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**Federal Aviation
Administration**

Western-Pacific Intercom



**PROFESSIONAL WOMEN
CONTROLLERS**

**Professional Women Controllers Convention
Held in Long Beach, Calif.**

Cover Story

By Karen Pontius,

Long Beach Tower

The weather couldn't have been better in sunny Southern California for the ninth Annual Professional Women Controllers Convention in Long Beach, Calif. Convention Chairperson Rose Marino and her committee helped make it memorable; the location and beautiful shoreline vistas did the rest.

Thursday - A day of arrival and registration was capped by a somewhat surprise visit to the Joan Rivers Show in Hollywood. Forty or so members enjoyed a bus trip along some of Los Angeles's busiest freeways at rush hour to be part of Joan's audience that night.

Friday - Up bright and early for 8 a.m. breakfast, we gathered in the sunlit foyer of the ballroom for some hellos and how've you beens. After a welcome to California by Rose Marino, the program got under way with the U.S. Coast Guard color guard and a moving reading of "An American Credo" by Jacques Smith, Mistress of Ceremonies.

Regional Director Mac McClure spoke to us about the spirit of PWC; he quoted a Letter of Commendation praising a woman controller who explained, "I was only doing my job." This spirit is what Mac is happy to see displayed by PWC members--professional, involved.

We were honored by our next guest, who flew out in the FAA jet with his wife and a few others to attend the convention. Former Administrator Donald Engen spoke to us about the need to sustain public confidence in the aviation industry. He said the constant media attention will not lessen; and as employees and representatives of the industry we cannot be indifferent to public opinions. We can each do a part to help the media and the public become more aware of the whole system, and make sure facts are presented accurately.

Keith Potts, Associate Administrator for Air Traffic, spoke next and addressed numbers and goals that affect our jobs. He said the hiring goal for 1988 is 15,225 controllers; 9,600 Full Performance Level Controllers (FPL's) by

the end of this year. He said we controllers should set our own pace--work as many aircraft as we can handle and let him work in Washington on the issues of capacity and delays. Another of his goals is to take a fresh look at how individual facilities are organized, to try and identify problems with staffing and on-the-job training.

A panel discussion was next; the subject, Future Challenges of Air Traffic Control. Arlene Feldman, Western-Pacific Deputy Director; Doug Murphy, Air Traffic Branch Manager; Mike Monroney Aeronautical Center; Jack Ryan, Bay TRACON Manager; Gary Mucho, Air Safety Investigator, National Transportation Safety Board; and Regional Director Mac McClure answered questions posed by moderator Rose Marino. The panelists brought their experiences to the topics of deregulation, capacity/delays, staffing/PCS moves and privatization of the FAA. One major question was how to handle the psychological effects of monitoring traffic in the future instead of actively controlling it.

After lunch, a presentation by Hughes Aircraft outlined the Advanced Automation Systems and its impact on the people, the users. As we get closer to implementing these changes, more information should allieviate fears about change and adaptability.

The afternoon's panel on substance abuse was moderated by Santa Monica Controller Lori Collins and included Joyce Sexton, Manager Substance Abuse Control

Western-Pacific Intercom

EDITOR
Elly Brekke

REGIONAL DIRECTOR
H. C. McClure

PUBLIC AFFAIRS OFFICER
Barbara Abels

PUBLIC AFFAIRS SPECIALIST
Russell Park

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Professional Women Controllers -- Sharing For Success

Program, Office of Aviation Medicine; Marnez Thomas, CompCare (Western-Pacific Region's Employee Assistant Program); former Air Traffic Division Manager Wayne Newcomb; and Dr. Stephen Goodman, Deputy Regional Flight Surgeon. The questions asked concerned reasonable suspicion testing, leave without pay for treatment programs, accuracy of the testing program and the testing process itself and the rights of critical and non-critical position employees.

Friday's wind-up started with George "Pop" Rutan--father of Dick (pilot) and Burt (designer) of Voyager fame. George brought many slides, and told interesting stories about the record-breaking flight from its conception.

