STUDENTS ELECT NEW S.G.A.

In one of the strongest attempts to improve student involvement in the S.G.A., last Wednesday, September 21, Bob Allen and Al Frey challenged Smockey Brown and Mike Jaworski to a presidential debate. Moderated by Marty Keller, the debate was held in the U.C. The panel consisted of 16 students chosen to represent both sides. Following 30 minutes of questions to the presidential candidates, the panel then asked questions of the V.P. candidates. Thereafter, questions were accepted from students in the audience.

Thursday, September 22, was the election. After a minor agreement, it was decided by the election committee to have only one voting booth. This was located in the U.C. lobby, and manned by Queen A. and Vets Club members.

After the voting closed at 5 p.m., the votes were counted giving the Bob Allen/Al Frey ticket the election by a count of 219 to 119.

The results of the senatorial race were as follows: Kevin Sarma 289, Mark Lyness 279, and Tom Campagnola 249.

The scenario for the presidential debate was as follows:

Bob Allen/Al Frey

Senators from the College of Aeronautical Studies

Kellee Vincelli

Paul Warren

Pam Ellis

Shane Rice

Senators from the College of Journalism Technology

David Galagher

Kevin Sarma

David Schoenich

Thomas Rees

Monday afternoon, Sept. 26, saw the voting in memory, Jim Warn officiated, thus bringing a new administration into the office of the Student Government Association.

Flight Technology Gets New Hangar

The new hangar at Flight Technology is now located in a hangar that Emory Riddle-owned when first here at Daytona Beach. The change of location is an example of how much Riddle is growing. Bob Miller, Flight Tech's department head, states clearly that the new location will give the entire university a chance to grow together, not separately.

As Mr. Miller explains, the 110 flight students are getting full preparation for professional careers. After taking several students on their thoughts of the program, it is apparent that they feel as though it fills their requirements completely. Even from one student’s viewpoint, it is obvious that the program involved in professional flight is followed in the letter. Now in its own location, Flight Technology is hoping for a great progress. With only minor organization left, the students and instructors are definitely settled into the slightly new atmosphere.

When talking to them about improved parking conditions and less congestion as a whole you can almost hear their sighs of relief.

It is Bob Miller’s prime objective to inform the students of the outlook on professional aviation, through seminars. At this new location the campus now has breathing room to accomplish objectives like this.

A concerned student ponders his choice as he fills out his ballot.

(Photo by Paul Hansen)

You can win a prize from The Avion

If a quarterback throws a football during a football game, is the football considered an aircraft and is the stadium an airport? Read the rules, ask them about it. BEST ANSWER WILL BE PUBLISHED IN AVION AND WINNER WILL RECEIVE A FREE PIZZA COUPON FROM PARTY'S.

Folk singer – songwriter Alicia, played to a full house at the U.C. Pub last Wednesday. A very attractive young woman, Alicia held the audience captive as she sang and accompanied herself on guitar for nearly two hours.

Her repertoire included her own original pieces and those of established artists from Thine Lepre to Fleetwood Mac. Her original compositions were very soft and sincere, and very reflective of her Cuban heritage and the Latin rhythm and Spanish lyrics.

She was warmly received and willed back for two encores.

Flight Technology's new hangar sits on an empty ramp.

(Photo by Chuck Henry)
EDITORIAL

By Ray D. Katz
AVION Editor

ALRIGHT THAT'S ENOUGH MUDSLEDING, CHILDREN.

There's no point in blaming someone for starting it, or for how much mud they've spread around. In fact, the time for blame and recriminations is past. It is time, that everyone, gets on the same channel, tries to try out for the improvement of the S.G.A. and the rest of the student body. Stanley Briner and Mike Jaworski are to be congratulated on the race they ran. And if anyone wants a good example of student involvement, he only needs to watch Stanley in action, I sincerely hope that the new S.G.A. administration can encourage Stanley and Mike to stay involved.

And speaking of the new administration- Congratulations and Good luck! Bob Allen and Al Graves are to be congratulated- they won the battle and the election. But the war is still ahead, all my well wishing won't do a bit of good if the entire student body can't get up off of dead center and help. Bob and Al have not only a new year to work with, but they've got a new constitution that must be organized to work properly. I will continue to do my part by putting out the info to the student body- but if you don't read it and set on it, it will continue to be your loss. I can't be much more blunt than that. Bob and Al can't run the S.G.A. by themselves. If you don't know what to do, stop by, introduce yourself and ask. They need OUR help to run OUR S.G.A.

