



Courtesy Boeing Air Transport

STUDENTS AT THE BOEING SCHOOL OF AERONAUTICS WILL FLY LARGE-TYPE COMMERCIAL PLANES. THIS IS A BOEING 40-B4, A SHIP WHICH WILL BE ONE OF THE AERIAL CLASSROOMS AT THIS GREAT SCHOOL. GEORGE MEYERS, VETERAN AIR MAIL PILOT—AND OUR AIR MAIL PILOTS ARE UNDENIABLY THE FINEST IN THE WORLD—IS CHIEF OF FLYING INSTRUCTION THEREIN. HE'S LOOKING AT YOU

## This School of Aeronautics is Different

H. F. LUSK

Dean of the Boeing School of Aeronautics

AS A LOGICAL STEP in its aeronautical program, the Boeing organization has entered the flying school field. When the preliminary announcement was made that the Boeing School of Aeronautics would open at Oakland Airport September 15, there was considerable interest in the industry because of the Boeing position in the fields of manufacture and operation.

This interest was intensified when the courses were announced, and it was seen that the Boeing School of Aeronautics had a different objective from established schools. In other words, the Boeing School of Aeronautics is not "just another flying school," but an institution whose prime motive is to turn out competent pilots and men who, if they desire, can secure at one school an education necessary to become executives in the industry as well as flyers.

With the rapid expansion of commercial air transport operations, and general acceptance of the airplane as an important unit in our national scheme of transportation, coupled with the marked increase in private flying, the time has come for a distinctive,

outstanding school of aeronautics not merely to train people to fly but to make them competent, skilled pilots. There is also need for a school of aeronautics offering advanced training to men and women who desire to make aeronautics their life profession. To meet this demand the first Boeing School of Aeronautics has been opened at Oakland Airport, Oakland, California, under the sponsorship of the Boeing manufacturing and operating companies. The Boeing companies are units of the United Aircraft & Transport Corporation, one of the largest and most comprehensive aeronautical groups in the world, consisting of many divisions.

THE Boeing School of Aeronautics, in addition to offering the various courses of Private Pilot Course, Limited Commercial Pilot Course, Transport Pilot Course, offers one for the Master Pilot. The Master Pilot ground school course includes 864 hours. There is a special Master Flying Course for pilots already holding the transport pilot's license. To prepare men for the mechanical side of the industry we are offering an

Airplane and Engine Mechanic Course, as well as a Master Mechanic Course.

In the old days it was possible for a man to purchase at a very low figure a *Jenny*, or if better financed, a *DH.*, and barnstorm around the country obtaining a vast amount of experience and learning the tricks of the trade by a trial and error method. Much time was required to learn relatively few things about aviation and commercial air transportation. Time was of little consequence, however, since the barnstormer was making good money while getting his experience.

Those days are gone to return no more. With the Department of Commerce Regulations wisely formulated to raise the standards of aviation, there is only one way left to prepare for the responsibilities of the master pilot and that is by training at a good school of aeronautics.

An even greater advantage is gained because the student can readily learn the "why" when he learns the "what." He is then sufficiently well trained in the fundamental principles involved to be competent

to keep up with future developments and even to take part in their accomplishment.

THE responsibilities of the Master Pilot are acknowledged to be as great as those of the recognized professions and the educational demands are often greater than many of these. An airplane costing perhaps one hundred thousand dollars carrying eighteen passengers and a million dollars in negotiable securities is under the entire command of the Master Pilot. He is

the captain of the ship. His is the responsibility of interpreting weather indications, of navigating with precision and reliability under all sorts of extreme operating conditions. The plane and the engine must be familiar tools in his expert hands. There is no room for uncertainty or hesitating action on the part of the Master Pilot.

The air transport operators are willing to pay well for the ability to assume this responsibility. They appreciate the major rôle the Master Pilot plays in the competition

for success in aerial transportation and are honest in sharing with him the profits of his earnings. The air transport operators are at the same time relentless in their demands for superbly-trained men. The best is none too good. The course leading to the title of *Boeing Master Pilot* was designed with the responsibilities of the Master Pilot and the demands of the operating companies in mind.

The Boeing School of Aeronautics is something different, to be watched closely.