

CURTISS-WRIGHT FLYING SCHOOLS

"Up in the wind and the lad,

Where clouds are scattered and few, And the world is lost With your sharp exhaust A-trailing back in the blue."

CURTISS-WRIGHT FLYING SCHOOLS

40 Bases in the United States Central Office, 27 West 57th Street New York City

Standardized Flying Courses

Offered by

The World's Oldest Flying Organization

Curtiss-Wright Flying Service

Fairfax Airport Phone Fairfax 5401 Kansas City, Kansas

Views of the Curtiss-Wright Flying Service Airport at Kansas City

FOREWORD

Charles S. Jones popularly known among flying men as "Casey," is the organizer and president of Curtiss-Wright Flying Service—the World's Oldest Flying Organization.

During the next few years, the world, and our country in particular, will experience a heretofore unparalleled expansion of a new major industry.

Even now aviation is in urgent need of men to build, fly and service the planes that are being produced. Trained and skillful men—fliers, engineers, mechanics, aviation-experienced business men—are at a premium, and the number of available positions continues to grow more and more in excess of the number of those who are qualified to handle the work.

Curtiss-Wright Flying Service, with its long honorable experience in commercial flying, is exceptionally well fitted to give flight training to meet this demand. The courses outlined herein have all been worked out by outstanding aeronautical experts and practical aviators, and are designed to conform with the recent Department of Commerce regulations for approved ground and flying schools.

It is the avowed purpose of Curtiss-Wright Flying Schools to offer the highest standard of aviation training available anywhere in the world.

THE MOST ROMANTIC INDUSTRY IN THE WORLD

Aviation has already progressed to its place as a great industry—and is unquestionably the fastest growing industry of all. Almost overnight the United States has awakened to the importance of the national scheme of aerial transportation; independent manufacturers of planes and engines have joined in gigantic industrial combinations; efficiency has increased; output has doubled, trebled, quadrupled and the demand surges forward faster than men can be found to build and operate new airplanes.

The great leaders in the major industries of today were the young men and women who years ago had the vision to see beyond the horizon of the ground on which they stood. Aviation, with its infinite possibilities, beckons to the young men and women of today as the newest, most glamorous, and thrilling opportunity to take part in this, the world's most romantic and fascinating industry.

In aviation, men have sprung to big positions with splendid salaries in a short time. Aviation is wealthy; it is vigorous; it is growing far beyond the fondest dreams of flyers of ten years ago; its advance is far more rapid and spectacular than the rise of railroads. Those who see the paths that it makes to opportunity and a real future and are first in

the limitless field with the proper training and abilities, will reap the rich rewards.

A flying certificate from Curtiss-Wright gives the highest recommendation in the aviation industry, and is of assistance to graduates in securing desirable positions. Students have back of them the executives of the organization, a group of men with wide connections in aviation circles.

The powerful Curtiss-Wright group of aviation companies covers not only flying schools, but all phases of the aeronautical industry. The results of the resources and experience of such an organization are offered to prospective students by Curtiss-Wright Flying Service, and it insures them the finest and most modern equipment for instruction.

Curtiss-Wright Men Have the Advantage of Nationally Recognized Training U. S. APPROVED FLYING SCHOOLS

Almost anyone who is alert mentally and in good health can learn to fly. Sex is no barrier as is evidenced by the many records—endurance and otherwise—held by well-known women aviators. Neither does a lack of education nor of mechanical knowledge bar one from learning the technique of flying. A student's license, which in reality is a permit to learn to fly, is given to anyone sixteen years of age and over who applies to the United States Department of Commerce and who passes a medical examination by an authorized physician.

The United States Department of Commerce issues the different classes of pilot's licenses to applicants who meet the flying experience requirements, provided they pass a satisfactory examination in flying and the allied theoretical subjects, covering the fundamentals of airplanes and engines, and the rules of the air. However, graduates of approved schools have distinct privileges and advantages with much greater assurance that they will pass the government examinations.

For those who take their courses at approved schools, regulations for a private pilot's license require that the student be given a minimum of eighteen hours of total flying time, of which ten hours must be dual and eight hours solo, whereas students of schools which have not been approved must have at least ten hours' solo in addition to the dual time.

