5-18-1977

Avion 1977-05-18

Embry-Riddle Aeronautical University

Follow this and additional works at: https://commons.erau.edu/avion

Scholarly Commons Citation
https://commons.erau.edu/avion/341

This Book is brought to you for free and open access by the Newspapers at Scholarly Commons. It has been accepted for inclusion in Avion by an authorized administrator of Scholarly Commons. For more information, please contact commons@erau.edu, wolfe309@erau.edu.
US-USSR Aviation Research Detailed
During Meet At Embry-Riddle

DAYTONA BEACH, Fla. — Closely coordinated research efforts planned to boost international safety and efficiency in eight areas of civil aviation are expected to result from the latest meeting of U.S. and Soviet aviation officials.

The sessions in the U.S. and the Soviet Union are conducted under the 1973 Convention on Transboundary Agreements between the two countries, Chester Browne, assistant secretary of transportation, is chairman for the Soviet.

The eight specific areas were spelled out during a "mini symposium" April 23-24 here. A delegation headed by Northrop S. Steenbrink, FAA Aviation Education Program Division chief, represented the U.S. while Alexander I. Savjutin led the Soviet contingent.

Accompanying the 122-day Akvaititsia Ministry Education and Training chief were Ivan F. Vasilov, director of the Leningrad Civil Aviation University and Leopold Gromov, general director of the civil portion for, Galina Dayevsky of Annulus Airlines and Walter Thomas representing the U.S. State Department served as inter

The six-day event began April 25 with a series of preliminary con- feren(CCQ at FAA headquarters in Washington. Wednesday and group members were focused on issues arising from the U.S. system for the Traffic Control specialist training to a proposed aviation fac-

ity exchange program.

Main discussions were held at ERAU's Daytona campus where "the Soviets saw the university's operations at first hand. Following a welcome by President Jack Huels, the U.S. State Department served as inter-

ceptor in the raceway.

Also, the joint committee hears reports from aviation educators including Dr. William Haight of Arizona State University and Dr. Robert Estenon, a director of the American Aviation Flight Academy.

Discussing flight training research at his institution, Dr. J. H. Goodwin of Florida State University reported that an equal number of 68% of all new flight students don't complete their instruction. "The flight training facility we see here is top of the line. But the majority of flight training in the U.S. occurs at small operations with a first-time student and a few instructors who have satisfied the FAA that they can teach flying."

ERAU Announces VPs, New Operation

EDITORS NOTE

Wednesday, May 18, 1977, Volume 26, Issue 1

Regional Airport
Daytona Beach, Florida 32114

NOTICES

NOTICE: The FAA Traffic Control Tower will be held Saturday at 7 PM in the Conference Room of the University Center. The Council is instituted for the purpose of posting traffic rules on Traffic signals given to the LHC. 

RICHARD J. QUEDAN
Vice-President of Marketing and Development at ERAU

Two new vice presidents have been named to under marketing and student activities at Embry-Riddle Aeronautical University.

Richard J. Quedan has been appointed vice president of the Florida-based university's newly named Marketing and Development office. Jeffrey H. Lede-

wit has been selected as vice- president of student Affairs.

The dual appointments were announced recently by ERAU's President Jack Huels, following the University Board of Trustee's annual meeting of 1977.

Quedan, a longtime aviation manager and executive, was Owensboro Marketing vice president for Hughes Aircraft before coming to Embry-Rid-

dle. In that position, he was responsible for the air carrier's marketing and promotional ef-

forts at all locations outside the U.S.

Earlier, Quedan was Special Project vice president for Hughes Aircraft, bringing to that position 22 years of aviation admin-

istration, corporate and executive experience, including time as president, in Chicago, he represented R. Dils-

son Jr., an aviation consultant, where he was a member of the board of direc-

tors.

Prior to that, Quedan worked for Pan American World Airways for 17 years, developing the position of direc-

tor of operational control systems, and was responsible for the control and operation of 150 jet air-

craft.

