New Dorms To Come

By Mark Stanway

Next Fall, the housing problem that we’ve seen how bad it can get this year, will be alleviated by the opening of the new Dorms.

The new Dorms, when completed, will be a housing complex that will provide housing for 840 students. The complex will be located on the north side of campus, near the existing dormitories.

The Dorms will be divided into two sections: the Dorms A and Dorms B. Each section will have its own facilities, including a dining hall, a recreation area, and a study area.

The Dorms will be designed to provide a comfortable and safe living environment for the students. Each dorm room will have a private bathroom, a seating area, and a study area.

The Dorms will be completed by the end of the summer, and the students will move in during the fall semester.

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An Inside Look

By Kevin O’Gara

Twelve o’clock midnight. In Room 222, somebody makes a noise, a noise that 222 somebody hears, so the wall to greet the people passing by. In 222, my room, we can hear it all, work from 4 a.m. to 8 a.m., so sleep is pretty important to me. Of course, what I want to ask for quiet, nobody knows anything. The noise usually stops, just long enough for me to get slept before starting again. Life is life in the dorm.

Dorm life is not easy. Sure, I am separated from the rest of the campus, but I have my own room to call my own.

Dorm life is full of noise and excitement. Every night, there is something happening somewhere on campus. The noise is a part of dorm life, and it is what makes it exciting.

Dorm life is not always easy, but it is something that I am proud of. I am proud of the noise, and I am proud of the excitement that comes with it.

Dorm life is full of surprises. Sometimes, something unexpected happens, and it makes the night even more exciting.

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WISE UP!

By Ray D. Keis
AVION Editor

As the election campaign gets closer to the final showdown, there is no question that it's getting increasingly intense. The Student Columnist last night during his/ her afternoon debate, should make sure that more fuel is poured on the flames.

It seems that the students have been working overtime to ensure that the S.G.A. is in good standing with the Constitution. The following was prepared by the Constitution Committee and we wish to thank them for allowing us to share their findings with you.

THE ART OF COMPLAINING

Most of us, at one time or another, have had a reason to complain about the products or services, or maybe just being a little difficult to deal with a computer.

One of the most effective ways of getting the complaint to a company is in writing. This allows for more thought and consideration, and it is much easier to see the customer's point of view.

As with any complaint, it is best to keep a copy of the documents relating to the purchase of goods or services. This way, you should have a backup to reference, or in the event of a problem, the terms of your agreement will be clearer.

In returning merchandise, or filing a complaint, most firms will require you to have the original documentation as "proof of purchase."

WARRANTIES - AND GUARANTEES -

These two words are designed to protect both the consumer and retailer against faulty merchandise and/or service. Read them carefully and seek for an explanation of the terms are not clear to you. Both parties have responsibilities to fulfill the terms of the warranty or guarantee.

Usually, a certain period of time is covered, or how long the repair facility should complete the repair within. If you have the power, you can delegate these people into positions to enhance the centralization of the power. The Senate, with its 2/3 override of the president's veto is essential to the welfare of the students at large, and it is only fair to have that proper representation should be used to ensure a QUALITY Senate.

If the candidates are not far enough apart to see the underlying point of last week's article, they cannot function with more vision than what's in front of their face, then it's time for a better way with more sincere candidates. You, the student body need to be heard as students, and should not sit at that voice of all of you is limited to ten sessions total.

Both Allen, Allay E. (1977)

In answer to the letter to the editor column which appeared in the Sept. 14, 1977 issue.

Even though Mike Jaworski did most of the work on the article to assist in the final draft, there is no conflict of interest due to creating jobs. The job of president and vice-president have been in every constitution that the S.G.A. has operated under.

Smokey Stover

After reading the letter to the editor column in Sept. 14, 1977 paper I think something should be cleaned up. It is true that Mike and Smokey worked on the new Constitution. First, it should be known that even since the S.G.A. was formed there has been a President & V.P., yet they did not write this letter, the new Constitution. Second, they filed their petition before the new Constitution was acted on and has said many times that whenever the students vote for them they will go along with it.

John B. O'Neal

EYES ON THE PRIZE

By Dr. Jeffrey H. Ludewig

Although on some appreciation (and more often than not "tune out") a choleric complaint, there was a legitimate complaint in certain cases justifiable. The following was prepared by the Constitution Committee and we wish to thank them for allowing us to share their findings with you.

