

"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, North 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 becom-

ing 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."



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, Flight Control Command.





FOLLOW ME, NOW, AND
FIRST YOU'LL LEARN WHAT
ALL GOOD PILOTS KNOW ABOUT
AIRPORTS!

Highway to
**PILOT
SUCCESS**

RIGHT THIS
WAY, MEN!

THE TOWER MAN USES
RADIO AND VISUAL
SIGNALS TO DIRECT
TRAFFIC AT THE
AIRPORT



Tower man

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!



Radio
Mike

TOWER SIGNALS

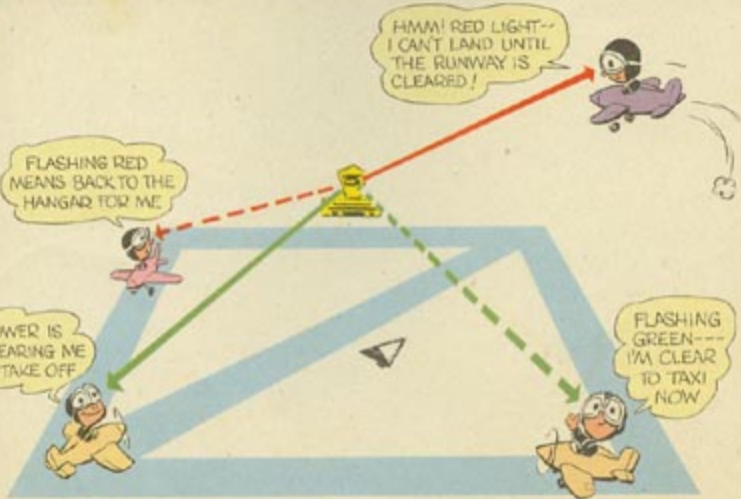
HMM! RED LIGHT--
I CAN'T LAND UNTIL
THE RUNWAY IS
CLEARED!

FLASHING RED
MEANS BACK TO THE
HANGAR FOR ME

TOWER IS
CLEARING ME
TO TAKE OFF

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

CONTROL TOWER



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!

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

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

I GOTTA STOP
TAXIING
IMMEDIATELY!

IT'S ALL SO SIMPLE
WHEN YOU KNOW THE RULES

LIGHT GUN SIGNALS



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
GUYS IN THE BUS AND THE
BRAKES ARE SET--OR YOU
HAVE CHOCKS UNDER THE WHEELS!

*Galloping Goldfish!
I'M FREE!*

CONK!

YEA! YEA! HE SHOULD'VE
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 FIND MY INSURANCE FOR LAST MONTH ---?

SMACK!

SOME GUNS NEVER LEAVE!

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!

*WHAT FOOLS THESE
MORTALS BE!*

TURN AFTER TAKEOFF

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



ATTABOY!

CIRCLING the AIRPORT



THE TOWER MAN IS
THE BOSS MAN IN
THE CONTROL ZONE.

The CONTROL ZONE



Overcast

1000 Feet

3 Miles

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

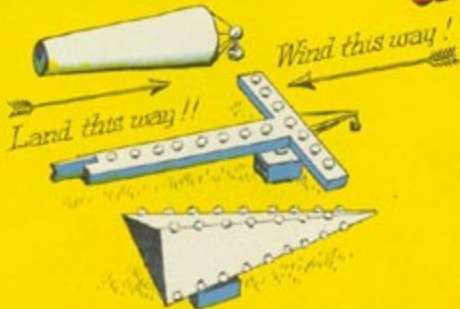
3 Mile Radius

CONTROL ZONE *Minimums*


I ALWAYS LAND INTO
THE WIND--WIND MARKERS
TELL ME WHICH WAY THE
WIND IS BLOWING



YOU MAY NOT SEE ALL
THESE AT ANY ONE AIRPORT--
BUT BE SURE ANYWAY THE
MARKER, SO YOU'LL KNOW
WHICH WAY TO LAND



AIRPORT WIND MARKERS



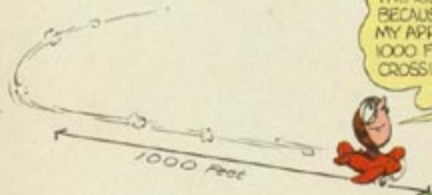
ME-- I ALWAYS LAND INTO THE WIND

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

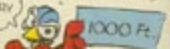


HOLD IT, BOYS! I GOT
THE RIGHT-OF-WAY ---
BECAUSE I STARTED
MY APPROACH AT LEAST
1000 FEET BEFORE
CROSSING THE AIRPORT
BOUNDARY



APPROACH LEG

REMEMBER: START YOUR
APPROACH AT LEAST 1000 FT.
FROM AIRPORT BOUNDARY
TO HAVE RIGHT-OF-WAY
IN LANDING!



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

INSTRUCTIONS INSTRUCTIONS



INSTRUCTIONS

It comes out here



GET HEP TO THE TOWER MAN'S JIVE-- STAY ON HIS BEAM AND YOU WON'T GO WRONG!


TOWER INSTRUCTIONS

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 KETCH ON?

