NEW SERVICES IN UNIVERSITY CENTER

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

The construction is not for the University Center Adminis-
trator's office, so that he can have a place to sit and up on the students below. This new Bunner's Office Annex will dupli-
cate the functions of the pre-
vious Bunner's Office which is located in the Administrative Building. These duplications include being able to pay University bills, cash personal and payroll checks. This new service will also eliminate checking cash in the Bookstore, but the Bookstore will still accept check for the amount of purchases. This change will effect the Bookstore, allowing the store to improve it's operation.

A new accounting system will be used in the Annex Bunner's office and Annex making these offices more consolidated. The accounts will be updated daily, and each office will be provided a duplicate copy of accounts so no communications gap will occur. Longer operating hours will provide students comfort with another added convenience, as the new Bunner's Annex will open until 9:30 weekdays. This is an extension of the operating hours of the main office, which closes at 5 p.m.

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

ERSAU'S SUN SEMINAR

A Solid Success

Eighteen of them enrolled. All would have, but FAA re-
gulations said that they were too young by several years. If even the remaining two and their instructors dis-
agreed, that was the way it had to be. The 20 youths were partici-
pants in Embry-Riddle Aeronautical University's (E-RAU) first Sun Seminar. The Sun Seminar program is designed to introduce the zone and depar-
tment of professional opportunities in aviation. These Sun Seminar students came from as far away as California. The seminar program, which included 10 hours of classroom and history intro-
troduction, two hours of flight simulator time, and 13 hours of flight instruction. The flight training, as part of the students, will be flight training from the University's Sun Seminar program and other university stu-
dents sponsored by the University's Sun Seminar program and other university students.

A tour of the Kennedy Space Center and other nearby attrac-
tions were also part of the program.

Naturally, with the "World's Most Famous Beach" located only minutes from Hotel, any sporting activity could be made possible. (Hours 11:00 - 1:00 daily, office A-226, extension 37T.)

Students with a minimum of 2.5 cumulative GPA who have completed HU 115 with a B or better are eligible for conti-
nuation. If you are interested in a job as a reading laboratory instructor this fall, see Mr. Flippin in Humanities as soon as possible. (Hours 11:00-1:00 daily, office A-226, extension 37T.)

OSHKOSH '77

This year's air show was the result of the International Con-
vention and Sport Aviation Exhibition of the Experimental Aircraft Association. The curiosity of the Oshkosh locals is due to hundreds of odd-looking objects which have been horning over the northeastern Western city this past week. Oshkosh is the com-
bination of the restocked remnants of past era's 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 century ago it was decided to pass through the acres of planes anchored here for this week-long celebration. The exhibits in the afternoon. Places have been provided for the thousands of campers who will be there. Those who fly their own aircraft find a welcome mat rolled out at Witt-
more Field.

There have been some 4,000 plane move-
ments here today, according to Leonard Howard, the show's director, who has been there since this event began. Dr. H.H. Pochesky, president and founder of the Experimental Aircraft Association said, "This show is the result of the hard work of people who wanted to enjoy the fan of this vast area shown out." Pochesky, who was secretary of the U.S. Air Force in 1959, is a retired Air Na-
tional Guard Colonel who owns seven planes, including the Tetra Plane, the float plane he built on his own. He is a resident of Wisconsin.

He has built 12 planes from scratch.

One of the "golden agers", people who know much about the route of aviation be-
cause they have played some part in it, is Mrs. Nooy Hoof. Known as the "pilots of women" who lived in 1928 and holds the commer-
cial license to fly a plane. She is the daughter of John E. Recheltier. Her flight and only airplane is a "cabin cruiser" that was used as a "cabin cruiser" in the 50's and has been used by Mrs. Hoof since that time.

Another one of the "golden agers" is Clifford Henderson who managed the National Air Race from 1928 to 1939, a period in which Charles A. Lindbergh was a participant.

Flies from all over the U.S. are at the event. These include planes from all over the state, from California to Vermont to Ohio and from Idaho to Arizona.

One individual, Bernard Gross, whose plane bears the name the "Deep Duck", named his aircraft after one of the popular ducks of the time. The aircraft was named by his wife when she heard that the aircraft name ideas were being solicited.

Another individual, William B. Yont, from Ohio, who named his "The Flying Eagle", named his aircraft after his name. He named his aircraft after his name.

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TRADITIONAL CEREMONY FOR YOUNG INITIATE - Flight Instructor Ray Belcher (R), takes Sun Seminar student Louise M. Dinerfield's (S) oath for the first time. (E-RAU Photos by Bob Conlan)

PASSAGERS REVOLT AGAINST BOAC

Forty-year-old Patrick Rob-

40S-0 RFSON, a pas-

tenger on a British Air-

ways plane, was one of the first passengers to refuse to board the plane this morning. The plane was scheduled to depart at 8:30 a.m., but the passengers refused to board.

Airline representatives were considering the possibility of delaying the flight, but eventually decided to continue with the flight. The flight was eventually delayed by several hours, but eventually took off as scheduled.

