

The Great Lakes Sport Trainer



The Great Lakes Sport Trainer in flight after a short take-off.

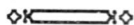
IN the sport planes depicted herewith, the Great Lakes Aircraft Corporation have kept the student particularly in mind, much engineering effort having been expended toward that end.

The structural strength of this sport trainer is from 125 to 500 per cent in excess of Department of Commerce requirements. It is stressed for maximum safety under the most extreme flying conditions.

The guaranteed performance of this ship with full load of 1,580 pounds—628 pounds over its normal empty weight—based largely on tests conducted at Wright Field is as follows:

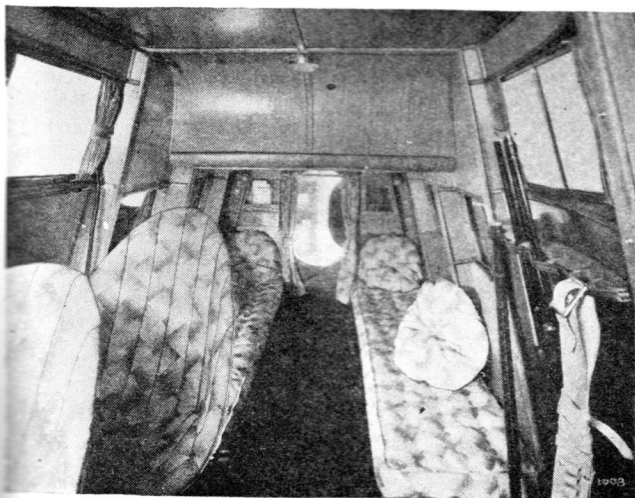
High speed, 110 m.p.h.; cruising speed, 90 m.p.h.; landing speed, 40 m.p.h.; initial climb, 545 f.p.m.; service ceiling, 13,010 feet; absolute ceiling, 16,092 feet; range, full speed, 289 miles; range, cruising speed, 390 miles; duration, full speed, 2.63 hours; duration, cruising speed, 4.10 hours; take-off, 395 feet; landing run (without brakes), 566 feet.

This sport trainer is powered with one American Cirrus

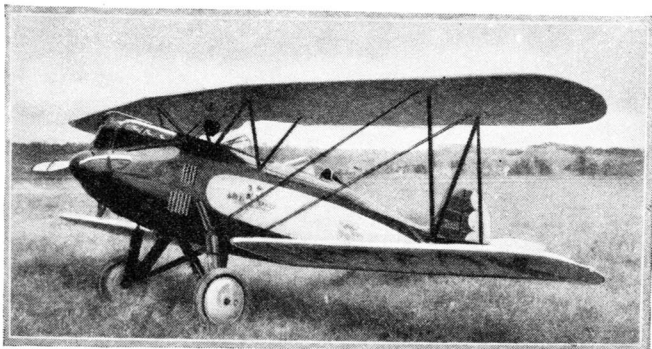


Gar Wood's Flying Boat

LITTLE has been neglected in the way of luxurious appointments in Gar Wood's personal flying craft. Not content with comfort, speed and pleasure on the water, Mr. Wood has lately taken to the air. This flying craft is Fokker-built.



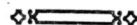
Interior of Gar Wood's Seaplane.



At your service—the Sport Trainer waiting for its pilot.

Mark III 4-in-line air-cooled engine and is fitted with a flame-proof fire wall aft of the engine compartment. It has a wing span of 26 ft. 8 in.; length, 20 ft. 4 in.; height, 8 ft. 5½ in.; chord, 46 in. The weight, including all accessories, is 1,002 pounds; useful load with accessories, 578 pounds.

Altogether it stands out as a very fine job of aeronautical design and workmanship; it follows the modern trend toward refinement:



Commutation Rates in Aviation

THE aviation transport companies are fast appreciating the possibilities of reduced rates for steady travelers. One of the latest to fall in line is the Stout Air Lines which operate passenger transport planes between Cleveland, Detroit and Chicago. The new fares approximate 7½ cents per mile, or slightly more than rail fare plus Pullman charges. This is a temporary arrangement to test the public's response.



New Arrow School to Train Airport Managers

BELIEVING that a great need for efficiently trained flying field and school personnel exists throughout the industry, the Arrow Aircraft & Motors Corporation, Havelock, Neb., have inaugurated an advanced course of instruction at the Arrow Airport.

A rigid examination will be given all applicants for admission to the new school, it is stated. Personal appearance, education and ability are some of the qualifications for entrance. Students accepted must have had a transport license and preferably a mechanic's license.

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