“I’ve got wings!”

Published by the U. S. Army Air Forces, Office of Flying Safety

“I’ve got wings!”
Foreword

FOR CENTURIES man looked longingly at the skies. Finally, some forty years ago, at Kill Devil Hill, near Kitty Hawk, N. Carolina, Orville and Wilbur Wright successfully completed the first mechanical flight.

Today, thanks to the Wright brothers, man can fly. The Air Age is here! Thousands of military and commercial airplanes are speeding across the country on well-defined, carefully regulated airways. Air routes are reaching across every continent, into every corner of the world. No place on the globe is now more than 60 flying hours from your nearest air field.

As aviation comes of age air traffic is becoming more and more of a problem to pilots. Uniform rules and regulations are necessary to insure maximum safety in flight.

To the young men of America whose hearts are in the sky, we present this booklet. Its pictures teach the rules that every pilot must know before he can earn his wings. Learn what this booklet has to tell and you will have taken a long step toward the day when you can say, "I've Got Wings."

* * *

Information contained in this booklet is based primarily on Civil Air Regulations as amended to March 20, 1944. Certain Army flight procedures which vary from Civil Air Regulations are included so that the reader will have a complete picture of present day flying.

Art ideas for this booklet were contributed by personnel of the Air Traffic Control Division of the Civil Aeronautics Administration. "I've Got Wings" was prepared and published by the U. S. Army Air Forces, Office of Flying Safety.

Follow me, now, and first you'll learn what all good pilots know about airports!

Right this way, men!
THE TOWER MAN USES RADIO AND VISUAL SIGNALS TO DIRECT TRAFFIC AT THE AIRPORT.

This is a "CONTROL TOWER".

CONTROL TOWER

OH BOY! I CAN LAND NOW--THERE'S THE GREEN LIGHT-GUN SIGNAL!!

I'VE BEEN CLEARED BY RADIO FROM THE TOWER, SO I'M TAKING OFF!

TOWER SIGNALS
CONTROL TOWER

LIGHT GUN SIGNALS

HMM! RED LIGHT--I CAN'T LAND UNTIL THE RUNWAY IS CLEARED!

FLASHING RED MEANS BACK TO THE HANGAR FOR ME.

TOWER IS CLEARING ME TO TAKE OFF.

FLASHING GREEN--I'M CLEAR TO TAXI NOW.

GREEN LIGHT TO ME--I'M COMIN' IN FOR A LANDING.

HEY! THAT'S THE EMERGENCY WARNING SIGNAL--FLASHING RED AND GREEN!! I GOTTA WATCH OUT--SUMP'N'S WRONG!

I MUST GET OFF THE RUNWAY--I CAN'T TAKE OFF!

I GOTTA STOP TAXIING IMMEDIATELY!

OH! RED LIGHT! I MUST HOLD--CAN'T TAXI!

IT'S ALL SO SIMPLE WHEN YOU KNOW TH' RULES.
I carry enough gas and oil to get there with plenty to spare.

FUEL SUPPLY

Hey, chump! Don’t ever crank a ship unless some guy’s in the bus and the brakes are set—or you have chocks under the wheels!

TSK! TSK! He shouldn’t used these chocks!

Starting rule.
WHOA! Watch where you're taxiing that plane, Jerk!!!

Poor Boob! If he misses the plane, he'll probably smack into the hangar—He should pay attention!!

TAXIING

I hate to be critical, but you're violating a takeoff rule: always be sure you have a clear runway!

I wonder if Myrtle paid my insurance fee last month?...

Smak!

Some guys never learn!

The TAKEOFF
MOTHER MACHREE!!
HE KNOWS HE'S NOT
SUPPOSED TO TURN
UNTIL HE HAS AT
LEAST 500 FEET
ALTITUDE AND HAS
CLEARED THE
AIRPORT BOUNDARY!

