

Learn to *fly*

Aviation is
GREATEST OF ALL CAREERS



The Rankin System of Flying
Instruction Taught Exclusively by

**Grays Harbor School
of Aeronautics**

P. O. Box 1151

Aberdeen, Wash.

Forword



CARL MORCK
President, Grays Harbor School of
Aeronautics

YOU are considering a career that has a greater future than any other profession in the world today. It is absolutely safe providing it is properly understood. You will suffer, perhaps, from the bitter cold of the "upper air" in the winter and you will be tossed about by the heat waves in the summer but you will love "the game." Your "ship" will soon become a part of your very soul and just as an "Old Master" can express his feelings with a violin, so can you express your feelings through the "joy stick." The wings and body of your plane will express your thoughts exactly the same as your hands and feet will. We call this "flying by feel" and when you learn to fly in this manner, you are indeed a real pilot. We do not train a student to fly mechanically, we teach him to fly by "the feel." It takes longer. It costs more. But that is the secret of our success. That is why no Rankin graduate has ever had an accident in which anyone was seriously injured.

The character of the students at the Grays Harbor School of Aeronautics is above reproach for we investigate every applicant. He must pass the physical examination required by law. He must be mentally alert but need not necessarily have a high school education. We expect every student to be a gentleman and a sportsman. By this, we mean that he should not be selfish or jealous of what others do. If he is not getting along as well in his flying as some other student he should not become disgruntled but should apply himself more diligently to his studies and try to find out where he is falling down in his work. We will not tolerate rowdyism or drinking in any way whatever, in the school or out of it. We permit smoking on the field but not in or around any buildings or hangars.

Our aim is to help make good, clean, honest sportsmen of the young men that come to our school as well as making good fliers and mechanics of them and we ask your sincere co-operation to this end.



Grays Harbor School of Aeronautics

THE GRAYS HARBOR SCHOOL OF AERONAUTICS has been fully organized by Grays Harbor business men who fully realize the wonderful opportunities now open in the Aviation field. The enterprise represents an investment of thousands of dollars and was made possible only through the foresightedness of these men and their belief that the residents of their vicinity would quickly appreciate and recognize the opportunities placed at the disposal of the young men and women of the community, who are ambitious and wish to properly prepare themselves for an attractive and lucrative future.

Instilled with a sincere desire to provide the best possible facilities and foundation for this schooling the directors of the institution made an exhaustive study of the methods of instruction used in similar schools throughout the United States. This rigid investigation resulted in the unanimous decision of the Board to install the RANKIN SYSTEM OF FLYING INSTRUCTION due to the fact that their course is without doubt the most complete and thorough now in existence. They found also that graduates of the Rankin School System experienced little difficulty in making permanent connections with commercial air transport companies whose executives demand thoroughly trained men and who cannily inquire deeply into the previous training of men who seek positions with them.

Why You Should Choose Our School

STUDENTS learning to fly on our field can, of their own choosing, experience the pleasure of riding on the balmy winds of the Pacific, gliding over beautiful fertile valleys, or climbing high up among the mighty Olympic mountains. All this within 30 minutes flight from our school. He may fly over every type of terrain and under every atmospheric condition. This experience will stand him in good stead and make him a much better pilot than if he were to learn in a locale where these advantages are not available.

At the present time, after almost eight and one half years of instruction under the famous RANKIN SYSTEM, schools using that system of instruction, have trained hundreds of persons, and not a single graduate has ever had an accident in which himself or anyone else was even slightly injured.

We are the exclusive teachers of this system in this locality.

We are providing you with the most modern schooling in existence today, right here in your own community and are giving you the opportunity to take advantage of it without interference with your home life or work.

Remember, we do not sell you a course in flying only, but an education as well, in all branches of learning that makes an intelligent and skillful pilot.

Our system of schooling is different.

Equipment

NO EXPENSE has been spared in procuring the most modern flying equipment obtainable. This policy of providing our students with every possible advantage will be strictly adhered to and additional school buildings, planes, motors, etc., will be added to the school facilities as rapidly as the student enrollment and general need for expansion is developed. We have a modern up-to-date school and intend to keep it so.

Instructors

HOWARD MAISH, Chief Pilot and Flying Instructor, is recognized in Aeronautical circles as one of the ablest and most competent flyers in Aviation today. A brief outline of his general experience should give an excellent idea of the basis for this opinion.



