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 Groves challenged Smockey Silver and Mike Jackson to a presidential debate. Moderated by Marty Keller, the debate was held in the U.C.

The panel consisted of 6 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. Those after questions were accepted from students in the audience.

Thursday, September 22, was the election. After a minor argument, it was decided by the election committee to have only one voting booth. This was located in the U.C. lobby, and manned by Qual A. and Vreo Club members. After the voting closed at 5 p.m., the votes were counted giving the Bob Allen/Al Groves ticket the election by a count of 529 to 319.

The results of the senatorial race were as follows: breastfeeding: Thomas Campagnola Mark Lyons

Senators from the College of Aerospace Studies

Patricia Nunnally Paul Warnke Puff. Storch Steve Rice

Senators from the College of Aeronautical Studies

David Gallagher

Kevin Revel

David Schreiber

Thomas J. Rees

Monday afternoon, Sept. 26, saw the swearing in ceremony. Jim Ward officiated, then bringing in a new administration into the office of the Student Government Association.

Bob Allen is surrounded by friends and questioners after the debate. Bob can be found next semester taking one of S.G.A. business in the S.G.A. office in the University Center. (Photo by Paul Hansen)

Flight Technology Gets New Hangar

This new hangar is bringing several changes to our educational environment. You might have noticed some added activity around the hangar where the DOC-3 and Vanguard are. Flight Technology is now located in a hangar this Embry-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 this new location will give the entire university a chance to grow together, not separately. As Mr. Miller explains, the 100 flight students are getting full preparation for professional careers. After asking several students on their thoughts of the program, it is apparent that they feel as though it fills their requirements completely. From his student's viewpoint, it is obvious that the process involved in professional flight is followed in the letter. Now in its own location, Flight Technology is ready for continued progress.

With only minor alterations 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 sigh 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 program now has breathing room to accomplish objectives like this.

Flight Technology's new hangar is seen across an empty ramp. (Photo by Chuck Henry)
ALRIGHT! THAT'S ENOUGH MUDSLING, 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 get on the same channel, start trying to work for the improvement of the S.G.A. and the rest of the student body.

I'd like to express my thanks to all the students who supported the Smokey/Allen ticket. Even though we weren't elected, I feel that the campaigning was well worth it. What other opportunity does one have to get out and meet the rest of the student body on a one-to-one basis? I'm very grateful that I had the chance to talk to so many of you and to hear your views.

My best natures congratulations go out to Bob Allen and Al Graves. I wish them success in pursuing their campaign programs in effect during the coming year. The new organizational 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 I wouldn't have entered into the presidential race.

My congratulations are due Bob Allen - an 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 hard, stay with 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 candidates ran on basically the same platform: to work in the best interests of the student body. Till next time...

Michael with a "J"
VIEWPOINT
By Jim Harris

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

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

Scholarships Awarded
By Jim Zarrats

Congratulations are in order for these students who won RAU academic scholarships for the Fall '77 term in recognition of their scholarly 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 Wolski.

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 Drabik, faculty representative on the finance commission school, "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."

E-RAU has contracted with a new service to operate the dining facility this year. Professional Food Management Corporation (PFM) charged with the responsibility of improving the food service, has employed 22 year old Dan Prickett in supervising the program.

Prickett began his job training with PFM five years ago when he served as Food Director for the dining program at the Boy Scouts of America campgrounds at Muskogee, Mids- sissippi, a facility feeding 1,500 people daily. He gained additional experience in jobs at Lake Keemmer, New York, and the largest university in the world, the University of Illinois, and is now in his final year at Western Carolina University.

Prickett was able to move the food service to the ground floor of Western Carolina's food program from a $15,000 deficit and improve quality within a year. Prickett was then selected to oversee E-RAU's meal program.

Prickett's position as Director of Food Service is more than a full time job since 100 hour work weeks are often required to properly supervise the new operation. Hopefully, his youthful energy will enable him to devote as much time as he can to improve his food operations.

