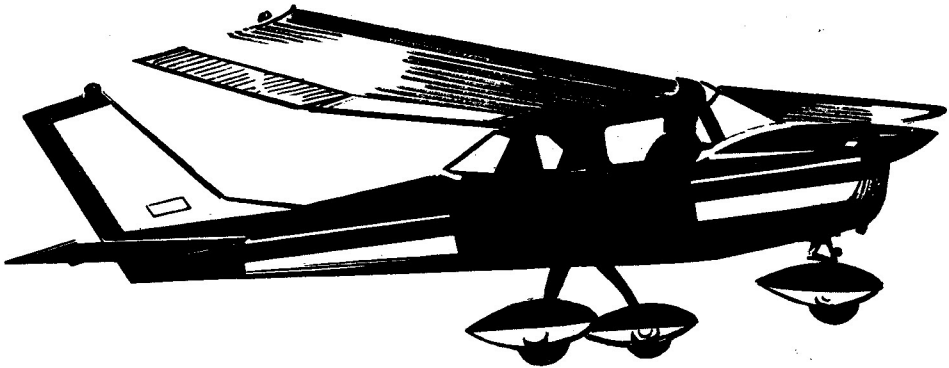


MURRAY AVIATION



"Come Fly With Us"

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Introduction And History

Murray Aviation is located at McMinn Airport, one mile south of Weaver, Alabama. Jacksonville State University is to the north, Fort McClellan to the east, and the city of Anniston to the south, making the location a hub for flight training in the area.

Murray Aviation is a proprietorship. Charles H. Murray is the owner, chief flight instructor, and certifying official. He has the following qualifications:

Ratings	Number	
Commercial Instrument Multiengine Single Engine—Sea Flight Instructor, Airplanes and Instruments	} 1447273	
Basic, Advanced and Instrument Ground Instructor		1874160
A&P Mechanic		1685573

The school also has two other full-time flight instructors, James Fleming and Clarence Avery. The instructors give close personal attention to each student from the time of his initial orientation to the day he graduates, regardless of the course in which he is enrolled.

Murray Aviation began flight training at McMinn Airport in November 1966, operating a Cessna 150 and a Champion 7FC. Additional aircraft were obtained as the school enrollment required; today Murray Aviation owns six aircraft and leases two.

In August 1967, flight training in sea planes was introduced, and several students obtained single engine-sea ratings. The ROTC Flight Training at Jacksonville State University was started in September 1968 and has been conducted each fall semester with Murray Aviation.

Murray Aviation became a Federal Aviation Agency (FAA) approved primary flying school and basic ground school in March 1969. In February 1970, the school became FAA approved for commercial and flight instructor ratings. Veteran flight training was approved by the Veterans' Administration (VA) in August 1970.

Murray Aviation has an excellent training record; several students have received outstanding evaluations on their flight checks from the FAA pilot examiner.

At present, training leading to the following licenses and ratings are available at Murray Aviation:

Licenses:

- Private Pilot
- Commercial Pilot

Ratings:

- Instrument
- Certificated Flight Instructor (Airplane)
- Certificated Flight Instructor (Instrument)
- Single Engine-Land
- Single Engine-Sea
- Multiengine-Land

Facilities And Equipment

Murray Aviation maintains its management office and operations section in a mobile home, twelve feet by thirty-eight feet. The files, training materials, scheduled flight records, log books, aeronautical charts, manuals, and progress reports are kept in this office. There is also a map designating the local flying areas for students; these areas are outside congested zones and are safe for practicing flight maneuvers.

Ground school and classroom instruction is conducted in a twenty by forty concrete block building adjacent to the mobile home. The classroom accommodates eight students comfortably. The ground school instruction is presented with a complete series of audio-visual aids and lectures with blackboard illustrations. An informal classroom atmosphere is maintained so that students are encouraged to ask questions.

The runway at McMinn Airport is a 2600 foot sod strip which is eighty feet wide; it lies east to west. Plans are completed to extend the runway length to 4400 feet. The airport is owned by Mrs. Lillie K. McMinn, and use arrangements between Murray Aviation and Mrs. McMinn have been standing for over three years.

Murray Aviation utilizes modern, late-model aircraft. The school owns three (3) Cessna 150's; these are a two-place, 100 horsepower engine aircraft used for initial training. Other aircraft owned by the school include one Cessna 172 which is equipped with transponder, A.D.F., Marker Beacon, and two NAVCOM radios; one Piper PA-23 Apache; and one Piper PA-28 Cherokee 140. Leased aircraft include a Cessna 172 and a Cessna 182, making eight airplanes available for flight training. These aircraft are well maintained and are equipped with up-to-date radio and electronic navigation equipment. Liability and property damage insurance is provided by Murray Aviation.

The Cessna 150's and 172's are used for the Private, Commercial, Flight Instructor, and Instrument Pilot courses. Students may obtain multiengine training in a Piper Apache. Transition to a heavier, more complex, single engine aircraft is accomplished in a Cessna 182 Skylane.

