Avion 1977-07-13

Embry-Riddle Aeronautical University

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PILOTS BEWARE

The National Transportation Safety Board, as part of a campaign to improve air safety, today cited the case of a pilot who lost his license for failure to obey instructions from Air Traffic Control.

The pilot, flying a Piper aircraft, contacted the control tower at New Haven, Connecticut, Airport on December 27, 1975, and reported his problem with 6 miles of the field.

The pilot was told by ATC to report to the tower on or down wind for Runway 20. Contrary to the instructions, the pilot did not report on a down wind leg, but instead when he was approximately one-half mile out on an approach to Runway 20.

Meanwhile, another aircraft, Chanute N 4410P, had been cleared for takeoff and was being positioned on Runway 20. When ATC realized that the pilot of the Piper aircraft was still on the field, the takeoff clearance for the Chanute pilot was cancelled, and the Piper aircraft was told to go around.

But the pilot of the Piper aircraft told ATC "we're pretty by the traffic which is holding药物 out of the way." ATC again told the Piper pilot to go around - do no right now. Despite the ATC instructions, the Piper pilot landed.

For ignoring ATC instructions, the Federal Aviation Administration revoked the pilot's license. He then appealed the revocation to an Administrative Law Judge for the Federal Aviation Transportation Safety Board. The Law Judge made an initial order to provide an appropriate clearance from ATC.

FALL INSURANCE RATES

Student $27.00 Per Trimester
Student and Spouse $60.00 Per Trimester
Student and Dependent Children $90.00 Per Trimester
Student & Dependent Children Deductible for First $1,000.00 $1,000.00

The above insurance premium covers the student up to $1,000.00 worth of medical bills, according to the Insurant Policy. Also, available to the student, is our Optional Major Medical Plan. This plan covers the student, in addition to the Basic $1,000.00 up to $5,000.00 worth of medical bills, according to the Insurant Policy. The following are the current rates, these have not been increased.

Student $4.00 in addition to $27.00 Per Trimester
Student and Spouse $7.00 in addition to $60.00 Per Trimester
Student, Spouse & Dependent Children $14.00 in addition to $100.00 Per Trimester

The increased rates for the Fall Trimester are due to the increased medical costs and the high number of claims during the past year.

All students are required to carry health and accident insurance. Students can present evidence of their own medical insurance policy or are required to enroll in the university student insurance plan at registration.

As of the Fall Trimester, the Veterans' Affirm Office will be located in the Financial and Registration Section of the University, Administration Building.

ENZYME-BIDDLER announces two new staff appointments.

Robert W. Pilaje, an assistant professor in Residence, recently replaced Dr. George Pence who is leaving the University to pursue advanced theological studies at the Seabury Western Theological Seminary, Evanston, Illinois.

Pilaje, born in E-RAU from Northern Illinois University (NU), DeKalb, Ill., was assistant director of registration and records.

Prior to that, he was Education Measurement and Evaluation Specialist at NU.

Pilaje, a native of Minnesota, holds a Bachelor's degree in Psychology from St. Cloud State University, St. Cloud, Minn.

He earned his Master's Degree in Psychology at NU.

He is a member of several professional and educational organizations, including the American Association of College Admissions Officers and Administration of the College Education Research Association.

Pilaje lives in Ormond Beach with his wife, Kay, and their 14 month old daughter, Rachel.

Carole Williamson is the Assistant Director of Admissions, a new position at the University.

The Washington, D.C., native came to the University from Dixie State College (DSCC), where she was supervisor of the DSCC Undergraduate Counseling Center.

While at DSCC, she was an instructor in the Business Division and taught evening classes.

Williamson holds a Bachelor's degree in Psychology from the University of Michigan, where she earned her Master of Education degree in Student Personnel Administration from the University of Georgia, Washington, D.C.

She is presently serving as Assistant Treasurer of the Daytona Beach branch of the American Association of University Women, the local chapter being a branch of the national organization.

She is a member of several professional and educational organizations, including the American Association of College Admissions Officers and Administration of the American Education Research Association.

Pilaje was selected from 80 applicants from all over the country.

The search for this position began five months ago when Kent Washel resigned from his position in early March.

The booming town of 38,000 is located in the middle of a large coal mine in Wyoming. Its population has tripled in the past five years and is expected to increase even more.

In order to handle this new growth, the airport will be expanded by adding a new runway and terminal building.

The Director Staff will address the best interests of know and not pursue his career.

SECURITY GETS MEDICAL TRAINING

Enzye-Bidlle's security staff is augmenting its capability to provide a greater range of services to the campus.

Some of the security staff members are undergoing a 14 week long First Aid course taught by the local chapter of the American Red Cross. Upon completion, the training will be continued at Daytona Beach clinic.

All staff members receive their certification at this first aid to aid in this area of the course.

Enzye-Biddle's security staff is augmenting its capability to provide a greater range of services to the campus.

The jury's verdict is $1,000,000.00. The lawyer for the plaintiff in this case is the same lawyer that represented the defendant in the same case.