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John B. O'Neal
Enjoying The New Campus Activities

By Kevin Quinn

On Wednesday night, an open forum was held in the Residence Hall Annex. Attending were some of the most active members of our student government, activity related branches of the administration, and a general student body. The purpose of this meeting was to explain upcoming campus events, and how to get involved with them. At the same time questions were entertained from many of the students present. This was an informal, give and take meeting; the kind we must keep more of so we are to open the lines of communication and entend campus apathy.

Nina Frost, new Director of Student Activities, was the moving force behind this meeting. She is working for you, but her job is meaningless unless you tell us what you want to see in the way of campus activities. Her office is located on the first floor of the U.C. next to the Common Room. Frost does her best to know what you want. Nina and two of her assistants, Paul Straley, and Al Willowsky, have the following five suggestions:

1. Later this month a selection of video tapes will begin showing in the academic complex. Included will be a complete showing of "The Groove Tube", boxing matches and several other features. Of course, movies will again be shown regularly in the U.C. on Friday nights. Among these are, "The Pretenders", "Blind, Boog", and "Drive In".

2. Coach Heblisch, the Athletic Director, informed us that flag football was starting. An organizational meeting was held in the Common Room from 6 p.m.

Other intermittent events will include Volleyball, Basketball, and the very popular St. Patrick's Day parade. A nice trip is to be had at the baseball stadium. And the coach invites any and all to come out. Sign up. If you join the E.R.A.U. team then the Golden Eagles, which is expected to have an excellent season. This month will also see a new universal in the area and the resurfacing of the tennis courts. Throughout the introductory Katana lessons will be offered at 4:30 p.m. in the gym. Shooting will also be offered later this year. Volleyball, football, and other equipment is available for general students use in the area from 3 to 4 p.m. daily, and suggestions for future equipment will be welcomed. A schedule of these and other sports activities will be posted on the post office bulletin board and the art box soon.

3. Bob Spanton, University President, will be a "Break Night" planned for Friday, Sept. 22, behind the Residence Hall. Meet the书法ique pit. Sprinkles will be here to feed the Food Service Department. So make sure you get over on 6th floor. If you have any complaints about the food service speak to them about getting on the committee.

4. Bob Robertson, Dean of Students, was forced to open his course, "Life as an athlete," this month. Already this transfer half a dozen students have had to be dismissed from campus for possession of marijuana. E.R.A.U is a school of Education and the University is trying to please the best of you and the best of us. For this reason E.R.A.U. will discipline you guilty of smoking, possessing of knowingly remaining in the presence of such drugs. The F.A.D. will also be informed of all such cases. This month will also see a new universal in the area and the resurfacing of the tennis courts. Throughout the introductory Katana lessons will be offered at 4:30 p.m. in the gym. Shooting will also be offered later this year. Volleyball, football, and other equipment is available for general students use in the area from 3 to 4 p.m. daily, and suggestions for future equipment will be welcomed. A schedule of these and other sports activities will be posted on the post office bulletin board and the art box soon.

5. By maintaining a strict accountability on E.R.A.U. monies and keeping us informed as to how the students are allocated and expanded.

6. The most important individual on campus. We must show the students that this is true.

E.R.A.U.
MEDIA CENTER

Would you like to see the Media Center open more hours? A survey will be taken Thursday and Friday, Sept. 22 and 23, concerning the hours of operation of the Media Center. Surveys will be available at the MC front desk and at a table to be placed next to the lunch line in the cafeteria. Please fill out a survey while you wait. Make your feelings known. Speak out!

You know that little box that appears just by the reading room door? If not, here's how it's used:

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BOX #

EXPERIENCE (IF ANY)

AREA OF INTEREST (O.J., PROGRAMMING, ETC.)

AFROTSC

By Bob Ruff, Jr., Pres.

Greetings: I would like to introduce you to a new, excellent student organization, The Screaming Eagles, which is a new student football club. The purpose of the club, is to bring together those of you who are interested in the sport of football and competition. The club is open to all Emory-Riddle students and their families, or if you are interested come to our next meeting to contact us at Box 4233 or to lean Eason at Postlethwaite A. The next meeting is to be held at 7:45 p.m. in the Student Union Lounge.