TURN AFTER TAKEOFF

THE RULE BOOK SEZ:
CIRCLE TO THE LEFT
UNLESS THE TOWER
MAN INSTRUCTS ME
OTHERWISE

CIRCLING the AIRPORT
The CONTROL ZONE

Overcast

I gotta have at least a 1000 foot ceiling and 3 miles forward visibility to fly in a control zone, unless I have special permission.

CONTROL ZONE Minimums
I always land into the wind—wind markers tell me which way the wind is blowing.

You may not see all of them at any one airport, but be sure and watch the marker so you'll know which way to land.

Airport wind markers

Wind this way!

Land this way!!

Me—I always land into the wind.

Oh, you dummy! You dumb dummy! Always pick the runway in line with the wind and land into the wind, unless I tell you different!

Land into the wind.
APPROACH LEG

HOLD IT, BOYS! I GOT THE RIGHT OF WAY --- BECAUSE I STARTED MY APPROACH AT LEAST 1000 FEET BEFORE CROSSING THE AIRPORT BOUNDARY.

I ALWAYS KEEP TUNED TO THE TOWER FREQUENCY UNTIL I’VE EITHER PARKED THE SHIP OR HAVE LEFT THE CONTROL ZONE.

GET HER TO THE TOWER MAN’S JIVE - STAY ON HIS BEAM AND YOU WON’T GO WRONG.

TOWER INSTRUCTIONS
AIRCRAFT RIGHT-OF-WAY

Airplanes and rotorplanes -- that's us! We have right-of-way No. 4.

The aircraft that can control its movements the most gives way to the one that can control itself the least -- do ya getcha on?

I'm flyin' an airship -- that gives me the No. 3 right-of-way.

Being in a glider means I have right-of-way No. 2.

A fixed or a free balloon gets right-of-way over everything -- number 1!
OVERTAKING Right-of-way

I Gotta alter my course to the right to pass an overtaken aircraft at a distance of 500 ft. or more.

I Got the Right-of-way!

It's dangerous to pass too close!

CROSSING Right-of-way

I must give way to stay 500 feet from a plane that's approaching from the right.

You're on my left, so I have the Right-of-way.

Screech! 500 ft. → →

Scram, bud! I got th' Right-of-way!
MEETING HEAD-ON

When two aircraft approach head-on, each gives way to his right so that they pass each other at least 500 ft apart.

I Gotta land, so you better duck!

Emergency landings always have right of way!
EXCEPT IN TAKEOFFS OR LANDINGS, I MUST FLY HIGH ENOUGH TO GLIDE CLEAR OF THIS STUFF, AND NEVER BELOW 1000 FEET!

DON'T FLY BELOW THIS ALTITUDE OVER CITIES, OPEN AIR ASSEMBLIES, HOUSES, BOATS, OR VEHICLES

MINIMUM ALTITUDE: 1000 Feet

ALAS! IT CAN HAPPEN TO YOU IF YOU FLY TOO LOW!

YOU COULDA CLEARED THE TOWN WHEN YOUR ENGINE FAILED, IF YOU'D BEEN UP HIGH ENOUGH!
VIOLATION!

NEVER, NEVER, FLY SO AS TO ENDANGER FRIENDLY AIRCRAFT IN THE AIR, OR PEOPLE AND PROPERTY ON THE GROUND!!

IT'S IMPORTANT TO KNOW ALL THE RULES ABOUT FLYING THE AIRWAYS SO WE'RE ON OUR WAY TO LEARN ABOUT AIRWAY TRAFFIC CONTROL
This is a map of America's highway of the air—there are 28 separate control areas.

Airway Traffic Control Areas of U.S.

A.T.C. Centers

The area in color shows limits of Fort Worth control.

