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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 E-RAU, 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 eat on the student's bistro. This new Burrus's Office Annex will duplicate the functions of the present Burrus's 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 it's operation.

A new accounting system will be used in the Annex Burrus's 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 occur.

Larger operating hours will provide an extended understanding with another added convenience, as the new Burrus's Annex will stay open until 5:30 weekdays. It will be an extension of the operating hours of the main office, which closes at 3 p.m.

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.

OSHKOSH '77

PHOTO BY Charley H. Scaife

EURA's SUN SEMINAR
A Solid Success

Eighteen of them enrolled. All 20 would have, but FAA regulations say that they were too young by government standards. Even if the remaining two and their instructors disagreed, that was the way it had to be.

The 20 youths were participants in Embry-Riddle's nationally recognized University's (E-RAU) first Sun Seminar. The Sun Seminar program is designed to introduce the sons and daughters of professional aviators to aviation as a career opportunity in aviation. Also, the Sun Seminar Students come from as far away as Iowa, Idaho, New Jersey and from better apportionment, two hours of flight simulator time, and 13 hours of flight instruction.

The flight training, as part of the program, is on Florida based University's Sun Seminar flight program and instructor, as well as the classes, classroom work and other university activities aimed at preparing the participants with a final hand on the horizon of today's aviation world. A tour of the Kennedy Space Center and other nearby attractions were also part of the program.

Naturally, with the "World's Most Famous Beach" located only minutes from here, and July activity would make laying down some plane work and surf very mandatory.

For the flight, an excerpt from the "World's Most Famous Beach" contained some plane work and surf very mandatory.

According to Christian Daniel of Bowling Green, Ga., the Sun Seminar was a well planned mix of hard work and resiliency. "The entire program was impressive. For me, it was a whole new world. I had to study to night to keep up with the day activity. It was worth it, though," said Christian, the daughter of an Eastern Airlines pilot.

Her flight instructor, E-RAU Chief Pilot Tom Eubank, echoed her sentiments. "Midnight oil all around. All the students and instructor gave it their best shot." Scott Vogtlander, of Palatine, Ill., and son of a United Airlines Captain, said, "It was all great. The airplane work was presented so that new guys like me could get into it. The homework assigned by my flight instructor and the other guys, got you going, but it really came through and helped a lot." Bob Smith, E-RAU flight instructor added, "The extra technical reports by the family and the students made the grade more than worthwhile. You have to remember that the students in in addition to a ready more than full time program at the University." Instructs Ray Biecheber summed it up with, "The principal packages and the obvious talent were obvious. It was up to us to meet the challenge of flight scheduling and getting the most out of every minute we had on the job."

According to Bob Whempolski, E-RAU's director of Special Programs, planning is already underway for next July's Sun Seminar, "Sun Seminar '77 was another great success. We intend to surpass it, through next summer with Sun Seminar '78."
END OF SUMMER! IS NEW THI ANY BETTER?

With this 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, conquer, 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? 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 some sentiments and questions to you 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 government for? It's the same as asking, where are we going, or what do we really hope to accomplish.

I've been a few different answers, such is the organization that represents the students to the Administration, or it contains how the E.G.S.A., fee is spent, or even the Student Court. But I'm curious to know what your opinions are on the subject. Do you have any specific concerns as a student, or if so I can do an independent report of student opinion. If you have any comments or suggestions, let me know the Editor, I know, and I will print it so that everyone can read it. I'll print all letters unless specifically requested not to.

Sincerely,
Edward H. Coleman

KENNEDY SPACE CENTER, Fla. — It will soon be two years since the Kennedy Space Center's Launch Complex 39 last reentered the pages of The AVON and flew a rocket catapulting men into space. And it will be nearly 20 more years before the Space Shuttle makes its way into the sky on its first orbital flight.

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

KSC was selected by 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 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 service requirements. To keep costs down, planners were directed to take advantage of existing buildings which would be utilized if possible and all new facilities to be built only if they met a unique requirement.

