10-19-1977

Avion 1977-10-19

Embry-Riddle Aeronautical University

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ST. AUGUSTINE AIR SHOW

By Jim Zombos
Staff Writer

As the wheels leave the ground, "Wildman" Claude Horton whips his Pitts Special into a spectacular spins reel. Looking overhead, the region of Lindberg's "Spirit of St. Louis" soars over in a low pass. Those were just a few events that happened at the airport held at St. Augustine last Saturday.

The occasion? "This is all done just for fun," explained Jim Moser, president of Am- sport, Inc. (The FFA 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 hammerhead stalls to touch-and-go.

Clear skies, sunny skies made off the myriad of antenna and homebuilt aircraft on display. What stalls at 20 mph, has a 26 hp engine and cruises at 65 mph? If you happened to see an antique Aerospatiale P.5 dating back from 1929, you were correct.

Another notable aircraft on display was the newly restored Treppeiro Waio Riplaine which in 1929, broke the transcontinental speed record from New York to California at 147 mph which was quite a fast back then.

A mixture of flying machines including Pitts Specials, Robin, aerobatics, Piper Cub, Cihabrac, and Great Lakes Riplains were also proudly displayed.

Everyone eagerly awaited the arrival of the Spirit of St. Louis replica flown by Ernie Moser. Fugger pointed as it appeared in the distances followed by a Siouss plane chase. The aircraft roared over the field, made a pass over the nation's oldest city, and returned to the airport to be displayed. That began the serious events.

Six aircraft began an aerial combat performance various cockpit and aeroobatic maneuvers. In a cloak of dust during the battle, Don Hurley in his Piper Cub displayed a make-believe bomb run including a napalm bottle in the middle of the field.

The embarrassed occupant promptly pulled up his pants and began blazing away at the plane with a machine gun.

In his brilliantly painted B-2 Pitts, Jim Holland put on an excellent performance including a diving high-speed inverted flip. Claude Horton and Bill Hunter also showed the spectators audience what a Pitts Special can do.

A noise similar to that of a lawn mower drew the audi- ence's attention to one side of the field. Seemingly floating over the ground was the 190 pound Helman 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 Riplain as well as Greg Kranitz putting a Demo- cillation through its paces.

Many interested and sun- tanned aviation enthusiasts enjoyed the show. Later that night, a banquet was held at which Paul Poberezny, Pres- ident of the Experimental Air- craft Association, was guest speaker. A spot landing con- test and lunch deck contest was also scheduled for Sun- day.

"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 Pilots Autograph, in addition to several other arrows, are being re- stored at the airport. "We keep the hanger doors open for everyone to see and Enterprise- Madison must do the same to stop by," Moser commented.

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

EAGLES CONTINUE THEIR WINNING WAYS

VOLLEYBALL TEAM FOR WOMEN

All Women interested in volleyball, there will be a meeting Wed. Oct. 13th at 5:00 p.m. at the Dorm Annex (be- hind 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 Martin in the AFROTC Smiler. 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 tourney to be held at Vantage Point Tennis Club, 1443 N. At- lantic, Daytona Beach. Entry forms may be picked up at the club or the Student Activities office, Deadline for this tourney is Oct. 30.

Serve the Community!

The Halifax District of the Boy Scouts needs adult work- ers. Many positions need to be filled. Interested contact Smokey Stover Box 2277, or call 677-6035.

SUPPORT YOUR SOCCER TEAM!!

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WISE UP!

WRITTEN ON SUNDAY

(Courtesy by Jim Zombos)

(Courtesy by Chuck Henry)
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 or its staff. All letters submitted will be printed. Responsibility is not assumed for type that is not legible or is libelous. At the discretion of the editor, 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 ease of all this concern was the cartoon drawn by Bob Herold, our staff cartoonist, which appeared on the back page of last week's issue. Because of all the confusion generated, it is time, I feel, to address two questions immediately in any editor's mind. First, is the feeling and interests of the readership and, second, the question ofresponsibility. 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 missed that cartoon. The cartoon was not aimed at any one in particular, and especially not aimed at the female dorm students. I repeat, missed, because, although that cartoon has several meanings, it is meant to imply that all the girls have gone too far in the right direction, that there are too many of them, and to keep them from sprawling in a semblance 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 had been guilty, don't you think that you're being overly sensitive? If that cartoon had been to 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 Florida Tech, are my readership, and support the operation of this newspaper through your $1 S.G.A. fee. I feel a responsibility to print a newspaper that is newsworthy to a student at Florida Tech. I do this based on my own feelings and experience as to what is right, and what is not. I see not an accuser, 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 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 filtered, as I do not hope to lose 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 receptivity to my fellow students, I must make one request— please do not come to the AVION office to voice your complaints. Take out pen and paper, as I do each week, and write a letter to the editor. That is your form of editorials, and allows your opinion to be heard right beside mine. I still maintain an open door policy if you have any questions, 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.