Although most students will admit that meals have improved in the past few years, Prickett and his program will continue to be accelerated by introducing new ideas in preparation and service. The recent, barbeque was an example of such planned improvements.

When asked why E-RAU couldn't have a meal plan in which students could pay a flat rate but still get "seconds" on certain items such as salads, Prickett stated that the space required for serving any multiple serving area would make this an impossibility. When questioned about the quality of the foods purchased, Prickett staunchly defended his choice of foods by stating that only the top grade of meats and produce are purchased. (I. Dorothea, an official of PFA/PM, announced that all of our food suppliers, confirmed Prickett's statement. Dorothea stated that E-RAU eats only the top two food grades. Further, Prickett defends these grades in sufficient quantity to qualify for volume discounts. Ideas and produce are delivered several times each week to guarantee fresh dairy items are kept on hand from growing state to storage. When asked about working with such a young food director making such decisions, Dorothea commented that the younger people were more innovative and less set in their ways. Furthermore, Prickett has not been reluctant to suggest his own ideas to E-RAU's food suppliers. The overall picture of the food service at E-RAU looks promising.

Highways, Recreation, Education, Administration.

A recent survey of students found that five percent of the student population would like to see improvements in the food service. Improvements students would like to see include more variety of food, more healthy options, and increased portion sizes.

E-RAU continually strives to improve the overall quality of the food service. Special efforts are made to accommodate the needs of students with dietary restrictions. Through ongoing feedback from students, E-RAU is able to make adjustments to their food offerings and service.

E-RAU remains committed to providing a quality food service that meets the needs of its students. They encourage students to provide feedback and suggestions for improvement. E-RAU values the opinions of its students and is dedicated to continually enhancing the food service experience.
The plagues have shown a strong desire to belong to Delta Chi. As a general reminder, anyone interested in pledging will do so through their pledge period.

Saturday night, Chi Delphi had a rush party for their prospective members. The little sisters provided the punch, ice, and all the other party trimmings. The evening gave everyone the opportunity to get to know the new faces a little better and make them feel welcomed. It was quite a party that was held at Camp Gordon next Saturday. Transportation has been arranged, and you will have the historically known stuff (i.e., Keg, wine and chewed the fat). Some of you will be next to the water before a short dip in the lake. Do be there and enjoy a great party.

Football practice is now going to be held at 6:30 on Tuesday and Thursday.

Lambdachi

By Jeff R.

This past weekend was a good one for Delta Chi. Friday night most of the brothers got together and went out about some of the funniest songs and really did enjoy the night.

Saturday we had our first brother party, everyone had a good time and there was a lot of dancing, with all the brothers being their typical selves. Except for a few items lost in the sea, everything went smoothly, and by night everyone had gone home excluding those centrifuged for what necessarily remained of the keg.

Our continuing search for a good party continues, and there’s a lot of luck we will have one by January. Then we can really do something for our activities going.

The anonymous close (to whom I personal members will always refer) for our future dates, we are looking for some new people to join us, if you’re interested, or just need something to do, why not look Lambdachi up. We held our meeting Saturday night at 7:00 in the Faculty-staff lounge upstairs in the University Center. So, to be happy to see you, and we will share with what a fine effort you.

Sigma Phi Delta

By Joe Bibeel

With the fourth week of school almost over, the Engineer of Sigma Phi Delta see all of action.

Last Friday’s party was attended by both engineering faculty and students. Everyone seemed to enjoy themselves and have a good time.

The Sigma Phi Delta football team got their first win in three years that Sigma Phi Delta has lost a football game to.

The theme of the Sigma Phi Delta Castle has been recently changed, and it’s of the SPD Brothers and little groupies and the fact that the “new look” is great.

Any AE or ACET student would be free to join in Sigma Phi Delta is encouraged to join in.

This past weekend was a great one for Sigma Phi Delta. A last Saturday night was a great success, and the party was a great one. We had a lot of fun during our activities.

AVROC

By Mike Haydon

We’re a little late in coming out with our next issue, but it’s better than late. I hope you like this issue, and I hope you’ll continue reading it.