No ATC Control

A.T.C. center controls traffic inside the 10-mile width of civil airway up to 17,000 ft. (This is the Fort Worth area.)
Alongside each Airways Traffic Control Center in the United States is an Army Flight Control Center. In these Centers, Army experts trace all military flights, both Army and Navy, flying within their areas by maps or by other flight following devices. They know approximately where all military planes engaged in cross-country flight are at any time. If some unforeseen hazard develops, such as bad weather, they advise pilots by radio through the communications station nearest the flight. This is called Pilots’ Advisory Service.

If a hazard develops, I am warned by radio before I take off, or while I am flying.

To receive Pilots’ Advisory Service, you must follow your flight plan, keep listening on your radio at all times, and make position reports when you pass range stations.

If I change my flight plan, I must ask permission of the flight control center through the nearest communications station.

A service for Military Pilots only.
A.T.C. CLEARANCE FOR INSTRUMENT FLIGHT

Approval requested, NC18432, Douglas Smith, New Hackensack, 4000 feet, Newark, Philadelphia, Richmond -- speed 160, radio 3105, proposed departure 0930. Elapsed time 2 + 2 = alternate, Washington.

* 9:30 A.M.

1. Flight plan filed with AIRWAY TRAFFIC CONTROL Center.
2. ATC clears the flight.
3. Airport tower reports departure.
4. NC18432 is on his way at 4000 feet.

NC18432 cleared from New Hackensack over Newark and Philadelphia to 25 miles southwest of Philadelphia, to cruise at 4000 feet -- clearance void if aircraft not off ground by 0935.

* 9:35 A.M.

The radio range station sends signals to guide me in my flight.

This is a RADIO RANGE STATION.

There are over 330 radio range stations on U.S. Airways.

Be guided by your earphones!
AIRWAYS RADIO SIGNALS

ON COURSE

I HEAR THE N SIGNAL, DAHHH-DIT!
I HEAR THE A SIGNAL, DIT-DAHHH!
I HEAR DAHHH!
I HEAR DAHHH!

THIS SHOWS HOW A PILOT CAN TELL IF HE'S ON COURSE!

WE GOTTA FLY ON THE RIGHT SIDE OF AN "ON COURSE" SIGNAL OR A CENTER LINE OF AN AIRWAY--

UNLESS THE CONTROL CENTER TELLS US OTHERWISE.

THE SUREST WAY TO STAY ON MY COURSE IS TO FOLLOW THE RIGHT SIDE EDGE OF AN ON COURSE "DAHHH!"

KEEP TO THE RIGHT

JUST LIKE WHEN YOU'RE DRIVING A CAR!
I don't have an ATC approved flight plan, so I must stay under 1500 ft, and enter range approach channel from right side.

I'm Okeh, because I'm crossing a range approach channel under 1500 ft, at an angle of 45° or more.

Range approach channel traffic rules are to prevent local traffic around an airport from interfering with thru or incoming traffic.

Range approach channel traffic.

I fly at an odd altitude heading east.

Odd for me toward north.

Always even flying west.

Odd and even altitudes.
I MUST HAVE SUITABLE RADIO EQUIPMENT FOR THE TYPE OF FLIGHT THAT I'M PLANNING TO MAKE

RADIO EQUIPMENT

WHEN YOUR RADIO GOES ON THE BUM, ON OR OFF THE AIRWAY, IT'S WISE TO LAND AND GET IT FIXED QUICK!

I'M GONNA LAND AS QUICK AS I CAN, BECAUSE IF I RUN INTO ANY BAD WEATHER, I'LL BE WITHOUT RADIO COMMUNICATION

RADIO FAILURE
I always cross a civil airway at an angle of 45 degrees or more.

CROSSING AN AIRWAY

A sputter of dits from a range station means "Attention! -- switch over to voice!"

BELIEVE ME, I DON'T WANNA MISS ANY IMPORTANT MESSAGES!

Attention SIGNAL
FLIGHT PLAN CHANGE

I can't change my flight plan en route without ATC approval unless emergency or weather makes me. Then I notify the airway traffic control center right away!

