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Embry-Riddle Aeronautical University

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STUDENTS ELECT NEW S.G.A.

In one of the strongest attempts to improve student involvement in the S.G.A., the S.G.A. held a debate on Wednesday, September 21, between Bob Allen and Marty Ketter. After Allen challenged Ketter to a presidential debate, moderated by Marty Ketter, the debate was held in the U.C. The panel consisted of eight students chosen to represent both sides. Following 30 minutes of questions to the presidential candidates, the panel then asked questions of the V.F. candidates. Those after-gloves 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 Paul Hansen and V.O. A. members. After the voting closed at 5 p.m., the votes were counted, giving the Bob Allen/Al Gates ticket the election by a count of 239 to 319.

The results of the senatorial race were as follows:
- Business at large: Thomas Campagnola
- Business at large: Mark Lyons
- Senate from the College of Aeronautical Studies: Patricia Neuland
- Senate from the College of Aeronautical Studies: Paul Hansen
- Senate from the College of Aviation Technology: P och. Craig

Several students were interviewed following the debate for comments on the candidates.

Flight Technology Gets New Hangar

This new hangar is bring- ing about several changes to our school's curriculum and environment. You might have noticed some added activity around the hangar where the HC-5 and V.O. A. flight are located. Flight Technology is now located in a hangar this summer. This hangar is located where the old hangar was. It is now more secure and the new hangar is more accessible to the students.

Bob Allen is surrounded by friends and questioners after the debate. Bob can be found next to a new hangar in the S.G.A. office in the University Center. (Photo by Paul Hansen)
EDITORIAL

By Ray D. Katz
AVION Editor

ALMIGHT: THAT'S ENOUGH MUDSLING, CHILDREN.

There's no point in blaming someone for starting it, or for how much must they bespread around. In fact, the time for blame and accusations 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.

Brady Rinner and Mike Jaworski are to be congratulated on the race they ran. If anyone wants a good example of student involvement, he only needs to watch Smokey in action. I sincerely hope that the new S.G.A. administration can encourage Brady 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 wishes 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 idea to the student body - but if you don't mail it out on it, it will continue to be your loss.

I can't be much more blunt than this: 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.

FEEDBACK:

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

ANSWER:

From A.J. Agst., Associate Dean of Students

Unfortunately, the bus to the Royal Student Inn, occasionally is crowded. However, it also has periods where runs have been practically empty. The bus cannot possibly make a run every half hour and be empty. The revised bus schedule is intended to blend with classes and the meal hours 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 considering Purdue University in Lafayette, Indiana now am canceling it even more seriously. The nature treatment here is deplorable, also when comparing to the J.C.I. I attended, back to my car, I was considering it even more seriously. The administration here is deplorable, also when compared to the J.C.I. I attended.

ANSWER:

From A.J. Agst., Associate Dean of Students

Plans are being made for expanding parking on campus and should be completed about the same time as the new dormitory complex. As further notes it seems that no one at this university must walk ten miles in anyway it 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 interest of the student body. Till next time... Michael with a "J"

***************

We would like to take this opportunity to congratulate Bob Allen and Mike Jaworski on their election as our President and Vice President.

We would like to thank all those who voted for us and especially those who worked as hard as we did in our behalf.

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

R.P. Rinner
Mike Jaworski

FEEDBACK

Ridiculous! The parking is a joke. Especially tickets for parking where you can - not on of the way anyone can get.

ANSWER:

From A.J. Agst., Associate Dean of Students

Parking should be done in designated areas ONLY. Criteria for parking is not just "out of the way of anyone else".

Please refer to the brochure on campus parking and traffic regulations. Parking facilities should be expanded before next fall.

If you have any concrete suggestions, I would appreciate them.

From his car to the classroom. It would seem that the current parking problem is a matter of convenience more than no available spaces whatsoever.

