

AERO CORPORATION OF CALIFORNIA INC.

OPERATING

STANDARD AIRLINES

DIRECTORS:

JACK FRYE - - - PRESIDENT
PAUL E. RICHTER, JR.
1ST VICE-PRES. AND TREAS.
WALTER A. HAMILTON
2ND VICE-PRESIDENT
E. R. CHISHOLM - - SECRETARY
NEWBY & NEWBY - - COUNSEL

SCHOOL OF AVIATION :: SIGHT-SEEING FLIGHTS :: CROSS-COUNTRY FLIGHTS
MOTOR AND PLANE REPAIRING :: AERONAUTICAL DESIGNING
PARTS, SUPPLIES AND ACCESSORIES

CABLE ADDRESS: "AEROCAL"

LOS ANGELES

AIR PORT AND OFFICE:
WESTERN AVE. AT 94TH ST.
TELEPHONE THORNWALL 1167

TRAFFIC OFFICE:
107 WEST NINTH ST.
TELEPHONE TRINITY 6321

ADDRESS ALL COMMUNICATIONS TO THE COMPANY AT

10 good reasons why you should select this school for your training

1. You are given personal attention throughout your entire period of training.
2. Our planes are new, modern and licensed.
3. Our instructors are government licensed transport pilots with years of experience who have been selected because of their ability to impart their knowledge to the student.
4. All instructions are given by the appointment system which eliminates any unnecessary delay or waste of time to the student.
5. No student is allowed to solo with less than twelve hours of dual instruction.
6. Opportunity is given for solo time in company ships after completion of course thus requiring no investment on the part of the student.
7. Our course has been developed thru years of experience in training students for commercial aviation.
8. The Aero Corporation of California is a reliable and responsible organization and your diploma from this school carries prestige in the flying fraternity.
9. We have taught hundreds of students who are now actively engaged in aviation.
10. Your selecting this school offers a possibility of becoming affiliated with one of the fastest growing aviation companies in the country.

Fokker
USA

DISTRIBUTORS

ALEXANDER
EAGLE ROCK

"To The Man Who V



NEW discoveries, new inventions, new modes and manners of life, have always led to new occupations and professions. Such occupations and professions, in their early days, have offered to the ambitious man unusual opportunity for varied experience, rapid advancement, and the romance and interest of pioneer work.

The new profession of our own day is Flying—a profession arising out of the extraordinary scientific and mechanical advancement that has universally affected the changing world of the twentieth century.

The man who learns to fly finds himself in the forefront of this changing world, in a field where opportunities multiply rapidly, where new and stimulating developments are of daily occurrence, and where there is still the romance of a new conquest of the world.

The coming of the locomotive and the automobile each in its turn revolutionized civilization, and it is not unreasonable to suppose that the progress of Aviation will equally affect the habits of human life.

Step by step human enterprise and ingenuity are working toward the elimination of the barriers of time and space in the affairs of men, and the airplane, with its capacity for speed and its independence of highways and obstructions, is a notable factor in that modern progress. For this reason the use of the airplane is inevitably and rapidly increasing; great enterprises are being built around it; numerous related industries are expanding through their association with it.

At the heart of this modern industry, as its essential vital spark and the human factor in its progress, is the airplane pilot.

The selection of the best school in which to learn to fly presents a serious problem to the student of today, for it is upon this fundamental instruction that so much of his future flying ability is based.

One of the outstanding features of the Aero Corporation of California, Inc., is its School of Aviation.