Our AVROC club is continuing a welcome and interesting addition to student life. These scholarships, these classes, and these events will continue to be held. You are encouraged to attend these programs and enjoy them.

The AVROC club which is open to all students interested in aviation will continue throughout the year. We hope to see you there.

The AVROC club which is open to all students interested in aerospace will continue throughout the year. We hope to see you there.

RIDDLE PACKERS

By Bill Steele

The Riddle Packers began their fall tournament with their first game. We heard our "Frogs" Dog at Hopkins Park in the Ozark Forest. As usual we left late, Parker tradition.

Riddle at 11:30 am with a good breeze and running a yard of Miller. About 20 miles north of the water we could see the traffic pulled over for a short Meditation. The "White brain" broke the 100,000 mile mark. So we broke out and put up a tag on the yard. After a quick meal we were back on the road. Shortly thereafter, we were setting up camp with the ever present lunch bag. After a few beers and a game, we took a break to take a water before we ran into our last school of the week. The miles we did, it was a great day and kept the pep up, right? If he only had one more. I wouldn’t have missed the target. We had some thoughts and pep and games.

After dinner and a short dip in the lake, we all sat around and drank beer.

AFRSOC

By Patrice Nezad

Publicity Chairman

Don’t forget about our next event which is the game against Midwestern State University on Oct. 12. Must be in by the end of the week the mail box will be picked up on Oct 7-8 pm. Our speaker will be the President of the AFROTC Program at the Systems Program, Space Division of General Electric. He’s a real person, but would like to attend our meeting and learn about the AFROTC Management, contact the AFROTC management at Box 9245 or at 3330 Main Street. We hope you’ll see you around.

AFSOC

By Bob Ruff

The model Airplane Club started with the preference to be a good club with over twenty people in attendance at its first meeting. The club was composed of NACA (aircraft control) students. These advisors were given a list of books and plans. In addition AFRSOC offers 2.3 and 4.0 scholarships, these plans and books. These advisors were given a list of books and plans. In addition AFRSOC offers 2.3 and 4.0 scholarships, and many other advisors were interested in free flight and model flying. At the meeting, committees were set up to organize the activities for the year. We will have the Tri-Static Display and Pro-
FLIGHT SAFETY

By Tony Digiacomo

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 in a flying safety program. We do this by surveying historically, 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 "Sequenct of Events" is the mechanism of an aircraft accident. It is those factors combinations, concatenations and compounded circumstances which an accident is made. Any number of past aircraft accidents can be used to illustrate a point. Inman flight, potential delay in scheduled departures, thunderstorms, icing and wind gusting which can approach and predicted over the field of departure. The accident was initially caused by the temporary lack of the necessary understanding of the airplane. The airplane is limited by the flying environment in the accident. The accident is the result of the poor attitude of the pilot in the environment. The flying environment is an unlimited idea of freedom. The pilot with a poor attitude does not have to love the freedom.

LIKE RUFFLED FEATHERS - The maintenance crew covers an aircraft inspection. The eagle, an air superiority fighter now in service in the U.S. Army and Navy, has been used as the mascot and guide to express the sentiment of the day's meeting. We recognize the accident which has been made. Virtually every system on the F-15 is accessible through three covers. The pilot can work with the maintenance crewtruthfully of which can be worked without difficulty. A fact that helps explain why the eagle requires 61 percent less maintenance time than the older F-15 Phantom. (Photo courtesy of McDonnell Douglas Corporation)

You don't have to take an exciting photograph to get back an exciting picture.
The subject is leadership. The course is Army ROTC. The entire curriculum is exciting, challenging and flexible. So flexible that, if qualified, you can enter at any time during your two years at Embry-Riddle.

Through practical experience, you will learn how to lead. The acquired discipline of mind and spirit and the ability to perform under pressure are important. The people who demonstrate these qualities are the people we want to become Army officers.

Upon graduation, as a commissioned Army officer, YOU can influence people, both military and civil, in a wide variety of positions and places. The Army, like all other branches of the armed services, is a large organization that requires many kinds of people and many kinds of skills. One of the most important skills is the ability to lead.