To take us from around-the-world to around-the-moon, NASA Astronaut Marsha Ivins narrated a slide show and a film covering the space program from its start to 1987. Some interesting and fascinating details included zero-G training flights; life in the shuttle cabin--eating, drinking, sleeping while velcroed into position; and working--deploying satellites and other chores that Marsha made look like fun. This was an excellent opportunity for Laura, Jacque Smith's 16-year-old daughter, to meet and question a real astronaut about her own aspirations to join the NASA team.

This full day ended with a reception and time to get to know each other. The pre-D and co-op members used this time for a brief reunion and group picture.

Saturday - Saturday morning was time for business; after lunch a presentation was made by former Los Angeles TRACON controller Neil Bennett, who now represents the Air Transport Association. (The ATA joined PWC as a corporate member.)

Four workshops were offered. The first, "Career Planning Session," was presented by Don Schmidt, Manager, New York Center, and was a practical and inspirational guide to marketing oneself for any job. He showed how a package can be used to set your bid apart from others.



Photos: Top -- Former Administrator Donald Engen and his wife Mary arrive at the PWC Ninth Annual Convention in Long Beach, California.

Below -- PWC President Rose Marino discusses air traffic issues with Keith Potts, Associate Administrator for Air Traffic. Rose is the Assistant Manager for Training at Hawthorne FSS.

The would-be comedians among us didn't miss the next workshop given by Rod Machado, local pilot and lecturer from Huntington Beach, Calif. "The Humor Advantage" can be used to increase productivity and reduce defensiveness in others.

"Financial Planning" by Ray Kalenda covered financial timing and mutual fund investing; "Modern Health Issues" by Dr. Virginia Roe included coping creatively with stress and prevention of problems through posture and bio-mechanics.

Banquet time, and everyone was there. Several managers and VIPs were guests, and a contingent of four women controllers from Taiwan arrived to enjoy the dinner, the beautiful harp music and my favorite--the white chocolate mousse with raspberry sauce.

The evening's speaker extraordinaire was Rod Machado, who shared many anecdotes from his experiences as a pilot to illustrate the concept of value in today's world--not money, but friendship, communication, humor and love.

The installation of new officers and President Rose Marino was next, amid wine and roses and many expressions of thanks for a successful convention.

Sunday - Even those of us who closed down the hospitality suite at midnight did not miss the delicious brunch on Sunday morning.

While the after-breakfast coffees and teas were poured, Shari Weise, Personal Coordinator for Nordstrom's Department Store, presented "Dress for Success," and we all learned a little about the finer points of basic career dressing and accessorizing.

Speaker Janet Hale, Assistant Secretary for Budget and Programs, DOT, then addressed the issues of funding the NAS plan, reauthorization of the FAA, and controller staffing levels. Some DOT statistics: from the creation of DOT in 1967, women represented 18.5 percent of total employees to 1984 when the level inched up to 19 percent. Secretary Elizabeth Dole's contributions have helped raise the level to 22.5 percent in 1987. However, there are no women SES candidates for Air Traffic. PWC's resources can help make a change in those numbers.



The Board of Directors met Sunday afternoon while many members were out enjoying the California sun and the Queen Mary. What a beautiful day to wrap up a successful convention! Thanks to Rose Marino and the committee for a great time in Long Beach--see you next year in Washington D.C.

The Convention Committee:

| | |
|------------------|---------------------------|
| Rose Marino | Chairperson |
| Kitty Kuhlmann | Vice Chairperson |
| JoIda Reed | Hospitality Director |
| Lori Collins | Hotel Liaison |
| Annette Gowans | Public Relations |
| Jacque Smith | Coordinator |
| Julia Thomas | Program Design |
| Laurel Macurda | Program & Pin Illustrator |
| Cathy Babis Croy | Public Relations |
| Lorraine Nealis | Registration |
| Karen Pontius | Publicity |

Cover photo: Associate Administrator for Air Traffic Keith Potts addresses the PWC Convention. Also seated at the VIP table are, from left, Mary Engen, former FAA Administrator Donald Engen and Regional Director Mac McClure. To the right of Keith are Mistress of Ceremonies--and one of the original founders of PWC--Jacque Smith and PWC President Rose Marino.

