ST. AUGUSTINE AIR SHOW

By Jim Zornes
Staff Writer

As the wheels leave the ground, "Wilburman" Claude Horton whisks his Pitts Special into a spectacular snap roll. Looking overhead, the region of Lindbergh’s Spirit of St. Louis man ever in its low pass. These were just a few events that happened at the airshow held at St. Augustine Airport last Saturday.

The weather? "This is all done just for fun," explained Jim Moser, president of A-5 Enterprises, 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, tasty breakfast. Radio-controlled models took to the skies doing everything from hang-gliding stunts to touch-and-go, St. Augustine’s Spirit of St. Louis replica flown by Ernie Morgan. Fingers pointed at it appeared in the distance followed by a Shamrock chase plane. The aircraft raced over the falls, made a pass over the nation’s oldest city, and returned to the airport to be displayed. That began the show.

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

In his brilliantly painted flat Pitts, Jim Holland put on an excellent performance including a daring high speed inverted climb out. Claude Horton and Bill Hunter also showed the spectators audiences 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 Herman airplane. This strange looking find is 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 Bi-plane as well as Greg Krieger putting on De-collions through its paces.

Many interested and rum-tanned 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 touch and go 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 displays as well as the flying demonstrations are also educational.

Amelia Earhart’s Pilots Airlift, in addition to several other aircrafts, were being enclosed at the airport. "We keep the hangar doors open for everyone to see said Embry-Riddle marketing officer Moser commented.

Each year, several of these shows are held at St. Augustine. I know TRU 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. 19th at 5:30 p.m. at the Dorm Annex (beside the Tennis Courts). We need you.

Flights open! Also needles and shuttle hotel. Must be able to graduate between December 1979 and August 1980. For more information, contact Captain Martin in the AFROTC: You need not be already enrolled in AFROTC.

Tennis

For those people who missed last year’s tournament or who had and want to try again, all divisions are open. You may play in a follow-up tournament to be held at the University. For information, contact Mr. Martin, or call 677-6069.

SUPPORT YOUR SOCCER TEAM!!

INSIDE

CLASSIFIEDS

CLUB NEWS

ENTERTAINMENT

FRATERNITY CORNER

OPINION

SPORTS

THUNDERSTORMS

WISE UP

WRITTEN ON SUNDAY

ST. AUGUSTINE AIR SHOW

PIPER CUBS, CESSNA’S, and GREAT LAKES Biplanes were also present.

NOTICES

FLIGHT TEAM NOTICE

There will be an organizational meeting of the Embry-Riddle Flight Team today at 5:30 p.m. in the Joseph Goldsman Building, Room 409. 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.

Hey Charlie, just before I decided to take this luxury cruise some friend of mine told me that the AVION needs some help. Pass the word that AVION is looking for 2 new BUSINESS MAJORS! The job pays, but it requires some good business sense, a car and a desire to work on a continuous basis. If you know anyone interested come see the AVION, on the second floor of the U.C. and apply NOW.

Inside

CLASSIFIEDS

CLUB NEWS

ENTERTAINMENT

FRATERNITY CORNER

OPINION

SPORTS

THUNDERSTORMS

WISE UP

WRITTEN ON SUNDAY

Are you sick of the same old nine? I can make you a new one

I had a really good time at the Air Show this weekend. I was thinking about going to see the show again next Saturday.

Service the Community! The Halifax District of the Boy Scouts needs adult volunteers. Many positions need to be filled. Interested contacts: Roger Stover, Box 2277, or call 677-6065.