So if you want to make a career of service to the United States, then Army ROTC is for you, if you want to make a career of leadership in the business world or in government, then Army ROTC is for you. Army ROTC is for you if you want to be a leader in any field of activity.

Army ROTC. Learn what it takes to lead!
**INTERMURAL FLAG FOOTBALL**

Intermural Flag Football season got under way this past Sunday at Sand Spur Stadium on Carolina Drive. The first three games of the day saw the East teams of the Blue Division matching strategies. Sigma Chi officially became the first team to score in the new season picking up 3 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 once again 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 braves at Brothers of the Wind take on Delta Chi. Pass playing and running plays put points in 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, sound things a little shady late in the second half for a hot and angry morning but the teams excellent organization once once showed above all as he was seen trotting to the team truck 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 60’s. The Miller Boys offense proved to be the low as they handed the 60’s a 13 to 0 defeat. The 60’s held together through the efforts of East leader, Chuck Herrin, but could not seem to get the breaks. In the West Conference of the Blue Division, the first two games were won by fastest going Dirty Birds on easy 6-0 victory over Harg Ten who did not field a team. This puts Lambda Chi in the Blue Division West Conference. The second football marked Who Came to pick up a 6-0 victory over the Bananas who failed to field a team.

The final game of the West Conference saw the Marlows hang the Valley in a 13-0 loss giving the Marlows the fourth victory 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 Vein Club got on the board first against the Radoms early in the first half to take a 6 to 0 lead. As the game progressed and defenses tightened, it proved to be the crucial TD as neither team scored in the second half.

The Radoms and AFROTC went to the sidelines at halftime in a 13 to 12 tie. The Radom defense proved to be superior in the second half as they held the AFROTC passing and running game to 0 points. Their offense came on to score twice more with the final score being Radom 34 and AFROTC 12.

The final game saw the equally determined teams of the IC’s and Beach Boys making plays with the Beach Boys coming out on top handing the IC’s a 12-0 loss and the slack closest 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.

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**BOWLING**

E.R.A.U’s Bowling League has once again represented the school with an outstanding turnout and performance by all the bowlers.

The league is now twenty teams strong, however a few spots are open still for substitutes.

Thursday night action saw Wall-Shamble take the high game borne 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 204,245,204. Ken Hansen of Rad Kaspar also led his team to four wins with a high game of 203 and a 159 series. Other “500” series were: Dave Warren with a 519, Gene Toretos with a 531, and Gary Bandner with a 529.

The women were also well represented with Teah Waidner bowling a 435 series with a high of 172, followed by Caroline Cash with a 433 series and high women’s game of 170. Mothly Hills took third place with a 164 high game and a series of 439.

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**Soccer Season Begins**

By Jim Zaruk

Staff Writer

The Eagles Soccer Team is out to capture first place this season and they can do it. The team is composed of Europeans, Africans, Nigerians, West Indians, Mexicans, and at least 2 students giving it an international flavor. Most of the players were raised on soccer so it is their national sport much as it is ours in football.

Coach John Butler is from England and has played soccer all his life and played professionally for the Leicester City F.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 Emory-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 Auli, a player from Surinam, South America comments, "On the team is very good. The team has the highest potential of any team in the conference."

During a match, the Eagles have only 16 players to choose from the 11 man team while other large universities have enough players to put in a whole new change of teams. The Eagles did not have a good start for playing with this disadvantage because 90 minutes is a long time for a person to play soccer in a match.

Steven Foose, a member from Iowa stated, "Last season, we came in second place. It was embarrassing to have lost three games and deal with the opposing team at the tournament match. We need support just like any other sport."

During practices, 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 practice scrimmage 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.

Riddle-Riddle is providing the team with gold and blue uniforms. "If the player 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 succeed and the Eagles are sure that their fancy football will rack-dance the opposition to lead Emory-Riddle to victory.
ASTRONAUT TURNED EXECUTIVE

(The following is an Associated Press feature resolving around Frank Borman, former astronaut with the U.S. space program and currently the President of Eastern Airlines.)