PWC Convention 1987, continued



Photos: Top -- From left, PWC members met for coffee before the convention kickoff to renew friendships. Right -- Deputy Director Arlene Feldman (center) meets with Doug Murphy, AAC-930, and Debra Dickinson from Headquarters.

Middle -- Jacquie Smith (right) welcomes Former Administrator Donald Engen to the podium, as Regional Director Mac McClure looks on. Right -- PWC members from around the nation gathered for the Ninth Annual Convention.

Below -- NTSB Investigator Gary Mucho speaks to the group about the NTSB's role in interfacing with the FAA.

(All PWC photos by Elly Brekke.)



Doppler Radar At Denver

FAA has set up its Doppler weather radar test bed near Denver's Stapleton International Airport and is using it this summer to collect data on low-level wind shears, microbursts and other severe weather hazards.

The Denver program is a follow-on to ones conducted at Huntsville, AL, last summer and at Memphis, TN, in the summer of 1985. Researchers will validate the performance of microburst and gust front detection capabilities of the equipment in the dry climate of the Denver area. These algorithms were developed during the previous experiments conducted in the more humid climate of Memphis, Tennessee, and Huntsville, Alabama. The agency plans to conduct an operational demonstration during 1988 in which controllers will receive automatically generated hazardous weather warnings.

The FAA test bed includes a Doppler weather radar developed and operated by MIT's Lincoln Laboratory, which will be the primary measurement tool. The University of North Dakota is operating a second Doppler unit to provide additional information on wind shear events.

Other data sources include the enhanced low-level wind shear alert system at Stapleton and a network of 30 automatic weather stations around the airport. The University of North Dakota also will be operating a specifically-instrumented Citation jet in the area to confirm the ground measurements.

FAA/PASS To Negotiate

FAA and the Professional Airway System Specialists (PASS) will open negotiations for a new contract on August 19. The current FAA/PASS three-year contract expires July 31, but its provisions remain in effect until a new contract is signed. PASS will present a list of proposals to FAA on July 23, giving the agency at least three weeks to consider and research responses.

FAA Seen In Different Light

A least one person out there isn't buying the canard that the FAA bureaucracy is stodgy and unresponsive. His name is Johnny Hill, father of 11-year old John Kevin Hill, who recently became the youngest known pilot to complete a trans-continental flight.

Less than two hours before his son was to arrive at Washington National Airport, Hill anxiously called the FAA Public Affairs Office from a Washington hotel hoping to get the word to his son that a scheduled stopover at Dulles had to be scrubbed. All it took was a call from Headquarters to Harold Hale at the Indianapolis ARTCC and Mona Iddings at the Charleston, W. Va., tower and young John Kevin Hill was routed to his new destination.

This experience, plus an evening at the home of Public Affairs Specialist Phil Woodruff, left Johnny Hill puzzled about the FAA's typical image as "the iron hand of aviation." He said he was going to tell the President at their scheduled meeting the following day about the other side of FAA.

FAA's MTS Closes Doors At Cameron University

First classes will be held at FAA's new Center for Management Development (CMD) in Palm Coast, FL, on October 19. The FAA Management Training School (MTS) at Lawton, OK, closed its doors for good on July 3, 1987. MTS had been located at Cameron since 1971.

Classes were held beginning July 7 in the Montego Bay Motel, also in Lawton. But this only was an interim arrangement until CMD opened.

Currently construction of dormitories, offices, and classrooms at the new FAA center is going ahead on a seven-day-a-week basis.

Embry-Riddle Aeronautical University has the contract to provide physical facilities for the CMD. The instructional contract for the facility is expected to be awarded in the near future.

NTSB Blames ATC System For Cerritos Midair

The National Transportation Safety Board has blamed the air traffic control system rather than pilot error for the Aug. 31, 1986, midair collision between a private aircraft and an Aeromexico jet over Cerritos, Calif.

The Safety Board's ruling at a July 7 meeting came despite undisputed evidence that the pilot of the private aircraft entered the Los Angeles approach control area illegally (without a clearance), did not establish required radio communications with the Los Angeles approach control room and did not carry the prescribed Mode C transponder that would have given controllers positive altitude information on his flight.