(Photos by Jim Zornes)

(Photos by Chuck Henry)
Opinions

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 case 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 conversation generated, it is time, I feel, to address two questions uppermost in any editor's mind. First, is the feeling and intent of his reader-ship, 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, in reply to all the girls' letters. Some need two glasses in bed with them to keep them warm tonight is a twisting of that cartoon. That cartoon, when printed, had no mean or sexual implications, and was originally intended simply to poke fun at the crowded in the dorms at the present time. Even if you felt that your ex had been going, 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 EMBRY-RIDDLE, are my readership, and support the operation of this newspaper through your SGA fee. I feel a responsibility to print a newspaper that is not necessarily to a student at EMBRY-RIDDLE. I do that based on my own feelings and experience as to what it is, and what is not. I see not an 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 that state") 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 forbidden, but they will be toned down to suit our campus life, 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 your pen, paper, if I do so each week, and write a letter to the editor. That is in your form of editorial, and allows your opinion to be heard right inside mine. I will 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 black, the place is heavy, Left engine is rough, like my heart.
A little too high on final approach.
The jet in position is as small as a match.
Ease back on the throttle, increase the sink.
The bottom VREF is now becoming pink.
The port of the left engine is now a spout.
Had a feeling it would quit, need more right rudder.
Down with the flaps and drop the gear,
Watch out, instantly, could be nose down.
A little left out and everything is stable.
From the tower will say, "Next turn if able,"
Getting close to the numbers, beginning to flare.
These Bay Blues are great, hardly any glare.
There goes the name, nice and soft.
Sure is fun coming down, but I'd rather stay aloft!

The Avion Staff

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NEWS EDITOR... VACANT
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Volume 27, Issue 6

OCTOBER 19, 1977

Published weekly throughout the academic year and bi-weekly throughout the summer. Distributed by The AVION, Embry-Riddle Aeronautical University, Daytona Beach, Florida 32114. Phone 252-5561 extention 3113, 252-5551 extention 3113.

Editorials are written by Ray D. Katz, the Editor of AVION. The opinions expressed in this paper are not necessarily those of the University or its staff. All letters submitted will be printed if they are not lewd, obscene, or libelous, at the discretion of the Editor, and are accompanied by the signature of the writer. Names will be withheld from print if requested.
The curious Mr. Bob Harnick, the talented creator of the AViON presented on the last issue originated some great feedback from students who live in the dormitories. Apparently the complaints came from people who misinterpreted the message. If I do not know Bob personally, I am sure his message was about the over-population of the dormitories and not about any way of life as many thought. I hope this explanation will help many to appreciate Mr. Harnick's labors for his work in the AViON and the fact that he was about crookedness and not crookedness (which all I don't think is that bad).

Author: Geoff Green

Written on Sunday

Economics

I am sure Americans need thinking about the way things are being handled and the way things are going to be handled...
This weekend really had a special and very important thought for the brothers and pledges. They had a special meeting put on by Sigma Chi National Headquarters. Everyone was excited and individual group thinking at better the chapter. Now it was our time to really let go. We had our Fall Pull Your Parts Down Party. Brother, little sisters, and pledges all attended the party. Everyone had an excellent time and enjoyed the company. We had Friday night present a bake sale and sale of Coca-Cola by Sigma Chi. Please participate for it and enjoy all the yummy treats. Our little sisters are putting on the Fanta. The Coca-Cola will be sold for Eas- tern P.B.S. Who's C.A.T.

SIGMA CHI

By Steve Gregory

This past weekend has been as enjoyable and one for Lambda Chi. We had Saturday with our regularly business meeting held at SigBros Food. Then we retired to Brother Peter's Apartment for our first F.P. party in a good while. Everyone was in attendance and everyone was drinking and talking.

Sunday afternoon our flag football enjoyed another successful defeat 12-0. Well, at least we played better together. We should go as far as we can and we will definitely win our next start. We have a lot planned for the most of the weekend as we have it all set. Saturday is our trip to the Central First- da. Sunday we will be meeting in the University Center at 10:00 a.m. to organize rides for all who need them. This trip should be fun.

Sunday we have a small group work day at the storage facilities on Nova Road. This will start at 9:00 a.m. and we will be covering all of the old stuff. Our other busy meeting will be Friday at 9:00 a.m. in the University Center. Also the society will be having a good time after next.

Also we would like to wish everyone a happy good luck with his wife, of the 19th, and only hope that the best is yet to come.