HOWARD MAISH

Joined air service April 1917 and received his early training at Kelly Field, Texas, and Selfridge Field, Michigan. Sailed December 1917 to war zone and had active flying service with British, French and American aero squadrons. Overseas 18 months, 10 of which seeing service in zone of advance. Was cited by both French and American forces for daring and bravery under fire. After war flew in Chicago, harnstormed to coast, Instructor of flying at Martin Airport, Santa Ana, Cal., Chief Pilot for California Airways, Inc., toured Western coast as stunt pilot with wing walkers and parachute attractions, and now completing 3 years at Grays Harbor without an accident of any description. Eleven years all spent in flying in nearly every locality of the United States and parts of Europe.

He is a graduate, with highest honors, of the school of good hard practical experience.

In addition to his unusual ability as a pilot he is happily endowed with that elusive trait which enables him to pass his knowledge easily to his student in a clear concise manner.



PAUL BIRKOFER

PAUL BIRKOFER, Superintendent and Ground School Instructor, is an experienced and expert Aviation motors man whose studies at Vanderbilt University and the Naval Academy at Annapolis, together with his varied practical experience with Aviation Motors makes him unusually well fitted for ground school instruction. Mr. Birkofer also has the faculty of conducting his lectures in such a thorough and clear manner that the most backward students have no difficulty in readily grasping the most technical points in the lecture.



The School and its Relation to Aviation



THE PROSPECTIVE student of flying should satisfy himself before enrolling in any school as to the standing it holds with relation to the requirements set forth by the Aeronautical Division of the Department of Commerce. To comply with these regulations, it is necessary for the GRAYS HARBOR SCHOOL OF AERONAUTICS to employ licensed pilots who train their students in licensed planes subject to inspection every 24 hours.

The course of study outlined by this school is the most exhaustive to be had. It was developed by Tex Rankin, and his corps of able assistants who have had many years of actual experience in flying and in teaching others to fly. In addition to this the suggestions of the Department of Commerce as they appear from time to time are followed to the letter.

The desire to fly is, of course, the real impetus behind the enormous interest which is being displayed by the world public in aeronautical affairs. It has been the natural wish of man since time immemorial that he might take wings and fly wherever he wished with the swiftness and sureness of the bird. Any normal person can now outdo the bird both in dexterity and swiftness of flight.

There are many, of course, who will learn to fly simply that they may have that feeling within themselves that they possess a faculty which makes them lords of the air. But there are those who also wish to make flying a life occupation and it is to these that the GRAYS HARBOR SCHOOL OF AERONAUTICS suggests a wide variety of activities in which the trained pilot may engage.

The Ford organization recently announced that through the Stout All Metal Airplane company, a subsidiary organization, they will devote millions of dollars to the development of airplane manufacturing and commercial flying. Already they are spending huge sums in informing the public through the mails and in the public mediums of the great part the industry is playing and will continue to play in ever increasing ratio in world affairs. A number of other automobile manufacturers have turned to the construction of airplane engines and the development of the industry—while new companies, both for commercial flying and manufacture, are being formed every day.

No other industry, not even excluding the automobile and motion picture field, has ever progressed with the amazing rapidity of this latest industry nor offered a wider variety of lucrative employment. From figures and facts it follows that wages for pilots alone will of necessity be very high as compared with similar occupations in other lines. The opportunity to grow with an industry has never been more golden than that offered by this new field of endeavor which has to offer both the personal thrill that comes with mastery of the art of flying and the ability to make good money.

Rankin System of Flying Instruction

EACH STUDENT of the GRAYS HARBOR SCHOOL OF AERONAUTICS receives a printed lesson to study before the actual lesson, both in Ground Instruction and in Flying Instruction. It is part of the RANKIN SYSTEM OF FLYING INSTRUCTION developed by Tex Rankin and is copyrighted. These printed lessons become the property of the student and are very valuable to him as a reference library.

This scientific system enables a student to make a thorough study of his Flying lessons twenty-four hours or more before he goes into the air. The training is standardized and each student is assured a complete course, with every detail brought to his attention. This is not possible where an Instructor depends solely upon his memory to instruct a class of Flying students. Many of the fine points and minor details will be forgotten by the Instructor in his effort to remember what instruction the student received last. The Rankin System provides an Instructor's chart, so that the Instructor will bring out the points required in that lesson.

