Jetstream Vol 01 Issue 04

Embry-Riddle Aeronautical Institution

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Embry-Riddle Aeronautical Institution, "Jetstream Vol 01 Issue 04" (1965). Jetstream. 11.
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Efficient team work proceeded three successful rocket launches from this airport 15 miles from Embry-Riddle. The members of the Astronautical Research Society spent three hours at the field Friday afternoon where they also produced four misfires and two destroyed rockets.

Victor Tisdel led the day with three successful launches. His rocket, weighing 3/4 ounces, soared once to a height of approximately 700 feet when powered by a B.8-6 engine, and twice to approximately 1300 feet under power of a B. 3-5 engine. The B.8-6 engine has a 23 ounce thrust of 1 second duration and a 6 second delay before the nose cone was ejected. The more powerful B. 3-5 engine produced a 9 pound thrust with a 1/3 second duration and 5 second ejection delay. Mr. Tisdel designed and built this rocket himself. It has consistently reached the 1300 feet height with the latter engine.

Daryl Paul led the day with the most destruction including his three-stage rocket and grasshopper pay-load. His "T-Bird" raced from the pad to a height of 20 feet, then turned to an angle slightly below horizontal, fired the second and the third stage enroute to destruction on continued on page 6
On July 5, 1965, Embry-Riddle Aeronautical Institute held its official open house and ribbon cutting ceremonies. Because of the big race, this weekend was quite hectic for Daytona Beach. The radio stations made constant announcements about the open house to the people in the area which contributed to the large turnout.

As the visitors arrived they were directed to the flight line where there were many displays in the hangar. About every 15 minutes tours were leaving the hangar, guided by members of Sigma Phi Delta Fraternity, which took the visitors to the Airframe and Powerplant Division where they got a brief course in both Airframe and Powerplants of aircraft. Then they progressed to the Engineering Division where Mr. Uhlig showed them some typical rooms and answered their questions. After this the tour was led to the Jet Propulsion Lab. Here Mr. Bolton gave everyone a lecture about the future of jets then proceeded to run the German Juno which was built in the 1940's and the small jet built by students here at Embry-Riddle. At the close of the tour everyone returned to the hangar where a drawing was held for free airplane rides; refreshments were served.

At 3 o'clock many of the officials of Daytona Beach and some prominent members of the community gathered at the hangar. After a few brief speeches, Mayor Eubanks cut the ribbon officially opening Embry-Riddle to the public.

All in all there was a very big turnout. Everyone seemed to enjoy themselves very much and much interest was stimulated concerning Embry-Riddle.

Roger McDade

Ode to a Rat

There once was a fellow named Ron
Who suddenly started to act like a "con".
So intent is he on joining the military
That he's sure to get hit by a bomb.
FROM THE DESK OF: F. G. FORREST

Starting next trimester Embry-Riddle will conduct its first Turbine Engine Technician Course. It will consist of 15 weeks training on theory, nomenclature, systems and maintenance of jet engines. Members of the class will participate in classroom study and practical exercises in the shop to include complete disassembly, inspection and assembly of fully operating J34 WE30 turbo-jet engines. Upon completion of assembly each engine will be installed in the test cell and subject to a comprehensive run-up.

Graduates from this course will be qualified to assume responsibilities for jet engine overhaul and maintenance. This significantly broadens one's capabilities as an airframe and powerplant mechanic and obviously enhances his possibilities for employment accordingly.

Accomplishments made to date in preparing this course for initiation in September are the results of hard work and good planning of Mr. Willard Bolton and the various students who have assisted him. On Friday, August 6 at 10:30 A.M., Mr. Bolton will conduct a briefing on the jet engine mechanic course for the A & P Division graduating class. All flight and engineering students and all Embry-Riddle staff and faculty are invited to attend.

Frank G. Forrest

FROM THE DESK OF: J. A. LAUDERBAUGH

I am delighted to have the opportunity to give our student body a preview of some things that may be expected next trimester and to say a little about some problems that have been experienced.

First of all, it appears that we will have a healthy student body next fall numbering in excess of 400 students. And it follows that housing and eating facilities will be in need of expansion. Therefore, we are at the moment, undertaking renovation of the south side of the dormitory for student occupancy. The student cafeteria of course, will be expanded proportionately.

Our student store, as well, is in need of expanding and perhaps at the publication of this paper the task to enlarge the store and provide self-service facilities will be largely completed.