The 85-year-old Salem, Mass., native studied business at New York State University and completed the Harvard University Graduate School of Business Administra-

tion advanced management program in 1961.

In his new position, Quedan will organize and initiate a wide range of marketing programs directed at future growth and expansion. These programs may involve cooperative education and training efforts with airlines, aviation industry affili-

ates, foreign governments and other agencies interested in ERAU's capabilities in the education and training programs.

Such a position was expected to be filled in the near future, and could be presented either on an off-campus, including

nationals.

In August, 1974, he was appointed to associate dean of Students, a post he held until January, 1975.

Recognizing Ledewit's out-

dstanding leadership and execute-

ability, the University ap-

pointed him dean of Students. In that position, he was responsible for all activity-

governing or in other ways affecting students welfare and social life.

Ledewit's new post provides him greater degree of de-

ministrative and executive res-

ponsibility. In the future, his office also will guide and direct student activities at Embry-Riddle and assist in student govern-

ance throughout the country and overseas.

It is a graduate of State College and George Washington University. He holds a doctorate de-

gree in education from Okla-

homa State University.

By Jean Snyder Staff Writer

For many years, we have been aware of the existence of ghosts, demons, psychics or extra-terrestrial "visitors." But Randi has been trying to refute those说法 with "scientific" evidence that have not been seen by any other. Randi has been trying to refute those说法 with "scientific" evidence that have not been seen by any other.

Describing himself as a "conjuror, an iconoclast," Randi is in fact all of the above. He has been an advocate for the ridicule of those who claim to have seen ghosts, demons, psychics or extraterrestrial "visitors." His work has been characterized by a strong emphasis on the scientific method, and he has consistently challenged claims of paranormal activity with rigorous and thorough investigations.

Randi's reputation as a skeptic has made him a target for many people who claim to have had paranormal experiences. He has argued that many of these claims are based on wishful thinking or misunderstanding of the scientific method.

Randi has co-authored several books on the subject of skepticism and critical thinking, and he has been a frequent guest on television and radio programs discussing the subject.

Randi has been a frequent target of criticism from believers in paranormal phenomena. However, he has continued to be a strong advocate for the scientific method and has contributed to the field of critical thinking and skepticism.

Randi's work has been characterized by a strong emphasis on the scientific method, and he has consistently challenged claims of paranormal activity with rigorous and thorough investigations. He has been a frequent target of criticism from believers in paranormal phenomena, but he has continued to be a strong advocate for the scientific method and has contributed to the field of critical thinking and skepticism.
LETTERS TO THE EDITOR

I can't help but feel a twinge of pity for those who spend their extra time studying, right? Right! I can't agree more. If you don't have a car, you'll be in Deland running to the lake in front of my apartment. With all this free time you've got to get involved. So, now you're going to tell me that you've got too much studying to do. Which is all the more reason to get involved. Fraternities, jobs, the SOA, the ERAU, even the Avonians can help make your summer more fun. But more importantly, there is inevitably somebody who has taken that course that gives you trouble, and he or she can help you over the rough spots.

So, anytime you hear one of your friends say that there's nothing to do at ERAU, you tell him to poke his head out of his shell, and get involved.

Let me close by giving you a publishing schedule for the summer. Copy due is the Thursday at 3:00 p.m. prior to publishing date; for article covering weekend events, the deadline is Monday morning at 9:00.

