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Embry-Riddle Aeronautical University

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David R. Grey, 28, former E-RAU student, landed a Piper Cherokee Lancer at Daytona Beach Regional Airport May 18. He stopped here to visit E-RAU for a while before continuing a flight to Long Island, N.Y.

Grey was received here by E-RAU students and local news media representatives including Joe THE AVION, who announced his intended solo flight across the Atlantic Ocean resembling Charles Lindbergh’s solo flight 52 years ago this past May 21. The difference is that Grey is flying a larger and faster airplane with radio communication and navigation equipment, air-conditioning, and maybe better sandwiches than the plane Lindbergh flew during his flight.

To accomplish this flight Long Island to Le Bourget, Paris, Grey used the Piper Cherokee Lancer with additional fuel tanks installed inside the passenger cabin in order to get a total of 203 gallons. At a speed of about 145 knots, at an altitude of 10,000 feet and 10.5 gallons per hour, this means an autonomy of 24 hours from which 20 to 22.5 hours are estimated to make the non-stop flight.

Grey is at present working for United Air Company in Lakeland, Florida, which has an international aircraft delivery service, and he is planning now to complete his flight back to E-RAU this fall in order to get his last seven-credit hours to obtain his Bachelor of Science degree in Aeronautical Science.

Former E-RAU Student Retraces Lindbergh’s Solo Flight Across The Atlantic

By Felicia A. Garcia

E-RAU Organizes Aviation Research Collection

The E-RAU Research Collection Library was formally dedicated recently here.

The new collection is one of the most comprehensive aviation literature displays in existence. Many rare and valuable documents ranging from early 1900s essays on balloon flights to current NASA laboratory reports are part of the collection. Numerous foreign works are also included.

Some samples are a complete collection of L’Aeronaute, a French ballooning periodical published from 1846 to 1852, for the turn of the century; repair and maintenance manuals for Curtis OX-5 Aeronautical En- gine, a brochure on the DC-3, produced by the Douglas Air- craft Company in the mid-30s; a 1941 Beech Aircraft Com- pany sales flip chart descriptive of their new A-35 De Havilland; an 1897 Shepard, Jr., on the Moon for the cover of Aviation Quar- terly’s historical edition; and complete collections of many leading aviation and aerospace magazines, both U.S. and foreign.

The Research Collection has been under development for sev- eral years. After slow initial growth, it was greatly expanded when the Manufacturers Air- craft Association (MAA) donated its vast library to the University. Under the direction of MAA General Manager, F. Muth, more than 10,000 volumes and numerous memorabilia were turned over to Bobby-Skidmore’s Bill Rube Wilson Memorial Flight Center Library facility. The MAA contribution became the core of the University’s Research Collection, with many other documents from a variety of sources included.

When the MAA held the works, they were primarily working documents used to support MAA members’ activities. Patent searches, crew li- censing agreement reviews and engineering and specification re- views were routinely conducted, using the organization’s li- brary resources.

The Collection might be available for broader applications in the near future. As soon as possible, the University intends to open the entire display to the aviation community.

According to Judy Lather, E-RAU’s Media Services director, procedures for general ac- cess to the Research Collection will be announced as soon as all the publications are re- gistered and reclassified.

Soaring Record Set

SANTA MONICA, CA, May 16, 1977 — For the second time in soaring history, Karl Sid- rieck, an ex-National Guard pilot from Port Matilda, Pennsylva- nia, has exceeded 1,000 miles in an out-and-return dis- tance flight. The 1,015-mile flight, made on May 18, will replace his current claim for the world and national soaring record, and return records made follow- ing his first 1,000-mile flight in May 1976, which is still pre- vailing due to a dispute.

Flying a Schleicher AS-14 17-meter, Sirrieck took off from his home at Eagle Field, near Port Matilda, Pennsyl- vania, at 6:55 a.m., flying north to Piper Memorial Air- port at Lock Haven to make his official start at 6:07 a.m.

After a quartering tail-wind, Sirrieck averaged a groundspeed of 130 mph on the first portion of the flight, including a 1,000 mile streak flown in wave lift at an average 160 mph. He reached his turning point over Oak Ridge, Ten- nessee, at 12:40 p.m., and had to fight a headwind on a re- turn leg of the flight. Sirrieck landed back at Lock Haven, Pennsylvania, at 8:15 p.m., after a 14 hour and 18 minute flight.

This is Sirrieck’s seventeenth bid for world out-and-return distance, having previously competed with flights of 476, 559, 636, 683, and 807 miles.