For everyone who didn't make a Splash at our annual football practice, make sure you're there at 9 this Saturday. We need moves...police cars and fire engines ready to move. See you at the game!
Fraternity Corner

AHP

By Ken Moren

By Joe Berkel

The Veterans Association held its first business meeting of the fall semester last Friday evening with one of the best turn outs in some time. At the meeting Brian Furrer, president pro tem, got his feet wet at administering his new duties. Most of the new and old business was handled by Berkel in an effort to make the transitional period as smooth as possible. The meeting was not only well attended but also extremely lively after a motion by Carl Duncan was put before the membership to delay voting on the candidates for associate membership until after the first social event was held. The motion triggered a lengthy discussion which took many tangents as members made recommendations to those making the decision to choose specific associate members from the many extremely worthy candidates. The question of whether to expand the associate membership to possibly seven or to maintain the five memberships provided in the constitution has been postponed for further discussion until the first business meeting.

The Vet Club extended its appreciation to the Trustees Board for their visit which gave the members the chance to meet and get to know a few of the present problems facing the station. Stanley is now a regular SGA presence, and was invited to speak at the next business meeting reciting an invitation extended to both by J.D. Both candidates seem extremely dedicated to the club and just represent a portion of the student body and the club members for Thursday night should be most informative.

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making your experiences while at the university some of the best of your life. The football team needs a lot more support than it is getting right now. If you desire to play this fall, get out to the practices, the first game this Friday.

The bookstore is still in need of books. The areas needed most are Math, Computers, Psychology, Economics, Management, and History.

The bookstore is open daily from 10:00 to 4:00 for purchase and book returns. Pilot supplies are also being sold for the book prices around. The Vet Used Book Store offers all students an opportunity to sell their old books for money. It needs your old books to keep providing these services, so help us you re- cover some of your expenses by selling your books here.

The welcoming party will be held this Saturday night, September 24, at 8:00 p.m. at the Cypress Village Recreation Hall. The party gives the members an opportunity to grow older and make new friends and to have a good time drinking it all. Members, active students, wives, and/or girlfriends, and associate members are invited and strongly urged to attend.

The football team practices are not getting the attendance desired. The sports activities in which the club is involved have been a great source of prestige for the club. The Vet has maintained a tradition of being number one in all their endeavors, and this football season is no exception. With a new season on campus you will find that same spirit, especially in the clubs sports endeavors, will end in making your experiences while at the university some of the best of your life. The football team needs a lot more support than it is getting right now. If you desire to play this fall, get out to the practices, the first game this Friday.

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A & P's and Helicopters

The graduate A&P, licensed and equipped, may not be sufficiently trained to commence as an active career. While this may handicap to the advantage of the potential employer as he seeks from talent in order to estab- lish a continuing supply of maintenance personnel to his own operations — to train the new A&P in the practices and procedures of his business — it spells end of the education process itself. This is not due to inadequacies within the edu- cational institutions, because they do meet FAA require- ments. It is the result of the fact that these requirements are not met with the technol- ogy a graduate A&P encoun- ters upon entering the industry.

The graduate A&P enters in training and takes on the as- sumption that a career will be waiting. He may then find further training, low to moderate pay and many mental tasks. Within reasonable limits, this may be expected as part of the initiation process. However, he may encounter real barriers to obtaining adequate employ- ment, at a decent salary, in an area which is acceptable to him. In any event, employers who offer rather modest begin- ning salaries under difficult training conditions, can no longer con- serve his professional career by subjecting him to a low level education.

The rotocraft industry is, at present, largely dependent upon mechanics who were, for the most part, trained during World War II. While the Korean con- flict and Vietnam, these armed forces personnel entered the workforce and there were many more skilled mechanics entering the maintenance industry. This group is presently approaching retirement and, within the next several years, many quali- fied and experienced mainte- nance personnel will leave the field. The supply of increasing A&P is insufficient to com- pensate for this loss to the pro- fession, and the result will be a prolonged depletion of the maintenance resource because stringent measures are taken immediately to prevent this.

Thus, the rotocraft industry is pressed by inadequacies in the educational and training area, and is in no degree plagued by the increasing mechanical obsolescence of its products. The civilian workers will be handicapped in the form of in- sufficient training maintenance personnel, with possible condi- tions which in the future, may result in shortage of skilled personnel.