I'd like to express my thanks to all the students who sup- ported the Briner/Jaworski ticket. Even though we weren't elected, I feel that the cam- paigning was well worth it. What other opportunity does one have to get out and meet the rest of the student body on a face-to-face basis? I'm very grateful that I had the chance to see and hear most of you and to hear your views.

My most sincere congratulations go out to Bob Allen and Al Graves. I wish them success in pulling their campaign pro- grams into effect during the coming year. The new organiza- tional structure of the S.G.A. also has to be implemented, so there's a mountain of work in store for them. I'm sure they'll be able to tackle it, otherwise they wouldn't have entered into the presidenti- al race.

The congratulations are due Bob Allen on his election day, his wife gave birth to a girl. It must have been a proud day for Bob.

As for myself, I plan to work, too, at the S.G.A.

in any way I can. There's so much to be done.

The "agency of defeat" is offset by the fact that all can- didates ran on basically the same platform: to work in the best interests of the student body. Till next time... Michael with a "J"

NO COMMENT

EDITORS NOTE: If you can't read it, it says:

D. I DON'T CARE

\[\text{ABSTAIN}\]

FEEDBACK

Feedback: The buses should run every half hour from the Student's Inn. Once an hour is not enough - the buses are overcrowded and the schedule does not fit our program.

Answer: President J. J. A. Agget, Associate Dean of Students

Unfortunately, the bus to the Royal Student Inn, occasionally is crowded. However, it also has periods where none have practically been empty. The bus cannot possibly make a new every half hour and be empty. The revised bus schedule is intended to blend with lectures and the meals offered by the food service. Please see your Resident Advisor if you continue to experience this problem.

FEEDBACK

Are there any plans for expanding the Parking lot? I will not walk 10 miles from my car in the classroom and back to my car. I was com- muning Purdue University in a bus, and now amomerding it even more seriously. The same treatment here is deplorable, also when compared to the J.C.T. I attended, back to my car. I was consider- ing it even more seriously. The senior treatment here is deplorable, also when compared to the J.C.T. I attended.

Answer: President J. J. A. Agget, Associate Dean of Students

Plans are being made for expanding parking on campus and should be completed about the same time as the new dormi- tory complex. As further note, it seems that no one at this university must walk ten miles

PRESIDENT'S CORNER

Bob Allen
SGA President

FEEDBACK

I would personally like to thank the students who voted for the Allen/Graves ticket. I wish all who supported our ticket could have attended continuously through the campaign.

Also, the entire Allen/Graves staff deserve public recognition for a job well done, Joe Galis- ski, John Schaffer, Ken Hamer, and Bill Fox. Many thanks.

The closeness of the race also speaks well for Stanley Briner and Mike Jaworski. I would hope that those people who voted for their ticket can enhance the common bond of the S.G.A. by uniting and working together as one student body. These comments are for the making; in the new S.G.A., and I will be waiting as much information as you can briefly fill in. Take the time to stop by and talk about any- thing. My office is always open to YOU.

FEEDBACK

I would like to take this opportunity to convey my thanks to Bob Allen and Al Graves on their election as our President and Vice President.

Mike and I would like to thank all those who voted for us and especially those who worked so hard in our behalf.

Now is the time for all of us to rally behind the S.G.A. in order to accomplish the task at hand.

B.P. Briner
Mike Jaworski

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VIEWPOINT
By Jim Harris

QUESTION:
What do you think of the food service at Embry-Riddle?

1) "Compared to the Apelles restaurant at the Scottish Inn, this is a gourmet meal."  
2) "Pure institutional food, it's not bad."  
3) "It runs a close second to Pablity."  
4) "The food isn't bad, but it's not worth the wall, most trash piled on the west side of the U.C., and they should list the price of optional items."  
5) "I prefer Gutenburger's."  
6) "It's food!"

Scholarships Awarded
By Jim Tolaris

Congratulations are in order for three students who were awarded RAU academic scholarships for the Fall '77 term in recognition of their scholastic efforts. The recipients were senior Urban C. Irish with a $850 full tuition scholarship, and two $475 awards were earned by junior John E. Phillips and sophomore David Walls.