RIDDLE PACKERS

Listen up all you beer drink- ers. The boys have been gathering around to see if there is anything new to drink. The main channel of the Coca-Cola has been COVID, but we have a lot of fun to drink. For example, you can take a chance at a 12-pack of beer or a case of beer or a beer mug. Donations are 50 cents or a dollar. Dig in and help out the Packman. The Packman is still interested in joining the beer club on campus that comes out on tuesday at 11:00 p.m. in the Faculty Staff Lounge and we are all there. We will be discussing our upcoming extra-taking trip. In 12-02 we will continue to drink not only are we going to be leaving from the surface where you can get under the hood and talk about the car. The parish is also so friendly and held this year by Jo Smith as well.

Sincerely,

Manager
AVIATOR

By Ole Allen

PILOT SLOTS OPEN

Yes, you can have that right.
There are also other clubs & mantle
slots open. The AVIATOR club has
now has pilot slots available for
students graduating this week through
Aug. 30, who desire to become a pilot in the U.S. Air
Force. These are open to all nationalities, foreign
veteran students who are in their
nations. They are open to all sophomores not already in the year
who would want to enroll in the two-year program.
For more information, contact Captain Merlin or whatever
you can get your hands on over
at the AVIATOR trailer.

AVIATOR

ROAD RALLY This is
that year of your age when
everyone should be hanging up
their driving skills for the
Road Rally. Naval Air
will be handing out free
permits starting this week.
Lean that course open are not
out for a good time.

One of our members will
be showing movies Thursday
night at the club and that center be our volunteer
or maybe, we think we have it so we have a
few members there each weekend
for organized sport activities.
There are too many people in
the same blue uniforms today, were
from Delmar's Jr. ROTC.
They were here for a tour of
the camp.

Next week we will meet
at the Air Force for a special
teaching this term, Class "1"

PLEDGE PROGRAM

By Bob Terhafels (AA)

As the AVIATOR days at
the lodges has passed. We
are continuing to keep
wanted, the knowledge of the mission,
reports, we are now to
the Arnold Air Society
through the pledge program.
As a result of the assistance from Rick
End and Ron Backman
We are now following
completing our course 4 projects
of completion.

As a service to the school,
the instructors spend after
noon and evening transporting
vice, the role of the
aircraft exhibit that is now open
in the hangar house.

We are in the planning stage of
projects for the AVS squa -
and the AVIATOR Gold Cup

Our club is very active this
Fall. Under the instruction
of Jimmy Godwin in
Galena, Ill., our club is growing
with thirty to forty students making their first
flight. Following is a story of
my first flight.

My first jump begins with
preparing safety techniques.
FPM's (parachute landing
fins) were most important, the stick
for the exit. The narrow
area is all bell, however,
that you are not without
an aviating answer.

I am completely confident
that my static line will open
weekend my canopy automatically when
I jump. During the climb in altitude, I think of my earliest
achievements, yes with the thought
that I am rowing in bed, but rather that true
earlier achievements are going to be
in loco my confidence. Now at
the proper altitude of 3,000
feet, the jumpmaster opened the floor.
The air rushes into the
vastly feeling circulating
in the cabin you can expect
to fly out hard and
all. Much to my surprise,
I was in control.

Then instantly at this
utilizes the power
command, "Get out!,"
I grasp the wire
straps and shorten
the landing area.

"Get out!" he yells the second
we give my body into the rushing air.
My hands are
expressing my course.
I am caught in the
preventing heart as I badly
of the sense from my ears.
"GO!" he yells.
Out come eyes through as I appear
the arch. The plane.
The plane is no longer in sight.
the silence of the sky is all
I can see.

Congratulations to both you,
please come by the AVIÓN and
pick up your new Avión.

Eric Brown.

In a different way to the question.
Between 5,000 and 10,000
the beginning affects hypoxia
be, but they are digit,
otherwise, they cause a feeling
of disorientation and wellbeing.
Due to the lack of oxygen in the
bloodstream, the alcohol consumption will
increase as the body compensates to the
loss of oxygen in a homeostasis
with alcohol consumption
being reduced. The alcohol
concentration will reduce, as
lack of oxygen in the
bloodstream will cause the
molecules to bind to the
loss of oxygen in a homeostasis
with alcohol consumption
being reduced.

You are not only
be a person, but you will
be affected by the
molecule.
You may be having a
good time, but it is probable
that you are dizzy, have a
headache, and are nervous.

