Avion 1977-04-13

Embry-Riddle Aeronautical University

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HERO REWARDED—Three students were responsible for saving the life of another student on March 31. Dan Furnish gave artificial respiration on a drowning victim at the Derbyshire Student Center. But, according to Dan, if Mark forces and the official at Derbyshire hadn't intervened, Dan would have drowned the victim from the pool. Furnish could not have helped much at all. The doctor at the local hospital said that Furnish and the other two men were responsible for saving this student's life and the University commended with a letter of commendation for his "quick and proper action." (Photo by Bill Heemsoth)

Riddle Grad Receives Commission

By Ron Evans

Robert L. Williams, a 1976 graduate of ERAU received his commission as an ensign in the United States Navy on April 8, 1977. The Commissioning ceremony took place at Pensacola, Fla., where Ensign Williams spent twelve weeks of basic training.

Robert, the son of Marion E. Williams of 1971 ERAU, N.J. Easton, received the commission in the Navy in 1973. During the founding presidency of Brothers of the Wind in 1974 and having participated in various school related activities, Ensign Williams showed unique leadership ability in his third and a half years of college. In the summer of 1976, Williams was accepted in the Naval officer Candidate Program where the first step was taken to a successful career in a naval service.

The students and faculty of ERAU wish to extend a warm congratulations and a successful future to Robert L. Williams.

But-Ohn The Maintenance Technology Division has implemented a student representation program to provide a better line of communications between the students and the administration. Each MT and AFT section has elected a representative who will meet periodically with the Chairman of Maintenance Technology. On urgent matters the representative has immediate access to the Chairman, and, of course, the "open door" policy is still in effect for formal matters.

But, there are some students who do not bring their concerns and grievances to the administrative attention but harbor resentment and initiate detrimental rumors. Hopefully, this "representative" approach will reduce student dissatisfaction by surfacing problem areas so that prompt corrective action can be taken.

An additional purpose of the program will be to provide creative feedback on course preparations and student satisfaction.

LIFESAVING EFFORT COMMENDED

EMBRY RIDDE AERONAUTICAL UNIVERSITY

REVISED FINAL EXAMINATION SCHEDULE FOR THE SPRING TRIMESTER 1977. APRIL 16, 1977

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Information in box indicates day and time of class for the trimester. HFP designation includes those classes that meet at 0800 on MWF, 0900 on MTW, 1000 on HFP, 1100 on TTF. Headings at the left and top of the columns indicate the time and day of the final examination; I.E. classes (other than Common Exams) that meet at 0800 on MWF will have their Final Examination on Sunday May 14, 1977. Last Class Time is April 16, 1977.

Night Classes will have their Final Examination on the evening of the first class meeting during the week of April 16 through 21.

Avion Wins Award

The Avion is proud to announce that it has taken the Second Place Award in the 26th Annual Southern Regional Press Institute newspaper competition this year at Savannah State College, Savannah, Ga. This is the second consecutive year that the Avion has won an award from the institution.

A Fall 1976 issue was submitted to the institute late January, and the judging took place the month after. Judging was based on fulfillment of basic journalism categories including Content and Coverage, Writing and Editing, Layout/ Typography, Photography, and Advertising. The Avion scored 20 points out of a possible 100, with a perfect score in Advertisements and Layout.

Congratulations is in order for the entire AVION staff of last fall, specifically: Jeffrey Rubin, Editor; Ace Brown, News Editor; Paul Bryker, Advertising Manager; Ken Keros, Business Manager; Ray Katz, the then Layout Editor; Jim Jagodzinski and Larry Mansfield, Layout Artists; Ray Carden, and Dr. Horwitz, Columnists; Bruce Boleman and Eric Mayhew. Ann Edmonds, Sports Writer; Chris Flannigan, Photo Editor; Lee Hamen, Advisor; and last but not least, Hello As Seen, our past secretary.

N'Th will be first place next year, for sure.
EDITORIAL

A quick glance at the bottom of this column will find a new signature there. That’s right, the AVION has a new edition! My name is Ray D. Katz, and as the new Editor, I’d like to say hello, and welcome you to your paper. I’m looking forward to getting out a paper that you’ll find worthy of reading. You can look for some new columns, with possible subjects as radio control modelling, Embry-Riddle history, photos, and others.

Now that I’ve rooted my own horn, let me tout the AVION’s. Please note the lead story on the front page. The award won by the AVION was the product of a lot of hard work by the staff. Jeff Rubin, as the Editor should be extremely proud of the achievement. His direction and leadership was the key to our success. I’d like to publicly thank him for a job well done.

If you have any comments, complaints, suggestions, or would just like to help on the newspaper staff, come in and see us. We have a secretary during regular (8-5) office hours, and our door is always open. Also, there are several paying positions opening up, so get involved and join our winning team.

Dear Editor,

I am writing this letter to you in the hope that those who read it (take note Ray Kelly) will be corrected about a misconception the April 6th Alumni Advocate is entirely worthless and (unknowingly) accurate) column gave the AVION reader. As a student who is just finishing from the crowd as our opponent received support. This column can be confirmed by reading Bob’s column in last week’s Alumni Advocate, or by asking anyone who was at the game.

As for the ridiculous comment about AHP’s first baseman, the explanation is simple. He was hit because he was standing directly in the line path, blocking the base. This is part of the game and shouldn’t be stressed over. In our semi-final match against the Sue Aplanes, our pitcher was knocked to the ground by a pitch screaming and there was no crying by anyone on our team. If you want to play with the big boys, you have to be able to take the bumps. All the teams we met on Sunday with the exception of you, AHP, were just as much into winning as we were. And they all accepted a loss as we expect our team to do when the time comes; with respect and congratulations for the winner. These teams are held in much respect and worked much back in the future. To AHP I wish a list of Enemies and a shoulder to cry on.