Original Approved Altitude

When an army flier wishes to change his plan, he notifies flight control through the nearest communications facility.

Let ATC know by radio through the nearest communications station.

Most of a pilot's flights are made in accordance with contact flight rules.

Let's learn about 'em!
THIS IS NOT CONTACT FLIGHT

IT'S JUST A Hotta Bull!

THIS IS CONTACT FLIGHT

JONES PEAK

This is contact flight because I can always tell where I am by looking at the ground or water.
CEILING

Ceiling is defined as the distance from the cloud base to the ground.

VISIBILITY

Visibility is the greatest distance at which objects can be readily recognized with the naked eye.

I'd be cheatin' if I used a telescope!
Day

FLIGHT BELOW 1000 FT.

Night

VISIBILITY MUST BE 1 MILE IF BY DAY.

2 MILES IF BY NIGHT.

1 MILE

1000 FT.

REMEMBER: THESE ARE CONTACT FLIGHT WEATHER MINIMUMS.

WEATHER MINIMUMS Outside

FLIGHT ABOVE 1000 FT.

Day or Night

Cruising Altitude

500 FT.

1000 FT.

3 MILES

CEILING MUST BE AT LEAST 500 FT. ABOVE CRUISING ALTITUDE -- AND VISIBILITY AT LEAST 3 MILES DAY OR NIGHT.

REMEMBER, HE CAN'T FLY IN A CONTROL ZONE UNLESS THE CEILING IS AT LEAST 1000 FEET AND VISIBILITY AT LEAST 3 MILES, OR 1 MILE WITH TOWER PERMISSION.

Control Zone

Inside Control Zone
Even though I'm in a seaplane, my minimum altitude over water is 300 ft. Because I must be high enough to land safely!

Landplanes, like I'm flying, have to stay at least 500 ft. above water.

Altitude over water

In open country, I can't fly any closer than 500 ft. to the ground, or to any mountain--and I must stay at least 500 ft. below an overcast.

Take it from me: There's plenty of good reasons for these rules, so stick to 'em!

Minimum distance: Open Country
AH! THERE'S PLAINVILLE'S WATER TOWER. I CAN USE THAT TO CHECK MY POSITION.

THE WATER TOWER IS A GEOGRAPHICAL CHECK POINT!

CHECK POINT

Here are some other points I can use to determine my position and direction.

More check points
Cruising Altitude

Hey, Dope! In any kinda flight, pick a cruising altitude and HOLD IT!

Over-the-Top Flight

This is called over-the-top contact flight, in which I have visual reference to the ground at all times in spite of clouds.

This type of flight is not permitted unless you can come down between the clouds and maintain a distance of 2000 feet from all clouds.
LOOK OUT—THERE MAY BE AN AIRLINER ABOUT TO BREAK OUT OF THE OVERCAST

I DON'T DAST FLY CLOSER THAN 2000 FT. HORIZONTALLY TO ANY CLOUD. NOR CLOSER THAN 500 FT. VERTICALLY TO ITS BASE—UNLESS I HAVE AN INSTRUMENT CLEARANCE

BEWARE OF CLOUDS During Contact Flight

FLIGHTS THROUGH THESE TYPES OF CLOUDS ARE NEW-HABIT-FORMING!

--- They may have a SOLID CORE!!
I am flying on an Instrument Flight Rule (IFR) flight plan. I may fly contact as close to an overcast as I wish, and I’m still “contact” as long as I can see the ground or water.

I’m on a Contact Flight Rule (CFR) flight plan and can’t fly closer than 500 ft to a cloud base or an overcast.

I can continue through overcast because I’m on an instrument flight plan.

I must turn back or go around clouds when flying under CFR.

--- or instruments
ClouDs Are Villains

I AIN’T SUPPOSED TO FLY CLOSER TO A CLOUD THAN 2000 FT HORIZONTALLY, BUT IT NEVER HURT ME ANY!

