendix 2 to practice your Radio Calls at an uncontrolled field.