ST. AUGUSTINE AIR SHOW

By Jim Zornes
Staff Writer

As the wheels leave the ground, "Wildman" Claude Hurtone whips his Pitts Special into a spectacular nap roll. Looking overhead, the region of Lindberg's Spirit of St. Louis soar over in a low pass. These were just a few events that happened at the airport held at St. Augustine Airport last Saturday.

The event? "This is all done just for fun," explained Jim Moser, president of A-20, Inc. (The FBO at St. Augustine.) "This is an open house sponsored by people who want to promote aviation," Moser added.

The morning was started off by enjoying a free pancake breakfast. Radio-controlled models took to the skies doing everything from hand-drawn stunts to touch-and-go landings. Clear blue, sunny skies were just a perfect beginning.

Another notable aircraft on display was the newly restored Taperwing Waco Biplane which in 1929, broke the transcontinental speed record from New York to California at 147 mph. This biplane is actually a mixture of flying machines including Pitts Specials, B-24, Burnmans, amphibians, Piper Cub, Cessnas, and Great Lakes Biplanes were also proudly displayed.

Everyone eagerly awaited the arrival of the Spirit of St. Louis replica flown by Ernie Moser. Fingers pointed at it as it appeared in the distance followed by a Stinson chase plane. The aircraft toured the field, made a pass over the nation's oldest city, and returned to the airport to be displayed. This began the aerial events.

Six aircraft began an aerial combat performing various combat and aerobatic maneuvers. In a comedy skit during the battle, Don Heney in his biplane made a make-believe bomb run scoring a direct hit on a suspension Outreach in the middle of the field. The embarrassed occupant promptly pulled up his pants and began blustering away at the plane with a shotgun.

In his brilliantly painted S-5 Pitts, Jim Holland put on an excellent performance including a daring high speed inverted climb-out. Claude Hurtone and Bill Hunter also showed the enraptured audience what a Pitts Special can do.

A noise similar to that of a lawn mower drew the audience's attention to one side of the field. Seemingly floating over the ground was the 100 pound helicopter airplane. This strange looking bird has about a two foot diameter propeller and flies in the area of 15 to 20 mph!

Jim Moser performed a beautiful aerobatic sequence in a Great Lakes Biplane as well as Greg Korcsak putting on a demonstration through its paces. Many interested and uninterested aviation enthusiasts enjoyed the show. Later that night, a banquet was held at which Paul Potencey, President of the Experimental Aircraft Association, was guest speaker. A spot landing contest and bingo deep contest was also scheduled for Sunday.

"All the pilots in the show volunteered their time," Moser pointed out. The Airport president added that the static display as well as the flying demonstrations are also educational.

Amelia Earhart's Pilgrim Autopilot, in addition to several other antiques, were being restored at the airport. "We keep the hangar doors open all night long for everyone to see and enjoy," Moser added. "To keep it in good condition and to keep it to step by," Moser commented.

Each year, several of these shows are held at St. Augustine. I know TB plans to attend the next one.

FLIGHT TEAM NOTICE

There will be an organizational meeting of the Emerly-Riddle Flight Team today at 6:30 p.m. in the Joseph Goldstein Building, Room 109. All people who are interested please attend - there are several areas to compete in. If you cannot attend, leave a note in Box 2211 and we will try to forward more information to you.

VOLLEYBALL TEAM FOR WOMEN

All Women interested in volleyball, there will be a meeting Wed. Oct. 19th 5:00 p.m. at the Dorm Annex. We need you.

Pilot slots open! Also navigator and missile slots. Must be able to graduate between December 1979 and August 1980. For more information, contact Captain Martin in the AFROTC. You need not already be enrolled in AFROTC.

TENNIS

For those people who missed last week's tourney or who had and want to try again, in all divisions you may play in a follow-up tournament to be held at Veterans Point Racquet Club, 1445 N. Atlantic, Daytona Beach. Entry forms may be picked up at the club or the Student activities office. Deadline for this tourney is Oct. 20.

EAGLES CONTINUE THEIR WINNING WAYS

SUPPORT YOUR SOCCER TEAM!!