Alcohol and altitude differ
effects on different people.
To see how it affects you, and try it
with someone else at the
controls. Few hard things.
Being a pilot.
You may care about your
pilot will certainly
care about the plane's interior.

For more information, please
contact the AVIÓN news.

Before you buy, see why Puch is no.1

Puch at Pappy's

253-9593

WE DELIVER TO ANY
EMBRY-RIDDLE DORM

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Pappys is not to be confused with Pappy's Bistro. It is
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a sports bar and grill located at 601疯狂路
Daytona Beach, FL 32207.
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 Davis Annex which is directly behind the gym. 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, so 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, 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 to the school by the Alumni Association and our sincere thanks go to all Alumni who made this gift possible.

BOWLING

The Pins & Go Go continue 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 527, and John Reck 580. High games were Dave Warner 204, Mike Drake 227, and Bruce Morton 219. High sets for the women were Caroline Cash 408, Trish Wett­over 409, and Marcie Lapick. Not a bad week of bowling!

For Relaxation Let's Go Bowling!
Halifax Lanes 660 Mason Ave.
Bisalir Lanes Bisalir Plaza

Snappy's Photo Shops
1392 volusia avenue
303 n. ridgewood at 2nd avenue

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

(Photos by Butcher)
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 reason 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 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, 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 Stunway

I went 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. When I learned that night was interesting, to say the least.

Although WERU was off the air that night, I was still able to talk with quite a cross-section of students who listen to Riddle Radio. Out of nearly 60 different rooms, (the place was almost empty), 14 listened to WERU regularly, and approximately 20 others didn't listen to it at all, or only rarely.

Intelligent by these statistics, I went to the dorms early and just asked the reason that the student doesn't 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 professional 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. Although it takes time to keep in mind, is the Riddle Radio disc has very limited equipment at this time. There is no sound board to control the DJ, no sound effects, no effects, no effects, no... you get the idea. The DJ's are learning to get used to the station, and expanding operating equipment, acquired much of the DJ's time at WERU.

In the meantime, Riddle Radio works toward selling advertising, getting on mailing lists of recording studios, and expanding operating equipment, necessary much of the DJ's time at WERU.

In the meantime, WERU free drawing is a way of life for the last half from January, Cole has been able to play on the radio and in shows of the Mid Florida League. "I like soccer because it's fast, exciting, and involves a great deal of concentration and physical fitness," Cole commented. He mentioned that the team members need to understand each other better as well, 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 right and unity which is necessary for the future and success in competition," he stated. As a freshman in aircraft engineering technology, Cole hopes to get involved in the aviation industry in January.

I am, Jim 609-258-6920 (Beacheside, across from Beach Photo)
Thunderstorm Gust Fronts
By Kenneth Madness

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 thunderstorms reach 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, and the gust front's wind directions will usually be on the order of 40 degrees.

The biggest hazard to aviation is the variable wind shear conditions associated with the gust front that result in immediate and undesirable speed 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 perpendicularity. 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 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 down drafts and the forward speed of the thunderstorm. Therefore, speeds at the leading edge of the gust front will be greater than at the trailing edge, unless of course, the thunderstorm is stationary. See figure 1. The gust front will proceed the cloud (spread in approximately 30% of all thunderstorms) and the minis up to 15 miles. It may be visible if it stands up and din the dark. Air craft moving around the gust front may experience gusts at a given line echo caused by differences in air density ahead of and behind the front, with the front being more dense. See Figure 2.

More 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 take off and landing operations should be suspended until it has passed. Distance may be decreased to 2 to 5 miles if the thunderstorm is moving away from the airport. Winds may be very different at airports. As a precaution against excessive winds away from the tower reported winds. Wind direction behind the gust front will usually be the same as the direction from which the storm is moving. When the storm movement exceeds 20 kt. The winds may be very different at airports. As a precaution against excessive winds away from the airport.
2) Monitor the airplane and allow no extra margin above stall when winds exceed. 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 total drag. If in doubt, don't go.
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 sequence reports can help to determine the gust front's position.