General Information

Hours of Operation

Murray Aviation is open seven days a week from 8:00 A.M. to 6:00 P.M. The hours for flight instruction are scheduled individually by the student and the instructors. The hours scheduled for instruction may begin at daylight and include night-time instruction. Ground school is conducted in night classes with individual instruction available.

Enrollment Requirements

Enrollment in flight training is accepted at any time since the course of study is tailored to fit each individual. Basic requirements for enrollment to obtain a private pilot rating are the FAA Class III Student Pilot medical certificate and the Federal Communication Commission (FCC) Radio Telephone License, plus the desire to learn to fly.

Students enrolling in the commercial pilot license course must have a current private pilot license and a Class II medical certificate.

Students wishing to enroll in the instrument flight course must fulfill all of the requirements for a commercial pilot license, but are not required to have a current commercial license. They must have a private pilot license, however.

Veterans' Administration applicants are required to have served in the Armed Forces since January 31, 1955, as required by the Veterans' Pension and Readjustment Assistance Act of 1967. It is also required that a veteran have a valid private pilot license and the FAA Class II medical certificate.

Previous Training

Murray Aviation will give credit for previous flight training. The number of hours credit will be determined by a progress check by the chief instructor of the school, but will not amount to more than half the total required hours.

Attendance Requirements

Excessive tardiness or absence by a student for scheduled flight instruction and ground school is basis for dismissal. Tardiness is defined as being over fifteen (15) minutes late for scheduled instruction.

Grading System

Grading for flight instruction is based on a five-point system to measure performance in the aircraft. The grades are:

- (1) Excellent
- (2) Above Average
- (3) Average
- (4) Below Average
- (5) Unsatisfactory

Grades for ground school are determined from the results of written examinations. Grades are based on 100%.

95–100	Excellent
85–95	Above Average
75–85	Average
70–75	Below Average
0–69	Unsatisfactory

Students who show an ineptitude for flight training, or who continually perform below the average either at ground school or in flight training will receive counseling from the chief flight instructor and may be advised to discontinue flight training.

Student grading sheets are maintained on all students and are graded after each flight by the instructor. These records are reviewed by the instructor continually throughout the student's training. The chief instructor gives a progress check ride to each student and records the results for each phase of pilot training, such as pre-solo, basic flying, navigation and emergency situations, and prior to recommendation for a check ride with an FAA examiner.

The student records are kept in individual student files which are available for student review and are maintained by Murray Aviation for a period of three years from the date of the last entry.

Conduct

In order to maintain the standards for safe flight training, Murray Aviation will immediately dismiss any student found guilty of breaking the following rules:

1. Use of narcotics or barbiturates is strictly forbidden at all times.
2. Consumption of alcoholic beverages of any type is forbidden within eight hours prior to any flight.

3. Careless and reckless operation of aircraft is in no way condoned.

Refund Policy

Murray Aviation will promptly refund all unused payments made by an individual. The amount to be refunded will be determined according to the aircraft hourly rates and the rates for ground and flight instruction as outlined on the following pages. The total charge for instruction and aircraft hours will be calculated, and the amount will be deducted from the total amount paid. The balance remaining will be the refund.

Courses And Fees

Murray Aviation conducts flight training and ground school to qualify individuals for the various FAA pilot licenses and ratings. In order to obtain one or more FAA pilot certificates, a student must pass a written examination administered by the FAA, complete the prescribed number of hours of flying experience, and demonstrate proficiency in executing certain flight maneuvers. Before a student is recommended for FAA administered tests or check rides, he must demonstrate his ability to pass such tests to the chief flight instructor.

Private Pilot Course

The basic requirements to obtain a private pilot license include being at least 17 years of age, passing the FAA Class III medical, having a minimum of 35 hours flight time, and passing the FAA written test and flight check.

The ground school instruction and the flight training are outlined to include the following skills and knowledge: airplane documents; airworthiness records; airplane performance and operation; aircraft loading, to include fuel, oil, baggage and passengers; airplane pre-flight check and pre-flight operations; starting; taxiing; takeoffs and landings; airport traffic patterns; use of radio for voice communication and for VFR navigation; basic instrument flight; forced landings and in-flight emergencies; precision maneuvers; right and left 720 degree power turns; maneuvering at minimum controllable airspeed; stalls from all normally anticipated flight attitudes; cross-country flight planning and cross-country flying; short and soft field takeoffs and landings; and slips to a landing.

The following supplies are required by Murray Aviation for the private pilot course:

Aero Products Research Private Pilot Course	\$ 9.95
Plotter	1.98
Computer	7.98
Private Pilot Flight Test Guide25
Chart (Atlanta Sectional)50
Log Book	1.00
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Total Cost of Supplies	\$21.66

Commercial Pilot Course

The basic requirements to obtain a commercial pilot license include

passing the FAA Class II medical, having a minimum of 160 hours flight time, and passing the FAA written test and flight check.