By this exclusive system, you will learn Flying quickly and learn it properly.

5

The Rankin System divides the process of training into two parts, a Ground Course and actual Flight Course. There are many things that the prospective flyer should learn before taking his seat in the cockpit for the first time.

The GRAYS HARBOR SCHOOL OF AERONAUTICS is one of the few primary commercial schools in the United States giving a complete course in stunt flying. This has been incorporated into the course of study by Mr. Rankin because he feels that a complete knowledge of that branch of flying teaches the future pilot steadiness and resourcefulness which must be a part of every flyer's stock in trade.

Outline of Course

GROUND COURSE—Conducted by Paul J. Birkofer.

AVIATION HISTORY—This is given in order that the student may have a knowledge of the vast odds which mankind have overcome in the long struggle which leads up to the final conquering of the air. It has been found to be extremely inspirational.

THEORY OF FLIGHT—Eight hours of lecture are devoted to this subject, a thorough knowledge of which is required before actual flying can be begun. The student is taught the various controls, the different kinds of inherent stability, the methods of obtaining sustentation, the horse-power required to fly and the way to calculate the landing speeds of various planes.

PRACTICAL FLYING—Two hours are devoted to this subject which deals with the broad and varied experience of "Tex" Rankin and Chief Pilot Howard Maish, both of whom have had many years of flying experience under all conditions of weather throughout the United States—backed by a great deal of valuable experience gained in France.

AVIATION ENGINES—An exhaustive study of the power plant is conducted, including types of engines, carburetors, magnetoes, cooling systems, repair, maintenance, fuels and lubrication, etc. A minimum of twelve hours of lecture and also practical work is required. Any student who desires may spend more time on this subject.

STRUCTURE AND RIGGING—Ten hours are devoted to lecture and considerable time to practical work. The student is taught the uses and strength of various kinds of materials that are used in the construction of planes as well as the stress imposed upon the various structural members. The completion of this course fits the student to assemble and rig his own plane and make such repairs as may be necessary in the course of every day operation of aircraft.

NAVIGATION—Owing to the fact that the department of Commerce requires applicants for Transport Pilots license to pass a rigid examination in Aerial Navigation, we are giving a complete and thorough course in this subject, which covers 24 hours of lecture and practical instruction.

AEROLOGY—These lectures deal with the various phases of atmospheric phenomena and are fully illustrated. They form one of the most interesting subjects in the entire course.

AIR COMMERCE LAW—This course is given in order that the student may be thoroughly familiar with the federal laws that govern licensing, operation, and inspection of civil aircraft as well as the laws governing the examination and licensing of pilots, engine mechanics and aircraft riggers.

BUSINESS ADMINISTRATION—This course deals with the essentials in the management of a commercial aviation business and is of great advantage to every student whether he engages in commercial aviation himself or takes a position with some company.

School of Flight

The Rankin System taught and under the personal supervision of Edward Maish, Chief Pilot.

Control Exercises
Banks and Turns
Landings
Loops

Spins
Wingovers
Barrel Rolls
Falling Leaf

Cross Wind Landings
Dead Meter Landings
Solo Flying
Cross Country Flying

Opportunities for Women

IN AVIATION, as in all other fields of activity in this modern world, women are taking their place along with men. Lindbergh himself has said that the controlling of a plane is much easier than driving an automobile and his long distance flights and high mileage records piled up indicate very clearly how much more distance can be covered in a plane without danger than by other methods of transportation. All of which should clearly prove that the airplane is as practical for women as for men.

Miss Coulter, the first young lady in the Grays Harbor vicinity to take up flying is a student at the GRAYS HARBOR SCHOOL OF AERONAUTICS and an ardent champion of this latest means of transportation.

She says that once the art of flying is mastered, it becomes as natural as walking. Her progress in learning to fly has been just as rapid as the majority of the men students and she is already mapping out a future of active flying as a career.

Other girls are being enrolled in the GRAYS HARBOR SCHOOL OF AERONAUTICS where they will find surroundings and associations exceedingly congenial while mastering the course. Without doubt increasing numbers of young women will come to the school.