OPINIONS

Presidents

Bob Allen
Vice President

SECRETARY

JEAN SNYDER

3

Volume 27, Issue 3

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**VIEWPOINT**

By Jim Harris

**QUESTION:**

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

1) "Compared to the Apley's 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 mediocrity."
4) "The food isn't bad, but it's not worth the wall, more trash piled on the worst side of the U.C., and they should list the price of optional items."
5) "I'll prefer Gutenburgers.

Scholarships Awarded

By Jim Harris

Congratulations are in order for five students who were awarded RAU academic scholarships for the Fall '77 semester in recognition of their scholastic efforts. The recipients were senior Urban C. Irish with a $550 full tuition scholarship and two $275 awards were earned by junior John H. Phillips and sophomore David Wells.

These Scholarships were awarded on the basis of meeting credit hour requirements and outstanding grades prior to the average. Determination of the recipients is made by the financial assistance committee.

Several forms of financial assistance are available through the school. Kenneth Daizler, 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.

**FOOD SERVICE**

By Jim Harris

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

Prockett began his job training with PFM five years ago when he served as Food Director for the dining program at Lake Sohows of America campground at Muskegon, Michigan, a facility feeding 1,700 people daily. He gained additional experience in jobs at Lake Station, New York, and the most challenging assignment at Western Carolina University.

Prockett was able to revive Western Carolina University's food program from a $15,000 deficit and improve quality within a year. Prockett was then selected to oversee E-RAU's meal program.

Prockett's position as Director of Food Service is more than a full-time job. He is often required to properly supervise a new operation. Fortunately, he finds personal contacts will enable him to do much of his work outside of the food operations.

Prockett plans to admit more than 100 new students in the fall. The new student program will continue and be accelerated by introducing new ideas in preparation and service. The recent barbeque was an example of such planned innovation.

When asked if 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, Prockett said that the space required for serving any multiple serving area would make this an impossibility. When questioned about the quality of the foods purchased, Prockett intimated that his choice of foods by stating that only the top grades of meat and produce are purchased. L. Donahue, an official of PFA Monarch, one of E-RAU's suppliers, confirmed Prockett's statements. Donahue stated that E-RAU enters only the top two food grades. Further, Prockett prefers those grades in sufficient quality to qualify for volume discounts. Ideas and produce are delivered several times each week to provide fresh food kept on hand from growing stale to storage.

When asked if working with such a young food director makes any difference, Donahue commended that the younger people were more innovative and less set in their ways. Furthermore, Prockett is not reluctant to speak his mind to E-RAU's food suppliers.

The overall picture of the food service at E-RAU looks promising. Hopefully, the new director and enthusiastic labored staff will see the hungry students something to look forward to.

Two topics were raised by the suggestions received this past week: 1) Too much noise in the library? 2) Where do the magazines go? Both of these problems require student cooperation. We are, however, in the process of covering many magazine titles with special folders which we hope will make it easier for them to save. Let us know the materials are in the Media Center where everyone can see them.

**NEW BOOKS**

In our continuing effort to keep our patrons aware of new acquisitions, we report the following three books which recently arrived in the Media Center, at 8th and Reserve desk, for two weeks.

Burgess, Edgar Price. "All the Earth's a Stage." "Author of Palladium.

Three short stories science fiction novels, first published in the twenties and thirties, reflect the great imagination of the author of the Tarzan and Doc Steele series.


Burnt, Ronald, ed. Pilot Error, a professional study of contributory factor.

Authorization contributions from the varied sections of the aviation field describe the problems faced by "pilot culpability" in aviation accidents.

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Piper 28 at $12.00 Per Hour
CESSNA 172 150 at $11.00 Per Hour
CESSNA 172 155 at $11.00 Per Hour

**PADDY'S**

Did You Know

That we have and will continue to give a 10% discount to all RAU students, faculty, and staff.

This 10% is good in Paddy's Restaurant.
DELTA CHI

By Joe Nickel

With the fourth week of school about to come to an end, the Engineer of Sigma Phi Delta is all for action. Last Friday's show party was attended by both engineering faculty and students. The students attended in order to enjoy themselves and the free punch, beer, and sandwiches very much.