Applicants for commercial pilot's license who are graduates of an approved flying school can take the examination for a license if they have fifty hours of total flying, of which fifteen to twenty-five are dual and check. Other applicants must have fifty hours of solo in addition to the necessary dual instruction.

Candidates for a transport pilot's license who are graduates of an approved flying school are required to have a total of two hundred hours, of which thirty-five to fifty are dual and check. Applicants who do not attend approved schools must have two hundred solo hours in addition to their dual time.

Curtiss-Wright Trained Men and Women Are Dependable Fliers CURTISS-WRIGHT STANDARDIZED COURSES

The Curtiss-Wright Flying Service has established a nation-wide, standardized system of ground and flying schools to give the training that will fulfill the immediate need for alert young men and women in aviation activities.

The Curtiss-Wright standardized courses are designed in conformity with and, in the Private Pilot's Course and Seaplane Pilot's Course, exceed the Department of Commerce requirements for approved flying schools. Ground school instruction given

with all the flying courses more than fulfills the requirements.

Curtiss-Wright flying courses are the result of experience gained by the outstanding commercial pilots in America. Every detail has been approved by Charles S. (Casey) Jones. The Fledgling, the standard training plane used, is the same type selected by the United States Navy after being tested under severe conditions and in competition with eight other types of training planes.

A special school has been established at Detroit for the sole purpose of developing already accomplished transport pilots into Curtiss-Wright flying instructors — showing them how to impart their vast knowledge and experience to the students placed under their charge.

Every Curtiss-Wright student receives the benefits of the latest developments in aviation resulting from the extensive Curtiss-Wright research and engineering laboratories at Garden City, New York, the world's oldest and largest experimental laboratories devoted entirely to aviation research.

Carefully planned courses, adequate instruction, dependable equipment and competent licensed transport instructors have resulted in such a reduction of insurance rates for students that the Curtiss-Wright Flying Service has been able to include without extra charge, in the tuition of all flying courses, an attractive form of personal and public liability insurance which is furnished each student upon enrollment.

There are Opportunities in Aviation for Trained Men and Women

THE PRIVATE PILOT'S COURSE

This course is the flying start for progressive young men who plan to take up aviation as a profession. It also gives flight training for sportsmen, engineers, business men and salesmen who desire to fly either for pleasure or to save valuable time.

The Private Pilot's Course includes the Primary Ground School Course teaching the fundamentals of aviation. The ground instruction consists of twenty-four sessions covering such important subjects as theory of flight, instruction on airplanes and engines, and air commerce regulations.

Actual flying instructions may be taken while attending Ground School. The first ten hours are devoted to dual instruction including taxiing, take-offs, turns, landings and efficient handling of an airplane on land and in the air. The Fledgling, which is recognized as the most efficient training plane obtainable, is used in all Curtiss-Wright courses. It was built especially for the purpose for which it is used, which makes the cost more than double that of planes generally used for commercial training.

After the student is thoroughly instructed in recovering from stalls and spins, and when there is absolutely no doubt about his ability to control the plane in any position, solo flying is begun. The solo flying is carefully supervised and frequent check flights are given to determine the student's progress in smooth handling of the controls. The student is again checked when he finishes the course and is then ready to take the government tests for a Private Pilot's license.

This course covers a period of from six weeks to three months. The price, which includes the \$50 Ground School Course and twenty hours of dual and solo instruction, is \$600 complete.

Learn to Fly with the World's Oldest Flying Organization

It has been determined by the United States Department of Commerce that the fifty hours of actual flying time required for this course is both necessary and adequate to

qualify a person to earn money as a commercial pilot. The successful completion of this advanced course entitles the student to take the examination for the government limited commercial license, which license permits him to carry passengers for hire within a limited area, demonstrate and test planes, and act as co-pilot on passenger transport lines.