Evidence also was presented at the meeting demonstrating that the light-plane pilot theoretically had ample time to see and avoid the airline jet but took no evasive action.

Nevertheless, the Safety Board ruled that "the probable cause of the accident was the limitations of the air traffic control system to provide collision protection, through both air traffic control procedures and automated redundancy." Other factors, the Board said, were "the inadvertent and unauthorized entry of the PA-28 into the Los Angeles terminal control area and the limitations of the 'see and avoid' concept to ensure traffic separation under the conditions of the conflict."

NTSB Chairman Jim Burnett has stated his intention to file an addendum to the Board ruling arguing that that light-plane pilot's role in violating the TCA should have been given greater weight in the determination of the accident's "probable cause."

FAA officials were constrained from immediate comment on the Safety Board's unusual ruling by the fact that the published report is not expected to be available until mid-August at the earliest. However, they noted that the agency has taken a number of actions since the accident in an effort to further minimize the chances for any recurrence of the tragedy that claimed 82 lives, including 15 on the ground.

These actions include new procedures for tracking TCA violators and tougher enforcement action against those who are identified, and accelerated requirement for Mode C transponders to operate inside the 14 Group II TCAs (effective Dec. 1, 1987), and a proposed rule that would require Mode C transponders to operate within 30 miles of any TCA airport.

In addition, the agency is pushing ahead with rulemaking on Traffic Alert and Collision Avoidance System (TCAS II) and expects to issue a proposed requirement this fall that would apply to all airline aircraft.

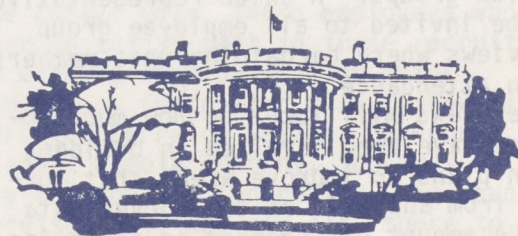
News In Brief

Host Deliveries Continue

* Right on schedule, the IBM Host computer program hit the half way mark with delivery of the 10th system to the Cleveland air route traffic control center on July 3. Deliveries also are set this month for the Atlanta and Miami centers and all 20 enroute facilities in the contiguous U.S. will have the equipment by December. Meanwhile, the Houston center is gearing up for an operational cutover of the Host computer system on July 21, joining the Seattle center in that select company.

1987 Airway Pioneer Available

* The Society of Airway Pioneers has published the 1987 edition of the "Airway Pioneer." The 156-page booklet highlights the activities of FAA employees and retirees who have a minimum of 20 years service with CAA/FAA or the National Weather Service. For further information, write the Society at 28719 Blythewood Dr., Rancho Palos Verdes, CA.



Tech Center Dedicates High-Tech Heliport

The FAA Technical Center now has the nation's most advanced, high-tech heliport. The new National Concepts Development and Demonstration Heliport on the Tech Center airport was formally commissioned on June 12 with FAA's blue and yellow Bell 222B helicopter making the first landing.

The research heliport is the only one in the nation that is fully equipped with such items as a microwave landing system, automated weather observing system, precision approach path indicator lights, and reconfigurable landing lights.

Tech Center researchers are using the facility to develop new safety and technical standards for rotocraft landing facilities nationwide.

DMT To Visit Facilities

Between the months of July and September, Regional Director Mac McClure, Deputy Director Arlene Feldman and other members of the Director's Management Team (DMT) will be participating in a region-wide visiting activity to assess progress in the implementation phase of the 1986 Employee Survey.

Five two-member teams will visit selected offices including centers, towers, TRACONS, sectors, sector field offices, flight service stations, and flight standards district offices. Team I will visit the Nevada/Arizona and San Diego areas; Team II the Pacific area and the regional office; Team III the San Francisco Bay area; Team IV the Los Angeles area; and Team V the Reno and Fresno areas.