The Sigma Phi Delta football team got off to a slow start at first but ended strong at the Sigma Chi team. With its awesome Sigma Phi Delta offense, Sigma Chi was held to only one touchdown, and no points in the fourth quarter. In the meantime, the SDSF offense had two long runs (one touchdown) that were each carried back at least 40 yards due to penalty. Also, the Sigma Phi Delta defense had four first downs on punter kicks compared to Sigma Chi's none. Last Sunday Sigma Phi Delta played in the first time in three years that Sigma Phi Delta has lost a football game to Sigma Chi.

This month's Sigma Phi Delta Castle has been recently changed, and all of the SPD Brothet and Little brothers are glad that the new look is great.

Any AE or ACET student member from your chapter or Sigma Chi is encouraged to participate in the upcoming events.

AVROC

By Mike Hayden

We're a little late in coming out with our辖区内 but it's better late than never. I hope you enjoy our magazine every month.

Last Friday night most of the brothers got together and went to see some of our favorite hangouts and really did have a good time.

The Savoy was not our first brother party, everyone had a good time. This party was a bonus and not a part of the usual group.

The Savoy also has some of the best looks in town.

At the Savoy we had the first party of the month, we all had a good time. We had everyone there, including the SDSF brothers and a lot of people.

The Savoy is a great place to go and a great way to spend a night.

The AVROC club is extending a welcome to all students who are interested in Naval Aviation. This means the formal portion of the school chapter. The new program will be presented to the students.

If you have any questions and are interested in AFROTC Scholarships, drop by the AFROTC office in the west wing of the airport or call Bill Steers, 4021.

E.R.A.U.

MGTC L J

By Patricia Nenad Publicity Chairman

Don't forget about our next meeting. The meeting is on Oct. 12. Must be in by the beginning of lunch. We will meet at 7:00 p.m. in the FAC-W. The meeting will be in the west wing of the Systems Program, Space Division of General Electric.

If you aren't a member but would like to attend our meetings and learn about the Management Club, contact Debbie Sebba (secretary) at Box 2377, or at Box 3358. We hope to see everyone there.

The Riddle Packers began their fall tournament with their first game. The team consisted of our "Prairie Dog Bash" at Hopkins Park in the Ozark Forest. As usual we left late, parking tradition, playing Riddle at 11:30 a.m. with a large group of fans and a big crowd of Miller. About 20 miles away at Laflin, a portion of the crowd pulled out for a short celebration. The "Blue Beach" broke the 100,000-mile mark. So we broke out the BBQ and put a top on the leg. After a quick toot we were back on the road. Shortly thereafter, we were setting up camp under the ever present blue sky. After a few beers and a little punch, we got ready to take the water before a large and interested audience. We were proud of our game. When we won we were all very happy to keep the human, night right? If he only thought one could have a great night instead of night while at the party, but we all had a good party at the party, but we all had a good time.

The Lambda Chi

By Joe Nickel

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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 the importance or 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 historically, the first aircraft accidents, the earliest aircraft accident statistics, and the cause factors.

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 cause of the first 10 aircraft accidents are still occurring with predictable accuracy in today's flying environment.

The "Sequence of Events" is the mechanics of an aircraft accident. It is those factors combination, coincidence and compounded circumstances which an accident is made. Any number of events or even accidents can be used to illustrate a point. Overrides, potential delay in scheduled departures, thunderstorms etc. are subject of inspection and study.

For normally occurring, the pilot with the right attitude towards the flying environment is the pilot who understands, and can apply the proper attitude. Many hundreds of thousands of words have been written and spoken on the subject of accident prevention. Safety is not a present event. It is a continuous operation, and any one of which can be solved without difficulty. It should be considered as a fact that helps explain why the Eagle requires 61 per cent less maintenance time between missions than the older F-5E Phantom.