No new developments were reported as of this writing. The passengers remained camped out in the airport for the new cabin staff to be trained.

An airline spokesman said that they were not taking the passengers' complaints seriously. The passengers were planning to camp out at the airport until the next flight's arrival, and if that flight was delayed, they would continue their protest.

The passengers were also planning to pick up food and water from local stores, and if those stores were not open, they would "feel happy and want a rest."
The opinions expressed in this paper are not necessarily those of the university or all members of the student body. Letters appearing in this Avion do not necessarily reflect the opinions of this newspaper or its staff. All letters submitted will be printed provided they are submitted at the discretion of the editor and are accompanied by the signature of the writer. Names will be withheld from print if requested.

**LETTERS TO THE EDITOR**

Dear Editor,

It's rarely that I take offense to what is written in the AVION but the article "WERO flown by Security" went one 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 serious complaint since I started obeying the campus regulations. If you have, then you've stupid." End of quote. This implies that the author deliberately disobeyed campus regulations and is now forced to reply to traffic citations. If that's not "stupid" than I don't know what it is. I never knew, until now, a person who sold traffic citations.

I feel it's unfortunate for WERO that its program is so outspoken. It's hardly a reflection of what I would need to support needs to bolster its popularity.

Sincerely,
Edward H. Coleman

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**ON THE TRAVEL OPPORTUNITIES THROUGHOUT THE U.S.A.**

Miss Grace Kimbro and Carol Wilson of the Housing Office have suggested that you try a new or late-model automobile or van. Travel to or from most major cities in the United States (and Canada) for low cost of gasoline alone.

**SPACEPORT RESHAPED FOR SHUTTLE**

KENNEDY SPACE CENTER, Fla. — It will soon be two years since Kennedy Space Center's Launch Complex 39 last processed a space shuttle and readyed it for a rocket catapulting man into space.

And by a coincidence, it is two years more before the Space Shuttle draws its final breath on the sky as it makes its first orbital flight.

But many of its sprawling and massive facilities — built for Apollo journeys to the Moon — have already been reshaped for their new role in the Space Shuttle era.

KSC was selected to be 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 envisioned orbital flight in 1979.

Among the factors which led to KSC's designation 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 retrofitted to house new facilities to be built only for unique requirements.

The Space Shuttle is a new breed of space machine which is launched like a rocket, manœuvred throughout its flight and lands like an airplane.

The 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; and a site for the Launch Complex 39, the KSC launch site.

It is here, in a "clean room" environment, that ordnance and medical loads will be removed, flight and landing systems refurbished and payloads reassembled and installed.

The "technical forge" will be one of the largest facilities for new roles.

The Vehicle Assembly Building, site of assembly for the Shuttle's VAB, made use of the KSC's Soyuz program, being modified for the assembly of the Space Shuttle in two of its four bays.

The remaining two bays will be used for the testing and staging of the Shuttle's Solid Rocket Boosters and External Tank.

The Launch Complex Center, "heart" of the complex, is being fitted out with the highly complex Launch Processing System (LPFS) developed for Shuttle checkout and launch.

Two of the LCC's four Processing Rooms are being equipped with LPFS consoles and associated equipment.

So sophisticated is the new system that only about one thousand of the manpower involved for Apollo will be needed in the Firing Room to check out and launch the Space Shuttle, 4% as compared to 500.

The final countdown for the Space Shuttle is expected to take only two and one-half hours as compared to the 18 hours needed for the final countdown for an Apollo vehicle.

Launch Pads 39 A and B are undergoing major changes.

With the exception of the six fixed facilities which support Shuttle launches all of the structures on the surface of the 22000 acre KSC which traditionally built for future launches will be removed or relocated.

Inner portions of the massive launch tower from the Mobile Launcher Platforms is being removed and installed at each pad to serve as fixed Shuttle Service and Access Towers.

With the exception of Spaceport — a large space laboratory building built by the European Space Agency — many existing buildings will be reused and modified for the Shuttle Orbiter at the launch pad and from the Payload Changeout.

The Mobile Changeout Room (PCB) in "white room" configuration on the Universal Processing System (UPS) is self-contained and may be moved to the Shuttle Orbiter at the launch pad and from the Payload Changeout.

These two giant wheels are undergoing major changes to adapt them for the Space Shuttle.

The most striking visual changes involve removal of the launch towers and those from the platform. The need for these has been eliminated as the permanent launch towers on the pad.

The single opening in the wall of the Mobile Launcher Platform is being replaced by three openings to permit easier access from the Orbiter's main engine and two rocket boosters to escape firing."
The following Safe Flight articles were published by the Department of Transportation - Civil Aeronautics Board:

**Was It Really A Safe Flight?**

The plane was scheduled to leave from the New York City airport for a flight to Boston. The weather was clear and the pilots were experienced. However, during the flight, a mechanical failure caused the plane to descend rapidly and crash into the ocean. The surviving passengers were rescued by a nearby ship.