<table>
<thead>
<tr>
<th>Summer</th>
<th>A</th>
<th>B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Issue  1</td>
<td>Publishing Date</td>
<td>Wednesday, May 15, 1977</td>
</tr>
<tr>
<td>Issue  2</td>
<td></td>
<td>Wednesday, May 22, 1977</td>
</tr>
<tr>
<td>Issue  3</td>
<td></td>
<td>Wednesday, May 28, 1977</td>
</tr>
<tr>
<td>Issue  4</td>
<td></td>
<td>Wednesday, July 12, 1977</td>
</tr>
<tr>
<td>Issue  5</td>
<td></td>
<td>Wednesday, August 2, 1977</td>
</tr>
</tbody>
</table>

QUESTION: Why do FAA files in addition to the normal files shown on Friday morning? This would be interesting as well as having us all acquainted better for all ERAU students. RVA

ANSWER: No reason. We will look into it immediately. Sam W. Stack

QUESTION: Many comments have been voiced in previous issues of the AVION on the subject of pedestrian safety on campus. The drivers have historically been the butt of the criticism, although pedestrains must also recognize their responsibilities. Persons who insist upon walking across the access one of the two could combine with the precision of a Swiss watch and produce the same meta-physical miracle of flight. I've been flying the four years and have amassed some 250 hours. The novelty of the miracle of flight has worn off, being replaced by a deeper feeling, one of the not second. And, many times as I've seen it before, I find it necessary to watch those DC-9's, T-28's and you, even our own chimie bows with my own eyes to convince myself that anything so ponderous and uncertain could fly! I'm not constrained by the rear of the engine, nor do I flash with the excitement of novelty that I once did (and most freshmen do). Instead, I wear a subtle miracle in the fact that all those thousands of parts, the intricate laws of physics, the efficient control of those who have taken that course that gives you trouble, and he or she can help you over the rough spots.

So, anytime you hear one of your friends say that there's nothing to do at ERAU, you tell him to poke his head out of his shell, and get involved.

Let me close by giving you a publishing schedule for the summer. Copy due is the Thursday at 3:00 p.m. prior to publishing date; for article covering weekend events, the deadline is Monday morning at 9:00.

<table>
<thead>
<tr>
<th>Summer</th>
<th>A</th>
<th>B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Issue  1</td>
<td>Publishing Date</td>
<td>Wednesday, May 15, 1977</td>
</tr>
<tr>
<td>Issue  2</td>
<td></td>
<td>Wednesday, May 22, 1977</td>
</tr>
<tr>
<td>Issue  3</td>
<td></td>
<td>Wednesday, May 28, 1977</td>
</tr>
<tr>
<td>Issue  4</td>
<td></td>
<td>Wednesday, July 12, 1977</td>
</tr>
<tr>
<td>Issue  5</td>
<td></td>
<td>Wednesday, August 2, 1977</td>
</tr>
</tbody>
</table>

QUESTION: Why do you have a point, any flying machine will stir the blood of any true aviator (pilot, mechanic or just plane passenger). But I believe the point Mr. Groeneveld was trying to make was that it is in competition to companies like Miami International, Daytona can be a bit boring if you're looking for something different in the way of birds. Regardless, of his opinion of Daytona, you must give him the credit for his interesting and captivating.

ANSWER: This is a rather open question, as we will answer it in the same manner, "Producer Dean". I have seen the problem from both sides. It is not too great a sacrifice to keep clear to the packed car while waiting and try to keep below Mach 1 while driving. A few courtesies exercised by all parties will keep a required effort from being a terrifying, health-wrecking experience.

ANSWER: What can we say? You said it all.

QUESTION: What is the "pass-pers' dive" for students?

ANSWER: This is a rather open question, as we will answer it in the same manner, "Producer Dean". I have seen the problem from both sides. It is not too great a sacrifice to keep clear to the packed car while waiting and try to keep below Mach 1 while driving. A few courtesies exercised by all parties will keep a required effort from being a terrifying, health-wrecking experience.

ANSWER: This is a rather open question, as we will answer it in the same manner, "Producer Dean". I have seen the problem from both sides. It is not too great a sacrifice to keep clear to the packed car while waiting and try to keep below Mach 1 while driving. A few courtesies exercised by all parties will keep a required effort from being a terrifying, health-wrecking experience.