The Space Shuttle is a new breed of space machine which is launched like a rocket, maneuvered in space, and lands like an airplane.

But 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 large test area for the full-sized Space Shuttle simulations and tests.

It is here, in a "closed system" environment, that ordnance and control skills will be rendered safe, flight and landing systems will be fully tested and payloads re- moved and installed.

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Was It Really A Safe Flight?

The following Safe Flight article, previously run in the Student Department of Transportation-Information Services News, may have been missed.

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Arriving at your destination safely is no accident, therefore, it is important to share all information with your pilot in an effort to enhance each flight. As Dean Frost, Director of Administration, puts it, "Our job is to fly safely and efficiently."

After a particularly bad month of accidents in Florida, the Pilot's Union investigated the medical and mechanical causation factor, which led to the formation of the Florida Pilot's Union. "How do you ensure the safety of your flight?" asked the pilot, and he listed the following:

(1) Pre-flight, (2) Flight planning, (3) During flight, and (4) Post-flight review.

Pilot Joe James said, "In these last few weeks, I have been flying and I have realized how important it is to ensure the safety of your flight."

One of the most important things to remember is that you should never fly with a weather that makes it difficult to see.

Pilots should always be prepared for any type of weather that may occur.

One day, while flying in the mountains, Pilot Joe James encountered a severe electrical storm.

"I was flying in the mountains and I saw a lightning strike," he said.

"I quickly realized that I was in danger and I immediately turned the plane around to avoid any further damage."

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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 BOUGHT BACK

McComm. Economics Text
Flitz. Basic Electrical Engineering
Daghe Writing: A Practical Guide
Shurman Modern Tech. Writing
Keezy Intro. to Mach.
Friend College Math v/s Apps.
Barnett College Algebra v/Trig.
Holmes Plane Trig. v/Trig.
Norton Understanding Statistics
Weil Calculus Analytical Geom.
Spiegel Applied Differential Equations
Salas Calculus Math of Physics and Mod. Eng.
Johnson Principles of Accounting
Huston Mgmt. Theory, Prac. & Prac.
McCarthy Basic Marketing
Breach Personality Development
Smith Life Sciences
Hin Foundations of College Chem.
Beiner Modern Technical Physics
Masuriner Chemical Principles Texts
Halliday Fundamentals of Physics
Perry Aircraft Structures
Page Low Speed Wind Tunnel Testing
Rivelio Theory and Arty. of Flt. Struct.
Lowell Stand. Aircraft Handbook
Perrea Aviation Electronics
Marracek Basic
Cooper Standard Fortran
Khaliyv Calculus for Small and Med. Comp.
Buchman Basic Computing II
Ziar Basic Electronics
Ziar Basic Electricity
Shanes Eg. Mech. Vol 1
Baker Intro. to Solid Mechanics
Sedman Phase One: Let's Convers
Samelson Phase Two: Let's Read
Perrea Story and Structure
Scott Spacial in the Short Story
Monroe Principles of Speech Comm.
Smith The Religions of Man

Contract Launched for 2nd Launch Platform

KENNEDY SPACE CENTER, Fla. - NASA's John F. Kennedy Space Center has just awarded a contract for $7,285,000 to Algernon Blair of Industrial Contractors, Inc., Decatur, Georgia.

The fixed-price contract is for the conversion of a Titan/Apollo mobile launcher to a mobile launch platform for operational use in the Space Shuttle program.

The conversion work involves removal of the launcher's 4500-foot tall mobile tower and its crane. A permanent launch tower is being installed at KSC's two mobile pads at Complex 39, eliminating the need for travel on the mobile launch platform.

Also removed in the conversion is replacement of the single-section rotating opening in the platform with the three required by the Space Shuttle's main engines and twin solid boosters.

The conversion of KSC's three mobile launchers to a mobile launch platform is nearing completion and the new contract marks the beginning of modifications work on the second.