STUART R. WAGNER, Editor
THE AVION
EMBRY-RIDDLE AERONAUTICAL UNIVERSITY
OCTOBER 19, 1977

CLASSIFIEDS
CLUB NEWS
ENTERTAINMENT
FRATERNITY CORNER
OPINION
SPORTS
THUNDERSTORMS
WISE UP
WRITTEN ON SUNDAY

INSIDE
The opinions expressed in this paper are not necessarily those of the university or all members of the student body. Letters appearing in the Avion do not necessarily reflect the opinions of the newspaper of its staff. All letters submitted will be printed if they are not libelous or obscene. The names will be withheld from print if requested.

**EDITORIAL**

By Ray D. Katz

Avion Editor

This past week was the most interesting, from an editorial standpoint, that I've had since I assumed the position as editor of this newspaper. I've received more comments and questions about the last week's paper; in fact, three students actually came into the AVION office looking for me personally to voice their opinions about something I printed. The cause of all this concern was the cartoon drawn by Bob Herzog, our staff cartoonist, which appeared on the back page of last week's issue. Because of all the commotion generated, it is time, I feel, to address two questions uppermost in my editor's mind. First, is the feeling and intent of the editorial, and, second, the question of responsibility. I will discuss the first this week, and take up the second next week.

Before I do, though, I must apologize to those of you who misread that cartoon. The cartoon was not aimed at any one in particular, and especially not aimed at the female dorm student. I repeat, misread, because, although that cartoon has several meanings, it implies that all the girls in one dorm need two guys to keep them warm at night is a revolting image of that cartoon. That cartoon, when printed, had no moral or sexual implications, and was originally intended simply to poke fun at the crowding in the dorms at the present time. Even if you felt that your ex has been poor, don't you think that you're being overly sensitive if that cartoon had created the administration, myself, instead of complaints, I would have heard cheers.

But let me get to the underlying question, which is, to whom am I responsible.

Because you, the students at Embry-Riddle, are my readership, and support the operation of this newspaper through your SGA fees, I feel a responsibility to print a newspaper that is respectful to a student at Embry-Riddle. I do that based on my own feelings and experience as to what is right; and what is right. I do not as an editor, and neither should any of our fellow students. In the case of the cartoon last week, I did not perceive it as insulting anyone (me being in that category) prior to printing it. Knowing now that I have a very sensitive audience I will screen the editorial cartoons more carefully in the future. This is not to say that these cartoons will be totally hidden, but I do not believe the purpose of this paper is to prevent us from expressing our opinions.

One final note: While I'm on the subject of my responsibility to my fellow students, I must make one request: please do not come to the Avion office to voice your complaints. Take out your pen, paper, and do it each week. I do my job because I'm given the option to read this paper once a week. I am an editorial cartoonist, to be taken with a grain of salt.

The opinions expressed in this paper are not necessarily those of the university or all members of the student body. Letters appearing in the Avion do not necessarily reflect the opinions of the newspaper of its staff. All letters submitted will be printed if they are not libelous or obscene. The names will be withheld from print if requested.

**President's Corner**

Bob Allen

SGA President

There are many items I wish to discuss this week.

First of all, the SGA secretary, Pat Myers, will be working full time from 9-5 Monday thru Friday. Second, an inventory of all SGA property has been completed and my thanks to those who spent time on this project. Third, I will attend the Board of Trustees meeting October 21 and 22, representing the student body.

Although there will have been a second Student meeting by the time you read this, the business accomplished at the last meeting (Oct. 12, 1977) was as follows:

1. Mike Jaworski and John Schaffner were confirmed by the Senate as chairperson of the Health, Education & Welfare (HEW) and Activities and Communications Board (ACB) respectively.

2. Budget submitted for SGA funds must be accredited, i.e., full justification of need. The Senate will vote on budget proposals at the October 12, 1977 meeting, which will be open to all students.


5. Senate will look into using testing for students at the boathouse Inn or as other dorms.

6. Senate meetings will be at 8 p.m. in the future.

7. A.C.B. divisions (student functions, student publications, and WEIU-AM) to emphasize success spin for our winning English.

8. Volunteers (senators) were nominated and accepted for HEW activities as follows: Paul Stebbin Steve Rice Patrick Kozell Dee Schroeder

Affiliate Staff

Housing Standards

Pre-temp or Student Senator Rep. to the Executive Council

I want to thank those who supported the last soccer game and urge all students to support our winning team. Remember, all games are played on Field No. 6 just east of Catalina Drive in the two area about a 15-minute walk from the dorms.