Yours truly,
Gary Cota
and the rest of the Hang Ten Squad.

Mr. Richardson’s Recipe class (and having just taken and hopefully used a customer textbook) agree in reciprocating engines the stoichiometric mixture is thermodynamically the best burning mixture. However, the stoichiometric mixture is not “the” peak setting (at which the most power is being achieved). Conversely, the stoichiometric mixture occurs at (1.15) the highest cylinder head temperatures and produces a lower percentage of power than the “Best Power Mixture” at (1.12).

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Regarding the letter of Star White and E.L. Hamill, I think a few matters need considering re. It is true that most teams that entered the softball tournament did so for fun. So did we, but in order to win, things must be taken seriously. We did nothing to our opponent that we didn’t expect to get right back. Later in the tournament, it was obvious that the Vets were every bit as good as the actual game as us, but both teams were still having fun. We received at the very least, just as much harassment

OPINIONS

Emby-Riddle Class Rings For Sale in the SGA office EVERYDAY from 11 ‘till 3pm.

NEW CHOICES:
* ULTRAM, a new non-polish metal alloy, available now at economy prices (72 weeks, installment).
* Trade in your “Old Gold” School Ring when purchasing your new E. R. Riddle ring (trade in value attached).
'Mary of Scotland' Cast in Rehearsal

Daytona Playhouse Artistic Director Betty Tedford has announced the cast for the play, "Mary of Scotland," which will open June 30. The play is a historical drama about the life of Mary, Queen of Scots, and will be directed by the Playhouse's resident director, Mark O. Chace.

Students bound for fun 'n fun

The Student Union is sponsoring a trip to the Daytona Beach Boardwalk. The trip includes two days of fun, food, and entertainment. Participants must be enrolled in the College of Science and Technology.

Sports Ballooning: An Adventure

Adventures on the water! Sport ballooning is a fun and exciting activity. Participants must be at least 18 years old and have a valid driver's license. The cost is $100 per person. For more information, call 555-1234.

Changing trend

The aviation industry is experiencing a significant change. The demand for commercial pilots is increasing, and many companies are increasing their salaries and benefits to attract new hires. This trend is expected to continue in the coming years.
FRESHMEN

CAN YOU PASS THIS TEST???

☐ A FULL TIME STUDENT IN GOOD ACADEMIC STANDING?
☐ A U.S. CITIZEN OR APPLYING FOR NATURALIZATION?
☐ BETWEEN 17-23 YEARS OF AGE?
☐ IN GOOD PHYSICAL CONDITION?

If you've checked all the boxes, then you are probably qualified to enter.

AFROTC

by Jeffrey N. Kahn

We would like to introduce you to the Alpha Ypsilon Society. Not yet recognized as such, but our constitution has been submitted. When we are recognized, Enlisted-Retired will have its FIRST SOLIDARY. We are looking forward to serving the Community, and the School! (along with the Fraternity).

Look for us in the future. We are a growing organization.

ARNO LD AIR SOCIETY

by Kitty Blaisdell

This is the last AAS article for the term and the first written by me. What a way to start - at the end. Now down to business. Thursday we ended the term with a dinner. Also, in the news, during the early hours this morning, our weary crew of four returned from a great term at the National Congress. I will close with a message to all of you. While you are leaving home and setting up, you will return to the books once again. How about just joining in extra activity for a little variety? In being an AFROTC cadet you meet one requirement of an AAS member. There will be a pledge class in the Fall for those of you who are interested. For you who are members, help encourage possible pledges.

Monday, April 4, several

Bowling

News

In last week's bowling action One More Time had an off night losing 2 to 13 to the late Jumpers. The High Rollers won four games from Van-

In this week's bowling action One More Time had an off night losing 2 to 13 to the Late Jumpers. The High Rollers won four games from Van-


At pilots we are aware of the many operations that are used to fly an airplane. We can prone for terror, decrease the angle of attack and/or lower the speed, control the flight path and numerous other operations. But there is one factor many of us overlook, the "human factor" and accidents for over half of the aircraft accidents.

David Baxley is a retired ROAe engineer. He writes a book entitled "The Human Factor in Aircraft Accidents." The book deals with the many accidents which result from human factors in some instances airplane crashed because the pilot could not maintain control due to imperfect information due to the fact that most of the means are of the same size and shape. One accident occurred just after takeoff. In this accident, the flight engineer caused the improper heel pattern from one airplane to the other. The operation of the control, which is reversed in the two airplanes, and the engine unusually had the cowl flaps open or the windshield was at the wrong time which eventually led to the accident. Sometimes fuel switches operate improperly. The airplane or pilot's actions actually might not move the control to the wrong position, thereby changing nothing for the engine. Making decisions is in large part of flying an airplane. Operating an airplane correctly and deliberately must be accounted. Sometimes we are interested in time to think, we just "do" rather than ask (answer) questions later.

During one flight, on landing at JFK, the pilot could not maintain control due to imperfect information due to the "human factor" and accidents for over half of the aircraft accidents. We can prone for terror, decrease the angle of attack and/or lower the speed, control the flight path and numerous other operations. But there is one factor many of us overlook, the "human factor" and accidents for over half of the aircraft accidents.

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