Members of DMT will interview a cross section of employees, supervisors, administrative staff and employee participation groups. A union representative will be invited to all employee group interviews where bargaining unit members are in attendance.

Interviews will focus on how much employees have been involved in building action plans to improve areas that surfaced from analysis of the survey data and the amount of progress in achieving meaningful change.

FAA Tests Subordinate Input

The Office of Organizational Effectiveness is conducting a test of subordinate input on supervisory human resource management practices. The test consists of questionnaires asking employees the extent to which their first and second-level supervisors perform specific human resources management (HRM) tasks, such as performance appraisals and communications.

These questionnaires were scheduled to arrive at the test sites in early July and must be returned to a contractor for processing by August 11. In late September, test site supervisors will receive feedback reports on the consolidated input. With it will be an instructional guide with help on interpreting the data and information on self-developmental activities in each HRM area. Bosses of test site supervisors will be asked if such input would be useful eventually for performance appraisal purposes.

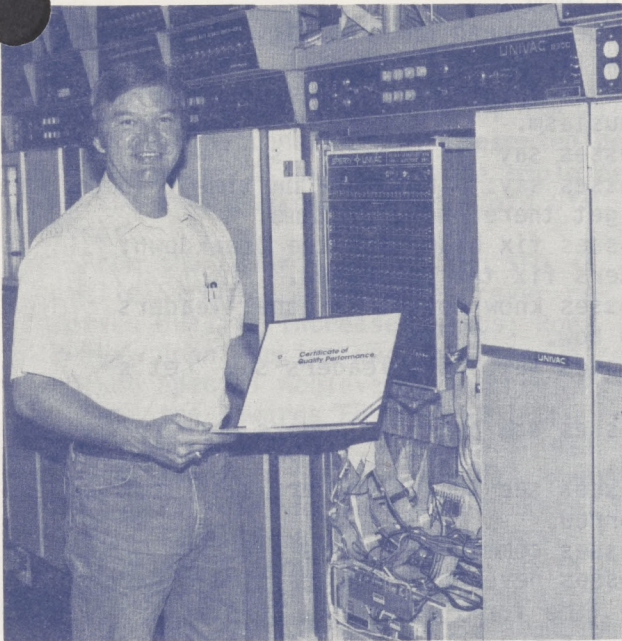
If the evaluation of the test shows the system will work well, agencywide implementation of employee input for feedback to the supervisor only is likely for spring of 1988. Any decision to use employee feedback in supervisory performance appraisal will only be made after a thorough review of the system is completed, including discussions with employees and supervisors at all levels.

The ten test sites are: Western-Pacific Region - Honolulu Center, Oakland Tower, Edwards RAPCON, Riverside FSS, Sacramento AFS, Los Angeles FSDO, Airway Facilities Division and Human Resource Management Division. Great Lakes Region - Chicago AFS and Chicago GADO.

Chemical Abuse Meetings Held In R.O.

Chemical Abuse Meetings are regularly held in the Regional Office. Old and new members are welcome. For more information, contact Anne Clayton in the F&E Program Section, Airway Facilities Division, at 213/297-1420.

Dowden Earns Award



Congratulations to Steve Dowden of Los Angeles Airway Facilities Sector. Steve recently earned a Quality Within Grade Award, presented by Supervisor Don Jeffers.

SAA's For Aviation Clerks



Jan Miller (left) and Kay Quong (right), Aviation Clerks at Honolulu FSDO, received Special Achievement Awards from Supervisor Jean Ganiko.

'87 Edition Of Airway Pioneer Available



The Society of Airway Pioneers advises that THE 1987 AIRWAY PIONEER has been mailed to all members. This 156 page book contains articles on the activities of FAA employees and retirees and a directory of members.

The Society is a volunteer, non-profit organization dedicated to CAA/FAA and NWS employees who for the past six decades developed, installed, maintained, and operated the National Airspace System. Some of the members started their careers installing the radio stations the Post Office transcontinental airmail service.