I encourage all students to participate in the standing SGA Division to assist the Senate and SGA in binding together times or ideas, please see me in the SGA office.

**LANDING**

A poet by Tim Forbes

The comedy is but, the place is heavy.
Left gun is rough, like my doxy.
A little too high on final approach.
The jet is in position as small as a match.
Ease back on the throttle, increase the stick.
The bottom Vy is now becoming pink.
The part of the left is now a spoutier.
Had it feeling it would quit, need more rudder.
Down with the flaps and drop the gear,
Washout is imminent, could be nose down.
A half mile out and nothing is stable.
Start the tower will say, "Next turn if able.
"Getting close to the numbers, beginning to flare.
Those Rayguns are great, hardly any flare.
There go the name, noise and soft.
Sure is fun coming down, but I'd rather stay aloft!

**The Avion Staff**

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TECHNICAL ADVISOR. . . . JEFF RUBIN

NEWS EDITOR. . . . VACANT

ADVERTISING MANAGER. . . . PAUL STRYKER

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JEAN SNYDER

Volume 27, Issue 6

Wednesday, October 19, 1977

Published weekly throughout the academic year and bi-weekly throughout the summer by The Avion, a student publication of Embry-Riddle Aeronautical University, Daytona Beach, Florida, 32114. Phone 252-5561 extention 319, 317, 312.
The Division of Student Affairs

Various offices within the Division of Student Affairs will be closing the hours to which they will be available to the students. For many of these offices, a higher percentage of the work load is needed for helping students, and after-hours office hours will be necessary to meet this need.

The Schedule beginning October 19, 1977:

<table>
<thead>
<tr>
<th>OFFICE</th>
<th>PRESENT HOURS</th>
<th>PROPOSED HOURS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vice President, Student Affairs</td>
<td>8:00 a.m. - 4:30 p.m.</td>
<td>8:00 a.m. - 5:00 p.m.</td>
</tr>
<tr>
<td>Student Activities</td>
<td>8:00 a.m. - 5:00 p.m.</td>
<td>8:00 a.m. - 5:00 p.m.</td>
</tr>
<tr>
<td>Health Services</td>
<td>8:00 a.m. - 4:30 p.m.</td>
<td>8:00 a.m. - 5:00 p.m.</td>
</tr>
<tr>
<td>Counseling Center</td>
<td>8:00 a.m. - 4:30 p.m.</td>
<td>8:00 a.m. - 5:00 p.m.</td>
</tr>
<tr>
<td>Housing</td>
<td>8:00 a.m. - 4:30 p.m.</td>
<td>8:00 a.m. - 5:00 p.m.</td>
</tr>
<tr>
<td>Dean of Students</td>
<td>8:00 a.m. - 4:30 p.m.</td>
<td>8:00 a.m. - 5:00 p.m.</td>
</tr>
<tr>
<td>Finanical Aid</td>
<td>8:00 a.m. - 4:30 p.m.</td>
<td>8:00 a.m. - 5:00 p.m.</td>
</tr>
</tbody>
</table>

This may involve sending memos, filing applications, and filling out government forms.

The two offices that are in need of this time are the Office of the International Adviser and Financial Aid. In order that we may better serve students, we are trying to make the quickest and most ef- fective manner for the student body, the office hours are being changed as noted below.

SAT, Oct. 99

Halloween Bash
One Halloween bash will be a costume dance with cash prizes going to the best- dressed customers. Categories will be "Christmas," "space-age," "nail polish," and "sea shells" with a $25 first prize and a $15 for second prize. The theme is that of a Spook Show, with a part called "Spooks!" with the theme of the "Halloween Bash" and "Spook Show."

WED, Nov. 2

Brian Wilson, watercolor photographer who filmed The "Deep" Frh, Oct. 25

Entertainment

FAIR CREDIT BILLING ACT

Today more consumers than ever before are using credit cards, receiving charge accounts, and other kinds of revolving consumer credit. Occasionally, however, mistakes are made on the periodic billing statements for these credit accounts and the consumer sometimes finds that getting to try to get corrections made can be difficult and frustrating. Many of the mistakes are simply clerical or mechanical. To attempt to help consumers correct such errors, Congress has passed the Fair Credit Billing Act effective October 25, 1975, as an amendment to the "TRUTH IN LENDING ACT."