These scholarships were awarded on the basis of meeting credit hour requirements and outstanding grade point average. Determination of the recipients is made by the financial assistance committee.

Several forms of financial assistance are available through the school. Kenneth D. Walker, faculty representative on the finance committee, stated, "The University provides some money out of its own funds for certain scholarships. For more information on loans or scholarships, contact the Financial Aid office in the administration building."
AHP

DELTA CHI

By Steve Gregory

Will follow student. I am sure that we all have been confused from this past weekend. It started out super Friday night and ended up fantastic Saturday night.

Both Friday and Saturday night we really had some good turnouts for our socials and rush party. Both mornings we tried to wake up the pledges with an inspiration for all to follow. When awakened with the usual "Low and Shout!" the consensus was "We rise but we won't rise again!"

To the people we showed up on our first events we would like them to know that had we had a much full on us to do. To the people who didn't make it there'll be another weekend for a lot of good times.

You simply missed an excellent cutting. Ask the ones who came and you'll see what we missed.

The final outcome of this weekend came to a close when we held interviews for new pledges in the Fall Trimester of 1975. We are very proud to announce that we are giving the pledges and prospects great pride.

We welcome you: one, two, Lambda Chi

S Bail

Sigma Phi Delta

By Joe Briel

With the fourth week of school about already, the Engineer of Sigma Phi Delta feel is all of action.

Last Friday's rush party was attended by both engineering faculty and students, but students attended enough to enjoy themselves and the party, punch, beer, and munchies very much.

The Sigma Phi Delta football team got off to a slow start at last but 73-0 to a Sigma Chi team. With an awesome Sigma Phi Delta football team, Sigma Chi was held to only one touchdown pass, and no field goals. In the meantime, the SDSR officers had two long rows (near touch-downs) that were each called back at least 40 yards due to penalties. Also, the Sigma Phi Delta offense had four first downs on punchers compared to Sigma Chi's none. Last Sunday's game was also a close win, but the SDSR team had no problems.

This spring the Sigma Phi Delta Castle has been recently changed, and a lot of the SPF Brothers and Little Brothers have been making the "new look" a hit. Any AE or ACET student would like to visit. The Sigma Phi Delta is encouraged to continue a good job, and have a lot of luck we will have one by January. Then we can really enjoy our activities.

The annealing close at which I am a member will soon be finishing basic training. One of the things we're looking for is some new people to join us. If you're interested, or just need something to do, why not look Lambda Chi up. We held our meeting Saturday nights at 7:00 at the Faculty staff lounge up in the University Center. So be happy to see you, and we'll save you what a fan the rest is all about.

RIDDLE PACKERS

By B.B.

...at around and drunk beer...

...and cleaned the fl劝. Bones of us retired early because we had a good reason, right guys? The rest of the gang took a walk and I spun around and tried to finish the lug, retiring around 3 a.m.

...and when it came time to drink and round up some of the middy hands the Tiddle Packers taking their annual bathroom. The morning menus included eggs, bacon, hash, potatoes, and coffee so often a few two-mugs mixed in. After shifting our face we slowly cleaned up camp. Our next trip will be another over north of Gasville. The club will once again take the Intercollege Spring.

Come out and join the best outdoor club on campus. Leave us a note in the mail room for the醛. Please if you want some info. Aloha!

AFROTC

By Bill Steele

As the cost of living near us in our area is rising faster and more and more difficult to pay for it is becoming more difficult to continue our education. AFROTC offers 2.5 and 4 year scholarships to students. These scholarships carry with them the obligation of completing all college work and books. In addition AFROTC will pay you $100 a month while in college and $100 a month in school. If you are a veteran, you will have added opportunities in addition to monthly benefits.

If you have any questions and are interested in AFROTC Scholarships, drop by the AFROTC Office to see the AFROTC Scholarship Officer. On the west side of the airport or Bill Steele, Box 9201.

E.R.A.

MTG CLUB

By Patricia Novak

Publicity Chairman

Don't forget about our next meeting this past Friday. We meet 10 a.m. on the 1st. The next meeting will be October 12. Must be in by the beginning of the meeting. The meeting starts at 7:00 p.m. Our speaker will be one of the top men in the Systems Program, Space Division of General Electric.

It isn't a member but would like to attend our meetings and learn about the Management Club, contact Franklin Causey for more information.