The advanced instruction includes steep turns, spirals, figure eights, cross-wind and sideslip landings, landing in and taking off from small fields, and enough aerobatics to insure complete mastery of a plane under any conditions. In addition to the Fledgling, other approved and standardized open cockpit and cabin planes are flown. Provision is made for those holding the Private Pilot's license to add the required additional thirty hours of advanced flying instruction to their previous training in order to obtain the Commercial Pilot's license. The instruction is given in a systematic manner with the definite purpose of making the student a Curtiss- Wright-trained pilot.

All of the solo flying is under the conscientious and helpful guidance of the instructor who accompanies the student on frequent check flights to make certain that he is progressing satisfactorily. Self-confidence and precision and instinctive coordination in handling the plane is the result. Cross-country flying experience is an important feature of this course. Both open and cabin planes are used with trips to surrounding cities with airport facilities. On these cross-country trips, the student flies the plane, checks the course with instruments and maps, and keeps a log of the trip. The cost of this fifty-hour flying course as outlined above—the Private Pilot's Course, plus the additional ground school and laboratory work and thirty additional hours of advanced flying in open and closed cabin planes, is \$1300 complete. The course covers a period of from three to six months.

This course, with its two hundred hours of required flying time, is a thorough preparation for obtaining the highest government flying license and it is recommended for those who plan to make aviation their career. Transport pilots may pilot any type of licensed aircraft, and carry passengers for hire in aircraft within the types and classes specified in their licenses. In this course, the student covers everything included in the Private Pilot's Course and the Commercial Pilot's Course, together with more advanced ground school and shop training, and one hundred fifty additional hours of flying. Flying by instruments is mastered by extensive cross-country work in open cockpit and enclosed cabin planes. This is followed by ten hours of intensive training in night flying.

Instruction is given in aerodynamics, construction of engines and airplanes, rigging, inspection, maintenance and repair; radio and its use in aeronautics, navigation and weather forecasting. Students in the Transport Pilot's Course have the opportunity to become familiar with the inner organization of flying fields and the operation of transport lines. They have contact with those who have been active in the industry from the early part of its growth.

When the aviator is passed by the Curtiss-Wright chief instructor at the completion of this course, he is a finished, dependable transport pilot with qualifications that measure up to the requirements for employment by airmail contractors and air transportation companies. Graduates of the Transport Pilot's Course will find themselves in a preferred position as applicants for employment by the Curtiss-Wright controlled and associated air-transport lines throughout the country. The cost of this master flying course, with two hundred hours of flying time and including the Private and

Commercial Courses, as outlined, is \$4500 complete, and the course covers a period of from eight to eighteen months.

THE TRANSPORT PILOT'S COURSE

Practically every yacht club will soon have its air division composed of members who prefer to cruise above, instead of on, the waves. Already certain of these air-minded yacht club members have learned to fly and now anchor their seaplanes and amphibions beside their yachts.

In order to meet the fast-growing demand for such training, Curtiss-Wright Flying Service has inaugurated the Seaplane Pilot's Course to give the instruction necessary for piloting flying boats. This course appeals to bankers, lawyers and executives who can see the wisdom of having a "ship" that can be a means of very fast transportation in business as well as an ideal diversion in recreation. The course is also for those who desire a maritime flavor to their flying.

Dual instruction for ten hours is devoted to learning taxiing, take-offs, turns, landings and the efficient handling of seaplanes on the water and in the air.

In the Seaplane Pilot's Course, ten hours of solo flying follows ten hours of dual instruction. A Curtiss-Wright student is always carefully watched during his solo work to assure him of steady progress. Frequent check flights intersperse the solo practice to smooth out the details of flying technique.

When the student finishes his solo time, he is thoroughly checked by his instructor in every phase of seaplane flying and is then ready to take the examination given by a Department of Commerce Inspector. The Seaplane Pilot's Course is offered only at those bases where there is sufficient water to justify the use of flying boats. This course covers a period of from six weeks to four months. This course of flight training, if taken in planes on pontoons, including the Ground School Course and twenty hours of dual and solo flight instruction, costs from \$700 up. The cost of the course in flying boats is \$1000 complete.