If you think there's an error on your charge account bill, you have a legal right to get it corrected or explained under the Fair Credit Billing Act. The act covers credit cards and revolving charge accounts, but not installment loans. In the next few weeks, we will attempt to cover an explanation of the Fair CREDIT BILLING Act, and if you have any questions, please feel free to stop by our office and we can discuss it.

WHAT KINDS OF CREDIT TRANSACTIONS DOES THE FAIR CREDIT BILLING ACT APPLY TO?

The Fair Credit Billing Act applies only to "open-end" credit plans. For purposes of the Act, "open-end" credit covers all consumer credit extended by use of a credit card, as well as most other types of revolving credit, including department store charge accounts and line of credit plans such as charge checking. The Act does not apply to installment loans or purchases (such as car or home) which must be paid according to a set schedule of install-ments.

Next week, we'll review just what kinds of disputes the Act covers.
**SIGMA CHI**

By Stares Gregory

This weekend really had a special and very important thought for the brothers and pledges. They were able to participate in the Membership Development Program put on by Sigma Chi National Headquarters. Everyone had an individual and group thinking aimed at bettering the chapter.

Friday night was our time to really let go. We had our Fall Pick Your Partner Dinner Party. Brother, little sisters, and pledges all attended the party. Everyone had an excellent time. The very best of Sigma Chi was on display at this event.

Friday will also present a bake sale and sale of Coca-Cola by Sigma Chi. Please participate for it will also be very important. Our little sisters are putting on the Coca-Cola with our sale for Fall.

**F.B.S. WHO'S C.A.T**

**RIDDLE PACKERS**

Listen up all you beer drinkers. During the month of November and the month of December, we are having our Annual Kealing, Full, and Half Beer and wine. We have stock of Kealing like you can take a chance at getting a keg of beer or a case of beer or a beer mug.

Dances are 50 cents or less for a dollar. Buy in and help out the Packers. Our new store is still interested in joining the beer club on campus and come out and try to get one out on a day in the Faculty Staff Lounge and see if we all are there. We will be discussing our upcoming trip to Ocala. Our Kealing Raffle and our big four day event will be started. Come see there.

**COTTMAN TRANSMISSION**

OWNED & OPERATED BY COOTS, INC.

DEAR E-RAU FACULTY, STAFF, AND STUDENTS:

GRANDMA ALWAYS SAID "AN OUNCE OF PREVENTION IS WORTH A POUND OF CURE." WELL, GRANDMA MAY NOT HAVE BEEN A TRANSMISSION EXPERT, BUT WHAT SHE SAID MAKES SENSE, DOESN'T IT?

PEOPLE DON'T MORMALLY EVEN THINK ABOUT THEIR TRANSMISSION UNTIL THEY KNOW FOR SURE SOMETHING IS WRONG. BY THE TIME A TRANSMISSION FAILS, ITS TOO LATE. THE CAR HAS GONE TO THE MECHANIC. IT'S ALREADY AN EXPENSIVE PROBLEM. THE TIME TO CONSIDER YOUR TRANSMISSION IS BEFORE YOU HAVE AN EVIDENT PROBLEM!

WE AT COTTMAN ARE THE SECOND LARGEST CHAIN OF TRANSMISSION REPAIR CENTERS IN THE WORLD. WE FIX TRANSMISSIONS BECAUSE WE KNOW HOW.

COTTMAN OFFERS A "PREVENTIVE MAINTENANCE SERVICE" (P.M.S) FOR AUTOMATIC TRANSMISSIONS. THE P.M.S. PROGRAM CONSISTS OF A CLEANING OF THE SUMP AND SCREEN, ADJUSTING BANDS AND LINKAGE, REPLACING FAN GASKET AND NEW FLUID, ROAD TESTING, AND VISUAL INSPECTION. THE P.M.S. SERVICE IS AVAILABLE FOR $11.50. FROM TIME TO TIME THIS SERVICE IS OFFERED AT A SPECIAL PRICE OF $11.45 PLUS TAX. E-RAU I.D. HOLDERS WILL RECEIVE THE $11.45 PLUS TAX ON A YEAR-ROUND BASIS.