Debbie Schub (secretary)
FLIGHT SAFETY

It might appear that a subject such as Flight Safety needs no introduction, and in some respects, this is probably true. We all recognize its importance and its many relationships to aviation, but there may be more to it than meets the eye. We must develop those factors which are basic to a flying safety program. We do this by surveying basically, the first aircraft accidents, the earliest aircraft accident statistics and the cause factor.

The beginning of the aircraft accident prevention effort is historically established. Present and future aircraft accident prevention efforts have been, and will continue to be, predicated upon man's past efforts and history provides the basis for study of the past which serves both present and future. There is nothing new in aircraft accident cause factors. The causes of the first 10 aircraft accidents are still occurring with predictable accuracy in today's flying environment.

The "Sequences of Events" in the mechanics of an aircraft accident is those factors combinations, coincidences and coincidental circumstances of which an accident is made. Any number of past or present accidents can be used to illustrate a point. Once flight, potential delay in scheduled departures, thunderstorms, gusting winds approaching and predicted over the field as part of the forecast, hurried take-off, pre-flight running take-off with aircraft on approach, control response was difficult.

We at the University of Akron are working with the Rotc to develop the pilot's capacity to recognize and avoid accident producing hazards. This does not mean that the task has been accomplished merely because the information has been presented. The purpose is not completed until the pilot understands, is motivated, and can apply the knowledge. Many hundreds of thousands of words have been written and spoken on the subject of safety. Laid end to end, these words doubtless stretch from here to the moon and back. Words alone are not the answer. The proper attitude towards the flying environment is the answer. The answer for it is a matter key, flying is an unlimited idea of freedom; the pilot with the proper attitude should be free to enjoy this freedom.

LIKE RUFFLED FEATHERS - The maintenance crew covers on McDonnell Douglas Corporation's F-15 Eagle stand open for inspection. The Eagle, an air superiority fighter, saw action in the U.S., Europe and Israel. Aircraft accidents, such as this one, are not new. It was recorded over 300 square feet to make maintenance work faster, safer and more dependable than it's ever been before. Virtually every system on the F-15 is accessible through three covers - 80 per cent of which can be reached without a step ladder, a fact that helps explain why the Eagle requires 61 percent less maintenance time than the older F-16 Phantom. (Photo courtesy of McDonnell Douglas Corporation)
embrace the challenge of flight, and the thrill of exploring new frontiers. At Embry-Riddle, we are committed to providing you with a world-class education that equips you with the knowledge and skills necessary to excel in the field of aviation. Whether you aspire to become a pilot, an engineer, or a researcher, our faculty, facilities, and curriculum are designed to prepare you for success.

Join our community of aviation professionals and explore the limitless possibilities that await you at Embry-Riddle Aeronautical University.
INTERMURAL FLAG FOOTBALL

Intermural Flag Football season got under way this past Sunday at Sand Spur Stadium on Coastal Drive. The first three games of the day saw the East teams of the Blue Division matching strengths. Sigma Chi officially because the first team to score in the new season picking up 5 points on a safety in the first half on a miscue by their opponents Sigma Phi Delta. Sigma Chi’s defense proved to be outstanding the remainder of the game as they held Sigma Phi Delta to no points and scored seven for themselves for a final tally of 8 to 0 in favor of Sigma Chi. The second game of the day saw a well organized group of gridiron heroes at Brothers of the Wind take on Delta Chi. Blue passing and running plays put points on the board in both halves for the Brothers of the Wind as their defense came up with a few key interceptions to give them the second straight shutout of the day. Darrell Brown, the quarterback for the Brothers of the Wind, found things a little tricky late in the second half for a hot and angry morning but the teams excellent organization once again showed above all as he was more than happy to let the team truc to replace his pair of shorts which were really mistaken for a flag by the determined Delta Chi defense. In a matter of moments, he was back on the field leading his team on to victory with a 13 to 0 effort over Delta Chi.

The third game of the morning saw the Miller Boys match wits with the Eta’s. The Miller Boys offense proved to be the key as they handed the Eta’s a 13 to 0 defeat. The Eta’s held together through the efforts of their leader Chuck Brown, but could not seem to get the breaks.