(Photograph courtesy of McDonnell Douglas Corporation)

LIKE RUFFLED FEATHERS  The maintainers' vote covers on McDonnell Douglas Corporation's F-15 Eagle sit open for inspection. The Eagle, as all airplanes fight on as in service in the U.S., Europe and Israel, has been a very dependable and productive. Entirely new and perhaps even newer than its predecessor, the F-15 has been delivered to Air Force units around the world. Virtually every system on the F-15 is accessible through three covers - 80 per cent of which can be reached without difficulty. If a fact that helps explain why the Eagle requires 61 per cent less maintenance time between missions than the older F-5E Phantom. (Photograph courtesy of McDonnell Douglas Corporation)

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FORT WORTH, Texas — (Fredied running test of Bell Helicopter Test Department XV-15, the helicopter has now assumed following intermittent buffet and gear fault tests.

During three hours of flight testing in the helicopter mode, the aircraft encountered buffeting at altitudes of up to 100 feet above ground level. It also sustained an impact up to 40 knots for 20 seconds and then performed.

Other flight test accomplishments included:

- Hovering with 45 degrees roll and yaw.
- Hovering and landing with the stability augmentation system off.
- Inverted and landing with manual rump control.
- Pitched forward and landing the aircraft.

The XV-15 is the 85-degree delta wing, short takeoff and landing aircraft.

The 20- foot turns were in 55 knot winds. Bell test pilot Paul M. Humes Jr., in conjunction with Aircraft and Armament Project pilot Dan Denig were so pleased with the aircraft’s handling performance that they made no reservations for design changes as a result of the flight tests. Preliminary external noise data, however, indicated that the XV-15 is so quiet that 4,000-mile. Bell 206, helicopter operators will have to make prior to the resumption of ground testing.

Ken Wernick, director chief projects engineer, reported that after almost 50 hours of ground and flight tests has been completed — including several hours at maximum power and one hour of over-speed — "the transmission goes didn’t look as though it has been used."

Prior to the XV-15’s first hover flight on May 3, the aircraft completed a series of extensive ground and flight development tests, including full conversion from single-rotor mode and back at maximum operating RPM and high power levels of operation of all aircraft and system modes, and the return of demonstrations at high power and over-speed RPM in helicopter mode.

Following a 10-hour ground run to complete qualification of the aircraft transmission and dive system, and installation and certification of a roll control system, Aircraft No. 21 will be delivered to NASA Ames Research Center at Moffett Field, Calif., for test
tests in the 40 X 80-degree wind tunnel. Wind tests are expected to be completed in a few weeks.

Final assembly of the Aircraft No. 2 is almost complete in Bell’s experimental shop. The helicopter will be delivered to Bell’s Flight Test facility in September for completion of research instrumentation installation, systems checkout, and ground and run on the aircraft. Airworthiness test flight by Bell using the second aircraft will commence after wind and dive test flight of Aircraft No. 1 and will include the expansion of the operating envelope further evaluation of the aircraft’s performance, dynamic stability, and handling qualities.

Bell is working under a joint contract with NASA and the U.S. Army to develop, manufacture, and test two VTO concept, tilt-belt rotor research aircraft. The tilt-belt rotor is expected to compete the best features of helicopter and conventional aircraft for fast point-to
to-point transportation.

Research on the tilt-belt concept began in 1953 when received a joint Air Force Army contract to build the 3-X conversion. This early model proved the viability of the concept and operated in both bonus and forward flight modes with ease.

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Upon graduation, as a commissioned Army officer, YOU can help shape our people, our money and our materials as well. To make more important, meaningful decisions than most young executives.

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 Calusa Drive. The first three games of the day saw the East teams of the Blue Division matching strategies. Sigma Chi officially because the first team to score in the new season picked 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 0 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 heroes at Brothers of the Wind take on Delta Chi. Pass pressing 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. Darrel Brown, the quarterback for the Brothers of the Wind, scored his third touchdown of the season in the second half for an easy victory.

The third game of the morning saw the Miller Boys match wits with the 90's. The Miller Boys offense proved to be too much as they handed the 90's an 13 to 0 defeat. The 90's held together through the efforts of their leader, Chuck Henry, but could not seem to get the breaks.

