10-19-1977

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Embry-Riddle Aeronautical University

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ST. AUGUSTINE AIR SHOW

By Jim Zumbales
Staff Writer

As the wheels leave the ground, "Wildman" Claude Hortie whips his Pitts Special into a spectacular snap roll. Looking overhead, the region of Landinghouse's Spirit of St. Louis macerates in a low pass. These were just a few events that happened at the airplane held at St. Augustine Airport last Saturday.

The occasion? "This is all done just for fun," explained Jim Moser, president of Aeronaut, 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 harnessed stalls to touch and go.

Clear blue, sunny skies radical off the inaudible and household aircraft on display. What stalls at 20 mph, has a 25 hp engine, and cruises at 65 mph? If you happened to see an antique Aeronca C-3 dating back from 1929, you were correct.

Another notable aircraft on display was the newly restored Tampereen Waco Biplane which in 1929, broke the transcontinental speed record from New York to California at 145 mph which was quite a feat back then.

A mixture of flying machines including Pitts Specials, B-24, Beavers, amphibians, Piper Cub, Cessna, and Great Lakes Biplanes were also proudly displayed.

Everyone eagerly awaited the arrival of the Spirit of St. Louis replica flown by Emie Moler. Fugures pointed it as it appeared in the distance followed by a Slides wing chase plane. The aircraft crossed over the field, made a pass over the nation's oldest city, and returned to the airport to be displayed. That begins the serial events.

Six aircraft began an aerial combat performance various combat and aerobatic maneuvers. In a comedy skit during the battle, Don Henry in his big plane made a make-believe booth run scoring a direct hit on a suspension outfitted in the middle of the field. The embarrassed occupant promptly pulled up his pants and began blaring away at the plane with a machine gun.

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

A noise similar to that of a lawn mower drew the audience's attention in one side of the field. Seemingly floating over the ground was the 100 pound Blanch 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 Kozicki putting on a demonstration through its paces.

Many interested and stunned aviation enthusiasts enjoyed the show. Later that night, a banquet was held at which Paul Poberezny, 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 Aeronaut president added that the static displays as well as the flying demonstrations are also educational.

Amelia Earhart's Pilots Alliance, in addition to several other agencies, are being restored at the airport. "We keep the hangar doors open for everyone to see and Embry-Riddle maintains the planes and engines 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 Embry-Riddle Flight Team today at 6:30 p.m. in the Joseph Godkin 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 2311 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 at 5:00 p.m. at the Dorm Annex (behind the Tennis Courts). 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 Matt in the AFROTC office. You must not already be enrolled in AFROTC.

Tennis

For those people who missed last week's tennis or who lost and want to try again, in all divisions you may play in a follow-up tournament to be held at Vantage Point Racquet Club, 1443 N. Atlantic, Daytona Beach. Entry forms may be picked up at the club or the Student Activities office. Deadline for this tournament is Oct. 30.

Serve the Community!

The Halifax District of the Bough Boys needs adult leaders. Many positions need to be filled. If interested contact Smokey Stover in Box 2277, or call 677-6065.

EAGLES CONTINUE THEIR WINNING WAYS

SUPPORT YOUR SOCCER TEAM!!

PHOTOs BY JIM ZUMBALES

PHOTO BY CHECK HENRY

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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 AVON office looking for me personally to voice their opinions about something I printed. The case of all this concern was the cartoon drawn by Bob Heidrich, our staff cartoonist, which appeared on the back page of last week's issue. Because of all the conversation generated, it is time, I feel, to address two questions uppermost in my editor's mind. First, is the feeling and intent of the reader, 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 students. I repeat, misread, because, although that cartoon has several meanings, I failed to see that all the girls in dorm need two guys in bed with them to keep them warm. White light was a misreading of that cartoon. That cartoon, when printed, had no sexual or sexual implications, and was originally intended simply to poke fun at the crowding in the dorm at the present time. Even if you felt that your ex had been gone, don't you think that you're being overly sensitive if that cartoon had upset the administration. I'm sure, 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 E-R, are my readership, and support the operation of this newspaper through your $1 S.G.A. fee, I feel that I have a responsibility to print a newspaper that is newsworthy to a student at E-R. I do this based on my own feelings and experience as to what is right, and what is not. I see no audience, in that I try to maintain an open mind, and listen to the thoughts, concerns, and ideas of my fellow students. In the case of the cartoon last week, I did not perceive it as insulting anyone (or being in bad taste) prior to printing. 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 liberal, and not happen some facet of our campus life, but in fact, will be just that — editorial cartoons, to be taken with a grain of salt.