A review of all subjects taught in the private pilot course is included in the flight training and ground school instruction with the addition of the following: gliding spirals about a point on the ground; shallow eights-on-pylons; steep eights-on-pylons; lazy eights; chandelles; and accuracy landings.

Murray Aviation requires the following supplies for this course:

Aero Products Research Commercial Pilot Course . . .	\$12.95
FAA Flight Training Handbook75
Commercial Flight Test Guide25
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Total Cost of Supplies	\$13.95

Instrument Flight Course

Basic requirements for an instrument license include having a commercial license or the equivalent, which is a private pilot license with 200 hours, having a minimum of 40 hours total of instrument flight time, and passing the FAA written test and flight check.

The flight training and ground school will include: instrument flight planning; filing of instrument flight plans; aircraft performance, range, and fuel requirements; required instrumentation and equipment and their proper use; straight and level flight on instruments; turns, climbs, and descents; emergencies; stalls; steep turns; recovery from unusual attitudes; engine-out procedures; radio navigation and approach procedures; use of radio for voice communication; instrument approach; missed approach procedures; compliance with ATC instructions and procedures.

The following books are required:

FAA Instrument Training Handbook	\$ 1.75
Instrument Pilot Flight Test Guide25
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Total Cost of Supplies	\$ 2.00

Flight Instructor Course

The minimum requirements for the flight instructor rating are: commercial license or equivalent (for private pilot applicants), FAA Class II medical certificate, and a grade of 70 or better on both written examinations. The two written examinations are Fundamentals of Instruction and Analysis and Performance of Maneuvers. A recommenda-

tion by a flight instructor to take the flight check is the final requirement.

The training includes: oral instruction and practice; exercise in the fundamentals of teaching as applied to flight instruction; a study of and practice in instruction procedures and the preparation of training courses; practice in the explanation of the purpose of all flight maneuvers prescribed by FAA; flight training in the method of demonstrating and teaching these maneuvers.

The following supplies are required for the flight instructor course:

Flight Instructor Flight Test Guide	\$.25
Flight Instructor Handbook	1.75
FAA Flight Training Handbook	1.75
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Total Cost of Supplies	\$ 3.75

Instrument Flight Instructor Course

Basic requirements include possessing an instrument rating and a FAA Class III medical certificate and passing the written test and flight check with the FAA.

The program of study consists of training in the techniques of instruction as applicable to instrument flight.

Multiengine Rating Course

The minimum basic requirements is having a private pilot license. There is not any specified amount of time in flight; a recommendation is made by the instructor for a check ride with a qualified FAA official. A written test is not required.

The training includes: multiengine aircraft systems, loading and performance; preflight operations; takeoffs and landings; basic maneuvers; engine-out operation; emergency procedures; and flight and fuel consumption planning.

Rates

Figure 1, Courses and Rates, shows the courses offered by Murray Aviation with the minimum hours required by the FAA:

Figure 1. COURSES AND RATES (Sessna 150)*

Private Pilot Course

Dual Instruction	20 hrs	\$360.00
Solo Flight	15 hrs.	180.00
Ground School	8 hrs.	24.00

Commercial Pilot Course

Dual Instruction	40 hrs.	\$720.00
Solo Flight	80 hrs.	960.00
Ground School	40 hrs.	120.00

Instrument Flight Course

Dual Instruction	15 hrs.	\$367.50
Instrument Flight	20 hrs.	340.00
Ground School	40 hrs.	120.00

Flight Instructor Course

Dual Instruction	35 hrs.	\$630.00
Ground School	40 hrs.	120.00

Multi-Engine Rating Course

Dual Instruction	10 hrs.	\$550.00
Ground School	5 hrs.	15.00

* Hours and rates quoted here are the minimum required by the FAA. It should be understood that the average student usually requires more time to become a proficient pilot. Additional hours will be charged at the regular hourly rate.

A student may prepay for the flight training and ground school according to the course he pursues or he may pay as he receives the training. The following are the applicable rates at present:

Aircraft	Solo	Dual
Cessna 150	\$12 per Hr.	\$18 per Hr.
Cessna 172 (Skyhawk)	\$17 per Hr.	\$23 per Hr.
Piper PA-28 (Cherokee)	\$17 per Hr.	\$23 per Hr.
Cessna 182 (Skylane)	\$25 per Hr.	\$31 per Hr.
Piper Apache	\$45 per Hr.	\$55 per Hr.

Instruction

Instrument Instruction	\$7.50 per Hr.
Ground Instruction (Class)	\$3.00 per Hr.
Ground Instruction (Individual)	\$5.00 per Hr.

Thank you for reading the Murray Aviation booklet. We hope you will join the many happy people who have broken the bonds of Earth and have become pilots at Murray Aviation. You will enjoy flight even while you are working hard to obtain your ratings, and we will enjoy helping you get your wings.

COME FLY WITH US!