WHERE’S TH’ CRASH TRUCK?

LISTEN, SWEETHEART... YOU GOTTA HAVE A CURRENT INSTRUMENT RATING AND APPROVED FLIGHT PLAN TO FLY IN THIS STUFF!

He’s right! He shouldn’t be here.

THROUGH THE OVERCAST
AN' DONT COME BACK UP HERE 'TIL YOU'VE LEARNED INSTRUMENT FLIGHT RULES!!
I got my current instrument rating -- I gotta file this flight plan and get it approved by A.T.C. before I can make an instrument flight.

Before Instrument Flight

Identification  Type of Plane  Pilot  Point of Departure  Route and Altitude  Point of First Intended Landing  Air Speed


Instrument Flight Plan
I'm above a solid overcast, and control the direction of my course by referring to instruments... this is over-the-top instrument flight.

Overcast

Contact

He's flying straight contact flight rules

500 feet (minimum)

500 feet

My Checklist:

1. Weather?
2. Check Points?
3. Radio Facilities?
4. Fuel?
5. Maps?
6. Alternate Airports?
7. Airplane?
8. Myself ?????
This pilot is sad because he loves to fly, but he has a white card and can't take off 'til the ceiling is at least 500 feet and there's one mile visibility... sad, sad, sad!

Army pilots hold one of two kinds of instrument cards..... either a white or a green card. Takeoff weather minimums for these cards are:

- **White Card**
  - 500 ft. Ceiling
  - 1 Mi. Visibility

- **Green Card**
  - 200 ft. Ceiling
  - 1/2 Mi. Visibility

**TAKEOFF Weather Minimums**

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If I hold a **green card**, I'm supposed to have enough experience to decide under what weather conditions I can land. If I hold a **white card** I can't take off on an instrument flight plan unless....

- **Day**
  - 800' Ceiling
  - 700' Ceiling
  - 600' Ceiling
  - 500' Ceiling

  - The ceiling at my destination is at least 800 feet with 1 mile forward visibility
  - OR 700 feet and 1 1/2 miles
  - OR 600 feet and 2 miles
  - OR 500 feet and 3 miles

- **Night**
  - 1000' Ceiling
  - 1000 feet and 2 miles
  - 800' Ceiling
  - 800 feet and 3 miles

---

**ARMY PILOTS’ Instrument Landing Minimums**

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**Note:** Some Army fields have established weather minimums published in Standard Instrument Approach Procedures. Where no weather minimums are published, the above applies.
EXCEPT FOR TAKEOFFS OR LANDINGS, I HAFTA FIGGER TO STAY AT LEAST 1000 FT. ABOVE THE HIGHEST POINT ON MY ROUTE.

1000 ft. above highest point on route is the Minimum Cruising Altitude

Minimum Cruising Altitude

1000 Feet

I CAN FIND MYSELF BY TUNING IN ON A RADIO FIX!

Here's that OVERCAST again!

WHERE AM I?
Radio Fixes

I just passed a range marker fix. By checking my maps, I know I am not far from radio range station "X."

I'm in a cone of silence fix. I follow the signal for "on course" until it stops for a moment, then I know I'm over range station "X."

Radio fixes are simply places on an airway where various types of radio signals are used to check your position.

A pilot must report time and altitude over each radio fix.

This is an intersection fix. I am flying on a leg of "B" and I'm tuned to "X." I know my position as soon as I cross the on course leg of station "X."

Some stations have a L-type marker fix. The signal of which I get just before entering the cone of silence. Then I'm right over station "B."
IF MY RADIO GOES ON
THE FRITZ, I GET OFF THE AIRWAY
AND DESCEND TO WHERE I CAN FOLLOW
CONTACT FLIGHT RULES--OR LAND AT
THE FIRST AIRPORT WHERE GOOD WEATHER
PREVAILS--OR IF I CAN STILL RECEIVE
SIGNALS, I FOLLOW MY LAST APPROVED
FLIGHT PLAN.

