

KMFR Radio Calls

The template to follow is:

1. Who you're calling
 2. Who you are
 3. Where you are
 4. Your intentions
- This template is assuming runway 32 is in use. Replace 32 with 14, if runway 14 is in use.

Taxi:

Verify KMFR ground frequency is tuned to active.

Pilot: Medford ground, N7952G, at the north hangers, ready to taxi, northeast departure, (or any other departure direction) with information (whatever the current ATIS is)

Ground control: (one variation of what they could say). N7952G, taxi to runway 32, via alpha.

Pilot: taxi to 32, via alpha, N7952G

Before takeoff- departing the traffic pattern: after the before takeoff checklist is complete.

Verify KMFR tower frequency is tuned to

active.

Pilot: Medford tower, N7952G, holding short of 32, ready for takeoff, northeast departure, (or any other departure direction)

Tower: (one variation of wthey they could say). N7952G, clear for takeoff, runway 32, right turnout approved. Winds are calm.

Pilot: clear for takeoff, runway 32, right turnout approved, N7952G. (No need to repeat back any weather information they give you).

Before takeoff for the traffic pattern:

after the before takeoff checklist is complete.

Verify KMFR tower frequency is tuned to active.

Pilot: Medford tower, N7952G, holding short of 32, ready for takeoff, closed traffic.

Tower: (one variation of wthey they could say). N7952G, clear for takeoff, runway 32, right closed traffic, report mid-field downwind. Winds calm.

Pilot: clear for takeoff, runway 32, right closed traffic, report midfield downwind, N7952G. (No need to repeat back any

weather information they give you).

Returning to KMFR: after completing In-Range checklist.

Pilot: Medford tower, N7952G, 10 miles Northeast, inbound, for full stop landing (or touch and goes), with information (current ATIS).

Tower: (one variation of why they could say). N7952G, enter right downwind, runway 32.

Pilot: Enter right downwind, runway 32, N7952G.

- At this point the pilot should plan a 45 degree, downwind entry.
- Once established on the downwind:

Pilot: Medford tower, N7952G, downwind, runway 32, full stop (or whatever your intentions are ex. Touch and goes, stop and goes, etc).

Tower: N7952G, clear to land, runway 32.

Tower if you request touch and goes: N7952G, clear touch and go, runway 32, make right/left closed traffic.

- Tower could also clear you for "the option". This means you are clear for a full stop landing, or touch and goes/stop and goes.

Pilot: Clear to land runway 32, N7952G.

Pilot if cleared for touch and goes:

Clear touch and go, runway 32, make right/left closed traffic, N7952G.

- Tower could also instruct you to conduct a 360, or extend downwind for spacing.

Taxi to north hangers: Clear of the runway, after landing checklist complete:

Verify KMFR ground frequency is set to active.

Pilot: Medford ground, N7952G, clear of runway 32, request taxi to the north hangers.

Ground: N7952G, taxi via alpha to the north hangers.

Pilot: taxi via alpha, to the north hangers, N7952G.