The lawyer for the defendant in this case is the same lawyer that represented the plaintiff in the same case.

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OPINIONS

FEEDBACK

HERE I COME WITH

AIRLINE & AIRLINES

CLUB NEWS

CLASSIFIED
I am a senior engineering student currently enrolled in my third and final year period as a co-op at NASA Langley Research Center.

In the past, I have understood why co-ops are charged a certain fee for purchasing the bill at the job, but $200 to $300 to work. I've talked with many other students from various schools of which some get charged for working. I imagine that the administration will counter with some of our credits away, which we should be allowed to keep. The answer is no, we must keep our credits to apply to our degree.

I would appreciate hearing a solid reason for this change and if possible, I hope it occurs as though it is just another way to get money out of the students. I am here to see what kind of equipment the students want. In fact, those of you who have any special interests (weightlifting take hard- they're conceived purchasing some needed equipment) let the Activities office hear from you.

I don't want to be accused of hitting the band that feeds me, but the SGA has some problems. These problems first came to my notice when the Phoenix started having its own problems. Nothing wrong with having problems, I know. It always shows a little more interest sooner than they might have a yearbook to show for it. Then I have a rumor being circulated that to prevent these problems from recurring the SGA wants to hang on the Phoenix's books, but also invites. This is where I respond, SNAFU, REEBS, GROWLI!!! The fact that my predecessor ran a tight ship, and I that I had to follow in his footsteps. Anyways, anyone from the SGA, or anywhere for that matter who wants to go over our books they are more than few, then. I started inquiring, and I find that the SGA books are in such a state of disarray that the internal treasurer will probably spend next month just trying to figure out how much the SGA has. The results of this are as follows: if a student you refer your $1 SGA fee is going, or you wonder why you haven't received a bill, or why you have to go around or why the social functions seem Sketchy, then it is time for you to get off your dead end and get involved. The live active people on this campus can't be expected to carry the load of you by themselves. We have problems, we need to heave them, and we need your help.

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Cessna Court Apartments have no regulations at the present time (all lines are leased; some have paid in advance and will take occupancy the first and middle of July). They are planning to build 20 more in three to four months, and already have work li ng list.

At present there are a couple of apartments occupied by married BRAU students.

Their rental terms are:
- $170.00 first month's rent
- $170.00 last month's rent
- $170.00 security deposit

These apartments are all one bedroom, with a small additional "bed" room for $170.00 per month, plus utilities.

These terms are in line with the rate of the better apartment complexes.

The Housing Secretary has no feedback from any students having been housed in the new apartments. Mr. Jeffrey Ludwiga, Vice-President of Student Affairs, feels that the new apartments will be a better alternative for inclusion in the present housing pattern or inclusion in the present housing pattern or inclusion in the present housing pattern, as the situation permits.
SIGMA CHI
By Mike Sugars

Well, as usual it has been a wild few weeks over at the Big House. It started last week in Orlando when we
raced our 4th Petroni Sigmas Senior
Champion Award in six years. This is the highest award given to a Sigma Chi Chapter.

Many of you might have seen us last week as we made a wild effort to sell every last can of beer the Speedway could give us at the Firecracker 400. Although the rain threatened to stop us we paid no attention and continued to sell the last wet cans of beer. We also sold unopened ones.

I would like to thank everyone who helped us; it was a real success. A special thanks goes to the security who put in an incredible amount of work. Especially Ellen who sold more beer than anyone else that day. She was finally forced into

...IN A SOCKET TUNE IT TO 600 AM, AND GET THE BEST IN MUSIC, WEATHER, SPORTS, NEWS, AND SCHOOL INFORMATION ON YOUR RADIO

WURU
Riddle Radio

WURU, the official radio station of E-SALU is pleased to an- nounce technical improvements in the quality of the reception in the U.S. Similar improve- ments will be made to the campus and the administration building. We hope that these improve- ments will stimulate more of you up listen to the sound of WURU.

Page 4 EMERILY-RIDDELE AERONAUTICAL UNIVERSITY WEDNESDAY, JULY 13, 1971

FLAPS

By Michael with a "P"

WURU
AERONAUTICAL INSTRUMENTATION & FLIGHT
ADVISOR

Flap utility, flap function and the flap system are three of the least understood elements in the aircraft at this point. The aircraft, basically the same type of Flap system is used on all aircraft. As far as designers are concerned, we have our engineer's basis, which is influenced by time, expense, efficiency, flight, noise, cost of manufacture and ease of maintenance.

On the three single engine airplanes, the flap is extended, this also extends the wing. The flap system extends the area about 6 inches thick, converting it to a more aerodynamic type. Their aerodynamic effec- tiveness is not pertinent to this article. Their aerodynamic func- tion is that of an airfoil.

It is possible to raise the nose higher above the horizon with the C/A at A.

11. If the C/D is ahead of A and flaps are applied, the nose will go down through the C/D at B.

12. The application of flaps causes L/D to decrease. Lift however being an area of light pressure is not altered. Therefore, if 70 mph is the minimum landing speed for a certain elevator position, it may just give a little more tail in the C/D at A.