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 AVON office to voice your complaints. Take out pen and paper, as I do each week, and write a letter to the editor. That in your form of editorial, and allows your opinion to be heard right inside mine. I still maintain an open door policy if you have any question, and I'll do my best to answer them. But if you have any complaints, please commit them to paper. Looking forward to hearing from you.

By Ray D. Katz
AVON Editor

There are many items I want to discuss this week. First of all, the S.G.A. secretary, Pat Aremsky, will be working full time from 9-5 Monday thru Friday. Secondly, an inventory of all S.G.A. property has been completed, and I thank the folks that spent time on this project. Thirdly, I will attend the Board of Trustees meeting October 21 and 22, representing the student body.

Although there will have been a second Senate meeting by the time you read this, the business accomplished at the first meeting (Slot, 4.3.77) was as follows:
1. Mike Jaworski and John Schaffer were confirmed by the Senate as chairman of the Health, Education & Welfare (HEW) and Activities and Communications Boards (ACB) respectively.
2. Bobica submitted for S.G.A. funds must be second-hand, i.e., full justification of need. The Senate will vote on budget proposals at the October 19, 1977 meeting, which will be open to all students.
5. Senate will look into vacant housing for students at the boathouse inn as well as other dorms.
6. Senate meetings will be at 5:30 p.m. in the future.
7. A.C.B. divisions (student functions, student publications, and WEU-AM) to emphasize success stories for our winning Eagles.
8. Volunteers (senators) were nominated and accepted for new activities as follows: Paul Stettin Steve Rice Patrick Reisuel Dee Schrader Academic Affairs Housing Standards Pre-Temp or Student Senator Rep to the Executive Councils.

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

I encourage all students to participate in the standing SGA Divisions to assist the Senate and SGA in bringing in valuable time or ideas, please see Mrs. Petry in the SGA office.

LANCING
A post by Tim Forbes
The runway is hot, the place is heery. Left engine is rough, as is my chariot. A little too high on final approach. The jet is in position as small as a match. Ease back on the throttle, increase the sink, the bottom V is now becoming pink. The beer of the left engine is now a spitter. Had a feeling it would quit, need more right rudder. Down with the flap and drop the gear, Washout is undoubtedly, could be nose down. A half mile out and nothing is stable. From the tower will say, "Next turn if able."
Getting close to the numbers, beginning to flare, These Rayguns are great, hardly any plane there go the main, nose and soft. Sure is fun coming down, but I'd rather stay aloft!

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OCTOBER 19, 1977

Wednesday, October 19, 1977

CAMPAIGN: Vol 27, Iss 6

E-MBRY-RIDDLE AERONAUTICAL UNIVERSITY
The curious fact that Mr. Bob Hoard, the talented creator of the AVONI paper presented on the last issue generated some feedback from students who live in the dormitories. Apparently the complaints came from people who misinterpreted the use of the word "message." If I do not know Bob personally, I am sure his message was about the over-population of the dormitories and not some new way of life as many thought. I hope this explanation will help many to appreciate Mr. Hoard's letter. He wrote for his work in the AVONI and not for his message: "You are about a crowd-wise and not prudent knowledge after all! I don't think that's bad!"

Assistant pilot Geoffrey Green set a new world altitude record for hot-air ballooning. The event took place at Paris, Western Australia, where Mr. Green resides. His message to the pilot said he could have probably gone higher, but it was too young. According to the Sidney Times of London, they finally got married last September. It is clear that we did not last that long and that both of them realized after a year that it was going to fail. What happened was that both Frank and Doris had to visit their first common doll.