I'M FLYIN' AN
AIRSHIP -- THAT GIVES
ME THE **No. 3**
RIGHT-OF-WAY

AIRCRAFT RIGHT-OF-WAY



BEING IN A GLIDER
MEANS I HAVE **No. 2**
RIGHT-OF-WAY

A FIXED OR
A FREE BALLOON
GETS RIGHT-OF-WAY
OVER EVERYTHING
-- **NUMBER 1!**

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!

500 Ft.

IT'S DANGEROUS TO PASS TOO CLOSE!

OVERTAKING *Right-of-way*

I MUST GIVE WAY
TO STAY 500 FEET
FROM A PLANE THAT'S
APPROACHING FROM
THE RIGHT!

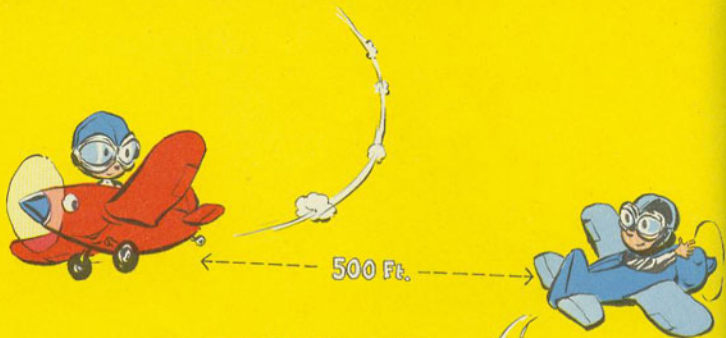
YOU'RE ON MY LEFT,
SO I HAVE THE
RIGHT-OF-WAY

SCREECH! * *

500 Ft.

SCRAM, BUD! I GOT
TH' RIGHT-OF-WAY!

CROSSING *Right-of-way*



WHEN TWO AIRCRAFT APPROACH
HEAD-ON, EACH GIVES WAY TO HIS
RIGHT SO THAT THEY PASS EACH
OTHER AT LEAST 500 FT. APART



MEETING HEAD-ON

I GOTTA LAND,
SO YOU BETTER
DUCK!

EMERGENCY LANDINGS
ALWAYS HAVE RIGHT-OF-WAY!



EMERGENCY LANDINGS



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

1000 Ft.

1000 Ft.

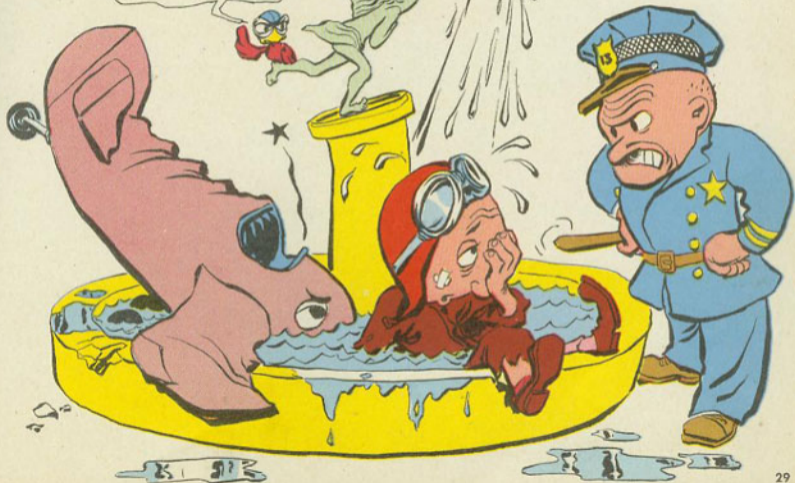


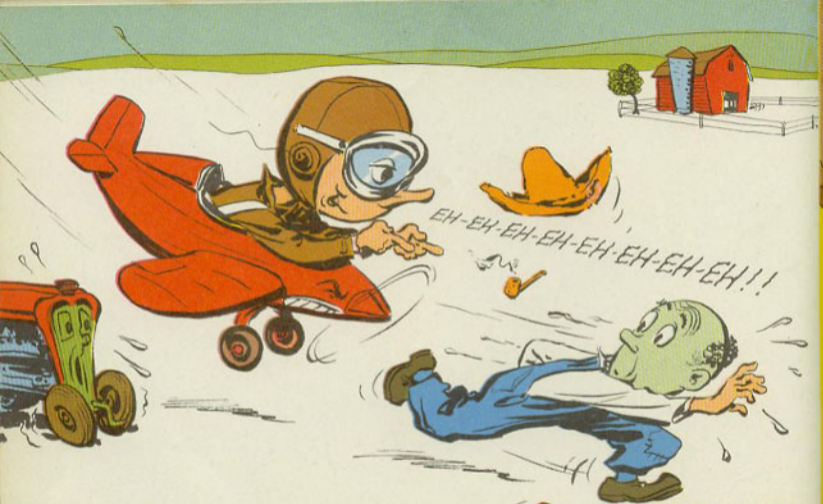
ALAS!
IT CAN HAPPEN
TO YOU IF YOU
FLY TOO LOW!