Beginning with the next trimester, dormitory residents will be offered several options for cafeteria service. There will be a five day service for instance, for those students who leave on the weekends. Cafeteria service on a monthly basis is expected to be available for students living in town.
CONTINUED FROM PAGE: (3)

Our sports program has been neglected and perhaps there is reason when one considers the long study day. Schedules will change somewhat this September. I have negotiated with the Halifax Bowling Alley and a plan is forming for an Embry-Riddle bowling league. There will be free instructions. The rate will be 40¢ per line for 3 lines of bowling; there will be prizes. Other activities are being planned and will be announced later.

Embry-Riddle is looking toward a rewarding future; rewarding in that it has played a major role in educating young people to earn a comfortable living with guaranteed earning power for the future. Education will continue to play a greater role in our lives and you are merely scratching the surface. Did you know that by 1975 the college population is estimated to be over 9 million, more than twice what it is today? For instance, if all the college populations were doubled and 1000 new colleges were created with students population of 2500 each, it would exactly equal space requirements for 1975.

Again, I would like to thank you for your cooperation.

J.A. Lauderbaugh

PARKING TICKET

That's Honda. Just the ticket for parking on crowded campus lots and, in fact, anywhere at all. Ride your Honda right up to class, if you like. If the teacher gives you a funny look, it's probably because he'd like to have one, too.

See all the Honda models at

HONDA OF DAYTONA

236 RIDGEWOOD

HOLLY HILL, FLORIDA

"You Meet the Nicest People on a Honda"
Many shocked expressions will be seen on the faces of the male population this fall as their female counterparts spring forth in the boldest fashions ever to hit the dress counters.

Fashion editors giving us a sneak preview of things to come tell us skirts will come up at least three to four inches and the trend will be the "innocent look" with yards and yards of ribbons and enormous bows.

What do the men think about these startling fashions? One ERAI student when questioned about this new look told me he really appreciated the girls trying to appear with that fresh scrubbed look but it was carrying things a little too far when the young ladies try to look as if they are fresh out of kindergarten.

Another aspiring student told me he thought the whole new trend was ridiculous and that women were not dressing to please their men but to please themselves.

"We men should organize and show these women just how foolish they look by coming up with a few brilliant ideas of our own," he explained. "Maybe if we started wearing baggy pants that tucked into boots or wild neck scarves these crazy women would come to their senses and try to dress for our benefit instead of their own."

Another young man when questioned about the new "snake look" in women's stockings said they were undoubtedly least appealing things to come on the market for years.

"Who wants to take a girl out who looks like a snake," he said.

Hazel Sharif

Seems that quite a few students and instructors have been promising us to write articles for our student paper. We appreciate the promises, but need some results. Therefore, we find ourselves forced to print the names of the continuous "promisers" in our next edition, just so everyone knows them. You say this is blackmail, well your right.
the ground, 100 yards from launch. It was estimated that the crash speed was 4-500 feet/second. A small orthopterous was crushed against the forward bulkhead of the nose cone upon impact.

It was felt this rocket should have had a more powerful first stage booster to give it a greater and more stable initial velocity. The expected altitude of this vehicle was 2500 feet.

Richard Schnitz also felt the sting of failure. His two stage kit rocket powered by two 9 pound thrust B. 3-5 engines, never saw an altitude of more than 50 feet as it followed the same path of the previous launch and was destroyed when it contacted ground, about 200 yards from the launch site.

However, members of the club who were present, namely V. Tisdel, R. Dickinson, L. Griffiths, A. Royal, D. Paul, and R. Schnitz, were enthused about the successful attempts even though the afternoon was plagued by numerous problems. Communications between the launch site and tracking station, some of which were one half mile away, became a nuisance because of the very inefficient walkie-talkie system. The site was also plagued by light aircraft overhead, motorcycles and cars constantly driving through the area, plus a poor electrical system.

The A. R. S. has a 23 inch rocket to be powered by either 20 pound or 40 pound thrust engines, but hesitates to launch it until these problems are corrected.

Bill Bown

P. S. A restricted zone was placed around Spruce Creek Field from 1 to 3 o'clock on Friday to protect light aircraft in the area. Unfortunately several Riddle planes were identified shooting emergency landings during this restricted time.
'Atten--Hun' !!! That's the way my boy. We're not in the army, but this will get you ready!!

Yes Sir, Yes Sir

So they 'ot ready, one student in continuously late for his class. The explanation to the instructor..... I seem to have difficulty getting my car parked at exactly 90°-----

Pass the protractor

Another chap is completely dissolutioned since he drives a motor cycle and did not receive orders on how to park it.