A federal regulation has forced Amtrak, the nation's hard pressed passenger train service, to deny service to about 200 travelers a month. Those are cats, dogs, birds, and other pets that can no longer ride the main line under the Animal Welfare Act. Amtrak would need to invest $84 million to put special pet facilities in baggage cars and at railroad stations. The company drew about $160,200 a year in revenue from pet transportation, last week, dogs and cats still can accompany blind passengers.

Entertainment

**W I S E U P!**

A few words of wisdom... Dr. Jeffrey H. Leib - Ph.D.

**FAIR CREDIT BILLING ACT**

FAIR CREDIT BILLING ACT

Today more consumers than ever before are using credit cards, revolving 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 find that trying to get the mistakes corrected can be difficult and frustrating. Many of the mistakes are simply clerical or mechanical. In an attempt to help consumers correct such errors, Congress enacted the "FAIR CREDIT BILLING ACT effective October 28, 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 plans, 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 my 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 kinds of revolving credit, including department store charge accounts and line of credit plans such as credit card checking. The ACT does not apply to installment loans or purchases (such as cars or homes) which must be paid according to a set schedule of installments.

Next week, we'll review just what kinds of dispute the ACT covers.
SIGMA CHI
By Steve Gregory

This weekend really had a special and very important thought for the brothers and pledges. They were fortunate enough to attend the Membership Development Program put on by Sigma Chi National Headquarters. Everyone received an individual and group thinking at better the chapter. The Sigma Chi huddle was our time to really let go. We had our Fall Kick Your Feet Down Party. Brother, little sisters, and pledges all attended the party. Everyone had an excellent time.

Friday will also present a bake sale and sale of Coca-Cola by Sigma Chi. Please purchase it for the local community. Our little sisters are putting on the Coca-Cola party. The Coca-Cola will be sold for Easters.

P.S. WHO'S A.C.T.

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RIDGE PACKERS

[Ad for Commotion Transmission]

SPECIALS PIZZA

- For a limited time...

- Brings in a $10.00 Pizza Special...

- Every Monday...

- 50% off a small, 75c off a medium, and $1.00 off a large...
We spent most of last week's meeting planning for our Static Aviation Week, to be held on the weekend of September 7-9, at our new location, 906 Mazon Ave. We are hoping to see everyone on Saturday. The Dayton Radio Control Association has also invited all members to display their model aircraft at 906 Mazon Ave in the afternoon. During the afternoon we will have a trailer available for those who would like to try their hand at control-line; we will also be having a flying demonstration.

At our next meeting on October 23 we will discuss the plans and contest plans for the R/C Fun-Fly (tentatively scheduled for November 2). We will be co-sponsoring it with the DMAA, the Fun-Fly will be AMA sanctioned, so anyone who wants to practice for a contest will need AMA and FFC license. Club members are encouraged to help with judging and scorekeeping.

During the meeting Saturday the Pot Luck dinner will be held. We need a member to head this up. We are encouraged to invite friends and family for this event. We will have a variety of food available. Our goal is to make this a social event for everyone who can come.

At the November meeting we will be discussing the plans for the 1968 members' diner to be held on December 1. We need someone to head this up. We will have a variety of food available. Our goal is to make this a social event for everyone who can come.

On November 15 we will have a meeting to discuss the plans for the Holiday party to be held on December 14. We need someone to head this up. We will have a variety of food available. Our goal is to make this a social event for everyone who can come.

At the December meeting we will be discussing the plans for the New Year's Eve party to be held on December 31. We need someone to head this up. We will have a variety of food available. Our goal is to make this a social event for everyone who can come.

At the January meeting we will be discussing the plans for the February meeting to be held on February 4. We need someone to head this up. We will have a variety of food available. Our goal is to make this a social event for everyone who can come.
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 Annex Annex which is directly behind the store. The Annex is open Monday thru Friday from 10:00 a.m. till 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 instant-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 cutoffs at this time to wear the leather seat on the machine.

This machine was donated by the Alumni Association and our alumni thank all alumni who made this gift possible.

BOWLING

The Pin a Go Go continues to dominate the Riddle Bowling League. They remain the only undefeated team and with their four wins last Thursday, it looks as if no one can catch them.