500 ft.
or more.
as usual.

RADIO TROUBLE?

PULL 'ER UP, BUTCH! YOU'RE NOT ALLOWED
TO LET DOWN THROUGH AN OVERCAST EXCEPT
OVER A RANGE STATION, UNLESS YOU HAVE
EXCELLENT KNOWLEDGE OF THE TERRAIN
AND CAN DEFINITELY LOCATE YOUR
POSITION BY RADIO!!

HOW NOT TO "LET DOWN"!

This is.
of course,
the Overcast.....
Alternate Airport Weather Minimums

The weather has "closed in" at the airport where I was going—so I’m using my alternate!

Always pick an alternate airport—You can’t always wait ‘til the clouds lift!

About---Face!!
DIS BOID FILED A FLIGHT PLAN AN’ DON’T LET US KNOW WHEN HE LANDED HERE AT THE END OF HIS FLIGHT! AN’ ARE WE BOINED UP!

I BEEN SEARCHIN’ FOR THIS MUG OVER TWO HOURS!! OKAAAY!! MEBBE HE DON’T KNOW HE’S GONNA BE HOOKED FOR THE BILL — BUT HE IS!!

FILING AN ARRIVAL

I’M MAKIN’ A NOISE LIKE A FOG HORN FOR FIVE SECONDS EVERY MINUTE, CAUSE I’M PARKED ON THE WATER.

OKAY THIS TIME — BUT REMEMBER PAL, I’M SUBMITTING TO THIS ONLY IN THE INTEREST OF SAFETY EDUCATION. NEXT TIME GET A FOG HORN.

HONK! HONK!

IN FOG OR BAD WEATHER
NO ACROBATICS OVER HERE

3000 Feet
Minimum Ceiling!!

2 Miles
Minimum Visibility!!

1500 Feet
Minimum Pull-out!!

IF YOU'RE GONNA DO ANY ACROBATICS, REMEMBER THESE MINIMUMS!

ACROBATIC Weather Minimums
LOOK OUT BELOW!!

SOME NITWIT DISOBEYED THE RULE WHICH SAYS: DO NOT DROP ANY UNAUTHORIZED THING FROM AN AIRCRAFT OTHER THAN UNCONFINED WATER, FUEL, SAND, OR SHOT (#7 OR SMALLER).

I'M ALL SET FOR NIGHT FLIGHT—THESE THREE POSITION LIGHTS MUST BE ON BETWEEN SUNSET AND SUNRISE.

LIGHTS AT NIGHT
TEST YOUR KNOWLEDGE

YOU'VE BEEN THROUGH THIS BOOKLET ONCE. Now study it again. Each time you look at a page you'll find something new that escaped your attention before. When you are satisfied that you have mastered "I've Got Wings," then try your hand at the two quizzes on the following pages.

There are twenty questions in each quiz. Each question is followed by the number of the page containing the correct answer. The correct answers are also listed on page 92.

Each question correctly answered is worth 5 points. A score of 100 is perfect. Good going! Ninety is good. Eighty . . . you're getting wobbly. A good pilot knows all the answers. Dig in. Your wings are worth a lot of work and study.
## Quiz Number 1