---

**LANDING**

A poem by Tim Forbes

The runway is hot, the plane is heavy,
Left engine is rough, like my head.
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 pitch.
The part of the left engine is now a spoiler.
Had a feeling it would quit, need more right rudders.
Down with the flap and drop the gear,
Washout is considerably, could be worse.
A half mile out and everything is stable.
Soon the tower will say, "Next turn if able,"
Getting closer to the numbers, beginning to rise.
These Rayguns are great, hardly any plane.
There are the names, nice and soft,
Sure is fun coming down, but I'd rather stay aloft!

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Volume 27, Issue 6

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JOHN BROWER, Editor

STAFF: JIMMY MCBURG, BUSINESS MANAGER; BILL VACCA, NEWS MANAGER; AMANDA BEAUCHAMP, LAYOUT EDITOR; JAN MADSEN, COLOMNIST; ALLEN BEAUCHAMP, REPORTERS; CAROL HANSON, PHOTOGRAPHER; BILL VACCA, CARTOONIST; JIMMY MCBURG, ADVERTISING MANAGER; JOHN BROWER, PRESIDENT; ROBERT HEROLD, NEWS EDITOR; JEFF RUBIN, TECHNICAL ADVISOR; BILL VACCA, BUSINESS MANAGER; JOHN BROWER, EDITOR.
I haven't been able to see the way moving. We whole crew plans bably Green.

The event took place a pilot and appreciate John don't think Athletic 8:00 was feedback. Financial personal!; live in the apparently!

The student, begins all the Vanous offices that Division of Student Affairs will be closed out this time, and they will be available to the students. For many of these offices, a higher priority is placed on the work load needed for helping a student, but after hours the student leaves a particular office.

The Schedule beginning October 19, 1977:

**OFFICE**

Vice President, Student Affairs 
Student Activities 
Student Counseling Health Services 
Counseling Center 
Housing 
Dress of Students 
Financial Aid

**PRESENT HOURLY**

8:00 a.m. - 12:00 p.m. 
12:00 p.m. - 3:00 p.m. 
3:00 p.m. - 5:00 p.m. 
5:00 p.m. - 8:00 p.m. 
8:00 p.m. - 10:00 p.m.

**PROPOSED HOURS**

NO CHANGE 
NO CHANGE 
NO CHANGE 
4:00 p.m. - 6:00 p.m. 
4:00 p.m. - 6:00 p.m. 
4:00 p.m. - 6:00 p.m.

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**FAIR CREDIT BILLING ACT**

Today more consumers than ever before are using credit cards, making store charges, and other kinds of revolving consumer credit. Obviously, however, mistakes are made on the periodic billing statements for these credit accounts and the consumer sometimes finds that getting to the errors 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 passed the "FAIR CREDIT BILLING ACT" (effective October 30, 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 credit 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 types of revolving credit, including department store charge accounts and line of credit plans such as overdraft 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 will review just what kinds of disputes the ACT covers.

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

PAPPY'S

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This week really had a special and very important thought for the brothers and pledges. They have been working with the Membership Development Program put on by Sigma Chi National Headquarters. Everyone is an individual and group thinking about bettering the chapter. Monday night was our time to really let go. We had our Fall Pull Your Pants Down Party. Brothers, 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 participate for it an excellent cause. Our little sisters are putting on the event. The Coca-Cola will be sold for $1.

P.B.'s C.A.T.
AVIATION NEWS

At last Wednesday's AVIION Staff Meeting we had a special guest speaker. Mr. Geo. Phillips from NASA Langley Research Center talked to us about his job functions, some of the internal workings of this special agency and how he became interested in the journalistic field of engineering.