High sets last week went to Bruce Morris 564, Mike Drake 537, and John Keck 530. High games were Dave Warner 224, Mike Drake 227, and Bruce Morris 219. High sets for the women were Caroline Clark 469, Trish Wett over 409, and Mary Lapick. Not a bad week of bowling!

First game of the day saw the East Co-Conference leaders of the Blue Division match-up with identical records of 3-2. Both defenses proved to be the deciding factor as they held each offense to no points. Final Score of the contest was Beach Boys 0 and Vets Club 0.

In the second game the Flappers scored in the first half, and led 6-0 over Farm's Favorite. A determined Farmer's offense got them back into the game in the second half with 6 points. Both defenses held on the remainder of the game ending with the second half of the day 6-6.

The third game saw the Raiders and the Brevumeters mixing plays with the Raiders squaring up a victory 18 to 12. Both teams actually left the field winners as it was the finest display of sportsmanship and clean play seen all season. Scoring for the Brevumeters was done by Dave Abel with a TD pass from Gary Taylor and a run by Abel. The Raiders ran the game with a TD pass from Dave Wiblin to Ross Spooner and two TD runs by Dave Wiblin.

The fourth game of the day saw the over determined Steelers once again fall in defeat this time at the hands of Gemini. Gemini led at the half 26 to 0 with their defense proving to be a little too much for the improving Steelers offense. In the second half the Steelers defense came to life as they held Gemini on a series of downs with 3rd down and 7 yards to go for a TD. After holding Gemini the Steelers offense came to life as they immediately picked up their 1st down in two weeks. Gemini then dug in forcing the Steelers to punt. Gemini scored on the series with a TD pass from Greg Cooklin to Gary Afriata. Final score Gemini 32 and Steelers 6.

The fifth game of the day saw the Wolves and North Eastern Express battle to a 7 to 7 tie in the first half. In the second half the Wolves came out in score first with a TD pass from Dave Failor to Craig Hendon for 6 points. North Eastern Express came back to tie it at 7 to 6 with a 40 yard TD run by Jim Gormat.

Final score was Wolves 6 and North Eastern Express 6.

The sixth game of the day saw two undefeated teams in the Blue Division West Conference battle to a 7 to 7 final score with the Dirty Birds opening the Marauders. The Marauders scored on a pass from John Watson to Marty Rie. The Dirty Birds tallied on a pass play from John Bruns to Felix Mecikcker with John Bruns picking up the extra point on a five yard run. The seventh game saw the Vikings victors over Who Cares by a score of 7 to 6. The Vikings scored on a two quarter back run by John McCarty. Who Cares tallied on a pass from Mike Freeman to Al Thial.

The eighth game saw the Falcons shutting out Lambe Chi Alpha 13 to 0. The Falcons scored on a pass from Russ Watson to Bob Lennart and a run by Jeff Wernau for a TD and extra point.

AFROTC picked up a 6 to 0 forfeit win for the day.

Photos by Chuck Henry

Blue Division

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For Relaxation
Let's Go Bowling!

Halifax Lanes
660 Mason Ave.
Ballsir Lanes
Ballsir Plaza

1392 volusia avenue
303 n. ridgewood at 2nd avenue

Snappy's Photo Shops

You don't have to take an exciting photograph to get back an exciting picture.

(Climbing with Butter)
I went the better part of a Thursday evening last week creating the dawn. 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 60 different names, (the place was almost-empty), 24 listened to WERU regularly, and approximately 28 others didn't listen to it at all, or rarely.

Irrelevant by this statistic, I found out to their surprise and just what reasons that the average student listened to, or did 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 question I asked.

Some of the more common complaints were a lack of professionalism, and real poor reception. The lack of professionalism, or poor DJ style, is easily understandable. All of the DJ's are students, most of whom have had no previous experience at spinning records for radio broadcasting. As time goes on, they are all bound to get much better. Already there are signs that WERU is forced to be kept in mind, is the Riddle Radio. It has very limited broadcasting equipment at this time. Though it is over a new DJ needs to be trained, he has to be trained while on the air, there is no other equipment available from him, and he has little time to practice. As with most problems, these can be solved with enough money and additional time. However until more money can be raised, 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 even more power to back it up. Once WERU can muster

---

**JOE OBIE**

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

---

**PETER COLE**

Soccer is a way of life for the last half from Jamaica, Cole has played the game for as long as he can remember and played soccer in school and in clubs, in addition to playing on the MFS Florida league. "I like soccer because it's fast, exciting, and involves a great deal of cooperation and physical strenuous," Cole commented. He mentioned that the team members are due to 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 pride which is necessary for its future and success in competition," he added. A freshman in aircraft engineering technology, Cole hopes to get involved in the aviation industry in Jamaica.