**20% FARE INCREASE**

The American Airlines board decided to increase fares by 20% in order to cover the increased costs of fuel and maintenance. This decision was met with mixed reactions from passengers, who complained about the higher prices and the uncertainty of travel during the winter season.
BOOKS BOUGHT BACK

Books are needed for the following courses:

- Economics Text
- Basic Electrical Engineering
- Writing: A Practical Guide
- Modern Tech. Writing
- Indiana Math
- Snell Tech. Math w/Cat.
- College Math w/Cal. Apps.
- College Algebra w/Trig.
- Understanding Statistics
- Analytical Geometry
- Applied Differential Equations
- Math of Physics and Mod. Eng.
- Principles of Accounting
- Basic Marketing
- Personality Development
- Foundations of College Chem.
- Modern Technical Physics
- Chemical Principles Texts
- Fundamentals of Physics
- Aircraft Structures
- Low Speed Wind Tunnel Testing
- Theory and Arty. of Flt. Stunt
- Stand. Aircraft Handbook
- Aviation Electronics
- Basic
- Standard Fontan
- Cobol for Small and Med. Comp.
- Basic
- Basic Electronics
- Basic Electricity
- Eg. Mech. Vol 1 & 2
- Introt. to Solid Mechanics
- Phase One: Let's Converse
- Phase Two: Let's Read
- Story and Structure
- Principles of Speech Comm.
- The Religion of Man

Books will be purchased at 50% of their current list price.

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

Books will be paid for at the same time as returned.

STUDENT BOOK BUY BACK

Friday, Aug. 17
11:00-2:00
3:30-4:00

University Student Store Hours
Monday through Friday
8:30 - 5:30 a.m. p.m.

We need your Ideas!
By Ben Grossenfeld

WE ARE PASSING A BEACH CAN BE FUN TOO

LOUIS ANGELES, July 25 - Northwest Orient Airlines, Inc., subsidiary has been awarded a Type Certificate for General Electric's new turboprop engine. The new engine is a commercial version of the Rolls TP400 and will benefit from the experience gained in the development of the Gulfstream successful T55, T74A, and T64 turboprops.

In making the announcement, John E. C. Sprague, Manager of GE's General Aviation Engines Department, stated that the CTT turboprop is the most advanced civil turboprop engine available in the world today; it offers constant speed propellers, new levels of reliability, and low initial cost. GE also noted that CTT performance and reliability are further enhanced by domestic and overseas helicopter experience in engine development, marketing, manufacture, and service. The CTT is the responsibility of the GE's General Aviation Engine Department, headquartered in Lynn, Massachusetts.

I was amazed that most of us are interested and involved in aviation also have a tendency to like travel. Specifically, most of us probably like to travel by air, and when we don't fly ourselves we are content to ride as passengers in today's safe, fast and reliable airliners. I always like to look forward to an airline trip as some kind of an adventure, especially as we fly into new countries on new airliners and different aircraft. I prefer flights with maximum numbers (unless I have to get somewhere) since the more exciting and exciting portions of a flight are the takeoffs and landings.

Northwest Orient, as I'm writing, is currently en route to the FAA for a complete two-class, in-flight, in-flight, and in-flight entertainment system, the first of its kind in the world.

[Continued on page 8]

THE FLYING ADVISOR

Northwest Orient is a world leader in the installation and installation of ILS systems for general aviation airports, including high-frequency navigation systems, distance measuring equipment, and air traffic control systems. The company's systems are currently being operated by the FAA, the U.S. Air Force, and more than 100 foreign governments.

CERTIFIED

LYNN, Mass. - The Federal Aviation Administration has awarded a Type Certificate for General Electric's new turboprop engine. The new engine is a commercial version of the Rolls TP400 and will benefit from the experience gained in the development of the Gulfstream successful T55, T74A, and T64 turboprops.

[Continued on page 8]
FOR SALE: Electra 21-S $1,900. Excellent condition, low engine hours, $1,200. Call Wayne at 417-780 or 417-783.

FOR SALE: 1970 Chevelle SS 454 $4,500. For sale or trade; must go! Recent tune-up, new tires, newutch. 350 miles. $3,900. Call Jerry at 417-780 or 417-783.


FOR SALE: Yamaha 90, 4-stroke, 350 miles. Excellent condition, 95% original. $1,900. Call Jerry at 417-780 or 417-783.

FOR SALE: 1984 Chevroletsimulate, 5 mph. Low mileage, 1,500 miles. $2,500. Call Jerry at 417-780 or 417-783.


FOR SALE: 1970 Plymouth Road Runner, 6,000 miles. Super rare, excellent condition, $4,000. Call Jerry at 417-780 or 417-783.

FOR SALE: 1971 Chevelle SS 454 $4,500. For sale or trade; must go! Recent tune-up, new tires, newutch. 350 miles. $3,900. Call Jerry at 417-780 or 417-783.


FOR SALE: 1963 Volkswagen, 5 mph. Low mileage, 1,500 miles. $2,500. Call Jerry at 417-780 or 417-783.

FOR SALE: 1984 Chevroletsimulate, 5 mph. Low mileage, 1,500 miles. $2,500. Call Jerry at 417-780 or 417-783.