One of the prime functions of the Society is to publish annually The Airway Pioneer which provides members current addresses and information on recent activities of their friends and former co-workers. Membership is open to employees and retirees who have a minimum of 20 years service with the CAA/FAA or NWS. For further information contact your Personnel Office or The Society of Airway Pioneers at the address listed in the Special Interest Groups section in the back of THE FAA DIRECTORY.

Copies of the 1984 thru 1987 AIRWAY PIONEERS are available for review in the regional and Washington Personnel and Public Affairs Offices.

L.A. Center Speaks Out On Career Day

This spring, Los Angeles Center employees visited four local high schools to speak to interested students about an Air Traffic Controller career.

Over 130 students participated in these Career Days. Those employees who served an active part in these recruitment efforts were Supervisor Frank Arcidiacono, Controller Judy Laskowski, Controller Lorraine Nealis, Personnel Assistant Pamela Pokorny, Supervisor Larry Swanson and Controller Greg Young. Supervisor Bill Reavely also spoke to approximately 25 eighth grade students at Piute School.

Is There A Paramedic In The House? Or Doug Gilmore Saves The Day

Recently at Fresno Airway Facilities Sector Field Office, a group of about 45 elementary students were touring the National Weather Service, when one of them became very ill. The little girl's pale and clammy appearance, along with her drifting in and out of a semi-conscious state, had everyone baffled. The students were about 40 miles from home when this occurred; consequently only telephone contact was available with her parents and family physician. No one present was able to diagnose her problem let alone determine the seriousness of her affliction.

James "Doug" Gilmore, of the Fresno AFSFO Radar Section, learning of the problem came to the rescue.

Doug is a member of the Reedley Fire Department, and he has trained long and hard on his own time to become an Emergency Medical Technician, often referred to as a Paramedic. When Doug arrived, he quickly took charge of the situation. He immediately took the "vitals" and determined that the best place for this young victim would be the hospital. He immediately called for an ambulance and assistance.

It was only a few minutes later that the Clovis Fire Department Paramedics and ambulance arrived on the scene. Doug passed on the vital information he had gathered, saving much valuable time and thus enabling a speedy transport.

The story has a happy ending because the girl recovered without further incident. It appears that her condition was caused by a number of things which included the heat, hyperventilation and the excitement of the situation. She is now totally recovered.

And if you were wondering about Doug, he went quietly back to work, not making much about the whole thing.

It is people like Doug who bring credit to this FAA family; people who care so much and are willing to give their all whenever and wherever it is needed.

Boss Or Leader

Bosses drive their employees; leaders coach them.

Bosses depend on authority; leaders on goodwill.

Bosses inspire fear; leaders inspire enthusiasm.

Bosses say "I"; leaders say "We."

Bosses say: "Get here on time"; leaders get there ahead of time.

Bosses fix blame for the breakdown; leaders fix the breakdown.

Bosses know how it is done; leaders show how.

Bosses say "Go"; leaders say "Let's Go."

Bosses use people; leaders develop them.

Bosses see today; leaders also look at tomorrow.

Bosses command; leaders ask.

Bosses never have enough time; leaders make time for things that count.

Bosses are concerned with things; leaders are concerned with people.

Bosses let their people know where the boss stands; leaders let their people know where the people stand.

Bosses work hard to produce; leaders work hard to help their people produce.

Bosses take the credit; leaders give it.

-- Author Unknown

FAA Day Scheduled At Knott's Berry Farm

FAA employees and their families are invited to attend discount days at Knott's Berry Farm in Buena Park, Calif., on August 8 and 9. Tickets may be purchased from Civilair at a rate of \$10 -- that's a big savings from the regular price of \$16.95 for adults and \$11.95 for kids. Tickets are good for either one of the two days.

To order your tickets, leave a message on the Civilair answering machine, 213/643-8526, or leave a note on the Civilair Desk, located in the regional office on the fourth floor in the Credit Union.

Tickets must be purchased in advance, and cannot be purchased at the gate. For more information, contact Linda Murray, at 213/297-1697.

Awards -- Awards -- Awards -- Awards

Edwards AFSFO

At a recent awards ceremony at Edwards RAPCON, Don Isaacs, Manager of the High Desert Operations Office, presented performance awards earned by the employees of the four Edwards Sector Field Offices.

