US-USSR Aviation Research Detailed During Meet At Embry-Riddle

DAYTONA BEACH, Fla. — Cloudy coordinated research efforts planned to help increase safety and efficiency in flight 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 Congress in Trilateral agreement between the two countries. Chester Iovenпорт, assistant secretary of transportation, is chairman of the meeting.

The eight specific areas were spelled out during a “mini symposium” April 21-22 here. A delegation headed by Bert, R. Stich, F.A.A. Aviation Education Program Division chief, represented the U.S. while Alexander I. Novot, led the Soviet contingent. Accompanying the 1300, Civil Aviation Education and Training chief were Ivan F. Kvas, director of the Leningrad Civil Aviation University, and Viktor Strick, general director of Sukhoi, Gagarin Days of Airline Airlines and William Thermal, representing the U.S. State Department served as interpreters.

The six-day event began April 5 with a series of preliminary presentations at F.A.A. headquarters in Washington. Yesterday and group members were briefed on activities from the U.S. system for traffic control ATC and training program in a proposed aviation facility exchange program.

Major discussions were presented at ERAU’s Daytona campus where the Soviets saw the university’s operations at first hand. Following a welcome by President Jack Huns, the U.S. Congress committee toured campus and the Regional Airport F.A.A. control tower.

In talks over the next two days, the two sides agreed to conduct intensive joint investigation and research into aviation safety areas including:

Development of improved methods for flight crew member selection, training and proficiency upgrading.

Program development for maintaining flight skills during breaks in flying.

Technical aids for pilot evaluation.

Flight crews would train in common areas.

ATC specialist training.

Psychological select of aircrew member.

Airline management and managerial improvement training methods for flight training.

Also, the joint committee heard reports from aviation educators including Dr. William I. Halpin of Arizona State University and Dr. Robert Ibusen, a director of the American Aviation Flight Academy.

Discussing flight training research at his institution, Dr. J. H. Goodrich of Florida State University reported that among his 4000 of all new flight students don’t complete their instruction. “The flight training facility you see today is here at top of the line. But the majority of flight training in the U.S. occurs at small operations with a few airplanes and a few instructors who have satisfied the FAA that they can teach flighting."

RICHARD J. QUEDAN

Vice-President of Marketing and Development at ERAU

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

Richard J. Quedan has been appointed vice president of the Florida-based university’s newly created Marketing and Development office. Jeffrey H. Levede has been selected as executive vice president of student affairs.

The dual appointments were announced recently by ERAU’s President Jack Huns, following the University Board of Trustees annual meeting.

Quedan, a longtime aviation manager and executive, was Overseas Marketing vice president for Hughes Aircraft before coming to Embry-Riddle. In that position, he was responsible for the air carrier’s marketing and promotional efforts at all locations outside the U.S.

Earlier, Quedan was Special Projects vice president for Hughes Aircraft, bringing to that position 32 years of experience in the development of aircraft, industrial organization, executive management and business development. During his tenure at Hughes, he represented R. Dixon James Aviation consultant. Where he was a member of the board of directors.

Prior to that, Quedan worked for Pan American World Airways for 17 years developing the position of director of operational control support. Which was responsible for the control and management of 150 jet aircraft.

The 55 year old Salem, Oregon native studied business at New York’s Hofstra University and completed the Harvard University Graduate School of Business administration advanced management program.

In his new position, Quedan will organize and initiate a wide range of marketing strategies directed at future growth and development. These programs may involve cooperative education and training efforts with universities, airlines, aviation industry affiliates, foreign governments and other agencies interested in ERAU’s capabilities in training education and training programs.

Such efforts could be tailored to the customer’s specific needs and could be presented either on or off campus, including industrial campuses.

Levede, 31, is the youngest person ever appointed at an Embry-Riddle vice president position.

The New Haven, Conn. native joined ERAU in 1973 as director of Counseling and Guidance Services.

In August, 1974, he was promoted to assist director of Students, a post he held until January, 1975.

Recognizing Levede’s outstanding leadership and executive abilities, the University agreed to name him dean of Student Affairs.

In that position, he was responsible for all activities governing or in other ways affecting students welfare and on-campus life.

Levede’s new post provides an even greater degree of administrative and executive responsibility. In the future, his office will also guide and direct student activities at Embry-Riddle consortia and residence centers throughout the country.

It is a graduate of Stetson and George Washington Universities. He holds a doctoral degree in education from Oklahoma State University.

By Jean Snyder Staff Secretary

For many years, Randi and others have been studying the existence of ghosts, demons, psychics or extra-terrestrial “Visions.” But Randi, a former magician popular with skeptical magazines and many myths concerning these purported phenomena. He is doing that magic is not a thing. He is a child prodigy in his craft, and for many years—attended formal schools.

By age 12, Randi was a Kidney In a pair of art with the magic of art. Later, he developed skills in mental integrity trickery. While still a teenager, he was a national and World Champion of the competition.

Randi-conjurer And Iconoclast!