13. It is necessary to have a tail fixed to counterbalance the same air speed due to the increased angle of pitch.

14. It can therefore be stated that the cubic feet, the linear feet for an increase in the cubic yard.

15. When applying flaps down to 20 degrees there will be a decrease in the lift as the drug increases over the lift reducing the sensitivity of the lift.


17. The sensitivity of the nose of the airplane is with the flaps down more than the lift at Vlo. Therefore, the pre- sence of an airflow over the wings is maintained.

18. The cross wind compen- sates for an increase based on the Vlo. Therefore, if the pre- sence of an airflow over the wings is maintained.

19. If the wind is against the flaps are applied. Then power re- duction will increase the des- cent gradient.

20. If of wind and points, all conditions of wind, experience and necessary. Increase thrust at necessary to accomplish the same rate of descent. In most cases it is a matter of increasing the rate of descent.

21. The effect of wind and points, all conditions of wind, experience and necessary. Increase thrust at necessary to accomplish the same rate of descent. In most cases it is a matter of increasing the rate of descent.

22. Mucic, weather, sports, news, and school information on your radio.
SPACE SHUTTLE FEATURED ON NEW POSTMARK

KENNEDY SPACE CENTER, Fla. - Friday, July 1 initi- ates a new era of space shuttle as a special centen- nial celebration die hub at the Kennedy Space Center Post Of- fice.

Featuring the official NASA logo for the Space Shuttle Program, the die hub commemorates the 100th anniversary of the first successful powered flight. The die hub will be available through the Kennedy Space Center Post Office.

The die hub features a blue background with the NASA logo in black and white. The logo includes the words "NASA" in bold letters at the top and "Space Shuttle" in smaller letters below it.

The die hub is being issued as a special centennial commemorative item to mark the 100th anniversary of the first successful powered flight. It will be available for purchase at the Kennedy Space Center Post Office.

The die hub is expected to be popular among collectors and aviation enthusiasts, and it is being released to commemorate the historic achievement of flight.

Air Traffic Points to Ponder

Approximately 70 million flights occur in the U.S. each year, resulting in 60 to 70 air-traffic conflicts. These conflicts involve aircraft in the same airspace, often resulting in close encounters.

All aircraft in the U.S. could be in the air at the same time if there were no airspace restrictions. This scenario would result in a total of 123 flights every minute of the day and night, year round.

The number of collisions in place in the mail system. The drop box will be open for an eight-hour period beginning at 8:00 a.m. on July 1, 1977. No hard-back stamp designs will be accepted.

A U.S. Postal Service announcement of the new die hub explains that each die hub cancellation is a special cancel- lation rather than a philatelic cancellation. Mail submitted for cancellation must bear the appropriate rate of postage, and mail may not be held to be cancelled on a particular date. Cancelled covers will not be returned to customers under cover, and no replacements will be made.


The 13 other locations are as follows:

- Atlanta, GA 30303
- Chicago, IL 60607
- Denver, CO 80202
- Houston, TX 77011
- Memphis, TN 38101
- Minneapolis, MN 55403
- New York, NY 10001
- St. Louis, MO 63155
- Boston, MA 02210
- Dallas, TX 75231
- Edwards, CA 93523
- Huntsville, AL 35812
- Los Angeles, CA 90002
- Miami, FL 33133
- New Orleans, LA 70113
- Palm Beach, CA 90801
- San Diego, CA 92101
- Washington, DC 20510

NAPA Selects Boeing as Ground Systems Operations as KSC

NAPA has selected Boeing Aerospace, Inc., Seattle, Wash., a wholly-owned subsidiary of Boeing Aerospace Corp., for the final negotiations leading to the award of a contract for ground systems operations. NAPA's launch schedule is expected to be announced in late June.

The Kennedy Space Center is NASA's East Coast launch site for commercial and military space launches. The Space Shuttle is scheduled to be launched in mid-1979. Service to be performed by NASA will provide some support in Air Force Operations. NAPA is also seeking proposals from other space launch companies. The decision is expected to be announced in early June.

Conquest at Paris Air Show

PARIS, France - Conquest Aircraft Company's new Conquest model is making its initial public appearance outside the United States at the Paris Air Show. The new airplane was manufactured at Conquest's factory in Texas and is now on display at the United States Air Force exhibit at the Paris Air Show.

The Conquest is a twin-engine, high-performance jet that is designed for military and civil use. It is powered by two jet engines and is capable of reaching speeds in excess of Mach 1.8. The Conquest is expected to be delivered to the United States Air Force in the near future.

Conquest Aircraft Company is a leading manufacturer of military and civil aircraft, and the Conquest model is one of its most advanced designs. The Conquest model is expected to be delivered to the United States Air Force in the near future and will be used for a variety of military and civil purposes.

The Conquest at Paris Air Show is a significant milestone for Conquest Aircraft Company and marks the debut of the Conquest aircraft outside the United States. The Conquest model is expected to be delivered to the United States Air Force in the near future and will be used for a variety of military and civil purposes.
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