NATIONALLY, WE HAVE INSTITUTED A PROGRAM FOR THE EMPLOYEES OF LARGE COMPANIES LOCATED NEAR OUR OUTLETS. THE PROGRAM IS CALLED "MEMBERSHIP IN OUR COMPLETE AUTOMATIC TRANSMISSION REPAIR WORK." AND E-RAU STUDENTS AND FACULTY ARE ENTITLED TO FREE TOWING TO OUR CENTER AT 800 MASON AVE., DAYTONA BEACH, AND WILL ALSO BE GIVEN A RIDE TO WORK IN OUR COURTESY CAR.

TAKE GRAN M'S ADVICE. GIVE US A CALL TODAY. WE'LL BE LOOKING FOR YOU.
AVIATES

EMBRY RIDDLE AERONAUTICAL UNIVERSITY

ROAD RALLY THE 13 of this year's time again when anyone should be hanging up your harping skills for the Road Rally. Airfill will be hand on hand to start the contest. November 9, and will be more spectacular than ever before. Leave that date open and name the one for a good time.

Some of our members will be showing entries Thursday night at the club house to start our volunteer efforts. We hope you will be present, for we expect to have a few members then each weekend to organize sports activities.

All those people in the sea of blue uniforms today, were on the campus.

Next week we will meet at Air Fill for the start of this term "Class I" - FLEDGE PROGRAM

By Bob Teredelis (AA)

A few months ago, the word "glider" has passed. We are continuing to gain a better understanding of advice. The glider, the Arnold Air Club, and the Air Force through the glider program. As a result of the assistance from Rick and Ron Candex, and the board we are now completing our ear project and our report is due.

As a service to the school, the glider program sped over the moon and evening transporting several artifacts exhibits which are now on display in the building. We will be starting the planning stage for projects of the Air Force and the AFROTC Cadet Corps.

Our club is very active this Fall. Under the instruction of Mr. John Godwin in Clearlake, FL, our club is growing strong with thirty to forty students making their first flight. Following is a story of my first flight.

My first jump begins with preparing safety equipment. FPG's (parachute landing fables), is most important, the seat for the exit. The narrow steps is full, however, so we must walk down the steps. No life is without a dying adventure. We are completely confident that our static line will open when you call. Our canopies automatically when I jump. During the silent in altitude, I think of my previous achievements, but with the thought that I am now going into the unknown, but only back. During earlier achievements are going back to our own experience.

Now at the altitude, the navigator will risk shoot. If you see your chance, you can get lunch on a bottle.

We hope to have a few more members then each weekend to organize sports activities.

The AVIATES club is one hundred percent organized when you call. Our canopies automatically when I jump. During the silent in altitude, I think of my previous achievements, but with the thought that I am now going into the unknown, but only back. During earlier achievements are going back to our own experience.

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Universal Gym Arrives

Intramural Football

On Friday, October 7, 1977 the long awaited Universal Weight Machine arrived at ERAU. The machine is set up in the Draen Annex which is directly behind the diner. The Annex is open Monday thru Friday from 10:00 a.m. to 10:30 p.m. This machine will enable all students to get an excellent weight training workout in a short period of time. There are no weights to be changed, as all the students have to do is set a pin in a slot of the amount of weight they would like to use. We invite all the students to come to the annex to work out on this brand new machine. All students are cautioned not to try and lift their maximum, but to start out slowly and work up to their maximum to avoid straining muscle. Also no student may work out in Jeans or cut-offs at that will tear the leather seat on the machine. This machine was donated by Chuck Henry to the school by the Alumni Association and our sincere thanks go to all Alumni who made this gift possible.

First game of the day saw the East Co-Conference leader of the Blue Division, the Wolves, finally win with identical records of 2-0. Both defenses proved to be the deciding factor as they both held each other off to no points. Final Score of the contest was Beach Boys 0 and Vet Club 0.

In the second game the Jaguars scored a win in the first half but couldn’t maintain it in the second half of the game, losing 2-0 to the Volunteers. Final Score was Brits 2 and Volunteers 0.