MINIMUM ALTITUDE: 1000 Feet

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





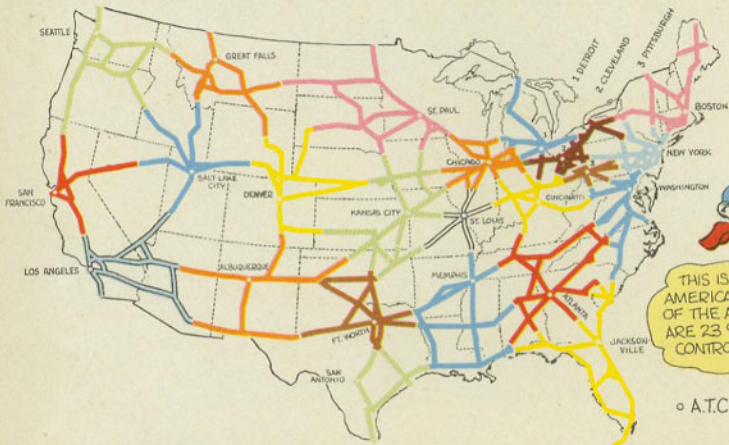
EH-EH-EH-EH-EH-EH-EH-EH-EH!!

VIOLATION!

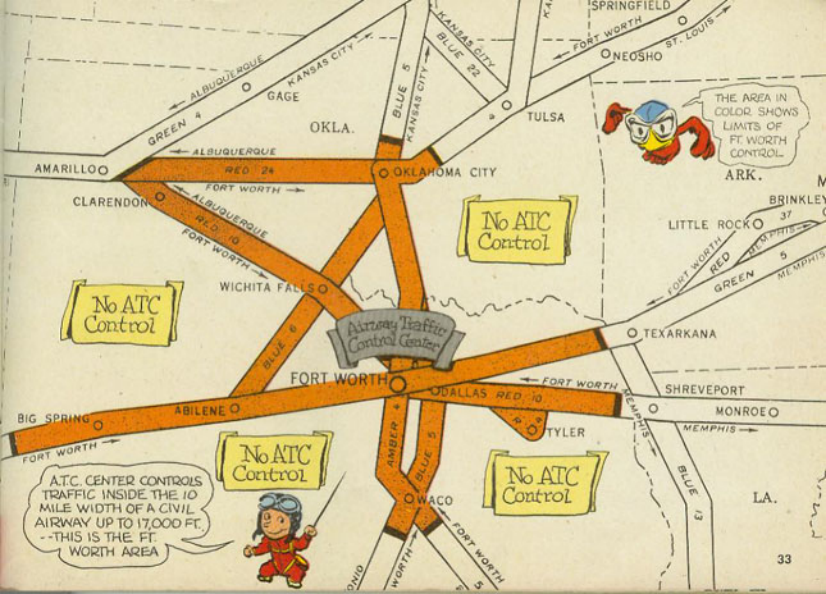
NEVER, NEVER, FLY SO AS TO ENDANGER FRIENDLY AIRCRAFT IN THE AIR, OR PEOPLE AND PROPERTY ON THE GROUND!!

IT'S IMPORTANT TO KNOW ALL THE
RULES ABOUT FLYING THE AIRWAYS ---
SO WE'RE ON OUR WAY TO LEARN ABOUT
AIRWAY TRAFFIC CONTROL





AIRWAY TRAFFIC CONTROL AREAS of U.S.



THE AREA IN COLOR SHOWS LIMITS OF FT. WORTH CONTROL



Airway Traffic Control Center

No ATC Control

No ATC Control

No ATC Control

No ATC Control

A.T.C. CENTER CONTROLS TRAFFIC INSIDE THE 10 MILE WIDTH OF A CIVIL AIRWAY UP TO 17,000 FT. - THIS IS THE FT. WORTH AREA



I GET PRIORITY
OVER OTHER PLANES
'CAUSE I'M ON A
GREEN AIRWAY



PLANES ON AMBER,
RED, OR BLUE
AIRWAYS MUST
GO UP 500 FT.
WHEN CROSSING
A GREEN
AIRWAY

PRIORITY
SOUTH

PRIORITY
AND SOUTH

I'M ON A RED AIRWAY, SO I
CRUISE OVER BLUE AIRWAY
WITHOUT CHANGING ALTITUDE,
BUT I MUST GO UP 500 FT.
TO CROSS AMBER AIRWAY

GREEN AIRWAY · NO.1 PRIORITY
PRIMARY ROUTES EAST AND WEST

AMBER AIRWAY · NO. 2
PRIMARY ROUTES NORTH AND

NO. 4
NORTH



RED AIRWAY · NO.3 PRIORITY
SECONDARY ROUTES EAST AND WEST

**PRIORITY of
AIRWAYS**

BLUE AIRWAY
SECONDARY ROUTES

AIRWAY PRIORITIES
DETERMINE WHICH ONE
HAS RIGHT-OF-WAY





AY VANT TO BE ALONE

"O" MEANS "OFF
THE AIRWAYS"-- NO
PRIORITY!



G

GREEN

1

A

AMBER

2

R

RED

3

B

BLUE

4

O

THIS IS HOW
I REMEMBER
PRIORITIES
OF AIRWAYS