By Jean Snyder Staff Secretary

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LETTERS TO THE EDITOR

I can't help but feel a twinge of pity for the author of today's article, (Airline and Airline-Ed). Many in which he detested the departure of those aircraft utilized by Dayton's airlines as a "noise". If he (or, (add) student) finds any aspect of Modern avionics boring, it would be in his ultimate interest to seek a career in another field.

I am writing in the opposition that I can define myself as the "average" student. I've been flying the four years and have amassed about 200 hours. The novelty of the miracle of flight has worn off, being replaced by a deeper feeling, one of the very few, one, many times as I've seen it before. I find it necessary to watch those DC-9's, 727's and yes, even our own cheaper birds with my own eyes to convince myself that anything so ponderous and ungainly could fly. I'm not constrained by the rear of the engine, nor do I blush with the excitement of novelty that I once did (and most freshmen do). Instead, I sense a double miracle in the fact that all those thousands of parts, the interweaving lines of physics, the efficient control.

One of the main topics covered in the article might be combined with the precision of a Swiss watch and produce the same meta-physics of flight. It's impossible. I've seen others stopping during the between-class-fights to watch a "routine" DC-9 depart, or even (like myself) to watch a lone C-172 wobble out of the pattern.

Call it a bore if you must, but to some of us it is art, poetry, black magic and science rolled into one fleeting concurrent lifetime experience.

Name withheld upon request.

EDITOR'S NOTE: We have started off the trimester with a bang, the A· Framing hangar was indeed exciting. I simply couldn't believe my eyes and for those who missed the show, it was theirs.

Aaron was an exceptional hand also. This commuter will be the best summer trimester yet. I hope a majority of the students take advantage of it.

This week is the last chance to get involved with orientation for the summer, don't let it slip by you! Find it there.

An evaluation of the summer events will be in next week's article. We will have had our first meeting by then.

ANSWER: This is a rather humorous view of an interesting topic, one that we will answer in the same manner. "Prayer doesn't work...it is said..." I would think, would be best directed by one's taste. Good taste includes shoes, shirts, and pants. Men or women on campus without shoes or clothes that leave "little to the imagination" do not fall into the category of good taste.

On the other hand, if it is the weekend and you are ready to fire up that fryer, you might want a coke, a dish into the U.G., in your boiling suit would not be a new USE COMMON SENSE.

Sun W. Black, Director of Student Activities.

It was self-defense.
Emory-Riddle Class Rings For Sale in the SGA office EVERYDAY
from 11 till 3pm.

NEW CHOICES:
- UTV/RL. A new non-gold jewelry alloy, available now at economy prices (12 week delivery).
- Trust in your "Old Gold" School Ring when purchasing your new Emory-Riddle class ring (made in values attached)
The Veteran's Association of Emery-Riddle is proud to announce the formation of its women's auxiliary. This elite group is being organized under the auspices of the Vet Club, and is founded to maintain a kindred spirit within both organizations.

This charter group is temporarily named, for the Vet Club respects the right of its female auxiliary to institu-
tions of its own. Also, the membership is not to be restricted to any form of behavior. This is to be
opened as an open and liberated outlook in accordance with Vet Club policies.

Invitation is extended by this letter, with the desire for your acceptance as the ultimate out- come. Please consider the expert, personal, professional guidance, and down to earth fun you will re-
ceive by joining.

RIDDLE PACKERS

The Riddle Packers are back again for weather training. We have many action packed week-
ends being planned for the sum- mer, so you will want to get away from this "Lazy" for a week-
end. Join the packers.

First meeting is Wednesday, May 18th at 7:30 p.m. in the Common Purpose Room. Hope to see you there!

Fert

By Raymond St. Kelly

One of the "agent causes in weather
problems is weather, so doesn't it
make logic to emphasize weather
strongly in the present flying training training? It
doesn't, but most of "74's flight
planners are trying to and all he can about this dynamic
subject.

The single most important asset any pilot can have is a positive awareness of the weather.; so that if things change, his alertness can be brought to bear on the new situation.

May 7th

The B-RAU Sports Dining Dining Club will hold the first meeting of the year today at 6 p.m. in the Common Purpose Room.

The B-RAU Sports Dining Dining Club will hold the first meeting of the year today at 6 p.m. in the Common Purpose Room. There will be a meeting on Dining and the
structures.

This is a good opportunity to meet the active members and sign up for your share of the great dining that Florida has to offer. For more info contact

All inquiries should be ad-
ressed to the Vet Club, via the Chief Bookkeeper. We eagerly
wait your correspondence.

Sincerely yours,
Robert Allen
President

The Art Of Self Briefing

By Capt. "Beaucowen"

No more headaches about whether to submit to VFR, or IFR weather. There are only two things to consid-
er, and they are both manageable:

1. Weather
2. Weather

Obtaining a cross-section of the weather is easily accomplished, when studying these two basic charts - the surface analy-
sis, radar summary, and weather reporting sheet. From these charts, the VFR pilot can make his route deci-
sion and whether or not he should remain VFR in rela-
tion to his proposed route of flight.

This concludes the first in a series of articles on weather briefings. In the following articles we will deal more specifically on briefings taking hypothetical situations in view.
Maintenance News

Question 1: How often should fuel injectors be cleaned? 
Answer: At each 100 hour inspection, or whenever noises become plugged (indicating high fuel flow on the gauge, and rough operation).