The third game saw the Blue Division battle with the Marauders to a 7 to 7 final score. The Marauders scored on a pass from John Warman to Marty RE. The Dirty Birds tallied on a punt from John Bruno in Felix McClellan with John Bruno picking up the extra point on a pass. The fifth game saw the Wolves’ victory over Who Cares by a score of 16 to 2. The Wolves scored over 2 punts in 2 weeks. The last game saw the Wolves’ victory over Who Cares Chi Alpha 13 to 0. The Wolves scored on a punt from Jeff Warman to Bob Lee with the extra point. The Dirt Birds scored on a pass from Dave Feni to John Bruno and a run by Jeff Warman for a TD.

The seventh game saw the Wolves’ victory over Who Cares Alpha Chi Alpha 13 to 0. The Wolves scored on a punt from Jeff Warman to Bob Lee with the extra point. The Dirt Birds scored on a pass from Dave Feni to John Bruno and a run by Jeff Warman for a TD and extra point.

AFRCIC picked up a 6 to 0 victory for the day.

For Relaxation Let's Go Bowling!

Halifax Lanes 660 Mason Ave.
Ballsair Lanes Ballsair Plaza

Snappy's Photo Shop
1392 vulonia avenue
303 n. ridgewood at 2nd avenue

Blue Division

East Conference

W L T PF PA
Brother of the Wind 3 0 0 72 10
Miller Boys 3 0 0 32 6
Ephraim 1 1 0 30 3
Sigma Chi 1 2 0 18 18
Delta Chi 1 2 0 16 16
Sigma PI Delta 0 3 0 16 28

West Conference

W L T PF PA
Dirty Birds 3 0 0 23 12
Marauders 2 1 0 46 13
Vikings 2 0 0 24 24
Falcons 1 1 0 12 19
Who Cares 1 2 0 18 22
Lambdas Chi Alpha 0 3 0 6 35

Gold Division

East Conference

W L T PF PA
Beach Boys 2 1 0 20 0
Vet Club 2 0 1 34 0
Brits 2 1 0 42 0
Browns 1 2 0 12 24
AFRCIC 1 2 0 18 32

West Conference

W L T PF PA
Northeast Express 2 0 1 29 6
Geneva 2 1 0 36 17
Wolves 1 2 0 42 25
Famis Chi Alpha 1 1 1 12 18
Playboys 1 1 0 18 26
Sleekers 0 3 0 6 73
PEEF McMANIGAL
Jeff McManigal came to Embry-Riddle as a freshman in aviation maintenance from Westfield, New Jersey. The right fullback has been active in soccer since eighth grade and played on the Lawrenceville Prep School team for a season after graduation. In the past three years, McManigal has played in the Spring, Summer and Fall in addition to summer and fall leagues. "I've played most other sports and I like soccer the best because it's continuous, fast, and very challenging," he commented. Speaking about the Eagles, McManigal pointed out, "I like to play on a higher level team because it makes me work harder and I've never been on a better team." In the future, McManigal would like to be an airplane mechanic and pilot and his real goal is to own his own mechanic shop.

Riddle Radio

By Mark Shumway

I went the better part of a Thursday evening last week creating the dream. Not just for fun, but with an actual goal in mind. My purpose was to search out and discover WERU's listening audience. The things I learned that night were interesting, to say the least.

Although WERU was off the air at that time, I was still able to talk with quite a cross-section of students who listen to Riddle Radio. Out of nearly 40 different rooms, (the place was almost empty,) I listened to WERU regularly, and approximately 20 other didn't listen to it at all, or only rarely.

Intrigued by these statistics, I decided to begin my study and just find out what reasons the student listens to, or does not listen to WERU. Considering the variety of students that I managed to uncover that night, you can imagine the variety of reasons removed from the questionnaire itself.

Some of the more common complaints were a lack of professionalism, and real poor re-
ception. The lack of professionalism, or poor DJ style, is easily understandable. All of the DJs are students, most of whom have had no previous experience in running a radio broadcasting. At times, they do not know how to get much better, since the station lacks the proper equipment to keep in tune, is the Riddle Radio has very limited sound mixing equipment at this time. There are no more than a few DJ's needed to be trained, he has to be trained while on the air, and there is no other equipment available for him, and he does not have the proper little time to practice. As with most problems, these can be solved with enough money and additional time. However, until more money can be spent, WERU is forced to broadcast by AM common carrier, at less than 15 watts.