DISTANCE WINNER — 1,015 miles — without an engine! Karl Sirrieck, of Port Matilda, PA, flying the Allegheny ridge on his world soaring record claim flight. (Photo from Leech Haven, PA, to Oak Ridge, Tenn, and return in 14 hours and 18 minutes on May 19. (Photo courtesy of Scouting Society of America, Inc.)
**EDITORIAL**

By Ray D. Katz
AVION Editor

Summer is obviously here. Nickol is doing anything? There are exceptions a few of the organizations on campus have held activities. But you wouldn’t know it to read this week’s issue of the AVION. The Scuba Club has been down, and Quad A has been active – the rest of the organizations either are all dead or their press has run out of ink. You all know when the deadline is... It is a mark of this school’s stability that the organizations that are given a free chance to publicize their activities just let this opportunity slip by. I can’t believe that all these organizations have all the numbers they need or want. So, how come we don’t hear from them? It’s the same story when it comes to the Council of Campus Organizations (CCO). The CCO can’t even get enough members for a quorum.

On the same note, all I’ve heard is a little grumbling and a few rumors about what happened to the Flight Team. The most substantial of these is that President Hatz shut off the funds for the trip to the national competition about two weeks before they were supposed to go. With all the interest shown by the student body, President Hatz was probably justified. I find it hard to understand how E-RAU being a school of aviation can’t set more priorities in their flight team.

We don’t have a big school football team, but we do have a Flight Team. So much for Emory-Riddle and school spirit!

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**LETTERS TO THE EDITOR**

**RESPONSE TO LETTER TO EDITOR ON CT 209 COURSE**

It’s strange the way numbers can be used and misused to prove a point. A case in hand is the $35 lab fee for CT 209. The fee was originally devised in a similar vein which considered the number of students attending the class; however, it is evident that the number of students has remained constant between the fall and spring quarters. Therefore, it is not fair to charge the same number of students for a course that has only doubled in size.

Why was we charged $35 for a lab fee in CT 209, CT 310, and other computer courses, when apparently we get a dollar per hour and the average student costs less than eight hours? I suggest the fee be lowered to about $10 for 10 hours or admit that we’ve changed about $3 per hour. More advanced programs use only about 3.4 hours as they are processed as a batch.

P.S.: There are other things about CT 209 that I “blamed” you but I haven’t got the time and they’re well known.

Name withheld upon request.

**PRESIDENT’S CORNER**

John O’Neal
SGA President

I will start by putting my office hours in this issue: Monday - Friday 9 a.m.-10:30 a.m. and 1:30-3:30 p.m. This is the “A” term. The SGA has a green scenario with the people in the Amazing World. We will be having one meeting every other week with the next one being on June 28. We also have an H-N shaped for the 4th of July.

We’re in the need for some justices. We also have a long weekend coming up to everyone have a good weekend. It is kind of hard for me to think. I just had a hard test and I am burnt out.

*************

**VP THOUGHTS**

By Dave Fraser
SGA Vice-President

We have had our first Senate meeting last month and it seems to be progressing well. It was the general consensus of the Senate that we operate with the adequate number of Senators we have now. and not to add any additional members. We also had a small additional meeting on Saturday morning to arrange some.

I also attended the COO meeting last Thursday. They voted for the third straight meeting we did not have a quorum. This hurts the existing organizations very much and I think it says a lot for the clubs that don’t show up.

---

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**PRESIDENT’S CORNER**

**AVION STAFF**
Aviation Sorority Forming Here

E-RAU has scored another first in town new sorority, Alpha Epilson (AE), pending SGA approval.

At our college, with an enrollment of around 2,550 students, the forming of a sorority was sure to be noticed.

At E-RAU though, a sorority can be considered a near miracle, even up to four percent of the population shown.

Although the University has long considered its students with a wide variety of social activities, it will be up to faculty to present a near sorority on campus.

Because of that, Alpha Epilson did not spring up in full bloom. The intergllow showed slowly with a lot of determination on the part of the coaches.

Early last fall, several of the girls recognized the need for a sorority by scheduling a meeting of the women students and the large turnout (50) soon indicated strong interest in forming a sorority on campus.

Following that meeting, the girls chose a group of 14 E-RAU international student ambassadors to form the nascent chapter. With the advice and close participation of the SGA, a sorority constitution, complete of the first membership rolls and held an initial election of officers.

In short, this charter was sent to the SGA for formal approval. That recognition is expected by late month. The group was formed in the Fall. Further organizational efforts will continue.