A former Van Am pilot for eight years, Bob was hired for the job due to his aligned degree earlier in his life. Since he began a year and a half ago, he has been reporting on various space activities, the technical aspects of other regulatory bodies, the FAA, local trout, and military information on the transportation of Olympic athletes to events.

His schedule and short stay in the area did not allow him to get an interesting and informative talk for many of the AVIION staff members. The meeting was today at 6:30 for interested journalistic minded students. We normally meet in the AVIION office, 2nd floor of the U.C.

AVIATION NEWS

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REVOLVING SPECIAL

ERAM RIDDLE SKYDIVERS

ARNOLD AIR SOCIETY

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By Patricia Dorn

Publicity Chairman

On October 13th we had our second dinner meeting of the year. Our speaker for the evening was retired Colonel Dave Harris from the Army's Space Division, however, Mr. Harris became ill and could not attend. Fortunately, we had a very adequate substitute from Gr. Mr. Bonker.

In addition to giving a speech, Mr. Bonker showed us an excellent motion picture. We all appreciated and Thank Mr. Bonker for stepping in on such short notice.

Smock brought up the idea of forming a management club at the Riddle College in the spring. It is being discussed by the people volunteered so that we have a fall season consisting of two Alleman. With everyone's movements we plan to let everyone have a chance to come in first. I'll be excited to watch just to see how it goes.

We're also investigating the possibility of contacting local clubs and affiliating with the various in the country to promote the club.

I hope the project is feasible and you'll hear more about it later.

We're also investigating the possibility of contacting local clubs and affiliating with the various in the country to promote the club.

FARWEST

By Christopher Mayer

Our club is very active this Fall. Under the instruction of Jimmy Godwin in Clarks, FL, our club is growing strong with thirty to forty students making their first flight. This following is a story of my first flight.

My first jump begins with receiving safety instructions. F.P.'s (parachute landing filed) and are most important, the stick for the exit. The narrow sense of the field is all they have, however, life is nothing without a dying adventure. I'm completely confident that my static line will open my canopy automatically when I jump. During the stick in altitude, I think of my earlier achievements, sure with the thought that I am now giving in. But rather than show earlier achievements I'm going to show my confidence. Now at the altitude of 3,000 feet, the parachute opens the door. Air rushes at the necessary force elevating me. I look at the jumpmaster's feet, his face is distorted by force of the 100 plus miles per hour wind. He yells for 50 feet. I jump in a single movement.

I'm landing instantly at this until to give the powerful movement. "Get out," he yells the second time. I stick my left hand forward. The parachute soars in the wind and steering the parachute to the ground. I stick my body into the running air. My hands are motionless, my body remains in the dying thump as I finally rise. "Good," he says. "Concentrate on your landing."

The plane is no longer in sight, the silence of the sky is all around. The soft continues with the earth gradually showing my position. The result of the landing of 35 minutes is my personal record. Now I know why I wanted to jump.
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 Donn Annex which is directly behind the store. The Annex is open Monday thru Friday from 10:00 a.m. til 10:30 p.m. This machine will enable all students to get an excellent weight training workout-out in a short period of time. There are no weights to be changed, as all the students have to do is sit 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-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 this time or wear the leather seat on the machine.

This machine was donated to the school by the Alumni Association and we wish to go to all Alumni who made this gift possible.

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

In the second game the Flappers scored in the first half and led 6-0 over Farm's Favorite. A determined Farm'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 Steelmen 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 Steelmen was done by Gene Abel with a TD pass from Gary Taylor and a run by Abel. The Raiders won the game with a TD pass from Dave Whitmire to Buzz Stephenson and two TD runs by Dave Wilksmire.

The fourth game of the day saw the Vanadiums once again fall in defeat this time at the hands of Gennae. Gennae led at the half 26 to 0 with their defense proving to be a little too much for the improving Steelmen offense. In the second half the Steelmen defense came to life as they held Gennae on a series of downs with 3rd down and 7 yards to go for a TD. After holding Gennae the Steelmen offense came to life as they immediately picked up that 1st down in two weeks. Gennae then dug in for defense the Steelmen to punt. Gennae scored on the next series with a TD pass from Greg Cocklin to Gary Arbogast. Final Score Gennae 26 and Steelmen 0.