In the near future, WERU has definite plans of going FM with more power, and to listen it up. Once WERU can master

JOE OBI

Playing the right half position for the Embry-Riddle Eagles is Joe OBI. The senior in the aviation management program comes to Riddle from his home in Nigeria. OBI grew up on the game of soccer playing all his life. He played soccer on his high school team and later with the Eagles. "Soccer is good exercise and I like stretching the body," he stated. OBI anticipates a very successful season, pointing out that the team is "very motivated." OBI added, "We have a very understanding coach who does not dominate. Everyone on the team contributes ideas." After college, OBI would like to go to a graduate school and become a police pilot or airport manager.

Disc - Us & Records & Tapes

WEEKLY SPECIALS

PHOTO BY CHUCK HENRY

A Halloween Bash Sat., Sept 29
Get Your Costume Ready!

PETER COLE

Soccer is a way of life for the left half from Jamaica. Cole has played the game for so long as he can remember and played soccer in school and in clubs, in addition to playing on the M&H Florida team. "I like soccer because it's fast, exciting, and involves a great deal of concentration and physical exercise," Cole commented. He mentioned that the team members need to understand each other better since, with players from all over the world, many different styles of soccer are played. Cole feels the team has much potential.

"The Eagles have a lot of spirit and unity which is necessary for its success and success in competitions," he stated. As a freshman in aeronautical engineering technology, Cole hopes to get involved in the aviation industry in Jamaica.
Thunderstorm Gust Fronts

By Kenneth Maddens

Thunderstorm gust fronts are caused by downdrafts from the middle of the storm contacting the ground and spreading out. The gust front, also known as "the first gust" or "The Blow Front", will form when the thunderstorm reaches maturity and can last throughout the dissipating stage. The gust front may lead the thunderstorm by up to 15 miles.

The gust front itself may contain winds in excess of 100 kt. and involve directional changes of 90 degrees over the preceding winds. However, the typical gust front will produce winds of 15 kt. over preceding winds and directional changes will usually be on the order of 40 degrees.

The biggest hazard to aviation is the favorable wind shear conditions associated with the gust front that result in immediate and undesirable turbulence changes during takeoff and landing operations. Horizontal wind shear in excess of 40 kt. per mile has been recorded when crossing the gust front perpendicularity. At 2,000 ft., the nose of the gust front may be up to two miles ahead of the front at the ground. Vertical wind shear of up to 10 kt. per 100 ft. have been recorded just behind the nose of the gust front. The maximum updraft area is also at the nose and may exceed 15,000 ft. per minute.

The total gust front speed will be the sum of the horizontally spreading downdrafts and the forward speed of the thunderstorm. Therefore, speeds at the leading edge of the thunderstorm will be greater than at its trailing edge; noles of course, the thunderstorm is stationary. See Figure 1.

The gust front will produce the red cloud (present in approximately 70% of all thunderstorms) and the rain area up to 10 miles. It may be visible if it strikes up and down on the ground. Aircraft analysts ground rule MAY have a gust front if a thin line echo caused by differences in air density ahead of and behind the front, with the air behind the front more dense. See Figure 2.

More facts about gust fronts:
1) Avoid take-off and landing operations during excessively wind conditions. When a thunderstorm is approaching and within 15 miles of the airport, takeoff and landing operations should be suspended until it has passed. Distances may be decreased to 5 to 10 miles if the thunderstorm is moving away from the airport.
2) Wind direction behind the gust front will usually be the same as the direction from which the storms have been moving when the storm movement exceeds 20 kt. Wind directions may be very different at approximately equal distances of miles from the lower reported winds. Wind direction behind the gust front will usually be the same as the direction from which the storms have been moving when the storm movement exceeds 20 kt. Wind directions may be very different at approximately equal distances of miles from the lower reported winds.
3) Monitor the airport and allow as much margin above stall when winds are expected. Extreme winds there can (and often does) exist without turbulence.
4) Avoid steep turns due to an increase in stall speed that accompanies the increase in bank angle.

The 1978 Mazda GLC Sport has a list of standard items found on many higher priced cars. Rear window washer/wiper defroster, oversize steel radial tires mounted on sport styled road wheels, bold stripe package, taillight, clock, 5-speed manual transmission and rear bench seat in brushed vinyl or pleated vinyl are some of the standard features.