In a recent interview Borman spoke of his political background and possible future. He said that he was close to Richard Nixon before the Watergate fall. Nixon talked to Borman about a cabinet position as transportation secretary.

"I thought he had the country's best interests at heart," was very disappointed by the fact that he had to go down, but more because he let me down. I'd believed in him."

The interviewer asked Borman himself had been approached recently about a bid for the presidency.

"No," he said, "but if asked we'd have to consider it."

Walt Feuer, "Could he do it? Oh my gosh, yes. he's a born leader, a brilliant man, a decision maker, a big decision maker. He's approaching the right age, he's had the most fantastic career, he's a fantastic charmer, fantastic integrity. Never could anyone question a half on his head about his integrity."

Astronauts are: Skyhawk, I915-G; Skyhawk II, 225.975; Skyhawk II with New Nav; 320.975. All others are I.F.A. Wichita, Kansas.

NASA -- Come See It!

Nassau's Kennedy Space Center is scheduled for its first orbital flight from Kennedy Space Center in the spring of 1978. The many exhibits, space films, and lecture demonstrations at the KSC Visitors Center are open to the public with no charge. The guided bus tours are available for a nominal fee.

The Visitors Center is accessible via the NASA Causeway located two miles south of Titusville I-95, and on U.S. 1 at the Causeway Bridge.

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

The tour of the launch complex is among the space shuttle's most popular tourist attractions, offering glimpses of the new arrangements in space and preparations for the space shuttle, a keystone in the revolutionary new transportation system which will offer commercial and routine access to space.
1.1 INTRODUCTION
Approximately 44,000 thunderstorms occur each day around the world with about 1,200 in progress at any given moment. Considering these facts, a pilot will frequently deal with thunderstorm hazards but avoidance of the pilot’s primary concern. However, sometimes during the course of any serious flyer, he will be confronted at least once with the problem of thunderstorm penetration.

1.2 THE THUNDERSTORM DEFINING

According to AC 05-6 Aircraft Weather, a thunderstorm is defined as “a storm involving a cumulonimbus cloud, and always accompanied by lightning and thunder.” It is interesting to note that a thunderstorm is always a cumulonimbus cloud, but not necessarily an “economy” usually attended by strong winds gusts, heavy rain, and sometimes hail. It is usually of short duration, seldom over two hours for any one storm.”

At best the following three factors must be in existence for thunderstorm development to take place:

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

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

c) There must be some type of lifting action. The lifting action may be provided by thermal heating, up-slope flow, frontal activity, or convection.

1.3 THUNDERSTORM CHARACTERISTICS

A typical thunderstorm is usually a cluster of several isolated cells in close proximity to one another. Each cell expands to diameter from one or two thousand feet to more than 20 miles and consists of an updraft, a downdraft, or both. The general circulation in one cell is independent of that in the other columns.

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 feet above the tropopause due to their momentum. Thunderstorm height is generally lower in the polar regions than the equatorial regions because of the lower tropopause height when reaching the pole. The highest thunderstorm recorded has topped over 70,000 feet, and it grew at a rate in excess of 7,000 feet per minute. When a storm is growing faster than 7,000 feet per minute, it is said to be “supercell.” A supercell is an individual, intense cold dome that gives rise to strong downdrafts, which may reach 80,000 feet. Lightning activity and cloud-to-ground lightning, and an absence of cloud-to-ground lightning indicate a cell is in the dissipating stage. Turbulence is least intense during the stage and composed mostly of weak downbursts. Lower portions of the cloud tend to become stabilized, finally, the whole cloud base then begins a gradual descent leading to the dissipating stage of the storm. 

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 three stages usually occur over a period of 30 minutes to 1 hour; however, a relatively large number may last substantially longer.