From the Edwards Automation SFO -- Leslie Strehlau and Lonnie Freyer received Quality Increase Awards; Ron Brady, John Hopkins and Phil Stange received Special Achievement Awards.

From the Edwards Enviromental SFO -- Ambus "Duke" Frazier and Dennis Kostrowski received Quality Increase Awards; Nelson "Smitty" Smith and Gary Estes received Special Achievement Awards.

From the Edwards Radar/Comm North SFO -- Dwayne Jones, Bob Hopper and Karl Kraus (now transferred to Los Angeles Center) received Special Achievement Awards.

From the Radar/Comm South SFO -- Allie Cage, Gerald Crist and Vic Turner received Special Achievement Awards.



Photo: High Desert Award Winners and Managers. Back row -- Phil Stange, John Hopkins, Leslie Strehlau, Hobart Martin, Ron Brady, Lonnie Freyer, Allie Cage and Dwayne Jones. Front row -- Don Isaacs, Shar Harris, Harold Gelfman, and Duke Frazier.

San Francisco ADO

Congratulations to San Francisco Airports District Office folks who recently earned awards:

Robert D. Morse - Outstanding Performance Rating with Quality Increase Award.

Sheryl Scarborough - Special Achievement Award for Sustained Superior Performance.

Riverside FSS

Riverside Flight Service Station recently presented the following awards:

Quality Within Grade Award to Jack Woods; Sustained Superior Performance Awards to Charles Burge, Jim Kelley, Gwen Leburn and Ken Snider; Letters of Commendation to Beverly Clark, Lee Daniel, Robert Dirks, Bruce Jones, Ed Nelson, Jerry Rowland, Charles Stewart, Phil Vigil, Robert Williams, Jack Woods and Tom Rash; Letters of Appreciation to Beverly Clark and Charles Stewart.

Oakland FSS

Bruce Britos, Air Traffic Control Specialist at Oakland Flight Service Station, was recently honored by the Meridian District of the Mount Diablo Council, Boy Scouts of America. Bruce received the District Award of Merit, which is the highest honor the district can bestow on a volunteer.

Bruce has spent over 20 years in scouting, beginning as a Boy Scout. He now trains adults to be Cub Scout leaders, and is the only male in the San Ramon Valley to be a registered Girl Scout. Bruce also enjoys coaching soccer.

Red Bluff AFSFO

A fond farewell to Chuck Crouter of the Red Bluff Airway Facilities Sector Field Office who is retiring July 1 with 34 years of dedicated service. Congratulations to Bob Jury for his well deserved Special Achievement Award.

'Pilots Will Not Wear Spurs'



January 1920 was a time of less sophistication in aircraft, civil and military pilots who flew them and regulations, when there were any. In retrospect, the following regulations seem more like fatherly advice, overly generalized and humorous, but the War Department was deadly serious in issuing them.

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning sharp, have someone lift the tail around.
4. In taking off, look at the ground and the air.
5. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
6. Pilots should carry hankies in a handy position to wipe off goggles.
7. Riding on the steps, wings or tail of a machine is prohibited.
8. In case the engine fails on takeoff, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Never run motor so that blast will blow on other machines.
11. Learn to gauge altitude, especially on landing.
12. If you see another machine near you, get out of the way.
13. No two cadets should ever ride together in the same machine.
14. Do not trust altitude instruments.
15. Before you begin a landing glide, see that no machines are under you.
16. Hedge-hopping will not be tolerated.
17. No spins on back or tail slides will be indulged in as they unnecessarily strain the machines.
18. If flying against the wind and you wish to fly with the wind, don't make a sharp turn near the ground. You may crash.
19. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open throttle.
20. Don't attempt to force machine onto ground with more than flying speed. The result is bouncing and ricocheting.
21. Pilots will not wear spurs while flying.
22. Do not use aeronauticle gasoline in cars or motorcycles.
23. You must not take off or land closer than 50 feet to the hangar.
24. Never take a machine into the air until you are familiar with its controls and instruments.
25. If an emergency occurs while flying, land as soon as possible.