Curtiss-Wright Trained Pilots are Dependable Fliers

CURTISS-WRIGHT FLYING SERVICE BASES

Baltimore, Md. Boston, Mass. Bridgeport, Conn. Buffalo, N. Y. Caldwell, N. J. Chicago, Ill. Cleveland, Ohio Columbia, S. C. Columbus, Ohio Dallas, Tex.

Denver, Col.

Detroit, Mich. Hartford, Conn. Houston, Tex. Indianapolis, Ind. Kansas City, Mo.

Los Angeles, Calif. Louisville, Ky. Memphis, Tenn. Miami, Fla. Milwaukee, Wis. Moline, Ill.

Nashville, Tenn. Oakland, Calif. Oklahoma City, Okla. Palm Beach, Fla. Pittsburgh, Pa.

Portland, Me. Providence, R. I. Raleigh, N. C. Rockland, Me.

St. Louis, Mo.

San Francisco, Calif. Springfield, Mass. Syracuse, N. Y. Toledo, Ohio Valley Stream, L. I. Worcester, Mass.

General Notes on All Curtiss-Wright Flying Courses

Every student of flying must pass the prescribed Department of Commerce examination for physical fitness before he is permitted to take flight instruction. The names of the physicians in each locality authorized to give this examination may be obtained from any Curtiss-Wright Flying Base. Ground school training is a prerequisite to correct flying and is necessary to obtain even a Private Pilot's license. Curtiss-Wright

Ground School Courses are available at all Curtiss-Wright Flying Schools.

When a student makes his first payment on a course he is automatically protected without extra charge by one of the following insurance coverages: (a) Personal liability for injury to the public with limits of \$10,000/20,000, plus \$10,000 property damage insurance, or (b) personal accident insurance during instruction in the amount of \$2,500 with weekly indemnity of \$25 for 26 weeks for total disability.

Both of the above types of insurance may be procured, or the type of insurance elected may be doubled by the payment of an additional sum of \$12. for private pilot's course, \$2.0 for the commercial pilot's course, or \$32. for the transport pilot's course. As a matter of protection to the students, no student is allowed to fly alone while there is any question about his ability to successfully handle the plane. As an additional safety factor, every student is trained in the use of the parachute which is worn on every flight. Training hours may be arranged in the early morning or evening and at week-ends to suit the student if he desires to continue his regular occupation while taking a Curtiss-Wright Course.

The only equipment necessary is helmet and goggles. These may be obtained at the field. There is no additional expense above the tuition except the usual living expenses. Students coming to Curtiss-Wright Flying Schools to continue their training may be given credit for the training they have had. A small additional charge is made to cover the cost of a check flight, sufficient instruction to bring them up to Curtiss-Wright students with the same amount of training and instruction in ground school work. Such students must measure up to the high standards and requirements of Curtiss-Wright training.

If desired, reasonable board and lodging in the neighborhood of Curtiss-Wright bases can be secured by arrangement with any of the local base managers. Barracks are being erected on a number of the Curtiss-Wright bases. A discount of \$100 will be given to students purchasing an airplane from the Curtiss-Wright Flying Service at the completion of their Private Pilot's Course. A discount of \$150 will be given for those completing the Commercial Pilot's Course, and \$250 for those completing the Transport Pilot's Course. Students desiring to take extra time and those desiring refresher courses can secure flight instruction on an hourly basis by a special agreement with base managers. The Curtiss-Wright Flying Service reserves the right to revise, change or modify the instruction given in the various courses as they may see fit so as to conform with new Department of Commerce regulations or in order to give training in more adaptable equipment, without incurring any obligation to persons who have previously enrolled for such courses.

Curtiss-Wright Trained Men are Dependable Fliers

FINANCING PLAN FOR FLYING STUDENTS

To assist those who realize the importance of getting their aviation training without delay, and who must make special financial arrangements for such training, the Curtiss-Wright Flying Service has made arrangements with the Aviation Credit Corporation to finance training courses for them.

The cost of any course so financed will be at the regular rate plus a small additional amount on account of the service charges made by the Aviation Credit Corporation. Those taking advantage of this arrangement will be requested after making a small down-payment, to execute a note for the balance, payable in installments over a period

of nine months to two years.