Maintenance

By John Akins

Why don't we have locks on our tool? This question was the center of a concern at the recent student meeting. On the surface, it seems that no answer should be easy enough to find. In discussing this problem with Mr. Olson, he came across that there were many factors to be considered in providing such a facility for the students.

The two major considerations are finding a suitable location and providing adequate security for the locks and the tools. Mr. Olson informed me that his budget includes $10,000 for the purchase of student tool locks, but the locks will not be purchased until a suitable location for them is found. Several locations have been considered but all have been rejected for one reason or another. The location must be in an area that will provide maximum possible security and still not interfere with the operation of classes or the tool crib.

Olson also mentioned the possibility of obtaining a group insurance plan through the Aviation Maintenance Foundation. Although this would not solve the security problem, at least the student's investment would be protected in case of theft. If available, this service would be provided to the students for a nominal cost per Thesman.

Olson has assured me that as soon as a viable solution to the location and security problem is found, he will under the locks. In the absence of all AMT students, let's all try to come up with some ideas on the subject. Olson requests that any student or group have a solution to please put it in writing for his review.

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Answer sent: Siemens-Schuckert D.3.

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The 1978 Mazda GLC Sport has a list of standard items found on many higher priced cars. Rear window washer/wiper defroster, oversize steel radial tires mounted on sport styled road wheels, bold stripe package, taillight, clock, 5-speed manual transmission and rear bucket seat in brushed vinyl or pleated vinyl are some of the standard features.

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GLC is "Going Like Crazy" reported Automobile Age earlier after GLC came to the U.S.

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* Deluxe and Sport models only.
Rockwell Commander is Certified

BETHANY, OK. — The first of two type certifications for the Rockwell Commander 700 was announced today by Fuji Aircraft Industries (FAI) and Rockwell International's General Aviation Division (GAD). The FAA TP-1 twin-engine business transport is the first of a new model series of wide-body, pressurized aircraft being developed jointly by the two companies.

Certification of the 700 by the Japan Civil Aviation Board will be followed late this summer by U.S. certification under the new generation of design, structural and safety regulations established by the FAA. The regulations, FAR 25-Amendment 14, are similar, in many respects, to certification standards for commercial airliners. The 700 will be the first pressurized piston twin engine business transport in the U.S. to be certified to the new generation standards.

According to GAD and FAI officials, the 700 is the only business category aircraft in recent history to have been so completely wind tunnel and stringently tested. Three Rockwell Commander 700s have been produced by GAD, using windmill blades that were developed by Fuji. The first flight of a Rockwell-produced aircraft was made on February 25, 1976, following a Fuji/FOJ flight test in three months earlier. By the time of the first certification, the test unit had been produced with 800 hours of flight test accumulated on the first prior to FAA certification.

Following U.S. Type Certification and extensive flight service operations — it is anticipated by the two companies that the model will be introduced in late 1977 when detailed performance and pricing information will be released. The new, wide-body pressurized Rockwell Commander 700 provides a 2700 sq. ft. cabin with a 430 sq. ft. baggage compartment within the pressurized area. Accommodating up to six people, with required work areas, a territory equipped with a wide range of products in passenger, automotive, consumer electronics and industrial operations.

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E-RAU GRADUATE PROGRAMS

January will see the start of E-RAU's fifth year of operation at the Miami Graduate Center. During this time, the Master of Aeronautical Science degree program was added to the original Master of Aviation Management program. Students who have completed the program are expected to graduate by 1978.

The fall, winter, and spring semesters of 1978-79 will be sponsored aviation publications. In the fall, students will be invited to submit manuscripts for publication. These manuscripts will be reviewed by the faculty and will be returned to the authors with comments and suggestions for improvement.

The spring semester of 1979 will be devoted to the development of an aviation management curriculum. This curriculum will be based on the requirements of the Miami Graduate Center and will be designed to meet the needs of students who wish to pursue a career in aviation management.

The Miami Graduate Center is located in Miami, Florida, and is one of the premier aviation management programs in the United States. The Center is committed to providing high-quality education and training to students who wish to pursue a career in aviation management.

If you are interested in learning more about the E-RAU program, please contact the Miami Graduate Center at (305) 221-1200.
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