AVIATION PIONEER BECOMES PART OF PAST

Arthur Chalk, born on an Illinois farm in 1899, left home at the age of 11. Wandering, he honed his skills until he joined the United States Marine Corps during World War I. He served in the 6th Marine Division and was stationed in the Philippine Island, where he still resides.

In exchange for repair work done on his plane, Jones taught Chalk how to fly. Chalk flew for six years as an amateur before going to Miami in 1916. In Miami two years later Chalk had his own flying service. From under an umbrella and off a desk on a street corner he set up sightseeing tours and flying lessons. In 1924 he moved the operation to Miami Beach, where it is still located.

Don Franklin, Chalk’s partner, moved to Miami in 1925 with his own plane. A year later, with Chalk’s help, the two built the present office.

Reports International bought the airline in 1974 which has grown from one plane and an umbrella stand to Miami’s second largest industry.

Chalk has remained active in the company until a fall from a tree hospitalized him April 13.
Dear Mr. Katz:

In the article: "Airline's Aircraft & Airline" by Bert Groseword, in the May 1977 issue of THE AVIÓN, I came across some errors which I believe should be corrected. First, the article claimed that the aircraft mentioned were to be operating the DC-9-SG soon. This is accurate, and we have no plans either now or in the future to operate the DC-9.

The fact is we are adding additional Boeing 727's to the fleet as well as purchasing DC-9's from Eastern Airlines and selling our old DC-9-15's.

The article also states that the current service on the DC-9 is the service with the Boeing 727. This is not true. The first DC-9's will be delivered in March of this year, but we have no plans to operate the DC-9.

Sincerely,

Henry J. Grant
Regional Administrator
Highpoint Airport

Dear Editor:

With reference to your com-
petition of the NIFA team and school quarterly of THE AVIÓN, it is as it were, the Flight Team was in a highly competitive and competitive. In this case the promoting aircraft of our com-
orated school spirit can be be-

sented to the Editor by Sam on President Hunt.

To further explain and clar-
ify this accusation, a brief note of this year team seems in or-
date. One will recall that we had

two individuals took 1st place in the entire meet in Auburn last October. This effort is itself a great for recognition than it de-

serves. After all, the competition and the administration and a

potential student in the AVIÓN, the necessary feedback was

approved.

This effort left precious little time left for practice. Des-

pite the baseline knowledge of the

participants, the team was competi-
tively the worst. The aircraft

used - taking 1st place which

immediately raised them one of the 9 best teams in the nation. This

jam not on top of the

frontier can be as exaggerated as any

which is estimated at 500,000 or

120,000 engines in the 17,200

Boeing 747 engines, with

than the Boeing 727 engines with 16,000

Boeing 737 engines.

Sincerely,

Howard J. Grant
Regional Administrator
Highpoint Airport

Dear Editor:

To: THE AVIÓN Editor

The opinions expressed in this paper are not necessarily those of the university or all members of the Student Body. Letters appearing in THE AVIÓN do not necessarily represent the opinions of this newspaper or its staff. All letters submitted will be printed provided they are not obscene, ob-
lous, or libelous, at the discretion of the editor, and are accompanied by the signature of the writer. Names will be withheld from print if requested.
Once again, three cheers for FPM. We served a great lunch this Wednesday. From what I saw, everyone thoroughly enjoyed it too. "Eat your heart out, ARA."

Since Embry-Riddle has had this Wash Line (the ability to fly to a fixed site) the school has had trouble with it. It is impossible to get a hold of the line and the service is being slowly phased out. However, Mr. Hanson, executive vice-president here, has a solution to the change - berate it on the phone! It seems that since they have removed the washed out capability from student account, they are still having this problem of change.

While the students go on paying for this closed service, the administration has another financial problem - the DORM. This Fall, freshmen will be charged the already enormous figure of $292 per room and it is of which there will be three crowded to a room and will have to sleep on what seems to be an army cot.

We had bad this housing problem for a long time. When is the administration going to do something about it? Is this the answer we get?

The reason for the unusually small hired dorm is because of the high turn over rate we have to have this dorm long distance call at a time. What I want to know is why our costs go to pay any city services, especially the phone service? I wouldn't care, except that beginning freshmen don't know any better and many students who don't own cars can't go anywhere else.

Well, at least the students without cars won't have to run under the pressure of Security's tennis paper.

Speaking of Security, there appears to be a mess. Since the parking lot is too small and students have to park elsewhere, where, how can security increase their efficiency in giving tickets? The answer of course is to buy them transportation (with our students' money!).

Captain Muns must have been to DDC and seen their $1,000 electric car, because that's what security wants.

We can't state firmly DDC is ahead of us, can we? It seems that someone has told him half since we're getting them a used ear instead. I say, half sense, because everyone knows they don't need a car in the first place. They have a station wagon supplied to them at night. I guess the wisdom for the move is that moments that we can use the original nation wagon as a company car at night.

The regime of security has always asked me. They spend most of their time running and finagling on day time operations when the real need for security is at night. There is one thing that does annoy me, and that is security though, I have to laugh at the chief standing out in the parking lot supervising an elemen
tary operation for a non-existent problem and giving anyone to his men only a few yards away on his ear a bad grade (by the way, those cute little gadgets cost about $200 a piece and he's been buying them.)

Health

Don't let state finders be afraid of us, can we? We really think this is the problem with the administration.