In excess of 15,000 general aviation aircraft are manufactur- ed annually in the U.S. When this figure is narrowed to those within the helicopter production levels one would expect to find, 100,000 annual pilots in the dis- tributed supply of experi- enced professional maintenance personnel, and the growing com- plexity of the maintenance process. The rotocraft industry may soon be on the brink of a dilemma.

EDUCATION & LICENSING

Despite the presence of a reasonable amount of "turnkey" maintenance training in- stitutions, the program is not entirely effective. Most training in- stitutions are presently func- tioning under criteria insti- tuted at the year 1970, until then.

Part 147 regulations governing these schools dated five years previous. The 1970 action- ness of these education programs to the criteria estab- lished in 1970, however, very little has been done since.

Further update course con- tent. Thus, the level of edu- cation for the A&P has stabilized at the level of the 1970 regula- tions. The disparity however, must not yet be rectified, as numerous students are using training programs which the maintenance technique has been changed in the preceding years since.

Five years of operation are essential to the establishment of a reputable maintenance school, and the operation-owned school comes dependent upon fees and tuition to continue in busi- ness. Thus, in order that the in- dustry may respond to future demands for training, additional schools and programs would be established new and, proportionally, funding for such, with little increase. These programs utilize public funds function independently of the profit motive and, as such, can be successful in competition regardless of income from student sources. Such programs often provide to the undergraduate all books and materials as part of the curriculum.

Once organized, adminis- tration of the new maintenance training program must not only to the FAA a detailed descrip- tion of its study program for approval prior to licensing. The FAA has established nothing that lengthens for six to seven years between initial planning and the establishment of a training program. The recog- nition of the importance of this dilemma has been taking place in the last several years, as the maintenance industry is revisited and the level of education found wanting. In order to correct this situation, the maintenance field must find a way to compensate for the previous levels of maintenance education provided.

While the cost of training is, for the most part, tied up under provisions of the GI Bill, the student who enrolls in this program must find a way to become solely to cover the costs himself con- tain an investment of two to eight thousand dollars for the two years program, or, the cost of additional specialist- ed study.

(The U.S. Air Force wishes to acknowledge the able as- sis- ance of Richard S. Keen, Executive Director, Aviation Maintenance Foundation, Casper, Wyoming, in preparing this material.)

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SUN BANKER"
Visual Illusions

By Em Nadden

Visual Illusions on the Flight Deck

1.0 VISUAL ILLUSIONS DEFINED

A visual illusion is a false perception received through the visual senses (eyes). What we perceive does not always correspond with what is actually there. Past accidents attributed to visual illusions in the approach phase of flight have prompted this article.

1.1 APPROACHES AT NIGHT

Generally, the reduced contrast and the amount of visual clues available will work to give the pilot problems with judgement of heights and distances. This illusion results from the pilot's perception of an illusion of height and distance which occurs on a night approach to a runway which is situated in an area with little or no illumination or light. This illusion results in a higher than normal perception. See figure 1.

1.2 PARALLEL RUNWAYS

When approaching one of a set of parallel runways, the pilot will likely sense a cliff and may descend too low in an effort to compensate.

1.3 APPROACH LIGHT SYSTEMS

A standardized approach light system has not been adopted for all airports equipped with approach lights as yet; therefore, it is difficult for the pilot to judge height and distances on the approach unless through knowledge of all runways obtained. Therefore, the absence of an ALI will increase the chances for visual illusions to manifest themselves.

1.4. RUNWAY LIGHTING INTENSITY

When runway lighting intensity is lower than usual, the aircraft will tend to be lower than it seems.

1.5. DARKNESS

Conditions such as darkness, smoke, haze, and glare will affect depth perception considerably (shadows and other contrasts are not discernible). The aircraft will tend to be lower than it seems. This illusion is most pronounced on dark, moonless nights or when haze or smoke layers lay low across the runway threshold.

1.6. CLEAR, COLD DREAD NIGHTS

On clear, cold dark nights, the runway may appear to close than it actually is. Bright lights and bold colors advance while dim lights and dull colors recede.

1.7. "BLACK HOLE" EFFECT

This phenomenon produces an illusion of height and distance which occurs on a night approach to a runway which is situated in an area with little or no illumination or light. This illusion results in a higher than normal perception. See figure 1.

1.8. RUNWAY WIDTH

Runway width plays an important part in determining the pilot's sense of altitude on the approach and/or when flying for touch downs. When approaching a narrow runway, the pilot may feel he is high, compensation will lead to a low approach and possible underflow.