According to Laura Simone, Alpha Epilson sorority treasurer, getting started was all uphill. Even now, much remains to be done before the sorority meets its goal of entering service to the University and to the community.

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Bell XV—15 Tilt—Rotor Research Aircraft
Completes Ground Towed Development

Ground tugged development tests of Bell Helicopter Textron's XV-15 Tilt-Rotor Research Aircraft were completed recently at Bell's Arlington Flight Research Center.

Six aircraft, which required 40 hours of aircraft operation, included:
- Operations from helicopters to airplane mode and vice versa
- Maximum power operation RPM and high power level
- Operation of all aircraft systems

Three aircraft were towed at a wing tip speed of 300 knots, the third aircraft operating at 500 knots.

The successful completion of these tests demonstrates Bell's ability to develop, design and construct unique and advanced aircraft to meet the needs of the customer.

The XV-15 is a unique aircraft that can be used as a laboratory for testing new concepts in tilt-rotor technology. The tests conducted during this phase of the aircraft's development included:

- Flight envelope expansion
- Aerodynamic testing
- Flight control evaluation
- Structural integrity testing

These tests were conducted to ensure that the aircraft meets all design requirements and performs as expected in real-world conditions.

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Penicillin is one of the most important and useful drugs ever discovered. It was first isolated from a mold in 1928 by Alexander Fleming, who accidentally left a petri dish open on his laboratory bench. The mold, Penicillium notatum, produces a substance called penicillin that inhibits the growth of bacteria. This discovery led to the development of antibiotics, which are now used to treat a wide range of bacterial infections. Today, penicillin is still used in many hospitals and clinics around the world, and it remains one of the most widely prescribed antibiotics. The success of penicillin has been due in large part to the efforts of many researchers, who have continued to study and develop new ways to use this powerful drug.
Lifetime Aviator Shares Historic Experiences

He was the first to process film, on an airboard, he said. He said his first film was made with a camera mounted on a biplane that was to be used for aerial photography over telephone lines. He showed a right-angled shutter. He showed a picture of the Philippines and America. He used it to make a camera in a V-2 rocket. These photographs were taken in 1905. The plane he used was 100 miles high. The first film from space. It is a picture of a total eclipse of the sun. He also showed a picture of a rocket with a camera and a space shuttle from such a height. He also showed several images of moons revolving around the earth. He then showed the earth revolving around the sun.

On November 20, 1920, the late Lieutenant Goddard made the first successful test flight of a rocket photo over Riverside, N.J. (The event is not usually remembered as the beginning of rocket photography.)

GRE Changes

Appear in Fall

EDUCATION TESTING

PROVIDENCE, R.I.—Senator Church (D., Ind.) has proposed changes in the college-administered GRE. A new 10-minute time limit for written work and the ability to record verbal and quantitative scores will be added. This change is part of the trend that test verbal and quantitative scores separately.

The change is first since the death of the test in 1940. Since its introduction in 1940, it has been an important tool for admissions to graduate and professional schools. However, the current GRE format has been criticized by many for being too long and not accurately reflecting students' abilities.

Students, faculty members, and policymakers have all expressed concern over the impact of these changes on the educational system. Educational Testing Service (ETS), which administers the GRE, has been asked by Senator Church to explain the changes and their potential effects.

KENNEDY SPACE CENTER, Fla.—Every year thousands of women are subjected to mammograms to detect breast cancer. But there is a new hope on the horizon with the development of digital mammography.

The new technology is more accurate and can detect tumors earlier. It is expected to significantly reduce the number of false negatives and false positives. This is a great leap forward in the fight against breast cancer.

The innovation can be attributed to the development of new imaging techniques that allow for better resolution and contrast. These techniques involve the use of advanced computer algorithms that can analyze and interpret mammograms with greater accuracy.

Space Technology May Lead To Early Breast Cancer Detection

The main benefit of digital mammography is its ability to detect tumors earlier. This can lead to earlier intervention and a better chance of successful treatment. The technology also allows for better visualization of the breast tissue, making it easier to detect small tumors.

The new technology is currently being tested in clinical trials. Preliminary results show promising outcomes. However, more research is needed to fully understand the potential of this technology.

In conclusion, the development of digital mammography is a significant breakthrough in the field of breast cancer detection. It offers hope for earlier detection and improved outcomes for women affected by this disease.
FOR SALE - AUTO

FOR SALE: 1978 Chevy Nova. $900.00
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FOR SALE - TOY: 1972 Jeep, American Standard model. $150.00. Contact: Tony at Box No. 423.

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