<table>
<thead>
<tr>
<th>True</th>
<th>False</th>
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<tbody>
<tr>
<td>1. A flashing red light-gun signal means “Taxi back to the hangar.” (p. 8)</td>
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<tr>
<td>2. I will usually circle the airport to the right. (p. 15)</td>
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<tr>
<td>3. An air vehicle that can control itself the most gives way to the one that can control its movements the least. (p. 22-23)</td>
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<tr>
<td>4. Eight hundred feet is the minimum altitude over cities, crowds, etc. (p. 28)</td>
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<tr>
<td>5. I must alter my course to pass 500 feet or more to the right of overtaken plane. (p. 24)</td>
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<tr>
<td>6. When I am in the center of the beam I hear “Dahhh.” (p. 38)</td>
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<tr>
<td>7. Heading north I fly at an even altitude. (p. 41)</td>
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</tr>
<tr>
<td>8. I need not keep tuned to control tower after take-off. (p. 21)</td>
<td></td>
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<tr>
<td>9. Ceiling is the distance from the top of the clouds to the ground. (p. 50)</td>
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<tr>
<td>10. When flying above 1,000 feet, day or night, I must be at least 500 feet below the ceiling and have 3 miles or more visibility. (p. 55)</td>
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<tr>
<td>11. CFR over open country I must not fly any closer than 500 feet to the ground, mountains, or the ceiling. (p. 55)</td>
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<tr>
<td>12. On instrument flights I must stay at least 500 feet above hills, mountains or water, except for take-offs and landings. (p. 74)</td>
<td></td>
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<tr>
<td>13. If my radio goes bad, as long as I receive sufficient radio signals I can follow my last approved flight plan. (p. 78)</td>
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<tr>
<td>14. You need a 1,000 foot ceiling and 2 miles forward visibility to fly in a control zone. (p. 17)</td>
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## Quiz Number 2

<table>
<thead>
<tr>
<th>True</th>
<th>False</th>
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<tbody>
<tr>
<td>1. I can change my flight plan en route by notifying an A.T.C. center through the nearest communication station. (p. 46)</td>
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<tr>
<td>2. An airplane has number 3 right-of-way in the air. (p. 22)</td>
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<tr>
<td>3. Power lines, bridges, oil wells, rivers, and race tracks are good check points. (p. 57)</td>
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<tr>
<td>4. I stay 2,000 feet horizontally from clouds when flying CFR. (p. 60)</td>
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<tr>
<td>5. If the ceiling is under 500 feet or the visibility is less than one mile, I can’t take off on instruments. (p. 72)</td>
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<tr>
<td>6. For an Army instrument flight during daylight, a 600-foot ceiling and 3 miles forward visibility at destination are satisfactory minimums. (p. 73)</td>
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<tr>
<td>7. No acrobatics when flying over control zones, cities, crowds, restricted areas, or civil airways. (p. 84)</td>
<td></td>
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<tr>
<td>8. I may turn after clearing the airport boundary when I have reached 400 feet altitude. (p. 14)</td>
<td></td>
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<tr>
<td>9. To have the right-of-way in landing I start my approach at least 1,000 feet from the airport boundary. (p. 20)</td>
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<tr>
<td>True</td>
<td>False</td>
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<tr>
<td>10. Emergency landings have the right-of-way only when a plane is on fire. (p. 27)</td>
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<tr>
<td>11. The sound of the N signal is &quot;Dahhh-del.&quot; (p. 38)</td>
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<tr>
<td>12. Heading east I fly at an odd altitude. (p. 41)</td>
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<tr>
<td>13. In contact flight the pilot controls his flight by reference to the ground or water. (p. 49)</td>
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<tr>
<td>14. At night, when flying outside a control zone at or below 1,000 feet, I must have a minimum visibility of 4 miles. (p. 53)</td>
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<tr>
<td>15. Both land planes and seaplanes are allowed to fly over water at an altitude of 300 feet. (p. 54)</td>
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<tr>
<td>16. In contact flight it isn’t important to pick another cruising altitude. (p. 58)</td>
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<tr>
<td>17. When flying contact flight rules I must turn back or go around clouds. (p. 63)</td>
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<tr>
<td>18. An alternate airport with a ceiling of broken clouds at 1,500 feet must have 3 miles forward visibility. (p. 80)</td>
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<tr>
<td>19. When the weather closes in ahead of me or at my destination— the smartest maneuver I can make is an 180-degree turn (about face). (p. 81)</td>
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<tr>
<td>20. I can do aerobatics if I pull out at least 1,000 feet from the ground. (p. 85)</td>
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</table>