In the West Conference of the Blue Division, the first two games were won by Butler going over the Birds on an easy 6-0 victory over King Don who did not field a team. This post Lambda Chi in the Blue Division West Conference. The second football played Who Came to pick up a 6-0 victory over the Rams on the 11-man team.

The third game of the West Conference saw the Marauders hand the Vikings a 15-0 loss giving the Marauders the fourth victory of the day.

The final three games of the day pitted the East Conference teams of the Gold Division. In the first game the Vee Club got on the board first against the Raiders early in the first half to take a 6 to 0 lead. As the game progressed and defenses sharpened, it proved to be the crucial TD as neither team scored in the second half.

The Raiders and APFOCT went to the sidelines at half time at 6 to 0. The Raider defense proved to be superior in the second half as they held the APFOCT passing and running game to 0 points. Their offense came on to score twice more with the final score bringing Raiders 24 and APFOCT 12.

The first game saw the equally determined teams of the IC's and Beach Boys mixing plays with the Beach Boys coming out on top handing the IC's a 15-0 loss and the slant shot 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

S-RAU's 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 substitutions.

Thursday night action saw Wally Scharlade take the high game bowled by firing a 231, followed by a 178, and a 163 for a series of 572. Mike Drake also rolled a 572 series with games of 204, 245, and 225. Ken Hansen of Tall Karts had the high team score with a high game of 230 and a 159. Other "500" series were: Dave Warren with a 510, Dave Tierro with a 511, and Gary Sanders with a 539.

The women's league once again represented with Trish Wintour bowling a 325 series with a high of 172, followed by Caroline Cash with a 163 series and high woman's game of 179. Marilyn Stilts took third place with a 164 high game and a series of 412.

SOCCER SEASON BEGINS

By Jim Zaranek
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, Panamanians, West Indians, French, and American students giving it an international flavor. Most of the players were raised on soccer in their native sport such as England or France.

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 believe, I have a lot of faith and confidence in this season's team."

Rudi Hyl, a player from Surinam, South America, comments, "Sidah on the team is very high. The team has the highest potential that I've seen in three seasons."

During a match, the Eagles have only played 10 players for the 11-man team while other large conference have enough players to put in a whole new change of team. The Eagles depend heavily on playing with this disadvantage because 90 minutes is a long time for a person to play soccer in a match.

Steven Poormans, a team member from Man, stated, "Last season, we came in second place. It was embarrassing to have lost a game to 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 plays 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 4:30 to 6:30 on weekdays on the soccer field near the administration building.

Emory-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, so please join the Eagles as they try their fancy footwork to rattle-dangle the opposition to lead Emory-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 accelerator safety switch and a 28-volt electrical system.

These 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 a new airplane icing-in.

Speakers are available in the addition of the new Cessna RT-388A NAV/COM.

Pilots can listen to their own radio transmissions to help them improve their radio technique and in a training situation, the instructor or student can listen to each other.

The molded interior fabric in the Skyhawk is Courrier, a bonded nylon that is durable and easy to clean and resistant to stains. Optional vinyl or leather are also available in a variety of colors.

These 1978 Skyhawk speakers also provide a selection of side standard colors on a tape of vinyl colors.

Using a 140-hour power, 105-cycles, Lycoming 0-320-H engine, the Skyhawk cruises at 125 knots (140 mph), setting 75 percent power at 8,000 feet. The Skyhawk's climb is 350 feet per minute at sea level, and cruise altitude is 14,000 feet.

The Skyhawk is currently the President of Eastern Airlines.

In Miami, the Gemini Air, which named its 1978 model Skyhawk III, is currently the President of Eastern Airlines.

The president of Eastern Air Lines drives a 1959 Chevrolet convertible with more than 10,000 miles on the meter, pants a black leather jacket and is "the second- most powerful man in the company," according to one airline official. A "working officer," Boman said that driving on the job will mean automatic steers at Eastern and long lunch breaks are not looked at very highly.

Skylet is not out of the woods yet, financially, last month the line lost $26.4 million under the $85 million deficits suffered by Eastern when Boman took over.