P. S. Last time I saw the motor it was hanging on a fence, very unmilitary like.

I have heard about the guy who goes hunting around the airport..... we all know that there is an explicit or implicit rule against that. This student will just have to take his negative reward

Rule I, Rule II, Rule III

Then there is the matter of to 'welch' or not to 'welch', well my friends let me inform you that Agent 007 does not welch on a violator of the group rule..... but he does drink his martini with a lemon twist.

Take it for what it's worth.

Above all; I can take refuge in the comforting thought which gives me peace of mind in my sleep --- that it is not the intent of the Administration (of ERAI) to operate a police state.

Good Night

P. S. Isn't this a funny column?

G. H. L.

a letter of discontent

"An army without a leader is a mob." What a sick analogy to an institution of higher education. In the first place most of the students enrolled at Embry-Riddle have already done their time in the service and accepted a discharge because of dislike for regimentation, secondly, the student is paying to attend school; if the school was paying the student to be here it would have the right to lay down a militaristic jurisdiction.

Furthermore, we, the students, are always being told to shape up and get organized. What about our illustrious administration? Don't they need any organization? With less than 35 days remaining in this present trimester, how many of you graduating students know when or where the
commencement exercises are being held? None of us know this information because the administration themselves don't know anything about it. If this is organization, I would hate to see what disorganization is like.

Look for a moment at Embry-Riddle from the eyes of a prospective student. He arrives here, on campus, with the intentions of enrolling next trimester. This new student is shown the beautiful flight line, the A & P shops, and last but not least the Engineering facilities. What type of impression is left with this prospective student? At first glance he sees an excellent opportunity for an education. After arriving and enrolling for classes he learns within a few weeks that he is either receiving a preview of army life or a reindoctrination to the life he let Uncle Sam keep.

How long will a student accept this treatment while paying almost $22.00 per week for tuition alone?

What about the promises we heard at the end of last trimester about the improvements at the new Daytona Beach location? The greatly enlarged library, the better classroom facilities, the rosy picture of the dormitories? The only "enlargement" in the library was the combination of the old A & P library and the old Engineering library. To acquire a basic minimum library collection would cost too much money for our administration to spend at this time. What type of research can be done in the so-called library we have?

You people who have taken physics or chemistry laboratory courses at Embry-Riddle know what the lab equipment is like. How can a person get even a basic understanding of fundamental physics principles, the foundation of all engineering work, with the "jury rigged" equipment we are forced to use.

Next trimester there will be over 100 new engineering students alone. What has been done to arrange class and instructor facilities for this tremendous influx of new students?

The administration made an excellent decision when Mr. Uhlig was appointed as Acting Dean of Engineering. Why, less than two months later has Mr. Uhlig turned in his resignation? Mainly because the basic necessary changes for bettering the school would cost a few dollars and some extra work. What is the expenditure of a few dollars when the education of possibly thousands of people is at stake?

In closing this article I want to ask a few more pertinent questions. How long is industry going to accept the standards of Embry-Riddle when shopping for new personnel?

I ask again, how can students get organized without an example and some help from the administrative branch of the school?

Don Tshudy
The smile of the woman can be a beautiful expression. But it can also 
reek of sarcasm and devastation. In our aviation industry today there is 
a faction wearing the most false, deceitful and dishonest smile ever seen 
by man. Yes, I'm speaking about those glorified waitresses, those 
smile girls........ stewardesses.

Stewardesses are a separate breed of woman only approached in certain 
asspects by those old standbys...nurses. The job is representative of polite 
service but today the majority of the girls are not representative of the job. 
Unfortunately, stewardesses (and so many others in society) have become 
controlled by that mystical green force....money. Their unions will 
defend their most magical whims and today they are paid for such extra 
tasks as flying over water (as opposed to normal pay for flying over land), 
serving drinks, and even being laid over at the city's best motel. Con-
sequently, they rush to get their required hours in so they can get a free 
pass at the end of the month to go see some "Charlie" in Miami, Chicago 
or L.A. Their sincerity and interest in their job has been lost.

One of the requirements for stewardesses is attractiveness. But even the 
untrained eye can see an inch of makeup on their faces, girdles three sizes 
too small and bras three sizes too big. Age has also become a factor. One 
airline reportedly has a 44 year old stewardess. Today if you think you're 
getting the eye from a stewardess it's probably because your ears look 
like her little Tommy's (that's her second oldest child). Married stewardesses 
are now common among most national airlines.