1.4.1 CUMULUS (BUILDING) STAGE

During the cumulus stage, clouds develop into thunderstorms. All thunderstorms start as, and are the ultimate manifestation of a cumulonimbus cloud. Layered clouds associated with instability, high relative humidity, and some members of lifting force, incipient looking cloud could become CF6 in a very short period of time.

1.4.2 MATURE STAGE

During the cumulus stage, precipitation is composed entirely of rain. Under ideal conditions, the updraft’s velocity will accelerate the water droplets’ terminal velocity; therefore, the water droplets are either held suspended within the cloud or glided to greater heights. The water droplets grow in size due to the process of condensation (two or more cloud droplets impact and form one larger droplet). Air is extracted from outside the cloud by the strong updrafts within it which may vary in velocity from several feet per hour to 100 feet per second. The updrafts may extend several thousand feet above the cloud tops, depending on the cloud’s stability and the strength of the upper winds. Generally, the cumulus stage will last approximately 10 to 15 minutes. See figure 5A.

1.4.3 DISSEMINATING (ANVIL) STAGE

The dissipating stage occurs when the downdrafts spread over the entire lower portion of the cell, although the anvil may still exist in the upper portion. The anvil top (which may have been present in the mature stage) spreads out with the updrafts and may reach 70,000 feet. Lightening and cloud-to-ground lighting, and an absence of cloud-to-ground lightning indicate a cell is in the dissipating stage. Turbulence is least intense during this stage and composed mostly of weak downbursts. Lower portions of the cloud tend to become stabilized, finally, the whole cloud base then begins a gradual descent leading to the dissipating stage of the storm.

1.5 THUNDERSTORMS AND FLYING

Although they are complex phenomena, thunderstorms can be treated as relatively simple systems once their behavior is understood. Understanding the nature of thunderstorms is important for pilots who operate in areas where these storms are common. Thunderstorms can create hazardous conditions for pilots, including strong winds, turbulence, and lightning. However, with proper training and precautions, thunderstorms can be navigated safely.

1.6 SUMMARY

Thunderstorms are complex atmospheric phenomena that can pose significant hazards to pilots. Understanding the behavior of thunderstorms and taking appropriate measures to avoid them can help ensure safe flight. Thunderstorms are typically characterized by three stages: the cumulus stage, the mature stage, and the dissipating stage. Each stage has distinct characteristics and implications for flight safety.

1.7 REFERENCES

For a more in-depth understanding of thunderstorms and their impact on flight operations, pilots are encouraged to consult the Federal Aviation Administration’s (FAA) publications and resources, as well as other relevant literature on the topic.

1.8 ACKNOWLEDGMENT

The author acknowledges the contributions of various experts and organizations in the field of atmospheric science and aviation for providing valuable insights and data used in the development of this article. The author also thanks the FAA for their support and assistance in the research and preparation of this material.

1.9 CONCLUSION

In conclusion, thunderstorms are a significant aspect of flight operations, and understanding their nature, behavior, and effects is crucial for ensuring safe and efficient flight. By recognizing the stages and characteristics of thunderstorms, pilots can make informed decisions and采取 appropriate actions to navigate through these potentially hazardous conditions. With proper training, preparation, and adherence to established procedures, thunderstorms can be managed effectively, minimizing risks and ensuring the safety of all involved.

10. Eastern Receives CF6

ONTARIO, Calif. - GEV Aircraft Engine Group has shipped the first of three new CF6-60C1A turbofan engines to Eastern Air Lines in support of the A300 jetliners that will go into service later this year. The CF6's were sent to Eastern’s Miami headquarters. The new CF6 engines are owned by Eastern Airlines and are being updated to the latest configuration by GEV’s Aviation Services Operations Division located here.

Of the two remaining engines to be shipped, one will be delivered to Eastern’s New York facility, and the other will go to Miami. Eastern Airlines will evaluate four of the wide-body A300 aircraft powered by two 21,000 pounds thrust CF6-60C1A bypass turbofan engines for six months. The aircraft, which will be operated on Eastern’s routes between New York/Howard and Miami/Palm Beach/Tampa/Ontario, will continue scheduled service beginning in December.