Regarding course placement, there are three trends noticeable from spring transferer placement activities:

1. Maintenance job requirements for ACPs continue to increase.
   - Flight Instructor job opportunities have significantly increased.
   - The demand for engineers is greater than our supply of the moment.
   - Corporate pilot jobs are still scarce and requirements vary considerably between jobs. There are changes being achieved for example, Union Pacific's Greensicht right seat job for pilots and security keeps en

2. Management job requirements are building.
   - Many management jobs require some sort of flight rating.
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3. Career Center activities include placement, career counseling and cooperative education.

CAREER CENTER ACTIVITIES

The Career Center activities include placement, counseling and cooperative education.

1. DID YOU KNOW?...

   * The services are free.
   * If you complete a Qualification Record, it registered you with our center for all services.
   * Current job listings are maintained.
   * We will type a resume master copy and that the answer will be regulated (for a nominal fee)
   * Assistance is given in the preparation of your resume and interview, etc.
   * Reference letters and employer information are available for your information.
   * All services are available to you as an alternate source (copy must be maintained at least three months).

DON'T FORGET TO REGISTER WITH THE CAREER CENTER

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SCUBA NEWS

Been Down lately?

If you haven’t been down lately, you need to check out the SCUBA Shop in Dayton. With the help of the SCUBA shop, you can obtain a "current" metal

The club’s second dive was at Great Salt Lick, Dayton. We ventured to find some more fish. We moved to a nine-mile reef and dove to 80 feet to explore the marine life of Dayton. Three participating on the dives were Jane Wilson, Bob Herold, Rick Pecho, Fred Hunt, Greg Hunt, Heath Bond, Richard Berger, and Merlin and Ellen Numagawa.

In continuing our excellent service record, several of our members are becoming certified: chute, Donna Joan Fenner, Cathy Wilkins, Jennifer Taun

To see you all at the next meeting is George with the Atlantic Sub Club Academy with them.

A PROOF OF LIVING

By Felix A. Garcia

Daylight, night flight, same airline, same sky, but the feeling is different. There’s no smoke, no engines, no instruments, no lights, no noise. The only light there is the moonlight, or the starlight, or the lights of the plane. There’s no noise, no vibrations, no wind. Not even the sound of the engine. Just the sound of the wing flapping in the air. But the feeling is different. There’s something more to it. Something that makes it special.

The night was clear, the stars were out. I was flying over the city lights, looking down at the people below. It was a beautiful sight. The lights were twinkling, like little stars in the sky. It was a peaceful flight, a quiet flight. It was a flight of my own.

The plane was a Cessna 172, a small, single-engine aircraft. It was a comfortable plane, a pleasant plane. The only thing that was missing was the engine noise. But that was okay. I was enjoying the flight, enjoying the peace and quiet.

I was flying over the city, looking down at the people below. It was a beautiful sight. The lights were twinkling, like little stars in the sky. It was a peaceful flight, a quiet flight. It was a flight of my own.

Over the weekend, AAAA Airways had a party at their office. The plane was a Cessna 172, a small, single-engine aircraft. It was a comfortable plane, a pleasant plane. The only thing that was missing was the engine noise. But that was okay. I was enjoying the flight, enjoying the peace and quiet.

The rank of the pilots among us, however, is still no secret to the public. The pilots are not only skilled, but they also have a great deal of knowledge about the aircraft they fly. This knowledge is important, because it helps them to avoid any dangerous situations that may arise during flight.

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AIRCRAFTS

By Vincent Partin

The "unsinkable M. B. Brown" is a very little ship indeed. It is just a 14-foot, 14-horsepower dinghy, and the only real similarity between it and a larger airplane is the fact that it can fly. It is operated by a binoc. Auxiliary Power Unit (APU) providing electrical power, air-conditioning and engine starting with bleed air which can also be operated in flight. The DC-9 also comes with up to two more seats, with cabinets and built-in bookshelves, and an aircraft that is also equipped with a long, tumbled cockpit, with integral lighting. Baggage hold doors have a more 42 inches across the ground, providing for easy bags and cargo handling.

The DC-9 usually parks at Mac 10:78, which is not exceptionally fast compared to other jets that cruise over Mach 8. They are the aircraft that is designed to do so in part of the total design concept. I've talked to many DC-9 crew and they all said the same thing: the "fun" is one of the most pleasant, easy to fly, super-performing airplanes you can lay your hands on. A pilot's dream! Especially the short DC-9 (also affectionately called the "baby-ship")—that's the claim is a joy to fly, just plain old.

The drawback to the airplane is that the two-crew crew is statistically too low for a serious airplane, especially when operated in more liberal collisions and near misses than any other commercial jet, I'm sure that as a commercial we will have to keep the number of these incidents as low as possible. The number of these incidents have been increased on a 1-year, 10-plane accident rate, where the average of the DC-9s (for the same type, of course) is a 1:20,000 rate. However, there is no way to account for this, or any other statistics, for these incidents.

You would think I could go out after sketching the DC-9's grand total of 10,000 miles. Well, think again, friend. Presently the DC-9, you straighten to the out, the flight engineer's desk is located here.

The DC-9 is certified at Mach 0.78, which is not exceptionally fast compared to other jets that cruise over Mach 8, but it is the aircraft that this was to be designed to do in part of the total design concept. I've talked to many DC-9 crew and they all said the same thing: the "fun" is one of the most pleasant, easy to fly, super-performing airplanes you can lay your hands on. A pilot's dream! Especially the short DC-9 (also affectionately called the "baby-ship")—that's the claim is a joy to fly, just plain old.

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