In the West Conference of the Blue Division, the first two games were won by forfeit going the Dirty Birds on easy 6-0 victory over Hang Ten who did not field a team. This pair Lambda Chi in the Blue Division West Conference. The second forfeit showed Who Cares to pick up a 6-0 victory over the Beaniesmen who failed to field a team.

The final game of the West Conference saw the Mavericks hand the Vikings a 12-0 loss giving the Mavericks the fourth victory shut out of the day.

The final three games of the day pitted the East Conference teams of the Gold Division. In the first game the Vet Club got on the board first against the Ravens early in the first half to take 6 to 0 lead. As the game progressed and defenses lightened, it proved to be the crucial TD as neither team scored in the second half. The Ravens and AFOPTC went to the sidelines at half time in 13 to 13 tie. The Ravens defense proved to be superior in the second half as they held the AFOPTC passing and running game to 0 points. Their offense came on score twice more with the final score bringing Ravens 34 and AFOPTC 12.

The final game saw the equally determined teams of the IFC’s and Beach Boys mixing plays with the Beach Boys coming out on top handing the IFC’s a 12-0 loss and the slack division of the day. Attendance was good and all teams played well. If you are looking for something to do on a dull Sunday, pick a team and come out to band Sand Stadium and help cheer them on to victory.

BOWLING

E-RADU Bowling League has once again represented the school with an outstanding turnout and performance by all the bowlers. The league is now twenty-three teams strong, however a few spots are open still for substitutes.

Thursday night action saw Matt Shuttlesworth take the high game honors by firing a 251, followed by a 178, and a 162 for a series of 593. Mike Drake also rolled a 593 series with games of 204,245,240. Ken Hansen of IFC Xavier also led his team to four wins with a high game of 220 and a 159 series. Other 500+ series were: Dave Warren with a 515, Dave Morrell with a 515, and Gary Sanderson with a 529.

The women’s team was also well represented with Trish Woodrow bowling a 420 series with a high of 172, followed by Caroline Cash with a 433 series, and high women’s game of 170. Marilyn Sills also had a good game with a 164 high game and a series of 428.

SOCCER SEASON BEGINS

By Jim Zaruba
Staff Writer

The Eagle Soccer Team is out to capture first place this season and they can do it. The team is composed of European, Panamanian, West Indian, Russian, and American students giving it an international flavor. Most of the players were raised on soccer as is their national sport much as our national football.

Coach John Butler is from England and has played soccer all his life and played professionally for the lightning City T.C. in England at the age of 18. He also played in Gibraltar while serving with the Royal Air Force. Coach Butler is the off-campus coordinator and has been with Embry-Riddle for 18 months.

“I love soccer and would like to see more students involved, particularly foreign students,” Butler commented. “I have a lot of faith and confidence in this season’s team.”

Ron Allen, a player from South Africa, American comments, “Spirit on the team is very high. The team has the highest potential Parkinson in three seasons.”

During a match, the Eagles have only 16 players to choose for the 11 man team while other large universities have enough players to put in a whole new change of teams. The Eagles dessert is playing with this disadvantage because 90 minutes is a long time for a person to play soccer in a match.

Steven Poutle, a team member from Ohio stated, “Last season, we came in second place. It was embarrassing but we have last season than the opposing team at the tournament match. We need support just like any other sport.”

During practice, the players mainly work towards physical fitness, getting to know each other, and working out plans to use against opposing teams. Coach Butler said, “We usually have a practices session to avoid boredom during each practice session.”

The Eagles practice from 4:00 to 6:00 on weekdays on the soccer field near the administration building.

Embry-Riddle is providing the team with gold and blue uniforms. “If the players look good and feel good in their gear, I feel they’ll put forth a little more effort,” Butler pointed out.

All students and faculty are encouraged to attend the soccer team’s home matches. We’ve got an excellent team with speed, experience, and enthusiasm. They need your support to improve the Eagles as they try to make their faculty proud and rack up the opposition to lead Embry-Riddle to victory.

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HOT AND FAST
IMPROVEMENTS ARE MANY IN 1978 SKYHAWK

WICHITA, KANSAS — Skyhawks for 1978 from Cessna feature optional air conditioning, an accessory power switch and a 28-volt electrical system.

Those and other improvements on the new Skyhawk are designed to maintain its standing as the world’s most popular airplane.

“New features and options on the 1978 Skyhawk allow operators to tailor the airplane to their specific needs,” said Cessna President Vice President Bob Lair.