Completion of the conversion process on the second mobile launcher is scheduled in 15 months. KSC has been designated the prime launch and recovery site for the reusable Space Shuttle, scheduled for launch on its manned orbital mission in the spring of 1979.

The Phoenix staff is presently looking for dependable people who are willing to give some of their spare time to help put together a good yearbook for this coming year.

If you have had any previous experience with layout, ad sales, business managing, photography, etc., we need your help!! If interested, or in need of more information, Please Contact:

Linda Tanner
E.S.A.U. Box 5102

Cathy Williams
E.S.A.U. Box 2566
I am among those that are interested and involved in aviation also since I can do it. Specifically, I was probably like to be tried by air, and when do we don’t fly ourselves we consider to rent as passengers in today’s fast, safe and reliable airliners. I always like to look forward to a flight stop and at some kind of an adventure, especially new routes and new airliners and different aircraft. I prefer flights with a minimum number stops (unless I have to get somewhere since both the attempts and landings. Boat to cruising - read a book, study the stories or do sleep. Those of us who have frequently traveled as passengers have by now probably picked our “favorite” airliners to ride in, since there is the good old “narrow-bodied” (the Boeing 737, 727 and Douglas DC-9 and DC-10). Others find it more pleasant to ride in the larger “wide-bodied” airliner, the DC-10, Lockheed L-1011 and the DC-10 Boeing 747. We may have one or two in the smaller, more simple narrow-bodied, or we may like the larger size and variety of the widebodies.

My trip on an airliner is only as fun and interesting as you and those you sit with. We just imagine - sometimes those accurately then you will have to go up front in the cockpit; twice the air is not going to be as good as the captain.” I don’t have any choice. Northrop-Wilcox is a world leader in the field of electronic systems, including very high frequency communication equipments, navigation, distance measuring equipment (DME), or satellite communication equipment. The company’s systems are currently operating unaided in the u.s. and in more than 100 foreign countries.

### C7 ENGINE CERTIFIED
Lynn, Mass. - The Federal Aviation Administration has awarded a Type Certificate for General Electric’s new T700-GE-701D engine. This new engine is a commercial version of the T700 and will benefit from the experience gained from the GE program’s successful T55, T701, and T74 helicopter engines.

By Mark A. Blau, Senior Editor of GE’s General Aviation Engine Department and Editor of AEM.

As the most advanced commercial engine available today, it is a smaller, lighter, more reliable and efficient. The T700-GE-701D will be used for a variety of applications, including general aviation, business aviation, and military aircraft. The engine is expected to provide significant fuel savings and reduced maintenance costs.

### BEING A PASSENGER CAN BE FUN TOO!
By Bob Gressner

I have flown in a T-727, other than that I have flown in a few others. It was a very long and uncomfortable flight. You get the feeling of a very long and uncomfortable flight. The T-727 is a great airplane, but it can be very uncomfortable. You get the feeling of being stuck in a very long and uncomfortable flight. The T-727 is a great airplane, but it can be very uncomfortable. You get the feeling of being stuck in a very long and uncomfortable flight.

FOR SALE - 54 Kawasaki 750 c.c. Low miles, excellent condition. Phone 417-7077 or 417-7078.

FOR SALE - 64 Suzuki S 4109. A 64 model with low miles, excellent condition. Phone 417-7077 or 417-7078.

FOR SALE - 250 SS center & frame with 600 engine, 600 miles, excellent condition. Phone 417-7077 or 417-7078.

FOR SALE - 15 ft. 26 ft. 600 c.c. center & frame with 600 engine, 600 miles, excellent condition. Phone 417-7077 or 417-7078.

FOR SALE - Harley-Davidson Electra Glide. Phone 417-7077 or 417-7078.


FOR SALE - Automatic Dolly 4000. Phone 417-7077 or 417-7078.

FORSAL: 31KES & Scooters

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FORSAL: 31KES & Scooters

EMPLOYMENT WANTED

HEAD EXTRA MURRAY

SECRETARY - Flight Technology, at noon

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