---

**SOCCER CORNER**

By Jim Zoladz

**JEFF MCMANUS**

Jeff McMullan came to Eastern-Riddle as a freshman in aviation maintenance from Westfield, New Jersey. The right fullback has been active in soccer since eighth grade and played with the Lawrenceville Prep School team for a reason after graduation. In the last three years, McMullan 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, McMullan points 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, McMullan would like to be an airplane mechanic and pilot and his real goal is to own his own mechanics shop.

---

**Riddle Radio**

By Mark Stumway

The good exercise, teamwork, and unity which Obie feels is a very large part of the Eagles. "Soccer is a good exercise and I like excitement," he stated. Obie anticipates a very successful season, pointing out that the team is "very motivated." "We have a very understanding coach who does not discriminate. Everyone on the team contributes ideas." After college, Obie would like to go to a graduate school and become an airline pilot or airport manager.

---

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(38 Beachside, across from Beach Photo)
Thunderstorm Gust Fronts

By Kenneth Mablin

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 Wind", will form when the thunderstorm reaches maturity and can last throughout the dissipating stage. The gust front may lead the thunderstorms by up to 15 miles.

The gust front itself may contain winds in excess of 100 kt and involve directional changes of 180 degrees or the prevailing winds. However, the typical gust front will produce winds of 15 kt or prevailing wind and directional changes will usually be on the order of 45 degrees.

The biggest hazard to aviation is the formidable wind shear conditions associated with the gust front that result in immediate and understandable stepped changes during takeoff and landing operations.

Horizontal wind shears in excess of 40 kt per mile have been recorded when crossing the gust front perpendicularly. At 2,500 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 100 kt per 100 ft have been recorded just behind the nose of the gust front. The maximum upward surge 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 propagating down drafts and the forward speed of the thunderstorm. Therefore, speeds at the leading edge of the thunderstorm will be greater than at its trailing edge; miles of course, the thunderstorm is stationary. See figure 1.

The gust front will precede the rain cloud (present in approximately 30% of all thunderstorms) and the rain may very up to 15 miles. It may be visible if it stratus updraft and drifts on the ground. Air craft avoiding ground rain may use a gust front as a line echo caused by differences in air density above and behind the front, with the air below the front moving slower. See figure 2.

Some facts about gust fronts:

1. Avoid take-off and landing operations during equality wind conditions. When a severe thunderstorm is approaching and within 15 miles of the airport taken and landing operations should be suspended until it has passed. Distances may be decreased by 5 to 10 miles of the thunderstorm is moving away from the airport. Winds may be vastly different at approach/landing ends of runways from the lower reported winds. Wind direction behind the gust front will usually be the same as the direction from which the storms are moving when the storm movement exceeds 20 kt. With the storms moving slower, the winds behind the gust front will be providing almost a direct tailwind.

2. Monitor the airport and allow as extra margin above stall when wind shear is expected. Extreme wind shear can (and often does) exist without turbulence.

3. Avoid steep turns due to an increase in stall speed that accompanies the increase in load factor.

4. Finally, a pressure jump of 2 to 3 inches of Hg (200 to 300 ft) commonly precedes the gust front by approximately 3 miles. A look at the hourly surface reports can help to determine the gust front's position.

Maintenance Tech News

By Jim Alston

Why don't we have locks on our teeth? This question was the center of concern at the recent student meeting. On the surface, it seems that an answer should be easy enough to find. In discussing the problem with Mr. Olson, he became aware 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 unless 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 school.

Olson also considered the possibility of obtaining a group insurance policy 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 Thimble.