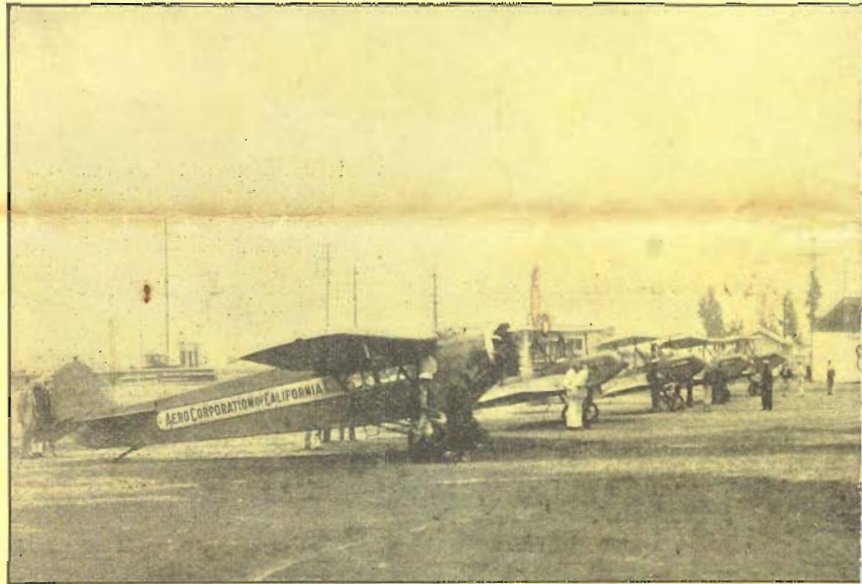
We Offer

... every resource of the Corporation for the constructive training of our students. Our faculty is composed of men preeminently qualified to handle their subject—men with years of practical experience—not “theorists;” nor “experts,” but *doers* who also possess that rare quality of being brilliant teachers.

Thus, with our excellent equipment, backed by these men, we are prepared to offer you—

The Very Best

OUR School of Aviation is a complete Aero Corporation of California, Inc. together with



A portion of our flying field, showing a few of our student training ships, and a Fokker airliner which is used on the Standard Airline.

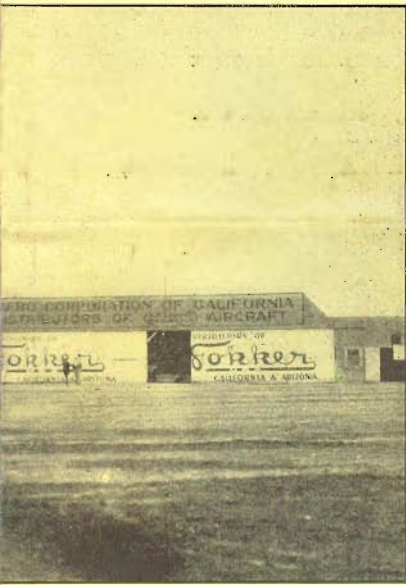


A Group of Our Licensed Instructors

Wants To Fly”



ool of Aviation is particularly fortunate in being a vital part of the Corporation of California, Inc., which owns and operates on a regular e, extensive passenger and express lines, and enters into every phase al Aviation. Our entire personnel, both pilots and mechanics, our airplanes, are licensed by the U. S. Department of Commerce.



d, in the foreground, one of our nes, Inc.



Our own mechanical and servicing departments are situated on our own airport. We service our own airplanes, overhaul and repair our own motors, and in fact form one of the few absolutely complete commercial aviation units in the entire west.

It is from our own vast experience in the Commercial Flying industry that we have developed our course of instruction to its present state of perfection. We do not maintain regular classes, nor “teach by rote”—we have no “ground course”—we teach *flying with airplanes*, not with text-books.

Do not be misled, however—we *do* believe in book work, and have a supply of excellent books on all subjects pertaining to aeronautics, and recommend that you purchase such of these as you see fit. You may then get in the necessary “ground work” at your own convenience and at a small fraction of the cost of such a course at a regular ground school, and the know-

ledge thus gained may be put to practice while actually flying under the direction of a capable instructor.

Our course is based absolutely upon individual instruction according to individual requirements and when you assign yourself to us you may rest assured that we are determined to develop in you every atom of flying ability you possess to the highest degree possible.

Upon the completion of our course, our students are allowed one hour of “solo” flight in the same airplanes in which they have learned to fly, without being required to post a bond or deposit of any kind.

You

. . . are invited to visit us at our airport at any time. Become acquainted with our personnel—our present students—our officers—see for yourself just what we are doing.

If you have never flown, perhaps you would enjoy the special flight which we have arranged for you.

