**The Avion**

**WEDNESDAY, JULY 27, 1977**

*Regional Airport*

*Daytona Beach, Florida 32014*

**NOTICES**

By Mike Gentry

This is the question raised by most students pondering around the campus. As the student representatives of the Pool Committee, we wish to explain a little bit about it.

Dee W. Davis, Student President of the Women's Residence Hall, donated a substantial amount of stock to the University.

This donation is for building a swimming pool on the campus.

The pool is intended for student use by the women's residence hall. The pool is designed to meet National Intercollegiate Aquatics Association (N.I.C.A.A.) requirements, and the University wants to have a swimming team in the future.

The pool will be located, being 25 yards by 25 meters.

Four diving boards including a platform, two-meter board, and two one-meter board will be added. The pool will be situated from the front to the shallow end.

The pool will be heated by two sources: primary source of heat will be solar尚uns, and the building unit which raises the temperature of the water above 12.18 degrees above normal. If heated under pool, heat sources will be in a separate area because of colder weather.

A bath house will also be constructed to accommodate both men and women, and will include dressing rooms with complete bathroom facilities. A vending area will also be available for food and drink. (See Fig. 1.)

The location of the pool will be between the Student Center and the existing dormitory. Additional parking is planned to accommodate the increased student use.

A SAU building will be added to accommodate the expanded student use.

As for plans on the pool, the SAU building will serve as a temporary building.

July 27, 1977 was the deadline to be measured for your cap and gowns, and you should already missed it. If you did, and you want to participate, you can contact the Dean of Student Affairs and get measures...

...you might make it.

The graduation ceremony will be held at the University Center on Saturday, August 20, 1977 at 10:00 a.m.

Graduating may pick up their caps and gowns at the Guidance Center on Thursday, August 18th from 1:00-5:00 p.m. and Friday, August 19th, from 8:00 a.m. to Noon.

On Saturday, August 20th, assemble in cap and gown and proceed to the Docking Ship on the East side of the Student Center no later than 8:00 a.m. Graduates are requested to wear black, tie, black, shirt, and dress shoes and coats.

Procedure Briefing:

Dean Rockett (Student Marshall) will give instructions on name cards, marching, seating, photographing, and to cap and gown and diploma.

When the ceremony has been completed return cap and gowns at the Guidance Office. Graduates will not be returned until cap and gown are returned.

President's Reception for family and friends will be held immediately following the ceremony. Family and friends who desire to take pictures during the reception should be advised that seats are provided in the front row and that they should not stand in the traffic pattern.

**E.R.A.U. Saved By Security**

By Michael with a "U" Riddle Riddle Station, E.R.A.U. was broken into last week. Thanks to the Security force, the culprit was snared before anything was stolen. He did manage to smash down the front door of the station, but that's it.

Security Chief Morris was on the scene shortly after the incident occurred, he said it was 11:00 a.m. and a good guess was left at the station all night, until repairs could be made in the morning.

The Security force has been the target of many nuisance attacks concerning petty items such as parking tokens, etc. They have also been criticized for being overblown. The security force has been diligent in patrolling the campus — due to the effort of the radio station was saved of a good loss of expensive equipment.

We don't know about the rest of you, but as far as the student staff of E.R.A.U. is concerned, the security people are doing an amazing job in their budget and manpower allowances. I haven't received a traffic citation since I started obeying the campus parking regulations, you have, then you're stupid.

**Student Weds Entertainer**

By Pat Yostick

When Embry Riddle student Angela Vieggiotti met Ellen Mouw in fall, he had no idea that their romance would lead to his involvement with the theatre. Angela, a fourth year student majoring in Architectural Science, is from New Jersey. Ellen was attending Daytona from Washington, D.C. where she was a nurse. Angela is now a B.S. in the delivery room at Halifax Hospital.

Angela didn't know that Ellen is an experienced dance-choreographer whose theatrical career began when she was a member of a national ballet company at age 7. She appeared in over 200 theatre productions in the Washington D.C. area and choreographed several performances especially for local opera companies, but brought Ellen to Daytona. In her first local audition, she landed the title role in "Sweet Charity" at Cap Daytona Playhouse. This was followed by the lead in "Th:•:• razzle-dazzle" and her current role as a featured dancer and chorus member in "The Unsinkable Molly Brown" at the Playhouse.

Angela, who is bubbles included surfing and making dog art pictures, found that rehearsals and performances are time consuming. For most of "Sweet Charity" she was in the audience. During "Fascination" he began to get involved in the backstage life but his job as a platoon soldier on "Molly Brown" is his front backstage job. That entails assisting in dressing out the many casts, pained backdrops and scenery used during each scene. This role requires muscle and also has him an interesting angle from which to view the show.

Angela and Ellen have postponed their wedding several times because of conflicts from work or her theatrical commitments. However, on September 13, the couple will have to perform a wedding trip. "We're welcome to offer congratulations backstage after any performance. The play runs evenings at 8:00 p.m. on August 25, 26, August 6, 7, 12 and 13, July 31 and August 14 at 2:00 p.m. 