The fifth game of the day saw the Wolverines and Northwest Express Battle to a 5 to 5 tie in the first half. In the second half the Wolverines came out in score first with a TD pass from Dave Feilinger to Craig Hudson for 6 points. Northwest Express came back to tie it at 6 to 6 with a 40 yard TD run by Jim Geenmak.

The sixth game of the day saw two undefeated teams in the Blue Division West Conference battle in a 7 to 7 final score with the Dirty Birds outscoring the Marauders. The Marauders scored on a pass from John Warmans to Marty Ban. The Dirty Birds tallied on a punt from John Brown in Felix Meclicker with John Brown picking up the extra point on a five yard run. The seventh game saw the Vikings victory over Who Cares by a score of 12 to 0. The Vikings scored on two quarter back runs by John McCarty, Who Cares tallied on a pass from Mike Pearson to Al Thale.

The eighth game saw the Falcons shutting out Lambda Chi Alpha 13 to 0. The Falcons scored on a pass from Jeff Warmans to Bob Larson and a run by Jeff Warmans for a TD and extra point.

AFBTC picked up a 6 to 0 fistful win for the day.

EAST CONFERENCE

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To be continued...

BOWLING

The Pint 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 Morton 564, Mike Drake 537, and John Eack 560. High games were Dave Warner 234, Mike Drake 227, and Bruce Morton 219. High sets for the women were Caroline Cask 409, Trish Wett-over 409, and Macy Liptock. Not a bad week of bowling!!

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

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For Relaxation Let's Go Bowling

Halifax Lanes 660 Mason Ave.
Ballsir Lanes Ballard Plaza

(Closed by Butler)
EPP McMANUS

Jeff McManus came to E-R in October 1977 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 reason after graduation. In the past three years, McManus 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, McManus 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, McManus would like to be an aircraft mechanic and pilot and his real goal is to own his own mechanics shop.

Riddle Radio
By Mark Shuman

I spent the better part of a Thursday evening last week creating the disc. 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 names, (the place was almost empty), 22 listened to WERU regularly, and approximately 20 other didn't listen to it at all, or only rarely.

intrigued by these statistics, I wanted to know more about just what reason the students 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, not 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. As long as they wish to keep on air, is the Riddle Radio has very limited equipment at this time. Therefore, there is only ever a new DJ needs to be trained, he has to be trained while on the air. There is no other equipment available for him, and he is put to work in the little time he has. As with most problems, these can be solved with enough money and additional time. However, until more money can be acquired, WERU is forced to broadcast by AM common carrier, at least 15 watts.

In the near future, WERU has definite plans of going FM with more power to back it up. Once WERU can master
Thunderstorm Gust Fronts
By Kenneth Mahlen

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 thunderstorm by up to 15 miles.

The gust front itself may contain winds in excess of 100 kt and involve directional changes of 180 degrees over the preceding winds. However, the typical gust front will produce winds of 15 kt over preceding wind and directional changes will usually be on the order of 40 degrees.

The biggest hazard to aviation is the turbulent wind shear conditions associated with the gust front that result in immediate and undesirable stepped changes during take-off and landing operations. Horizontal wind shear in excess of 40 kt per mile has 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 10 kt per 100 ft, have been recorded just behind the nose of the gust front. The maximum updrafts are 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 down drafts and the forward speed of the thunderstorm. Therefore, speeds at the leading edge of the gustfront will be greater than at its trailing edge; noless, the gustfront is stationary. See figure 1.

The gust front will proceed the red cloud (present in approximately 30% of all thunderstorms) and the thunderstorm may be up to 15 miles. It may be made if it aligns itself and the thunderstorm front. Air craft and ground based radar MAY show a gust front as a thin line echo caused by difference in air density ahead of and behind the front, with the jet behind the front more dense. See Figure 2.

Some facts about gust fronts:

1) Avoid take-off and landing operations during evening wind conditions. When a severe 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 of the thunderstorm is moving away from the airport. Winds may be vastly different at approach, takeoff and beyond. See Figure 3.

2) Monitor the airport and allow no extra margins above stall when wind shear is expected. Extreme wind shear can exist while winds are not.