Those who take the Private Pilot's Course after making a down-payment of \$200 may pay the balance in monthly installments to be completed in nine months, the first payment to be made anytime within three months after the note is signed. In cases where students have completed the Private Pilot's Course and desire to take advanced training in the Commercial Pilot's Course, they may make a down-payment of \$200 and begin monthly installment payments anytime within three months after the note is signed. The note is to be paid in full within nine months after it is signed. Students may start training in the Commercial Pilot's Course by making a down-payment of \$300. Installment payments begin within six months after the note is signed. Payments for the course are to be completed in one year.

Graduates of the Commercial Pilot's Course who wish to pursue their training into the most advanced field of aviation may start the Transport Pilot's Course by making a down-payment of \$800. Payment of the balance of \$2,400 may be made in monthly installments beginning anytime within six months after the note is signed and complete payment made in eighteen months.

Those who decide at the commencement of their training that they wish to take the Transport Pilot's Course may start such training after making a down-payment of \$1,000. The balance of \$3,500 may be paid in monthly installments beginning six months after the note is signed. Complete payment for the course should be made in two years after signing the note.

Training in the seaplane Pilot's Course can be started after making a down-payment of \$300. The balance is to be paid in monthly installments to be begun anytime within three months after the note is signed, and as in the case of the Private Pilot's Course, payments should be completed in nine months.

Because of the small fee for their services the Aviation Credit Corporation requires co-signers in practically every case so that charges will not have to be made to cover the possibility of loss. If deferred payments are extended for a period of over a year two co-signers to the note are required.

Take advantage of this finance plan and get your training the Curtiss-Wright way
United States Department of Commerce
Approved School Certificate

This is to certify that Curtiss-Wright flying service

Located at FAIRPAX AIRPORT, KANSAS CITY, KANSAS

Approved transport, limited commercial, ground and flying

Pursuant to the authority of Sec. 3-D of the Air Commerce Act of 1926, as amended
February 28, 1929, and the School Supplement, Air Commerce Regulations, the
provisions of which are made a part hereof as though written herein.

BY DIRECTION OF THE SECRETARY.

Issued September 24, 1929 expires September 24, 1930

for Assistant Secretary of Commerce

for Aeronautics

CURTISS-WRIGHT BASE KANSAS CITY

Kansas City and the surrounding neighborhood are thoroughly air minded and have shown a most enviable interest in the rapidly developing aviation industry. The many civic organizations have taken a keen interest in air activities and in the energetic young

men and women who are pursuing aviation. The Curtiss-Wright Flying Service has selected the Fairfax Airport at Kansas City, Kansas, for a base giving flight instruction and ground courses.

Fairfax Airport, "The Crossroads of the Air," is destined to take rank as one of the finest airports in the United States, and has been granted approved transport rating by the Department of Commerce. This modern airport contains all the facilities of a modern transportation terminal, with ticket offices, restaurant, soda fountain, barber shop, weather bureau, and radio operators' offices, and every other modern convenience. In addition, there are three auxiliary flying fields, all of which are constructed so that flying can be taught at any season of the year.

The Curtiss-Wright Flying School is backed by all the resources, all the engineering and manufacturing experience of the Curtiss-Wright companies. By actual observation of the continual trans-continental air transport activities one absorbs the atmosphere of the industry from its practical working side.

\$. S. Dawson, base manager at Kansas City, has a background of practical flying experience, developed through his many years training in army and commercial aviation.

In conjunction with flying courses, ground school classes are conducted. A series of twenty-four interesting ground school sessions are offered separately for \$50. Many progressive young men, who realize the importance of a knowledge of aviation as an essential part of their business training, attend this course. Theoretical ground instruction is effectively demonstrated by the constant aviation activities at the municipal field. The Curtiss-Wright Flying School at Kansas City has been issued the Department of Commerce Approved School Certificate for Transport Pilots.

"The dreamers dreaming greatly
In the man-stifled
Who yearn beyond the skyline...

—KIPLING

CURTISS-WRIGHT FLYING SERVICE

"World's Oldest Flying Organization"