



INSURANCE

University insurance does not apply to those engaged in this activity, and Yale Aviation maintains its own insurance incorporating the following limits:

\$1,000 each medical coverage for passenger and pilot, \$500,000 liability, and \$250 deductible insurance for damage to the hull of the aircraft.

LEARNING TO FLY

Once a student is officially enrolled in Yale Aviation he may begin flying at once. It is only necessary to telephone the operations desk at the airport, to reserve the time for the use of the aircraft and to make an appointment with an instructor.

Normally a beginning student needs about twelve hours of dual instruction before making his first solo flight. During that period there are no Federal Aviation regulations to be met. By the time he is ready to make a solo flight the student must have obtained the Student Pilot Certificate which will be valid for 24 months (and may be reissued thereafter if necessary). The requirements for a Student Pilot Certificate are that the applicant be 16 years of age and that he have a medical certificate from an FAA-approved physician. The Student Pilot Certificate allows the student, once his instructor has permitted him to solo, to fly alone in the aircraft and in any other aircraft for which his instructor will have endorsed his certificate. The student may make solo cross-country flights with the permission of his instructor; certain supervised cross-country flights will be required during the course of his training.

In order to be granted a Private Pilot Certificate a student must pass both a flight test and the Private Pilot Written Examination. The Federal

Aviation regulations require that a minimum of forty hours total flight time be accomplished before the flight test may be taken. This total time will be a combination of dual instruction and solo flight and may be done over any period which is suitable for the student's schedule and his rate of progress.

For all these steps in learning the various aspects of aviation each student will receive close supervision and guidance from his flight instructor, so that his competence will be assured before he advances to the next phase. Once the student has been issued a Private Pilot Certificate he will be able to continue both practice and training according to his needs, including the achievement of more advanced certificates such as Instrument Rating, and will be able to be accompanied by passengers in the aircraft. The practice of aviation is a continual process of learning. The knowledge and skills involved must be constantly renewed and brought up to date. As experienced pilots will attest, there is no end to the process of development of competence.

This general outline of the procedures for training should be supplemented by a reading of the Yale Aviation Curriculum and the Federal Aviation Agency's advisory circular "Student Pilot Guide," which answers in detail most questions pertaining to requirements of certificates and which provides a list of published study materials. A copy of this circular is available to all those applying for enrollment in Yale Aviation. Further information and application blanks may be obtained by writing to Yale Aviation, Inc., 1935 Yale Station. Potential applicants are advised that a waiting list for acceptance of applications, based on date of receipt, is sometimes necessary when the numbers exceed the available openings in the program.



Yale Aviation, Inc., is a non-profit educational corporation. It provides a full program of instruction and practice in aviation for Yale University students, faculty, and staff. It was founded by Frederick W. Smith, of the Yale Class of 1966, Norwood Russell Hanson, Professor of Philosophy, and Howard S. Weaver, Assistant to the President of the University for External Relations.

The founders, all experienced pilots, wished to organize an aviation program which would incorporate at reasonable cost the highest standards of equipment, instruction, and air safety.

Aviation has become a central factor in the affairs of professional and business people in our times. In a single generation the entire world has been put in close touch by the rapid development of the airplane. Today private and business aviation activity exceeds by far that of commercial airlines. Air activities of all kinds are supported and sustained by an increasingly complex system of services and communications. In the years ahead considerations of airspace above the earth as well as outer space will become increasingly significant in the decisions which must be made not only in military matters but in every aspect of progress. The knowledge and skills of aviation, pleasurable as they are in attainment and practice, have gone far beyond the scope of recreation—they have become significant assets in the competence of educated men.

Yale Aviation is governed by a board of five directors, at least two of whom are students and the rest faculty or staff members. While Yale Aviation is a student organization recognized by the Dean of Undergraduate Affairs, it is a private, non-profit, educational corporation independent of Yale University.

CURRICULUM

The curriculum of Yale Aviation is based on the principle that *flying is learning*, a continuing educational process aimed not only at meeting the requirements and licensing standards of the Federal Air Regulations but at attaining ever higher levels of proficiency, competence, and safety. All those enrolled in the program are therefore expected to show continuing progress in the learning aspects of aviation, and for this purpose Yale Aviation maintains records of proficiency supplementing the rating system of the Federal Aviation Administration. The curriculum includes: 1) Student Pilot Training, leading to achievement of solo flight; 2) Private Pilot Training, with Ground School instruction in related subjects such as meteorology and navigation, leading to achieve-

Piper Cherokee 140



1965 Cessna Model 172



ment of the Private Pilot Rating; 3) Advanced Pilot training in aviation procedures beyond the requirements for Private Pilot Rating, refresher program for pilots holding higher ratings, and training for specific advanced ratings such as Instrument Rating and Commercial Pilot Rating; 4) Flying Practice for Rated Pilots, aimed at raising levels of proficiency.

ENROLLMENT

Applications for instruction must be made on the forms provided by Yale Aviation and must be approved by the Board of Directors. Applicants pay a matriculation fee of \$50 at the time the application is filed and each enrollee, or student, pays a monthly tuition fee of \$7.00. The matriculation fee entitles the student to participate in the program indefinitely, unless his enrollment is terminated by him or by the Board of Directors, and is not refundable. The monthly tuition fee is required during active participation, that is during University semester months unless the student also wishes to participate during the summer. As a condition of enrollment the student agrees to

abide by the By-Laws, Terms and Conditions of Instruction, and Flight Regulations of Yale Aviation, Inc., as well as the Federal Air Regulations. An applicant under the age of 21 must submit a signed statement of approval by parent or guardian as a part of his application (parental consent is required in any case for granting a license to persons under 21).

CHARGES

(All aircraft rates include all direct and indirect costs of operation: fuel, oil, inspection, maintenance, reserve for overhead, hangar at home base, and insurance).

Hourly Rate—Cherokee 140 Aircraft . . .	\$ 8.50
Hourly Rate—Cessna 172 Aircraft . . .	10.50
Hourly Rate—Cessna 172 Aircraft . . .	14.00
(not owned)	
Hourly Rate—Air Instruction	5.00
Ground School for Private Certificate . .	45.00
15 lessons (Sessions held on campus. Full series of lessons must be subscribed)	