1.9. "DUCK UNDER"

Duck under is an airport forward attitude change after reaching the decision height or the minimum descent altitude in an attempt to bring the touchdown point into the pilot's visual range after low-level sound has been encountered. This occurs most often during a low-visibility approach after breaking out of an overcast and producing very high sink rates and thrust required problems when in a high.

1.10 VISUAL ILLUSION ON NIGHTS

1.10.1.1 VISUAL ILLUSIONS OF NIGHTS

Common causes of visual illusions on nights are available. The result in a harder landing or an underflow may result. See figure 2.

1.10.1.2 TEXTURE & CONTRAST

Lack of runway contrast with the surrounding terrain is a major cause of landing frustrations. If the runway is covered with snow or any other substance that reduces contrast, the aircraft will tend to be lower than it seems.

1.10.1.3 OVERWATER LANDINGS

Approach conducted over water offers minimal visual clues due to the water's homogenous nature and lack of contrast. Pilot not accustomed to landing over water have a tendency to make low approaches and consequently land short.

1.10.1.4 PAIN ON THE WINDSHIELD

When flying in rain, in addition to poor visibility, the pilot must consider the water's tendency to make low approaches and consequently land short. This illusion increases with the reduction of windshields. The pilot to "see" a horizon (or runway, terrain, etc.) that is below the actual horizon. The error can be as great as five degrees, approx. 400 foot error at 2 miles. See figure 3.

1.10.1.5 DUCK UNDER

Duck under is an airport forward attitude change after reaching the decision height of the minimum descent altitude in an attempt to bring the touchdown point into the pilot's visual range after low-level sound has been encountered. This occurs most often during a low-visibility approach.

1.10.1.6 ROOM THROUGH SKY

When runway atmosphere is hazy, the pilot may feel he is high, compensation will lead to a low approach and possible underflow.

1.10.1.7. DIAL YOUR PIZZA

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The box is being run by one resident director and six resident assistants. The resident assistants are responsible for maintaining the public rooms for damage-free, and after the students leave them. At some point, the box assistant manager will take over for that one month, or the other in turn for them to have a single month. They also have one other duty a week when they are supposed to be somewhere on the inn's grounds between the hours of 5 p.m. and 6 a.m. These assistants are there to help students with any problems that arise, so they are not there to be mothers.

Resident Director

Continued from page 1

We are actually on duty round the clock to help students with difficulties.

To become an advisor, the B.O. screen the applicants looking for good initiates, friendly people, who even get involved and don't hide out of their way or help others in the group during his one and a half year as a resident director. He added that the time was the same for the student's advisor. He also mentioned that he had been involved in the S.A.W. Meetings committee, and they are the committee for E.R.A.'s swimming pool which is in the planning stages.

Looking towards the future, Caining is trying to get more help from the university for the dormitory at night and to places such as Disney World or Cape Kennedy. He will also re-evaluate finances and maintain on staff, that needs to be done, done.

Muck credits is certainly due to all the resident advisors and resident director, Mike Gearing. Keep up the good work.

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(VOLUSIA ACROSS THE BRIDGE)
OPEN TO 3 A.M.

220 BROADWAY
ANY LICENSED PILOT FROM PRIVATE TO ATP WHO DOES NOT BENEFIT FROM OUR DUAL INSTRUCTION WILL RECEIVE THAT PERIOD OF DUAL INSTRUCTION ABSOLUTELY FREE, NO STRINGS.

PRECISION FLYING IS NOT FOR EVERYONE. IF, HOWEVER, YOU ARE INDIVIDUALLY MOTIVATED TO BE A PRECISE PILOT, YOU MAY WANT TO TAKE ADVANTAGE OF OUR SPECIAL INTRODUCTORY FLIGHTS GIVEN AT ATTRACTIVE RATES, SATURDAY AND SUNDAY ONLY. SEPT. 24 & 25, 1977. CONTACT MARK RIDEN AT THE VOLUSIA AVENUE SERVICE BETWEEN THE HOURS OF 9 A.M. AND 3 P.M.

DUAL AND SOLO COURSES AVAILABLE.

THE MARK RIDEN SCHOOL OF AEROBATICS VOLUSIA AVIATION SERVICE DAYTONA REGIONAL AIRPORT PHONE # 252-2565