“Skyhawk air conditioning means additional comfort for pilot and passengers” and also improves the breathing environment for student and instructor during flight training,” Lair said.

Cessna factory-installed air conditioning keeps the Skyhawk interior cool and comfortable on the ground as well as in the air. Its 14,000 BTU capacity and four overhead outlets molded into the interior trim combine for optimum circulation of cool air through- out the cabin.

Easy operation of the air conditioning unit is provided by controls located front on the pedestal. There is a three-speed fan switch and a combination on/off, variable temperature control.

A modern Styled fan is available for the constant air flow when the air conditioner is not being operated. The air conditioning system is piped at $2,500.

Avinet power is controlled as a combination toggle switch and circuit breaker on the lower left panel instrument panel. Radio audio louds can be on or off and all controls can be turned on and off with the main switch.

A change to a 28-volt electrical system for 1978 means the Skyhawk can accept the full line of 28-volt avionics. The increased voltage also means extra starting power and more capacity for demanding electrical loads.

An improved door window latch of design looks and security and does not interfere with flight.

Several options have been added this model year. These include an enhanced operating range and comfort, including an outside viewpoint on the headset with boom microphone.

The following is an Associated Press release revolving around Frank Barnum, barnumian astronaut with the U.S. program, who is currently the President of Eastern Airlines.

A Miami Airline spokesman confirmed Barnum’s appointment as executive, saying he was a Richard Nixon fan, but Barnum’s own no-dilla style seems more akin to the current occupant of the White House.

The president of Eastern Air Lines drives a 1959 Chevrolet convertible with more than $30,000 in the bank on his side mirror, packs a scratched leather briefcase and is “the second-knew pilot ever admitted to the astronaut program,” Barnum says. The salary is $165,000, a year less than half the pay of some airline executives, and Eastern media relations chief Joe Ashlock.

At Eastern’s Miami headquarters, the position of new executive office is not the fanciest office on the administration floor, according to one airline official. Ashlock said that driving on the job will mean automatic progress at Eastern and long lunch breaks are not looked at very highly.

An example of this bitter Beech to now cause when Ashlock recently returned to 2 p.m. from a lunch that lasted one hour and 15 minutes to find a note on his desk. “Ashlock, you’re late. Lunch does not last until 1:40,” F. Barnum.

The next morning he got a call from the boss: “Ashlock, come up here.”

“I’ll do it. You fired me, said Ashlock.”

“Forgot that. Move.!”

Although Eastern is not out of the woods yet, financially, last month the line lost $26.6 million after the $39 million deficit suffered by Eastern in 1970 when Barnum took over.

His return as Eastern’s president came after an already illustrious career. Barnum, 45, arrived in the private business sector after being an Air Force officer, an executive including Gemini VII, to 1969 when he was asked to run.

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He is back as Eastern’s president after already an illustrious career. Barnum, 45, arrived in the private business sector after being an Air Force officer, an executive including Gemini VII, to 1969 when he was asked to run.

The Visitors Center and tours are operated every day of the year with the exception of Christmas.

The tour of the Rowland spaceport complex is among the state’s most popular tourist attractions, offering glimpses of past accomplishments in space and preparations for the space Shuttle, a keynote in the revolutionary new transportation system which will offer economical and routine access to space.

The popular “PIZZA ‘package’ for VIP Dinners and the New Pac for IFR equipment airplanes will continue to be offered. Prices of the airplanes are: Skyhawk, 1977, $38,000; Skyhawk II, $35,000; and Skyhawk II with New Pac; $35,000. All are I.F., Wichita, Kansas.

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The Visitor Center and tours are operated every day of the year with the exception of Christmas.

The tour of the Rowland spaceport complex is among the state’s most popular tourist attractions, offering glimpses of past accomplishments in space and preparations for the space Shuttle, a keynote in the revolutionary new transportation system which will offer economical and routine access to space.
THUNDERSTORMS AND FLYING (Part 1)

By Kenneth Robinson

1. INTRODUCTION

Approximately 44,000 thunderstorms occur each day around the world with about 1,500 in progress at any given moment. Considering these facts, a pilot will frequently deal with thunderstorm hazards but avoidance is the pilot's primary concern. However, sometimes during the course of any service flight, he will be confronted with the problem of thunderstorm precipitation.