With Eastern's back from a successful career in business, Boman, 45, survived the private business sector after being an Air Force officer, a test pilot for Boeing and a test pilot for Boeing, he is now a "working officer.

The popular "Hall Pack" option of VFR, IFR, and the Nav Per for IFR-equipped airplanes will continue to be offered. Prices of the airplanes are: Skyhawk, $75,000; Skyhawk II, $135,000, and Skyhawk III with Nav Per; $200,000. All options are F.A.R., Wichita, Kansas.

ASTRONAUT TURNED EXECUTIVE

The following is an Associated Press release resubmitted by Frank Borman, astronaut-ex president of the U.S. program that was his current position is 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," I was very disappointed by the fact that he is no more, but more, I believe that he is lost," I believe in him.

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

"Yes," he said, and added, "we have to consider it.

Skylet, which is one of the country's most popular airplanes, has been the best selling. It is a fantastic color, fantastic integrity. Never could anyone question a half on his head about his integrity.

NASA -- Come See It!

NARA'S KENNEDY SPACE CENTER

Slant is scheduled for its first orbital flight from Kennedy Space Center for the spring of 1979. A million to 2 million dollars is needed to maintain Slant, which will be an experimental satellite with the National Aeronautics and Space Administration.

The many exhibits, space films and lecture demonstrations at the KSC Visitor Center are open to the public without 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 off U.S. 1 at the junction of Titusville Road 3 on North Island.

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

The tour of the Kennedy space center is among the state's most popular tourist attractions, offering glimpse of past achievements and space preparations for the space Shuttle, a keystone in the revolutionary new transportation system which will offer occasional 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 is the pilot’s primary concern. However, sometimes during the course of any given flight, he will be confronted at least once with the problem of thunderstorm penetration.

1.2 THE THUNDERSTORM DEFINITION

According to AC 00-6A Aviation 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 severe; usually attended by strong winds gusts, heavy rain, and sometimes hail. It is a usual duration, seldom over two hours for any one storm.”

At best the following facts 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, and;
(c) there must be some type of lifting force. The lifting action may be provided by thermal heating, uplifting barriers, frontal activity, or convection.

1.3 THUNDERSTORM CHARACTERISTICS

A typical thunderstorm is usually a cluster of several individual cells in close proximity to each other. Each cell usually in diameter 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 trend is 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 height is generally lower in the polar regions than the equatorial region because of the lowering tropopause height when reaching the poles. The highest thunderstorms recorded had tops well over 70,000 ft., and grew at a rate in excess of 7,000 ft./min. When a cloud is growing faster than 1,500 ft./min, a "pylone" (rap) cloud may form in the clear air or over it due to the rapid push from below. See fig. 1.

1.4 THE THUNDERSTORM LIFECYCLE

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 60 min. to 1 hr.; however, a typical thunderstorm may last substantially longer.

1.4.1 CUMULUS (BUILDING) STAGE

Although only few cumulus clouds develop into thunderstorms, all thunderstorms start off as, and are the ultimate manifestation of a cumulus cloud. As long as there is thermal instability, high relative humidity, and moisture in the lifting force, cumulonimbus clouds are possible, even when it is not thunderstorm season, lightning activity can be expected. The cumulus stage is usually reflected by stratified cumulus clouds.

1.4.2 MATURITY STAGE

When the precipitation becomes heavy enough, it can no longer be sustained by the updrafts and falling droplets, which combined with the cumulus stage. The mature stage is the period of heaviest rainfall. The mature stage is usually accompanied by thunder and lightning.

1.4.3 DISSIPATING (ANVIL) STAGE

The dissipating stage occurs when the downdrafts spread away from the lower portion of the cell, although the anvil (cloud) may still exist in the upper portion. The cloud top (which may have been present in the mature stage) spreads out with the upward movements and may reach 70,000 ft. Light rain, cloud-droplet lighting, and an absence of cloud-top lightning 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 stabilized; finally, the whole cloud loses its definition and becomes "broken out." The time span over which the dissipation stage is the most unpredictable of all stages discussed. See figure 2C.
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