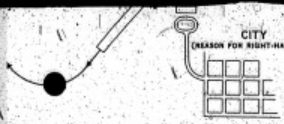


ffic pattern for the airport when landing or taking off. The segmented
he pilot this information. When traffic pattern indicators are used
make his turn in the direction in which the indicators point. If the
pilot will know that the normal left-hand pattern must be followed.
ies of which are available from Office of Aviation Information, A-258,
ton 25, D.C.

ARCH AND RESCUE

provided through the combined efforts of the CAA, Air Force, and Coast
such as Civil Air Patrol, Sheriffs Air Patrol, State Police, and such other
survival aid, and rescue of personnel of missing or crashed aircraft.

valuable protection is:

ay Communications Station in person or by telephone or radio.

tended destination, report the landing to the nearest CAA Communications

more than an hour, report this information to the nearest communications

within one hour after your E.T.A., a search will be started to locate you. If
after your E.T.A., the full facilities of the Search and Rescue Service will be

ople, and on numerous occasions the lives of other pilots are sacrificed when
N ARRIVAL REPORT!

ERGENCY CODE DISTRESS SIGNALS

HOOK SIGNAL LAMP WITH KEY, AND RADIO	I	REQUIRE FUEL AND OIL	L
ATE DIRECTION TO PROCEED	K	ALL WELL	LL
ROCEEDING IN THIS DIRECTION	↑	NO	N
ATTEMPT TAKE OFF	|>	YES	Y
RAFT SERIOUSLY DAMAGED	L⅂	NOT UNDERSTOOD	JL
ABLY SAFE TO LAND HERE	△	REQUIRE MECHANIC	W
DOUBT, USE INTERNATIONAL SOS	SOS		

e parachutes, pieces of wood, stones, or any available material.

between material used for symbols and background against which sym-

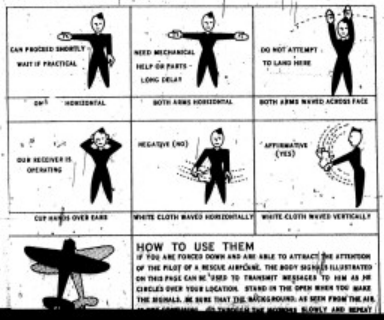
larger, if possible. Care should be taken to lay out symbols exactly as
ols.

is to be made to attract attention by means of radio, flares, smoke, or

s can be made by dragging, shoveling or tramping the snow. The de-
pear to be black from the air.

ing wings from side to side.

EMERGENCY SIGNALS

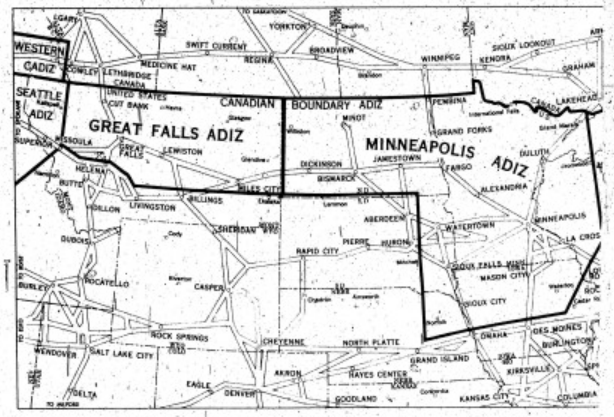


may be lost to considerable expense in determining the location of aircraft which are overdue or lost. Thus, it
necessary that all pilots make certain that notice of arrival is filed. If flight is terminated prior to reaching the point
ed destination specified in the flight plan, pilots should contact the nearest CAA communications station and the req
an arrival report be transmitted over CAA facilities to the CAA communications station with which the pilot stated t
report would be filed.

Pilots of aircraft operating on VFR flight plan who desire to make flight progress reports, should include in the r
phrase: "VFR FLIGHT PLAN FROM (blank) TO (blank)."

The flight plan shall contain the items listed under INSTRUMENT FLIGHT RULES - Flight Plan, except "
Airport" and except that a visual flight rule flight plan should always specify "VFR" as a cruising altitude. The u
term in lieu of an actual altitude indicates that the pilot intends to fly in accordance with Visual Flight Rules. Airc
be operated in accordance with VFR above a well defined cloud or other formation provided, climb to and descent t
"on top" flight can also be made in accordance with VFR.

AIR DEFENSE IDENTIFICATION ZONES (ADIZ)



In the United States several areas have been designated as Air Defense Identification Zones (ADIZ) by the
trator of Civil Aeronautics in the interest of national security. All aircraft entering the Air Defense Identification
required to file flight plans, except aircraft entering from within the Continental Limits of the United States or operat
the Seattle, San Francisco, Los Angeles, Albuquerque, Knoxville, Great Falls, Minneapolis, Traverse City, and Bango
altitudes of less than 4000 feet above the immediate terrain. Any person who knowingly or willfully fails to do so is
penalties of one year in prison or $10,000 fine. The Air Defense Identification Zones are identified as follows: Seat
San Francisco ADIZ, Los Angeles ADIZ, Atlantic ADIZ, Pacific ADIZ, Albuquerque ADIZ, Knoxville ADIZ, C
ADIZ, Minneapolis ADIZ, Traverse City ADIZ, Bangor ADIZ, Mexican Boundary ADIZ, and Canadian Bounda
These areas are indicated on the face of Aeronautical Charts and are so labeled. For additional information see Civil
lations Part 620.

Canadian Air Defense Identification Zones (CADIZ) have been designated by the Director of Air Services, D
of Transport. All aircraft entering these zones at altitudes of 4000 feet or more above the immediate terrain are r
file flight plans. The Canadian Air Defense Identification Zones are identified as the Eastern CADIZ and the Western
They are also indicated on the face of aeronautical charts and are so labeled.

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