**E.R.A.U. Graduates 41 At Off Campus Center**

Forty one Embry-Riddle students recently received degrees at last week's ceremonies conducted by students from the University's main campus.

For the 41 graduates, the ceremonies marked the beginning of several years of dedicated and hard work, often under trying circumstances, including their stay at the University, the graduations represented the culmination of the beginning of E.R.A.U.'s off-campus programs.

In Warsaw, West Germany, 26 U.S. Army officers accepted degrees from E.R.A.U. during ceremonies. These included the following:

**Where Is The $½ - $%% & Pool??**

**STUDENT CENTER**

**ENTRANCE**

**MEN**

**OFFICE**

**WEDNESDAY, JULY 27, 1977**

*Volume 26, Issue 5*

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*Note: This issue of the AVION as an error made concerning the response letter written by Center Director, Warren A. Hossner.

The article involved explanation of the Co-op program's required administrative fee which must be paid by the student before working on the Co-op plan. He explained that this fee is not for tuition. It helps pay for administering the Co-op program. He reminded us that in 1977 the University decided to apply for grant funds from the U.S. Department of Health, Education and Welfare to expand and strengthen the Co-op program. However, conditions included the following:

The intent was so new as to have any pool program explains the significance of the building of the swimming pool.

To meet this goal re quired increasing program staff this year, assuming we are successful in obtaining our third grant, and growing the program to 300 placements, a student co-oping for one semester during fall in 900 placements. As you can see, we have a long way to go but have made a simple start with some 100 placements during the second grant period.

**Whichto Choose?**

By Mike Gentry

The intent then was to explain Embry-Riddle's graduate programs in aviation management and air science on Thursday, August 8 at 2:00 p.m. in the Central Purpose Room, University Center.

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Dear Editor:

Concerning the recent article in "Avion and Airports" (April 15, 1977), I might point out that the DC-30 is built in McDougan Douglas Commercial Aircraft Division facility at Long Beach, California. Their Military Aircraft Division is located at Longview, Missouri.

Also, why don't we get off the Douglas "kick," and have some articles on QUALITY aircraft from The Boeing Company.

Thank you.

Sincerely,
Ray D. Katz

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As chairman of the Food Service Committee, I would like to inform you, students of a matter that was brought to my attention. The director of Embry-Riddle's Food Service approached me and told me that he is having to raise the prices of the cafeteria due to the students failure to return their trays to the dish window. The manager of the cafeteria is required by the University to keep the cafeteria tables clean. He is having to pay someone to walk practically all day out three clearing tables where it really isn't necessary. If you don't want to see the plight of the tip, then do your part. Keep your trays at the end of the meal and return them to the food service window.

Sincerely,
Ken A. Madden

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Dear Editor:

Where's the new S.G.A. constitution, and what is its status?

Why wasn't there a meeting for the S.G.A. Senate, why aren't the minutes made available to the rest of the student body?

What's the status of the Florians, and when can we expect it?

If you are interested in the answers too, please stop by the S.G.A. office, and ask whenever you can find. I can get enough information myself, I'll run a story and let you know.

I want to apologize to those of you waiting to know exactly what President Hunt's career on the NFA was like. I did not realize that there were so much interest as there seems to. You'll have to be patient just a little longer, and I'll be printing an interview with President Hunt in which I'll let him answer.

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Dear Editor:

I just received your letter and am glad to see that somebody out there actually reads the Aviation Weekly. In response to your request regarding the lack of articles on Boeing equipment, the problem is not caused by the intent to slight any manufacturer. At present we are running those articles submitted by Earl Roosevelt and news releases from the various manufacturers, as we receive them. I would be more than happy to run an article on Boeing, if you would care to write it.

Sincerely,
Ray D. Katz

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To start off with, I am not an aesthetic student, and second, I am making an effort to state my complaints about the rapidly declining food service. Here are a few of my gripes:

1. There is a poor selection of food.
2. The food is expensive & not enough is given for the price paid.
4. The employees lack politeness & they are also rude to the students.
5. The only practical reason to eat here is out of convenience.

Daniel G. Kimman

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**FACES**

"We are extremely pleased and fortunate that Mrs. Anna Armstrong has agreed to join the Braniff board," said Chairman E. Chauncey Moore. "Her experience in travel, her knowledge of the airline business, and her educational background will be invaluable." He said it was expected that Mrs. Armstrong would be appointed to the board at a special meeting of Braniff's directors on or about October 10.

Mrs. Anna Armstrong
Braniff Air Lines Director
(Photo by Diana H. Walker)

**ALLEGHANY**

WASHINGTON, D.C. - Allegany Airlines today reported a profit of $1,200,000 for the year ending June 30, an increase of $800,000 over the $400,000 for the previous year. The company's board of directors has declared a dividend of $1.00 per share for the fiscal year.