Maintenance Tech News
By John Atkins

Why don't we have locks for our cars? This question was the center of interest 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 students.

The two major considerations are finding a suitable location and providing adequate security. The student's car lockers, but the lockers 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 curb crib.

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

Olson has assured me that as soon as a suitable solution to the location and security problem is found, he will under the lockers. In the absence of all the ASPT students, let's all try to come up with some ideas on the subject. Olson requests that any student who has a solution to please put it in writing for his review.
Rockwell Commander is Certified

BETHANY, O.K. - 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 VIP, 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 Japanese Civil Aviation Bureau will be followed later this summer by U.S. certification under the new generation of designs, structural and safety regulations instituted by the FAA. The regulations, FAR 52-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 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 streamlines provided by FHI. The first flight of a Rockwell-produced aircraft was made on February 25, 1976, following a Fuji 700 first flight in the same three months earlier. By the time of certification, the test model 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, twin engine pressurized Rockwell Commander 700 provides a 200 sq. ft. cabin with a 600 ft. baggage compartment within the pressurized main section. Accommodating up to six people, required work areas, a pantry, storage space and lavatory facilities and, a separate, crew 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 distributors will market U.S. produced 700s in all areas of the world except the Far East where Fuji will provide offices, sales and service programs. Rockwell International’s General Aviation Division produces major and single engine personal and business aircraft, marketing them through a worldwide network of franchised distributors and dealers.

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

REPRINTED WITH PERMISSION OF FUTURE AIRLINE PILOT OF AMERICA
FROM OCTOBER 1977 NEWSLETTER: DATA UPDATE NEWSLETTER ON FILE AT PLACEDMENT.
Help UNITED WAY
1977 Allocation Distribution

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. Students in Miami have shown steady growth and approximately 30 students have now graduated from the two programs.

The fall, graduate courses in Aviation Management were offered for the first time at the Miami Graduate Center in September. We are investigating the feasibility of establishing graduate programs at other East Coast Residence Centers. Plans are also underway to establish graduate programs in England and possibly in other European locations in the next two years.

With the actual and anticipated expansion of E-RAU Graduation Programs, Mr. T. W. Brown will become Director of Graduate Studies.

With the changes by way of introduction, is the attempt to answer your question: "What about the home campus?"

In the Spring of 1975, a Graduate Student Questionnaire appeared in the AVM and presented statistics that were suggestive of graduate programs that might be offered on the home campus. Response at that time was minimal, but by the November-E-RAU show, growth suggests that the home campus may be more receptive to the program.

In the Fall of 1976, a new study was conducted by the Gill Robb Wilson Community. It appears that a graduate program on the home campus is more feasible than previously anticipated.

The Wallace Research Center publishes the Aviation Research Journal annually. Working with the Wallace Research Center, students are encouraged to refine their undergraduate studies. In this way, a core of graduate faculty would be established which would be interested in the research and public service activities of the university. Several courses have been identified as potential candidates for graduate programs.

Some faculty members have expressed interest in graduate studies in fields of general interest to the students. The opportunity for graduate students to make meaningful contributions to the University's aeronautical science and research is also under study. 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 presentation, and study aids.
3. Use of computer/interfacial instrument in measures and graduate and aviation control and performance of methods.

With the aid of these programs, the effect of fuel, hazards, and analyses on engine and performance and as well as their environmental impact.

1. Analysis and evaluation of aircraft components and systems equipment.
2. Safety program which develops piloting instruction methodology and techniques, pilot attitudes in different flight situations.

The Wallace Research Center publishes the Aviation Research Journal annually. Students have been encouraged to identify current undergraduate studies. In this way, a core of graduate faculty would be established which would be interested in the research and public service activities of the university. Several courses have been identified as potential candidates for graduate programs.

The establishment of graduate programs on the home campus is not intended to cause any curtailment of the current programs in Miami. Students are always encouraged to initiate home campus courses in the Miami programs at any time.

If you have any interest in home campus graduate programs, you are encouraged to fill out the questionnaire. Any questions concerning the graduate programs should be directed to E. R. Robb at Extension 120, Room G117, Gill Robb Wilson Complex.
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