ANSWER: This is a rather open question, as we will answer it in the same manner, "Producer Dean". I have seen the problem from both sides. It is not too great a sacrifice to keep clear to the packed car while waiting and try to keep below Mach 1 while driving. A few courtesies exercised by all parties will keep a required effort from being a terrifying, health-wrecking experience.

ANSWER: This is a rather open question, as we will answer it in the same manner, "Producer Dean". I have seen the problem from both sides. It is not too great a sacrifice to keep clear to the packed car while waiting and try to keep below Mach 1 while driving. A few courtesies exercised by all parties will keep a required effort from being a terrifying, health-wrecking experience.

ANSWER: This is a rather open question, as we will answer it in the same manner, "Producer Dean". I have seen the problem from both sides. It is not too great a sacrifice to keep clear to the packed car while waiting and try to keep below Mach 1 while driving. A few courtesies exercised by all parties will keep a required effort from being a terrifying, health-wrecking experience.
ALUMNI

Embry-Riddle's graduate program is growing and achieving recognition not only in this region but across the country. In fact, our graduate program has been awarded a number of national awards and recognitions. We currently have over 30 graduate students enrolled in our program, and we are always looking for new students to join us. If you are interested in pursuing a graduate degree in aviation or engineering, please contact our graduate school for more information.

NEWS

The Dayton Eaton County Board of Directors recently selected the products for the 1977-78 season. Each performer's schedule will be set during May. Opening the season will be the popular musical "THE UNSINKABLE CSS MAHOGANY" by Meredith Willson. The summer production will consist of a small cast of select artists.

The October show will be a comedy by John E. Young, which originally starred Phyllis Diller. "SURVEY OF CALIFORNIA" call for a small cast of artists.

A timelike Hansen drama, "ANOTHER PART OF THE FOREST," will be presented at the end of November and first of December. A cast of eight men and two women is required.

"THE KING AND I," which calls for a large cast, including several children, will be presented the last of December and First of February. Richard Rodgers and Oscar Hammerstein II. be

Laok Foucault, a prisoner escaped from the jail in Fourth, Texas, by pick- ing up a brush and sweeping the floor of the building. In other words, it was a clean getaway.

Moonlight of some of America's most popular products is Ken.

Blessed: "She is not a question of the body or measure- ments or curves. It is the mind." She also has a good

So long!

ANNUAL REPORT

The Dayton Eaton County Board of Directors recently selected the products for the 1977-78 season. Each performer's schedule will be set during May. Opening the season will be the popular musical "THE UNSINKABLE CSS MAHOGANY" by Meredith Willson. The summer production will consist of a small cast of select artists.

The October show will be a comedy by John E. Young, which originally starred Phyllis Diller. "SURVEY OF CALIFORNIA" call for a small cast of artists.

A timelike Hansen drama, "ANOTHER PART OF THE FOREST," will be presented at the end of November and first of December. A cast of eight men and two women is required.

"THE KING AND I," which calls for a large cast, including several children, will be presented the last of December and First of February. Richard Rodgers and Oscar Hammerstein II. be

Laok Foucault, a prisoner escaped from the jail in Fourth, Texas, by pick- ing up a brush and sweeping the floor of the building. In other words, it was a clean getaway.

Moonlight of some of America's most popular products is Ken.

Blessed: "She is not a question of the body or measure- ments or curves. It is the mind." She also has a good

So long!

ANNUAL REPORT

The Dayton Eaton County Board of Directors recently selected the products for the 1977-78 season. Each performer's schedule will be set during May. Opening the season will be the popular musical "THE UNSINKABLE CSS MAHOGANY" by Meredith Willson. The summer production will consist of a small cast of select artists.

The October show will be a comedy by John E. Young, which originally starred Phyllis Diller. "SURVEY OF CALIFORNIA" call for a small cast of artists.

A timelike Hansen drama, "ANOTHER PART OF THE FOREST," will be presented at the end of November and first of December. A cast of eight men and two women is required.