Meet men with interests similar to yours—discuss the paramount topic of the day—and above all come face to face with your most brilliant—

Opportunity

For the MAN WHO FLIES

<p>1 Pleasure</p>	<p>X</p>
<p>To the 'nth degree—freedom of the skies. There is no sport on earth so replete—so complete. Above the dust and grime of a work-a-day world and into a new and glorious sphere of your very own. Above all there is the satisfaction that comes from real accomplishment.</p>	
<p>2 Profit</p>	<p>X</p>
<p>Aviation is now and will continue to operate on a sound basis. That owning and operating from one to a number of modern airplanes is very remunerative has been, and will continue to be demonstrated time and time again. It is worthy of your investigation.</p>	
<p>3 Desirability</p>	<p>X</p>
<p>For the man who enjoys clean, interesting employment. What could more adequately meet this desire? Responsibility?—to be sure, but what line of endeavor could be free responsibility and at the same time be worthy of your consideration?</p>	
<p>4 Employment</p>	<p>X</p>
<p>Each day, throughout the United States, there are more and more airplanes being built—literally thousands of them. Who will fly them? The Aviation program of today is of such proportion that it should stimulate you to expedite your training and experience rather than question employment.</p>	
<p>5 Remuneration</p>	<p>X</p>
<p>As in any business, is regulated by supply and demand. As the country continues to build airplanes the demand must increase, and with ever-increasing requirements as to ability it is doubtful if the demand for capable pilots is ever fully met. For this reason we believe salaries will continue to be very desirable indeed.</p>	

OUR course has been designed primarily for those interested in entering Aviation as professional or private operators and while particular emphasis is placed on the more practical phases of flight, the course, however, includes instruction in the Air Traffic Rules, issued by the Department of Commerce, and such other information as we feel is necessary in order for you to pass the examination and secure your Private License.

Licenses are granted in the following order: Private, 10 hours of solo flight. Limited Commercial or Industrial License or both, 50 hours of solo flight. Transport License, 200 hours of solo flight. The term "solo" applies only to the time during which you are the sole operator of the airplane.

Outline of Course

Following is a brief outline of our course, giving the major evolutions which are taught, and through which you must fly to the satisfaction of our entire faculty before you are awarded your wings and diploma:

Airwork: Level flying, normal banks and turns, from 45 to 90 degree banks and turns, figure "eights" wing-overs, loops, tail-spins, stalls, stalling turns, climbing turns, approaches and side slips.

Take-off: Normal take-off (head wind), cross wind take-off, tail wind take-off, how to take-off properly from a sandy or muddy field, normal climb from take-off.

Landings: Normal landings (head wind), dead air landing (requiring side slip), landing in short fields over obstructions, cross-wind landings, tail wind landings, "dead stick" landings, forced landings and foreign field landings.

Tuition

The tuition for this flying course including all instructions and one hour of 'solo' time is \$275.00 if paid in cash. For those who do not wish to pay cash, we have arranged a deferred payment plan, by which you make an initial payment of \$50.00 and pay the balance in weekly or monthly payments—whichever is the most convenient for you. If taken on the deferred payment plan the course is \$300.00. Since it usually requires from two to three months for graduation and solo, the student has ample time over which to spread his payments and they may be kept down to a small amount each time.

The tuition qualifies student for private pilot's license, including all instructions, and ten hours of solo time is \$400 cash or \$435 if taken on the deferred payment plan.

The tuition covers everything except a helmet, goggles and a text book or two on practical flying. These accessories may be purchased on the field.

Graduate Students

A few of our students who are now actively engaged in aviation and recommend our course most highly:

George Irvin—Aviation Dept., Richfield Oil Co.

Arthur Callies—(Owner Callies Airport, El Monte, Calif.)

Ben L. Frank—(Manager of Ambassador Hotel).

Paul L. Carpenter—Standard Airlines.

Lee Willey—Standard Airlines.

Dr. T. H. Costenbader, Los Angeles.

Dr. George Ham, Gardena, Calif.

Lieut. Paul Whittier—(California National Guard Air Service.)

Stephen Kerchoff—(Ensign U. S. Naval Air Service.)

I. W. Fuqua—(Former President California Petroleum Corporation.)

A. E. Cameron—(Manager Motor Rim & Wheel Service of California, Los Angeles.)

George Gibson—(Fashion Productions, Los Angeles.)

In addition to the above we have trained approximately 300 others from all walks of life. A great many of them have taken up aviation as a vocation, while some have taken the training merely as an avocation. In each instance, however, they have reaped a benefit for greater than they themselves anticipated—and up to the present time we have never had an accident or injury with our modern equipment.

THE AERO CORPORATION OF CALIFORNIA INC.

DISTRIBUTORS OF

FOKKER AIRCRAFT

California and Arizona

ALEXANDER EAGLEROCK

California and Arizona

STANDARD AIRLINES

Western Ave. at 94th St.

Los Angeles, California