**ANSWERS**

<table>
<thead>
<tr>
<th>Quiz 1</th>
<th>Quiz 2</th>
<th>Quiz 1</th>
<th>Quiz 2</th>
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**"SLANGUAGE"**

- **Ace**—a combat pilot with five or more victories.
- **Blanket Drill**—sleeping.
- **Blind Flying**—a date with a girl you’ve never seen.
- **Bumps**—the effect of updrafts and downdrafts encountered in flight.
- **Bunk Flying**—talking aviation in quarters.
- **Buxing**—flying dangerously low over people or property on the ground; (taboo).
- **Caterpillar Club**—a jump for life in a parachute qualifies for membership.
- **Chinese Landing**—one wing low.
- **Clinker**—a poorly executed maneuver.
- **Conservatory**—a power-operated, glass-enclosed machine gun turret.
- **Contact**—a warning called out by the pilot to inform the mechanic the ignition switch is on.
- **Cracking Good Show**—highest possible praise of a performance.
- **Dead Stick**—gliding plane, after the engine has quit.
- **Dogfight**—combat between two planes.
- **Drive It In The Hangar**—stop talking aviation.

- **Dummmmer**—a bonehead act.
- **Dust Bin**—underside rear gun turret in an enemy aircraft.
- **Eggs**—bombs.
- **Fat Friends**—balloons.
- **Flak**—anti-aircraft fire.
- **Flying The Iron Beam or Iron Compass**—pilot flying along railroad.
- **Flying Pig**—aerial torpedo.
- **Flying the Gauges**—instrument flying.
- **Gain Some Altitude**—come to a more erect standing or sitting position. Used to correct the "civilian slouch" in new cadets.
- **Geese**—enemy bomber formation.
- **Get Eager**—do your best; strive to the utmost.
- **Give It The Gun**—advance the throttle to accelerate engine speed.
- **Glasshouse**—power operated turret.
- **Go Into A Tailspin**—get mad.
- **Going Upstairs**—gaining altitude; climbing.
- **Good Show**—a commendable action.
Grab A Brace — came to a position of super attention; usually directed at new cadets.
Hangar Pilot — mechanic who talks a great flight.
Hedge Hopping — low flying.
He’s In A Flat Spin — a bit touched.
Hit The Deck — when an aviator lands.
Hitting The Silk — to make a parachute jump.
Hot Crate — a speedy plane.
H. P. — a hot pilot.
Jinking — dodging anti-aircraft fire.
Lame Duck — damaged plane.
Laying The Eggs — dropping bombs.
Life Saver — a parachute.
Mustard — smart pilot.
Office — the pilot’s cockpit, usually in a large airplane.
Onions — flaring anti-aircraft shells.
Overshoot — to glide beyond the landing field before landing.
Pea Shooters — the high-powered planes of the Air Forces.
Pulpit — the cockpit.

Ready Room — the room where pilots on duty assemble, ready for instant call to action.
Reef Back — pull back the stick in flying a plane.
Roll Up Your Flaps — stop talking.
Shoot Landings — to acquire practice in landing a plane.
Short Snorter — a member of an unofficial flyers’ club, each member of which carries a one dollar bill autographed by fellow short snorters. Any member being unable to show the bill upon request of a fellow member, must forfeit a comparable bill or note to each short snorter present.
Shot Down In Flames — killed by a girl friend.
Show — action in the air.
Slap On The Coal — open the throttle to give a plane more gas.
Solo — flying alone; hence doing anything else without company.
Spin Off — take a nap; or go to bed.
Split Curl — a side slip in a plane.
Sugar Report — a letter to or from a girl friend.
Tear Off A Strip — to give someone a bowling out.
Tin Fish — an aerial torpedo.
Wooling — the telling of tall tales.