Olson has assured me that as soon as a viable solution is found the location and security problem is solved, he will proceed to the next step in the process of adding locks to our tools.

The person calling 253-0621, Ext. 5 with the correct name will receive a $10.00 gift certificate from HOLTON VOLKSWAGEN, AUDI, MAZDA, INC.

The second person calling the above number and location will receive a $5.00 gift certificate. Answer above to be published next week.

NAME THAT PLANE

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The second person calling the above number and extension will receive a $5.00 gift certificate. Answer above to be published next week.

LAST WEEKS WINNERS:
1st Prize - Kathy Stewart
2nd Prize - Daniel Edelman

Answer sent: Siemens-Schuckert D.1

GLC is Mazda's newest piston-engine success car. So now there are four 1978 models to choose from. Including an all-new 5-door.

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| Sport 3 dr. H. | - 3021.00 |

*PRICES INCLUDE FREIGHT, FREEDELIVERY SERVICE, ALL VAT, EQUIP.

GLC is "Going Like Crazy" reported Automotive Age shortly after GLC came to the U.S. So, logically enough, Mazda for 1978 is building a lot more of these much improved models in a wider range of models. Not just three-door hatchbacks, but a family heuvroo too. Plus an exciting new GLC Sport.

Compare the mades that meets your needs with other cars in its class. And you'll quickly see what makes it a Great Little Car.

GLC has unmatchable run (highway 41) and rear seat (52") wind (41") and rear seat (52") wind (41") space with rear seats down.

GLC not only carries plenty, but lasts you up straight and reduces rideability if it has a big hatch at the rear.

And a split rear seat helps you fully utilize space for carrying people or cargo—or both.

Sport from utility, GLC excels in areas that any other car's performance can make its way into the rear glass area. Easy parking with a mildly slanted windshield (14°).

A rear window defroster. And, on Delale and Sport models, a rear view mirror and wiper too.

Now you can afford to buy all this to cost a bundle. But back again, compare. We believe you'll find that GLC, in many '78 models, is the hatchback that gives you lots for little.

Embry-Riddle Aeronautical University
AIRLINE ACTIVITY REPORT JULY 31, 1975 — JULY 31, 1977

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October 20, 1977
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ROCKWELL COMMANDER IS CERTIFIED

BETHANY, OK. — The first of two type certifications for the Rockwell Commander 700 was announced today by Fuji Heavy Industries (FHI) and Rockwell International's General Aviation Division (GAD). The 740 TP, 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 later this summer by U.S. certification under the new generation of design, structural and safety regulations mandated 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 under the new generation standards.

According to GAD and FHI 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 700 aircraft have been produced by GAD, using identical testpieces produced by FHI. The first flight of a Rockwell-produced aircraft was made on February 28, 1976, following a Fuji-produced 700's first flight in three months earlier. By the time of FAA certification, the test unit had been produced with 800 hours of flight time 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 700 sq. ft. cabin with a 30 sq. ft. baggage compartment within the pressurized section. Accommodating up to six people with required work areas, a pantry, kitchen, food and beverage facilities and, a separate, new compartment, the 700 offers more usable living space for passengers than does any twin engine aircraft of its type.

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Character Building

and Work Group Services
Programs and services which help to develop social, emotional, moral, and civic responsibility.

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 in the M.A.M. program have shown steady growth and approximately 30 students have now graduated from the two programs.

This fall, graduate courses in Aeronautical Science were offered for the first time at the Miami Graduate Center in Texas. We are investigating the feasibility of establishing graduate programs at other stateside Residence Centers. Plans are underway to establish graduate programs in England and possibly other European locations as well.

With the actual and anticipated expansion of E-RAU Graduate Programs, Mr. R. Bruce Morrin was named Associate Dean of Graduate Studies.

With the above news of interest, it is an attempt to answer your question, "What about the home campus?"

In the Spring of 1975, A Graduate Study questionnaire appeared in the AVIONews to assist interested graduate students interested in the Miami home campus. Request for full-time graduate degrees can be made directly. Many students have chosen to work full-time in order to complete their studies.

The Miami Graduate Center will be established in Spring 1976. The University of Houston is the host institution for the Miami Campus.

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