"THE KING AND I," which calls for a large cast, including several children, will be presented the last of December and First of February. Richard Rodgers and Oscar Hammerstein II. be

Laok Foucault, a prisoner escaped from the jail in Fourth, Texas, by pick- ing up a brush and sweeping the floor of the building. In other words, it was a clean getaway.

Moonlight of some of America's most popular products is Ken.

Blessed: "She is not a question of the body or measure- ments or curves. It is the mind." She also has a good

So long!
Kennedy Space Center

Awards Grant To
Kentucky State
University

KENNEDY SPACE CENTER, Fla.-NASAS John F. Ken-ny center has awarded a $39,812 grant to Ken-tucky State University, Frankfort, Ky., to continue research on the effects of prolonged exposure of experimental ani-mals to moderate destrons from the normal atmospheric level of oxygen.

Much study has been con-ducted on the effects of short-time exposures to 100 percent oxygen for man and some experimental animals. But little is known about prolonged ex-posures to oxygen at low to moderate concentrations. Ken-tucky State was awarded an original grant in March 1974, to initiate a study.

Since that time, Kentucky State has made significant discov-eries that may be useful to NASA in planning atmos-pheric conditions for future manned space missions; particularly with the prospects of long-term missions aboard the Spacelab vehicle, and more distant possibilities such as space colonies.

Using vinegar flies as subjets for the experiments, re-search has shown for the first time that higher levels of oxygen have drastically shortened the life span of the flies, while lower levels have greatly reduced the flies reproduction capabilities.

Greater research with the vinegar flies suggests it may someday be possible to iden-tify individuals who are better able genetically to survive in abnormally oxygen con-nitions.

Fert By Raymond St. Kelly

One of the biggest challenges facing air-crew is weather. The system of priorities changing when flying in a storm. But what exactly is the pilot left to do? Must he be able to cope with the unpredictable nature of the weather front itself. Aided by weather products and charts, the pilot is able to at least mentally prepare himself for the weather ahead at any given point in time. The pilot has the capability to get an understanding of the weather he is about to face. The weather is not always predictable, and even the most experienced pilots are not always prepared for the unexpected. This is why having a good understanding of the weather and how it behaves is so important.
Maintenance News

Question 1: How often should fuel injector nozzles be cleaned?  
Answer: At each 100 hour inspection, or whenever nozzles become plugged (indicated by high fuel flow on the gauge, and/or rough engine response).

Question 2: How could a plugged fuel injector nozzle cause an oil flooded cylinder?  
Answer: The lack of fuel and no combustion pressure will push oil to bypass piston rings, thereby giving a false impression of the problem.

Question 3: What is the average expected life of a fuel injector nozzle?  
Answer: At least overall life of the engine.

Question 4: What would indicate a shorter duration of spark intensity?  
Answer: It would cause it to stay in the retardated position with the left magnetic sheilding a high drop because of a skewed BPM.

Question 5: Out of temperature be unusually adjusted?  
Answer: No.

Question 6: Should anti-science compound be used on spark plug installations?  
Answer: The only small amount and don't put it on the first thread because it could be possible for it to run down the electrodes and plug whereby bridging the electrodes and short out the plugs.

Manpower To Employ More Than 25,000

Manpower, Inc., the world's largest temporary help firm, expects to have jobs for more than 25,000 students with office work skills throughout the country this summer, a substantial increase over last summer, according to Mitchell S. Fromstein, President of Manpower.

"Every year students add an important dimension to our workforce. This year they'll play an even bigger role because of the optimistic job forecast we've received from businesses," Fromstein said.

A recent survey of 8,800 businesses nation-wide conducted by Manpower indicated business hiring is on the upswing for the spring and summer in its service and retail trade areas.

When students go looking for jobs, they swell a part-time U.S. workforce that already includes some 16 million persons. Business students may not get a job because they are too competitive. Many of them have a temporary office skill and don't know it.