The company also announced a major expansion of its operations, including the purchase of new aircraft and the addition of new routes. The expansion is expected to create hundreds of new jobs and stimulate the local economy.

**Ghana Purchases DC-9**

The "new look design of the interior will feature the latest in electrical and mechanical systems, ensuring a comfortable journey for all passengers," said G. John Murphy, CEO of Ghana Airways. "We are excited about this new addition to our fleet, which will help us better serve our customers and meet their needs for safe and efficient travel."
Powder Puff Derby Final

By Wanda Cummings

Shortly after 5:00 a.m. July 1, 146 planes of all sizes and combinations were on fire at the Springfield California Airport honoring the annual airport celebration of the Pow-der Puff Derby. The women pilots were both serious and new, from 36 States including Alaska, as well as from the Re- publics, and Canada. Competitors were flying their 24th Powder Puff Derby.

Before the final competitive departure, the temperature had soared to 130 degrees. Former WASP Meta Roda, baking in the open cockpit of her 1920 Brewster Birdy, took off, developed a oil leak, and returned home to Phoenix.

Although what was supposed to be a record breaking number of women were expected to be included in this year's Powder Puff Derby, it was not exactly a veritable celebration of the Powder Puff Derby. The women pilots were both serious and new, from 36 States including Alaska, as well as from the Republics and Canada. Competitors were flying their 24th Powder Puff Derby.

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Hydroplaning occurs when an aircraft operates on water, and the tires are able to be displaced by the water and lose contact with the runway. The tire may be lifted from and losing contact with the runway. When the tire reaches total hydroplaning speed, the tire may be completely lifted from the runway and the aircraft may lose control.

When the tire reaches total hydroplaning speed, the tire may be completely lifted from the runway and the aircraft may lose control. Therefore, hydroplaning can be very dangerous and can occur when the water depth on the runway is less than 0.3 inches. Over the years, the effective footprint area of the tire has been reduced, and the tire's effective footprint area, thus reducing tire traction. Figure 1, Total hydroplaning and cornering when the tire is new, shows how the tire footprint area decreases as the water depth increases.

Total hydroplaning speed may be roughly calculated by using the following formula:

\[ V_H = \frac{1.0}{\sqrt{2}} \times \frac{V_T}{W} \]

where \( V_H \) = total hydroplaning speed (in knots), \( W \) = total weight of aircraft, \( V_T \) = true speed (in knots), and \( \frac{1.0}{\sqrt{2}} \) = constant.

Hydroplaning is more likely to occur on a water depth that is substantially less than that required to induce Dynamic Hydroplaning. Hydroplaning can also occur on a runway that is not completely dry, as long as there is water on or near the runway.

The ability to plan ahead is indispensable when dealing with hydroplaning. It is important to be aware of the conditions at the airport and the runway. It is also important to be aware of the conditions at the airport and the runway.

Hydroplaning is a common occurrence, and it is important to be aware of the conditions at the airport and the runway. It is also important to be aware of the conditions at the airport and the runway.

The Rolls Royce Motorcar

By Ed Schmidt

The goal of the Rolls Royce Motorcar is to assemble the finest cars in the world. Rolls Royce is committed to creating the finest cars in the world. Rolls Royce is committed to creating the finest cars in the world.

The interior of the car is made of the finest materials, with Rolls Royce quality of construction. The exterior of the car is made of the finest materials, with Rolls Royce quality of construction. The exterior of the car is made of the finest materials, with Rolls Royce quality of construction.

The car is supplied at an estimated price of about $40,000, and the total cost of the car is about $60,000, and the total cost of the car is about $60,000, and the total cost of the car is about $60,000.

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CONSISTENT GROWTH IN QUALITY AND PERFORMANCE

We started a few years ago with the finest trainer for precision flying available on the world market today. To go along with it, we have developed a training course so complete that it must be offered on an instructor level. We have done professional Aerobatic flying for the cameras of General Motors, and are featured on films being shown at the nation's Six Flags Resort areas. Our performances have taken us to places like Sea Side Heights, N.J., where we performed for the whole town. Our most recent performances at Sea World have taken us over the two million spectator mark. To continue to stay abreast of our competition, we try to stimulate the industry with fresh ideas such as the Audio Visual program we are currently producing, or the all-attitude Flight Simulator we are in the design stages of. Our efforts to maintain rigid standards have resulted in producing some mighty fine students from all over the world. We're so proud of the competency level of our instructors that we have a policy you will not often find. If ANY pilot does not learn or benefit his skills during our dual instruction, then no charge whatsoever will be made for that period of instruction. You will be hearing more and more about our school as time goes on, so why not find out how to improve your skills with professional help? For a limited time, Aerobatic Dual and Special Introductory Flights will be conducted at a very attractive rate.

Between the hours of 9 am and 4 pm
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TERRIFIC PRICES!
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WESTERN, JULY 27, 1977

EMBRY-RIDDLE AERONAUTICAL UNIVERSITY