

Throttle Forward...

GOING POSTAL

Many of you subscribers may have just received your November issue. We are dependable, our printer is dependable, our distributing company is dependable..... the Post Office wasn't DEPENDABLE. Our rates for subscription reflect the reduced rate of Bulk Rate as defined by the Post Office. We follow their guidelines. USPS has certain guarantees that they will deliver the magazine post haste... well kinda-sorta. Actually, they provide no guarantee, only that they will take my money, maybe get the magazine to its location (sooner or later) and smile... well, perhaps no smile.

Why am I explaining this? Because we placed our November issue in the hands of the Post Office and twenty-one (21) days later they delivered it to its destination.... No not Guam (no telling when our subscriber there gets his magazine), but only up the road 150 miles. THIS IS NO LIE. Other locations may have taken much longer. You can depend on us shipping out the magazines on the last Tuesday of each month.

I apologize to our subscribers. Many of whom called wanting to know if it had been printed. It was printed on time and given to the Post Office on time. I control our office, the printer, the distributor, BUT NOT THE POST OFFICE. We work so hard getting the magazine completed on time, the printer takes care to make sure it prints properly, the distributor labels it and bags it.... THE POST OFFICE MISPLACES IT FOR THREE WEEKS. For that I pay them well! UPS deliveries to airports usually take from two to five days.

At this point we just throw our hands up in the air and scream. For those of you who didn't receive your magazine for 30 days.... this is the reason and now you know the rest of the story. We did our part and the USPS did theirs, eventually. This is not the first time it has taken almost 30 days to deliver our publication. For it to take twenty-one (21) days..... to locations within one hundred miles - COME ON!

PRESSING PROBLEM

There seems to be continuing problems with the FAA's Air Traffic Control System (ATC). Every month we report on an event that could have been a fatal accident due to inadequate staffing or training at ATC. NATCA, the organization that represents controllers, reports that problems exist due to the lack of hiring of new controllers by the FAA. The FAA sends out news releases indicating the hiring and training of new controllers. Unlike the years after the cessation of the Vietnam War when Air Force controllers flooded the market with available air traffic controllers, we have a desperate need for controllers at the present time. It appears that the need is urgent and if the void of controllers isn't filled soon there could be more of a safety issue for all pilots, including commercial carriers. If you're looking for a job, go for it.

GONE WEST

Paul Tibbets, the pilot of Enola Gay, passed away in November. History will always remember Tibbets and his mission in World War II. There was much more to the man than being the pilot of the plane that dropped the first nuclear bomb. We share our memories of Paul Tibbets on page eight of this issue.



MERRY CHRISTMAS TO ALL

As I get older, I notice that Christmas seems to come every 5 months. At this time of the year we always reflect on the good times and old memories. Often I hear "these are the good old days". Perhaps, they are. Perhaps, not! It is important that we make these times our best since life is short and is moving so rapidly. Hug someone you love today.... and take them flying. I wish for you and yours, the very best Christmas and a fantastic new year.

ONE MORE THING

The cartoon reflects Pudim's vision of what might be in our future if those in power get their wish. For the entire story go to page thirty-three.

Throttle Forward and Fly-Low.....