Maintenance
Tech News
By Jeff Atkins

Why don't we have locks for our tires? 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 this problem with Mr. Olson, I became aware that there were many factors to be considered in providing such a facility for the student.

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 lockers and the locks would 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 boat crib.

Olson also considered 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 student for a nominal cost per Thundertown.

Olson has assured me that as soon as a viable solution to the location and security problem is found he will consider the lockers. In the meantime, all AMT students, let's all try to come up with some ideas on the subject.

Olson requests that anyone who has a solution please put it in writing for his review.

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

So, logically enough, Mazda for 1978 is building a lot more of those mean sportbikes in a wider range of models. Not just three-door hatchbacks, but a family and a sportster too. Plus an exciting new GLC Sport.

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Now you might not want all this to come in a bundle. But again, compare. We believe you'll find that GLC, in any "78 model, is a hatchback that gives you lots for little.

*Deluxe and Sport models only.
Rockwell Commander is Certified

BETHANY, O.K. - The first of two type certifications for the Rockwell Commander 700 was announced today by Fuji Heavy Industruies (FHI) and Rockwell International's General Aviation Division (GAD). The 740 TDP twin engine business transport is the first of a new model series of twin engine, pressurized aircraft being developed jointly by the two companies.

Certification of the 700 by the Japanese Civil Aviation Board will be followed late this summer by U.S. certification under the new generation of design, structural and safety requirements established by the FAA. The regulations, FAR, 23-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 structurally tested. Three Rockwell Commander 700 aircraft have been produced by GAD, using methods similarly prescribed by the FAA. The first flight of a Rockwell-produced aircraft was made on February 28, 1975. Following a Fuji-700 first flight in the three months earlier, by the time of the 700 certification, the twin test unit had been produced with 900 hours of flight test accumulated on the first prior to FAA certification.

Following U.S. Type Certification, and intended service operations - it is anticipated that the two companies that the model will be introduced in late 1977 when detailed performance and pricing information will be released.

The new, twin engine pressurized Rockwell Commander 700 provides a 270 sq. ft. cabin with a 500 lb. baggage compartment within the pressurized cabin. Accommodating up to six people with required work areas, a laundry compartment, food and beverage facilities and, a separate rest compartment, the 700 offers more usable living space for passengers than does any twin engine aircraft of its type.

It is anticipated that the Rockwell distribution will market U.S. built 700s to U.S. and foreign operators through the Fusad Eastern Europe office. Fusad Eastern Europe will provide sales, service and support through a network of international distributors and dealers.

Rockwell International's General Aviation Division produces a full line of general and business aircraft, marketing them through a worldwide network of franchised distributors and dealers.

Rockwell Interior is a major multi-industry company applying technology to a wide range of products in its aerospace, automotive, consumer, electronics and industrial operations.

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E-RAU GRADUATE PROGRAMS

January 1 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. Four students in Miami have already completed the two programs.

The fall, graduate course in Aviation Management were offered for the first time at the Miami Graduate Center. In Washington, DC, another unique opportunity for graduate students to make meaningful contributions to University-sponsored aviation research and also aviation literature. Projects currently in progress by the Research Council in which graduate students could participate include:

1) Evaluation and modernization of flight training programs
2) Embry-Riddle and industry-wide use of the use of innovative methods of simulation, audio-visual material presentations, etc.
3) Use of computer/flight simulator interfaces
4) Environment and noise reduction techniques, pilot attitudes in different flight situations

The Wallace Research Center publishes the Aviation Research Journal annually. Graduate students from Miami have been selected to participate in this publication. In the last issue, four articles were authored by E-RAU graduate students, and one of these is being considered for publication in a national magazine.

A graduate program in space will be initiated to reflect current undergraduate faculty. In addition, a core of graduate faculty will be established which would be similar to A College of Graduate Studies, should grow and demand warrant.

In this year, the establishment of graduate programs on the home campus is not intended to cause any interruption of these programs in Miami. Students who wish to take a graduate course should be encouraged to work through the course.

The research program of the University, conducted under the auspices of the Wallace Research Center, offers another unique opportunity for graduate students to make meaningful contributions to University-sponsored aviation research and also aviation literature. Projects currently in progress by the Research Council in which graduate students could participate include:

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