"Manpower office workers are assigned to the number of students who come in, fill out their applications, and don't even mention that they can type, take shorthand or operate a business machine. These are the kinds of jobs we hire," Fromstein said.

"One of the reasons that students may overlook these skills is that they have their nights set on a more distant goal--one of not being able to see the forest for the trees," Fromstein said. The growth of temporary office workers has received from businesses.

"We're looking for people to fill these positions for the summer season," Fromstein said. The growth of temporary office workers has received from businesses.

Jet Flights Underway

KENNEDY SPACE CENTER, Fla.-A small jet transport is scheduled to fly May 31 from NASA's Kennedy Space Center at Edwards, California, is flying in Florida to gather more information on the effect of insect impacts on the skin of a jet engine or wings.

The plane was being operated out of the Air Force's jet transport facility at Edwards Air Force Base in California for delivery of the April 3-13, the flight was being done to work out big and more varied types of insects.

The program is being jointly conducted with NASA's Langley Research Center, Hampton, Virginia, and is part of the overall NASA Aircraft Energy Ef- ficiency Technology Program at the agency's Dryden Flight Center at Edwards.

Jet transport, equipped with a modified wing, has been flying in the Southeast to gather more information on the effects of insect impacts on the skin of a jet engine.

It is hoped that by flying in the Kennedy Space Center area in June or July at the Johnson Space Center in Houston, Texas, a different insect or quantity of insects can be exposed.

Kennedy, a free-swimming dragonfly, will be evaluated by other insects and methods which will prevent insect impact from adhering to the leading edges of the wings.

American Airlines  
Places Orders For Nine Planes  
NEW YORK, May 2—American Airlines will place an order for 12 Convair C-319s priced at $5,720,000 for delivery in 1965 and 1975.  
Alvert C. Casy, the airline's chief executive, said the new planes will be used to supplement and replace a new aircraft for delivery will order older 707s to make room for the new planes and that fall to meet federal noise regulations are very complex. The basic plan, which the company made clear, was to schedule for the next year's flights, which will be made in May, 1973. 

The order will be in 10 and 15,000 to be scheduled activity. The system was planned to accommodate increased, allowing a schedule with little regard for student performance. 

The student performance in this system has been found to be inversely related to the number of students taking the course. The system has been used over the years from a system on mean- individual instructor scheduling and is based on the concept of a fixed schedule system.

One disadvantage of the fixed schedule system is that most of the students are sort. t!udae are the many and is reports, interviewus, sample

Answers: Most are sort. t!udae are the many and is reports, interviewus, sample

and Implement a new system to handle all possible scheduling situations in order to meet the student's needs while keeping a high resource utilization.

This system is in the midst of development and will continue through completion during the summer. You will not be having more meetings about this system as it develops and is put into place.
For my second week with the typewriter while writing for this column I thought it might be interesting to talk about a particular subject I'll do in both technical and historical mus about aircraft you might relate to your personal favorite pilots, the Douglas DC-9.

The DC-9 has always caught my eye, ever since my father flew it during the Vietnam War. It has a unique, curvy look and is always happily zipping down the runway, as if it were saying proudly, “Look at me, I’m a DC-9!”

The DC-9 is specifically designed for medium-haul flights, typically under 1000 miles. The aircraft is powered by two JT3D-1’s with 14,000 lb. of thrust each, burning approximately 420 gallons of fuel per hour.

The DC-9 first flew in 1965 and is now the most common type of jet to be found in the sky. The major update to the Series 10 is a 10-foot fuselage extension, bringing the total length up to 119.2 feet. The aircraft could now accommodate up to 128 passengers. Cargo volume was increased by 133 cubic feet and the windows increased by four feet to 93.4 feet.

The basic wing was redesigned by addition of full span leading edge slots. This enables the Series 10 to have better handling performance at altitude, as well as the smaller and lighter Series 10.