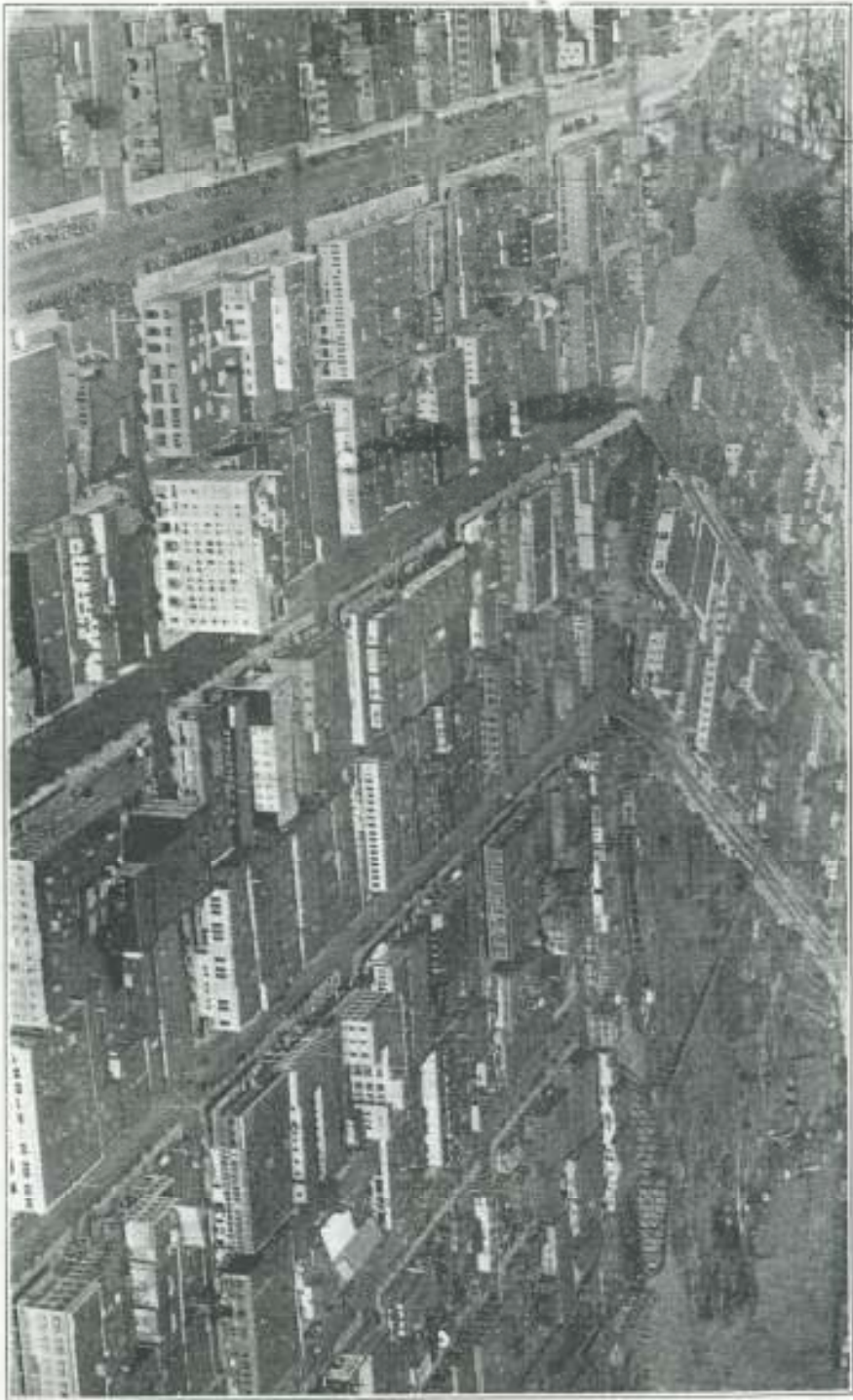
Women find a place in Commercial Aviation in all its branches—some will be pilots, some engage in aerial advertising, passenger and freight work, as well as innumerable places in airplane manufacturing establishments.

There are opportunities for wide awake young women, as well as men.



EDNA COULTER





Gray's Harbor as seen from the air by students of Gray's Harbor School of Aeronautics.