1.2 THE THUNDERSTORM DEFINITION

According to AC 00-66 Aircraft Weather, a thunderstorm is defined as "a storm involving lightning and at least one cumulonimbus cloud, and always accompanied by thunder." It is important to note that a thunderstorm is always a cumulonimbus cloud, but not necessarily severe; usually attended by strong wind gusts, heavy rain, and thunder. It is a usually of short duration, seldom over two hours in duration for any one storm."

At best the following phrases must be in existence for thunderstorms to take place:

a) The air must be unstable or at least conditionally so;

b) The air must have a relatively high moisture content;

c) There must be some type of lifting action. The lifting action may be provided by thermal heating, upslope forming, frontal activity, or convection.

1.3 THUNDERSTORM CHARACTERISTICS

A typical thunderstorm is usually a cluster of several individual cells in close proximity to one another. Each cell usually is distance from one to five miles and is composed of an updraft, a downdraft, or both. The general circulation in one cell is independent of that in the other cells.

1.3.1 VERTICAL DEVELOPMENT

A thunderstorm's vertical growth tends to be limited by the tropopause because of its thermal stability. Although, in rare cases, thunderstorm tops have penetrated up to 12,000 ft above the tropopause due to their momentum. Thunderstorm heights are generally lower in the polar regions than the equatorial region because of the lowering tropopause height when reaching the pole.

The highest thunderstorm recorded had tops well over 70,000 ft and grew at a rate in excess of 7,000 ft/min. When a thunderstorm is growing faster than 1,500 ft/min, it is a "piledriver" (spout) cloud may form in the clear air above due to the rapid push from below. See Fig. 1. 1.4 THE THUNDERSTORM LIFE CYCLE

Every thunderstorm cell goes through three stages of development: the cumulus stage, the mature stage, and the dissipating stage. These stages usually occur over a time period of 30 min. to 1 hr.; however, a typical thunderstorm may last substantially longer.

1.3.1 CUMULUS (BUILDING) STAGE

During the early stage, cumulus clouds develop into thunderstorms. All thunderstorms start as, and are the ultimate manifestation of a cumulus cloud. As long as there is thermodynamic instability, high relative humidity, and enough water vapor, the updraft continues; thunderstorms could be CF6 engines.

During development of these engines, new CF6 engines are being updated to the latest configuration by GE's Aircraft Service Operation located here.

Eastern Airlines is a major user of the A300 series of aircraft. The A300 engines are owned by Airbus Industrie and are being updated to the latest configuration by GE's Aircraft Service Operation located here.

The two remaining engines to be shipped, one will be delivered to Eastern's Newark facility, and the other will go to Miami. Eastern Airlines will evaluate four of the wide-bodied A300 aircraft powered by two 23,000 pounds thrust CF6-60C bypass turbofan engines for six months. The aircraft, which will be operated on Eastern's routes between New York/ Newark and Miami/Port, Lauderdale/ West Palm Beach/Tampa/Orlando, will remain regular scheduled service beginning in December.

1.3.2 MATURE STAGE

When the precipitation becomes heavy enough, it can no longer be sustained by the updrafts and falls, dropping air with it which forms a downdraft; this downdraft will be augmented by convectional cooling. This occurrence marks the beginning of the mature stage. At this time, the cloud has a top composed of ice crystals that usually uneven more than 20,000 ft. Heavy precipitation, (in the cloud and on the ground) will be accompanied by frequent ground lightning after the cloud top reaches the 30,000 ft level. Thunderstorms in this stage may reach over 60,000 ft. To the eye, the mature stage usually lasts approximately 15 to 30 min. See figure 2B.

1.3.3 DISSIPATING (ANVIL) STAGE

The dissipating stage occurs when the downdrafts spread over the entire lower portion of the cell although a pocket of drizzle may still exist in the upper portion. The top of the cell, (which can be present in the last mature stage), expands out with the upwinding winds and may reach 70,000 ft. Light rain, cloudy, subfreezing lighting, and an absence of cloudy ground lighting indicate a cell is in the dissipating stage. Turbulence is less intense during this stage and composed mostly of weak downdrafts. Lower portions of the cloud tend to become stratified; finally, the whole cloud loses its definition and becomes "seedling." The time span of the dissipating stage is the most variable of any of the stages discussed. See figure 2C.
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