**NEW SERVICES IN UNIVERSITY CENTER**

Construction continues on the new Burrus Annex, located on the second floor of the University Center. According to Dick Pierce, treasurer-comptroller for ERAU, the Burrus Annex will provide a cashier's office more accessible to the students.

The construction is not for the University Center Tucker's office, so that he can have a place to sit and see the students below. This new Burrus Office Annex will duplicate the functions of the present Burrus Office which is located in the Administration Building.

These duplications include being able to pay University bills, cash personal and payroll checks. This new service will eliminate check cashing in the Bookstore, but the Bookstore will still accept check for the amount of purchase. This change will relieve the congestion in the Bookstore, allowing the store to improve its operation. A new accounting system will be used in the Annex Burrus office and Annex making these offices more consistent. The accounts will be updated daily, and each office will be provided a duplicate copy of accounts so no communications gap will exist.

Larger operating hours will principally be understood with another added convenience, as the new Burrus Annex will stay open until 3:00 weekdays. This is an extension of the operating hours of the main office, which closes at 5:00.

All of this is based on a new announcement that the University is growing, it has outgrown the old system. And with this change added convenience to you the student.

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**OSHKOSH '77**

Excitement and curiosity were evident as many developed people arrived for the 15th annual Convention and Sport Aviation Show of the Experimental Aircraft Association.

The curiosity of the Oshkosh locals is due to hundreds of odd-looking objects which have been hovering over the northeastern Western sky this past week. This is the culmination of the renowned months of past era in aviation, mixed with some of the classics of the aviation age and more than 100 planes that have been made in living rooms, basements, another kitchens and garages all over the nation.

A quarter of a million people are expected to pass through the acres of planes anchored here for this week-long celebration of American aviation. Many of the exhibits in the afternoon. Places have been provided for the thousands of campers who will be there. Those who fly in on their own aircraft find a welcome mat rolled out at Wittman Field.

There have been some 4,000 plane moves made each day, according to the FAA, and July's sales figures show an increase in sales.

**CPA**

United States Airline, Airline and the other analysis activities were part of the program.

Naturally, with the "World's Most Famous Beach" located only a few miles from Oshkosh, any July activities would make logs seem small and that mandatory.

The name of the Kennedy Space Center and other nearby attractions were also part of the program.

According to CPA Convention, the first flight program was assigned by its president and the other flight not geometric, but really was a carry over into this year's air show. A tour of the Kennedy Space Center and other nearby attractions were also part of the program.

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For the students, the flight program was one of the highlights of the summer, and it is a big credit to them and the instructions that so much was accomplished in the time.

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OPINIONS

THE OPINIONS EXPRESSED IN THIS PAPER ARE NOT NECESSARILY THOSE OF THE UNIVERSITY OR ALL MEMBERS OF THE STUDENT BODY. LETTERS APPEARING IN THE AVION DO NOT NECESSARILY REFLECT THE OPINIONS OF THIS NEWSPAPER OR ITS STAFF. ALL LETTERS SUBMITTED WILL BE PRINTED PROVIDING, AT THE DISCRETION OF THE EDITOR, AND ARE ACCOMPANIED BY THE SIGNATURE OF THE WRITER. NAMES WILL BE WITHHELD FROM PRINT IF REQUESTED.

EDITORIAL

By Ray D. Katz
AVION Editor

END OF SUMMER! IS NEW THING ANY BETTER?

With the last issue of the Summer I'd like to extend my congratulations to those graduating this term. Good Luck out there in the great wide world. As you start your new career, remember for a moment the point of it all. Where are you going? Do you hope to accomplish? What do you really want out of it all? It seems to me that a little reflection now, could save years of effort and anguish, to achieve a goal that you really can.

I'd like to extend these same sentiments and questions to those of you returning in the Fall. For a more specific application remain the S.G.A., as organized under the new S.G.A. constitution. The question has been asked, what do we need or want a student governing organization for? It's the same as asking, where are we going, or what do we really hope to accomplish.

I've heard several answers, such as: it's the organization that represents the students to the Administration, or it controls how the ETS, S.G.A, is spent, or meet the Student Court, but I'm curious to know what your opinions are on the subject, and I would love to hear them, so if you have any comments or questions to me, I'd appreciate them. I will print them all.

Sincerely,
Edward H. Coleman

LETTERS TO THE EDITOR

Dear Editor,

It's really neat that I'm able to write letters in this column in the AVION but the article "WERU Flookd by Security" you just did is a step too far. I believe the student body will agree with me that being labeled "stupid" is nothing to reply about. The paragraph I'm referring to goes as follows, "I haven't received a solution to any of the campus regulations. If you have, then you're stupid." End of quote.

What this implies is that the author deliberately disobynes campus regulations and acts as such without receiving any traffic citation. If that's not "stupid" than I don't know what it is. I never knew, until now, a person who really cared, really wants to accomplish, or it controls who that article is written by. That's what the article in question is that the student opinion. If you have any comments to make, I hope to hear from the Editor, and I will print it so that everyone can read it. I'll print all letters unless specifically requested not to.