A small and slightly larger model, the Series 40, was also developed. The principal difference between the two is the length of the fuselage. Two 18-inch sections were added to the fuselage, forward and one aft of the wing. The seating was up to 123, cargo volume up to 1,000 cubic feet, fuel capacity and gross weight were also increased. Power was provided by two JT3D’s each putting out 14,000 lb. of thrust.

The first flight of the Series 10 was on February 19, 1967, and certified in July 1967; first delivery was to Santiago, Chile. The series 10 was also the first to be exported.

The design study of the Douglas Aircraft Company Model 203, as it is now known, was started in 1962. Design work began that year. Manufacturing of the first aircraft began in July, 1963, and assembly of the first airplane began on March 6, 1964. The first flight was on February 18, 1965, 11 months ahead of schedule.

The Series 99’s were chosen by the end of 1965, and were almost as heavy as the Douglas B-52’s. However, the series 10’s were significantly lighter than the series 99’s. Series 10’s were chosen because they offered a faster runway-to-runway capability at higher altitudes and temperatures.

The very latest market version of the DC-9 is the Series 90. The fuselage was again stretched another six feet, resulting in the standard high lift wing, and was tested again to higher thrusts and JT8D-5 engines, producing up to 16,000 pounds of thrust.

The passenger capacity was increased to 140. At the airport, the 49 seats no longer saw more than the 30%, but a new way to identify it is by the large wings on the side. However, the series 10 was designed to fly out of smaller airports, so it had to be designed to fly at higher altitudes and temperatures.

Looking ahead to the 1960’s, the Douglas DC-9 was chosen as the best aircraft to meet the needs of the airline industry.

Douglas also offers the Series 20, which is a choice based on the series 10 fuselage, yet retained the higher lift wing and high thrust engines of the -90. You can imagine, then, that the series 20 became an exceptionally good overall performance, in primary business to operate in out of very short fields and at high altitudes and temperature.

The very latest model version of the DC-9 is the Series 90. The fuselage was again stretched another six feet, resulting in the standard high lift wing, and was tested again to higher thrusts and JT8D-5 engines, producing up to 16,000 pounds of thrust.

The passenger capacity was increased to 140. At the airport, the 49 seats no longer saw more than the 30%, but a new way to identify it is by the large wings on the side. However, the series 10 was designed to fly out of smaller airports, so it had to be designed to fly at higher altitudes and temperatures.

The very latest market version of the DC-9 is the Series 90. The fuselage was stretched another six feet, resulting in the standard high lift wing, and was tested again to higher thrusts and JT8D-5 engines, producing up to 16,000 pounds of thrust.

The passenger capacity was increased to 140. At the airport, the 49 seats no longer saw more than the 30%, but a new way to identify it is by the large wings on the side. However, the series 10 was designed to fly out of smaller airports, so it had to be designed to fly at higher altitudes and temperatures.

The very latest market version of the DC-9 is the Series 90. The fuselage was stretched another six feet, resulting in the standard high lift wing, and was tested again to higher thrusts and JT8D-5 engines, producing up to 16,000 pounds of thrust.

The passenger capacity was increased to 140. At the airport, the 49 seats no longer saw more than the 30%, but a new way to identify it is by the large wings on the side. However, the series 10 was designed to fly out of smaller airports, so it had to be designed to fly at higher altitudes and temperatures.

The very latest market version of the DC-9 is the Series 90. The fuselage was stretched another six feet, resulting in the standard high lift wing, and was tested again to higher thrusts and JT8D-5 engines, producing up to 16,000 pounds of thrust.

The passenger capacity was increased to 140. At the airport, the 49 seats no longer saw more than the 30%, but a new way to identify it is by the large wings on the side. However, the series 10 was designed to fly out of smaller airports, so it had to be designed to fly at higher altitudes and temperatures.
American. y Jill be naarin slckneP · in ulation entry at ber tests of BR , Uleir participation has . Arriving weful tributing Streak" engine achieves its da.R uad only avio ni cs
.

The
.

We:
.

The
.

A new

A new

A new

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The

The