Service on planes has become ridiculous. After you are ushered to your seat 
(if you are riding coach she points to a section of the plane for you) you sit 
and wait. The second supposedly pleasant welcome comes as you are taxiing 
out for takeoff when a monotone voice with a slight Brooklyn accent mumbles 
a few words over an intercom system. Instead of a welcome it turns out to 
be just an expressionless speech by a totally uninterested stewardess. Meals 
are dropped on a tray in front you which certainly doesn't make the food any 
more appealing. When you land another monotone makes the announcement 
you enjoyed the flight and could they serve you again in the near future. This 
too lacks enthusiasm.

Yes, you have reached your destination and had a meal on the way. But you 
have been irritated by a girl who gave you superficial service. However, 
they are not fooling many people.

Stewardesses have lost their charm, lost their responsibility and the airlines 
will lose what once was an asset.

A smile is beautiful, a frozen facial expression is meaningless.

Bill Katzenbag
Our address is 327 Silver Beach Avenue but there is a chance that it may be changed. All other chapters of Sigma Phi Delta Fraternity have a large sign in front of their respective "Castles" to indicate who they are. The City Board of Zoning as well as several local neighbors are concerned whether or not we are within our right to display our sign. If we are classified as a nonprofit club by the board, we are within our rights, but, this posses another, more far reaching question; are such nonprofit clubs permitted to reside in this particular city zone? The area in which our house is located is classified as residential professional - a classification which is unclear as to whether clubs are permitted. City zoning ordinances say clubs are allowed in Tourist 1 zones, but the question still remains, is a fraternity a club? Decision on this matter was postponed until a specially called executive session, so as to give board members the opportunity to study the issue and seek advice if necessary.

Pi chapter recently held a full-weekend party at Brother McDade's cabin 80 miles north-northeast of Tampa. The cabin being in the middle of one of Florida's jungles, provided a wide choice of recreation. Everyone had a good time and we look forward to again returning to Roger's "Hideout in the Woods".

Lincoln Griffiths

Sailing Club

As of this date the Sailing Club remains in a comparable state of inactivity or to put it bluntly, "we haven't accomplished anything!" However, negotiations with the Daytona Beach Sailing Club are still in progress.

James G. Ladesic
Acting President
E-R Sailing Club
MODEL CAR RACING

There is a Model Car Racing Club being formed here at Embry-Riddle Aeronautical Institute; anyone can participate in this sport—all are welcome to join.

For those who are not familiar with model car racing a short description is in order—essentially; a model racing car is a scaled down model automobile which is powered by an electric motor. The cars are equipped with underpins which ride in a narrow 1/8 inch slot in the raceway track. Small brushes pick up power from the metal strips which border the track. Hand operated rheostats control each car's speed (up to 10 m.p.h. or 300-plus scale m.p.h.) and provide breaking.

Since the car is not attached to the track, nothing but its weight keeps it in place and it reacts exactly the same as its full-sized counterpart does. It will fishtail around the tight corners, and if the driver gives it the gun or hits the curve too fast, it will spin out just like a big car would. Each driver is the car's creator, designer, mechanic and racer all at one time.

We will be racing on Friday evenings from 7:30 to 9:30 so there will be no interference with our studies.

For further information contact: Rodney Bear; Don Little; "Skip" Burrell

Don Little

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Daytona Beach Aviation, Inc.
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ROBERT D. WILLMAN, PRES.
Mr. Traut of the Physics Dept., received his Bachelor of Science degree in Mechanical Engineering in 1923, from the Ilmenau Technical College at Ilmenau, Germany. His 30 years in industry centered around the hydraulics field, and development of internal combustion engines. He occupied positions of layout man, project engineer to chief engineer, the position he formerly held with the New York Air Brake Co., of Watertown, New York; a company that manufactures aircraft hydraulic equipment. He resigned his position with the New York Air Brake Co. to live in Florida when his wife found she was in need of a milder climate. Mr. Traut started in the motel business upon arrival in Florida, but soon found it boring. It was then in 1956 when he became interested in Embry-Riddle and soon joined the faculty to teach hydraulics in the A&P school. He now teaches physics, heat transfer and thermodynamics in the engineering department.

Mr. Traut is married to the former Louise Zentgraf of Ilmenau, Germany and they have two sons. His eldest, Maj. Carl W. Traut, is a marine aviator commanding a helicopter and maintenance squadron. Donald T. Traut is an art teacher in the Parkway Junior High School at Ft. Lauderdale, Florida.

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