Sincerely,
James A. Smith
Staff Writer

SPACESHIP RESHAPED FOR SHUTTLE

KENNEDY SPACE CENTER, Fla. — It will be a few more years until Kennedy Space Center's Launch Complex 39 can launch the first new member of the space shuttle fleet, of a rocket catapulting men into space. It will be nearly 22 months before the Space Shuttle rolls its nine engines into the sky on its first orbit flight.

But many of its spreading and massive facilities - built for Apollo journeys to the Moon - have already been shaped for their new roles in the Space Shuttle era.

KSC was selecting the primary launch and landing site for the Space Shuttle in 1972 and construction has been aimed at preparing to receive the first shuttle flight hardware in 1978 and to support the first manned orbital flight in 1979.

Among the facilities which had to be closely designed as the prime shuttle site was the existence of Complex 39, with structures readily adaptable to shuttle launch and recovery requirements. To keep costs down, planners were directed to take advantage of existing buildings which could be modified for the new facilities to be built only for those unique requirements.

The Space Shuttle is a new breed of space machine where it is launched like a rocket, man takes its controls, it lands like an airplane.

KSC's existing physical plant was so adaptable that only two major new facilities were required. These were: the Orbiter Landing Facility, on which the Shuttle Orbiter will land on its return to Earth, is one of the largest runways in the world. This concrete runway is located to the northeast of the Vehicle Assembly Building and is roughly twice as long and twice as wide as the normal commercial landing strip, it is 4.5 kilometers long, 38 meters wide and has a 39,000-square-foot area," at each end. Its equipment includes a Microwave Scanning Beam Landing System for spotting an accurate touchdown on the Shuttle Orbiter.

October is an automatic landing on its return from a mission in Earth's orbit, and the orbiter returns to the landing facility safely andSound after a typical mission.

The orbiter Processing Facility is located in the front? of Complex 39 and converted with the landing facility by a 0.5 kilometer journey. The ODF is essentially an aircraft "hangar" with two high bays in which Orbiters will undergo refueling and servicing immediately after landing. It is here, in a "cleanroom" environment, that ordnance and fuel tanks will be removed, flight and landing systems rechecked and all equipment reweighed and installed.

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Was It Really A Safe Flight?

The following Safe Flight article is taken from the Department of Transportation - Office of Aviation Information Statistical Bulletin.

ARRIVING AT YOUR DESTINATION SAFELY IS NO ACCIDENT, THEREFORE, IT BECOMES THE PRIMARY RESPONSIBILITY OF THE COMPLETE FLIGHT PLANNING. IN A CRISIS, IT'S NOT THE AIRPLANE YOU'RE FLYING, IT'S THE AIRPLANE YOU'RE FLYING.

As previously mentioned, a number of factors need to be considered in order to determine if a flight is safe. These factors include weather, altitude, ground conditions, and the skill of the pilot.

By the time a pilot has completed a flight, it is obvious that a number of factors have contributed to the safety of the flight. These factors include the fact that the pilot was able to take care of the weather, that the altitude was correct, and that the ground conditions were favorable. However, it is also obvious that there were other factors that contributed to the safety of the flight.

As previously mentioned, the pilot must have a clear understanding of the weather conditions at the destination airport. He must also have a clear understanding of the altitude at which he will be flying. This information is critical to ensuring the safety of the flight. In addition, the pilot must have a clear understanding of ground conditions at the destination airport. This information is critical to ensuring the safety of the flight.

In conclusion, it is clear that there are a number of factors that contribute to the safety of a flight. These factors include weather, altitude, ground conditions, and the skill of the pilot. However, it is also clear that there are other factors that contribute to the safety of a flight. In order to ensure the safety of a flight, it is critical that all of these factors be considered.
Books bought back:

McConnell: Economics Text
Flitz: Basic Electrical Engineering
Degner: Writing: A Practical Guide
Shuman: Modern Tech. Writing
Kedes: Introductory Math
Vosh: SciTech. Math w/CAL
Friend: College Math w/apps. App
Darmke: College Algebra w/Trig
Holmene: Plane Trig. w/Trig
Nairn: Understanding Statistics
Litech: Calculus w/Analytical Geometry
Speigel: Applied Differential Equations
Sokolof: Math of Physics and Mod. Eng.
Johnson: Principles of Accounting
McCarthy: Basic Marketing
Bracht: Personnel: Mgmt. of People
Lusk: Business Law
Simmer: Managerial Mind
Sourc: Psychology
Smith: Personality Development
Beier: Modern Technical Physics
Masser: Chemical Principles Texts
Halliday: Fundamentals of Physics
Perry: Aircraft Structures
Page: Low Speed Wind Tunnel Testing
Lowell: Stand. Aircraft Handbook
Perers: Aviation Electronics
Murack: Basic
Copper: Standard ForTRAN
Khalany: Cobol for Small and Med. Comp.
Bolt: AS/400
Zrar: Basic Electronics
Zzar: Basic Electricity
Shum: EG. Mech. Vol 1
Baker: Intro. to Solid Mechanics
Hin: Phase One: Let's Convert
Samela: Phase Two: Let's Read
Perine: Story and Structure
Scott: Spades in the Short Story
Smith: The Religions of Man

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Only books in good condition will be purchased. We cannot accept books if problems have been solved.

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