Question 2: How could a plugged fuel injector nozzle be oil fouled? 
Answer: The lack of fuel and no combustion prevents the fuel from bypassing piston rings, thereby giving a fuel impingement of the problems.

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 shortened shower of spark electrodes? 
Answer: It would cease to stay in the retention position with the left magnetic looking too high because of a shaft 90°PM.

Question 5: Can fuel injection problems be solved by changing the type of fuel used? 
Answer: Any changes in fuel molecules is necessary to properly lubricate engine parts. Do not use oil add.

Question 6: What should anti-seize compound be used on spark plug insulators? 
Answer: The only small amount and don't put it in the first thread because it could be possible for it to run down the electrode and plug thereby bridging the electrodes and shorting 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 and the business which has received from businesses," Fromstein said. A recent survey of 6,500 businesses nationally conducted by Manpower indicated business buying is on the upswing as companies project for this spring and summer in their 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 people. Business students may get a job because they continue their competitive edge. Many of them have a marketable office skill and don't know it. "Manpower offers work to students who are unable to use the skills they have or for students who want to test the market or improve upon their skills," Fromstein said.

One of the reasons that students and employers should consider those skills is that they have their sights set on a more distant goal - one of being able to sit for the forest. Fromstein said that students who type term papers for themselves or their friends often have typing rates as high as a college qualified typist.

"Manpower offers a skilled typist or office machine operator the chance to find a job with Manpower. There are also some opportunities that don't require much skill, such as in the secretarial field, with maintenance work, etc."

"Students can make a name and get some work experience with companies," Fromstein said. "They can try on a type of job for a while."

Among the jobs available are secretaries, clerks, types, book keepers, and office machine operators. Students will need to meet minimum skill requirements, which will vary from company to company.

Pension to reprint material. from "Reprint material. from "E-Z Out"

EMPLOYMENT AERONAUTICAL UNIVERSITY

Question 7: What is the procedure for removing broken exhaust studs? 
Answer: Use penetrating oil, drill center of stud and reset with E-Z Out.

Flight Schedule System

As the number of airspace, instructors, and students increases, the problems involved with flight scheduling have become more complex. The basic design of the system that each student gets scheduled for the correct flight, activity and control

Flight Schedule System

flex of the system is the computer. It processes the information from the scheduling system, generates a schedule, and distributes it to the appropriate users. The system is designed to be flexible, allowing for changes in schedules and information as needed. It is computerized, with all data entered and processed by a computer, and the students and instructors can access the schedule through a network.
For my second round with the typewriter while writing for this column I thought it might be interesting to talk about a particular subject. I'll try to mix technical and historical stuff if you're writing to my personally favorite sister, the Douglas DC-8.

The DC-8 has always caught my eye, and it's a great service in the mainline fleet. It has a rather cute, octopus look to it, always happily zipping down the runway, as if it were saying goodbye. "Look at me, I'm a DC-8!"

With that in mind, let's talk about the way the thing (this is fiction, by the way) would be flown.

The DC-9 first flew in 1965, and is now the most common type of 40 to be found in the mainline fleet. The series 10-18 is the shortest, the 10-20 is the longest. Two DC-9 variants exist: the 10 and the 12. The 10 is the mainline model, while the 12 is the corporate model.

As for the DC-9's performance, it is remarkable. The aircraft is capable of airspeeds up to 100,000 feet and altitude to 40,000 feet. It can fly at an airspeed of 500 knots, and its maximum cruising speed is 550 knots. The DC-9 has a range of up to 2,000 miles, and it can carry up to 125 passengers in comfort.

As for the aircraft's fuel system, it is a marvel of engineering. The DC-9 is equipped with two General Electric CJ805-3 engines, each producing 18,000 pounds of thrust. The engines are located on the rear of the aircraft, and they are fed by a fuel system that can deliver up to 12,500 pounds of fuel per engine.

The DC-9's landing gear is also remarkable. The aircraft is equipped with two main landing gears, each with four wheels, and a nose landing gear with two wheels. The aircraft can land at speeds as low as 120 knots, and it can take off at speeds as high as 170 knots.

As for the aircraft's avionics, it is a marvel of technology. The DC-9 is equipped with a digital flight control system, a digital autopilot, and a digital flight data recorder. The aircraft is also equipped with a cockpit voice recorder, a flight data recorder, and a flight management system.

In summary, the DC-9 is a remarkable aircraft. Its performance, fuel system, landing gear, and avionics are all remarkable. It is a true marvel of engineering, and it is a pleasure to fly.
Chances To Earn Prize Money & ATP Points

NEW YORK, N.Y., May 3, 1977—American Express is searching for talented young amateur and professional tennis players to participate in this summer's Champions Circuit, an $11 million, 14-tournament series, featuring more than $200,000 in prize money, ATP points and entry into the U.S. Open at Forest Hills.

Players who win at completing in the U.S. Tennis Association-supported tournament should apply now. The circuit is divided into Eastern and Western divisions with seven weekly tournaments in each division running concurrently during July and August. Each week-long tournament will be held at five re-