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# Say Again, Please: Guide To Radio Communications



## Synopsis

This accessible guide to talking on an aircraft's radio teaches student pilots what to say, what to expect to hear, and how to interpret and react to clearances and instructions. Providing a clear, conversational approach to radio communications, this sourcebook for pilots and aviation specialists features typical transmissions in order to explain how the ATC system works and presents simulated flights to demonstrate the correct procedures. The communication requirements for entering, departing, and transiting each class of airspace is explained in detail by sample scripted flights.

## Book Information

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## Customer Reviews

I was always comfortable speaking with ATC, but on occasions I found myself stuck for the right words or confused by listening to too many words. What I needed was more exposure to a broader range of ATC expressions, a script if you would like. I found what I was looking for in several books but opted to purchase this one after reviewing it in the local bookstore. I found this book to have very clear walkthroughs of each situation you can expect to encounter. It covered each class of airspace and talking to other sources such as FSS, Weather briefers, etc and I found this extra information to be invaluable. This book is especially useful to me whenever I review a flight I am about to make and wish to clarify what I can expect to be hearing at unfamiliar airports. It helps me to walkthrough and review the challenges ahead of me, and improves my own confidence dramatically. I've found this a

great help in managing the energy I'm spending on flying the airplane, as opposed to thinking about what it is I want to say. There are also many great tips in this book, some of which I have not seen covered elsewhere or heard from an instructor yet have helped me understand why we say things in a certain way and when it's perhaps better to deviate from recommendations and work with ATC for better results. This is probably a cheaper and handier alternative to communication simulations software. I thought about getting such software just so I could practice each scenario and I am sure there are benefits in doing that but I'm glad I spent less money on this book instead. I don't think that software would have offered much more than the book and the cost savings make this a more economical purchase. The cost difference is an hours flying and I know what I'd rather do. This book was more than good enough. This is a very handy book for student and low hours pilots to have. I'm sure as I gain more experience I'll probably continue to use this as reference.

I loved this book. Plain and simple. My instructor was completely wowed by the improvement in my radio calls and my ability to think clearly and respond intuitively after reading this book. No pilot should be without this book, especially no beginning pilot. You want this book. I'm not kidding. Really, you do. ;-)

Okay, I admit it: I'm afraid of the microphone. My tongue used to swell to twice its size and my brain would freeze whenever I pressed the push-to-talk switch. I came to the realization that this behavior stems from my lack of communications confidence. I just wasn't sure of what I should say and what to expect as a reply. After one reading of this small book, my level of confidence with the radio has grown tremendously. I barely even stutter when I talk to the Big Guys in ATC now. It would be exceedingly difficult to write a book that covers all aspects of radio communications but Bob has somehow managed to cover most of the bases in a book that can be read in a couple of hours yet doesn't insult my intelligence. I am on my second reading now and am picking up more and more useful tidbits this time around. Bob has also been willing to answer questions on just about any other aviation topic in a newsgroup called [rec.aviation.student](#). His book is not meant to cover everything you'll ever need to know about communications. For me, it has been a great foundation-builder for effective radio communications.

I am a new pilot, and this book is amazing. It clearly explains all aspects of talking on the radio, from untowered airports, to complex Class B hubs, and everything in between. I recently read chapter 10 on the flight service station system and used that to great effect on my solo cross country flights. It

boosts confidence and explains all the ins and outs from the pilot's view and more importantly, gives insight to what the Controllers are dealing with. This is an exceptional book, highly recommended for all types of pilots.

I'm pursuing a PPL under part 61 so I'm basically building my own ground school curriculum from books here at . The various FAA books are good, and cover the basics, but in terms of putting it all together in terms of what you do when flying through the different classes of airspace this is the best book I've found. Not only does it cover the radio communications itself (and cover it rather well), it covers the rules changes a bit in different airspaces and is the best resource I've found so far for decoding sectional charts actually. If you're even considering getting this book just do it. I've read through it 3 times already and every time I learn something. Buy this book, a sectional chart for your area, and sit down with a cup of coffee and you'll figure it all out yourself. With all of that said, the author could really beef it up for a new edition if he wanted to. If I were the author I'd include color scans of sectional charts in each chapter, showing what the airspaces actually look like on the charts. Also I'd add a bit more to differentiate the different types of radio centers you talk to. He does describe them in the text, and includes an appendix which repeats the same information, but it just doesn't quite "gel" in terms of what each one is the way it should. Still an awesome book.

Bob Gardner does an excellent job of explaining and demonstrating aviation radio communication. There's even a sample chart included to help describe specific situations and what should be said to the various agencies en route. The only thing that could make this book better would be an audio CD-ROM so one could hear real-world examples of things that are described in the book.

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