Avion 1977-10-26

Embry-Riddle Aeronautical University

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E-RAU's Aviation Education Workshop

E-RAU Aviation Education Workshop held Oct. 21 at the Treasure Island sponsored program for students of this university, as well as others, current industry view of the student's future. Representatives from Embry Riddle Aeronautical University, Douglas Aircraft, United Air Lines, and the aviation magazine "Flight" gave rise to a rather optimistic picture for those students who will be entering the aviation industry in the late 1970's through the next decade.

Michael J. Fennell (right), Vice President of Operations, for Eastern Airlines discussed the future employment picture with several Embry-Riddle students after the Aviation Education Workshop, that part Friday.

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NOTICES

PIANO PLAYERS:

Several students are trying to get a piano for E-RAU and we need your support. If you would like to see a piano available in students and think that you would like it to be there, please tell us and send to Debbie Abbe, Room No. 3316.

Box No.

How long have you played the piano?

What type of music do you play?

How much do you think you would use the piano (in a week)?

What time of day would you be using it?

SIMONARIO FOR HIGH-POI

PLANTED AT EMBRY-RIDDLE

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DECISIONS FOR PRIZES

Offered for silverware, and jewelry, in a total of two trips, over 200 dollars, will be awarded on a competitive basis in one special seminar here.

Four major events were held on successfull Thursday beginning Oct. 27: A challenge game against the University of Florida, a trip to the University of Florida, and a trip to the University of Alabama.

Safety at E-RAU

By Dr. Joseph

As midterm examinations start, it's now time to look back and reflect on what has been observed and concluded to be a difficult and challenging term. There is an obvious lack of planning and organization in the midst of confusion. There is need for a more efficient and organized approach to the current situation.

The major problem is the lack of coordination and communication between the different flight schools, because they are all under the same authority and do not have separate identities. What will happen next? What can we do to prevent this from happening again?

As it stands now, the situation is critical and requires immediate action. It is important to plan for the future and to make sure that all flight schools are properly integrated into the overall plan. This will require a new approach, and we must be willing to make the necessary changes to ensure the success of the program.
OPINIONS

By Ray D. Katz
AVION Editor

Freedom of the Press

Last week I promised to discuss the subject of censorship. As I was thinking about it this week, I discovered there isn't much to say, which is reassuring. To the time I've been a member of the AVION staff, I cannot recall one incident of Administration censorship. Dr. Leavitt made the point last week, when he stated the school's position — that is, if the Administration censored this newspaper, or even attempted to mold it's opinion, then the paper would become a propaganda sheet, and not our student newspaper. This does not mean that I haven't had individual instructors try and tell me how they would like to have an article read, but it does mean that we are pretty lucky to have the school policy to simply leave us to print what we want. And, I will continue to do so given the guidelines I stated last week.

I would like to introduce myself to the readership of the Embry-Riddle Action. As a Senior at Embry-Riddle I have come to realize that my classes about this, "University like no other." Drawing is somewhat of a hobby that I enjoy and a unique way of expressing ideas on campus. I originally had no intention of becoming a cartoonist, but after I realized the potential effect that cartoons could have, I became inspired.

I would like to thank Ray Katz and Ignacio Falco for their support of my cartoons. I regret that everyone would get upset over a cartoon. Cartoons can be interpreted thousands of ways depending on the mind that views them.

My goal as a cartoonist is to stir the minds of faculty and students in a unique way. I would appreciate any ideas from students or faculty in the presentation of my cartoons. If you have any particular complaints about a cartoon, write to me or come see me about it. I would be more than happy to laugh with you, or at you, about it. The same time each of us spends at Emby-Riddle we must begin to try on our faults, but we should also be able to see the unlimited potential that this University should have. This potential lies in the minds of students and faculty. If we think about it for a little and consider ourselves to work together with the Administration we can truly have a university like no other!

Bob Herold
AVION Cartoonist

A UNIVERSITY LIKE NO OTHER

WISE UP!

A few words of wisdom... Dr. Jeffrey H. Ludeworthy

SURPRISE

Dear Editor,

I've got a few questions concerning the new Universal weight machine which has recently been installed in the dorm rooms. By my questions, you may discover some misadventures. I hope you will please take them into consideration.

When the machine was first installed, I was very pleased. I wrote letters home expressing how surprised I was to find that E-R could do something smart for a change. Then I saw that pesty old, filthy, dusty carpet which was laid out in there. I said to myself, "Well, you can't expect them to do everything right. Asking for a new carpet and then waiting; maybe some other time, too." I decided to live with it. Then the flood came. I found out that the AVION, that in fact, E-R-AU had not made the decision to get this machine after all but that it had been donated. Why then, can't we have a new walk to walk carpet put down in there along with having the single social well cleaned of its mess? If some group is kind enough to do all this beautiful and much needed piece of equipment, why can't E-R-AU show its appreciation by noting it in comparison with the rest.

My second and most topical question is regarding the recent Daytona Beach... Can a system be devised that will be on open 24 hours a day, everyday and closest to the heart of the people. There is a long lead to the extent that one wonders if the Sep­tember 14 edition was informative or even good. Sincerely, Betty W. Moez (Miss Philip). 

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A FAIR CREDIT BILLING ACT

The interest shown in last week's column was quite sur­prising. As a forerunner of our coverage on the FAIR BILL­ING ACT the facts below may be beneficial.

WHAT KIND OF DISPUTES DOES THE ACT'S DISPUTE SETTLEMENT PROCECU'I" COVER?

The procedure applies only to disputes over "billing errors" on your periodic state­ments such as:

• changes you did not make
• changes made by a person not allowed to use your ac­count
• changes billed with the wrong description, amount, or date
• charges for property or services which you did not accept or which were not delivered as agreed
• failure to credit your account for payments or credits you have returned
• billing for which you re­quest an explanation of writ­ten proof of payment; and
• failures to mail or deliver a billing statement to your current address, provided you give at least ten (10) days notice of any change of ad­dress.

ARE DISAGREEMENTS OVER FAIR CREDIT BILLING ACT COVERED BY THE DISPUTE SETTLEMENT PROCEDURE?

Disputes over the QUALITY of goods or services you have received are not "billing errors" under the FAIR CREDIT BILLING ACT and are not subject to the dispute settlement procedures. However, the act does provide that if you purchase merchandise or services on a credit card, even if the card is not issued by the seller (such as a bank credit card), you may cancel any transaction or service with the seller which you might have against the seller.

This means, for example, that if you have a right to withdraw payment from the seller of faulty merchandise, certain circumstances, you may also withdraw payment for that merchandise from your credit card account. The act does not help you settle this type of dispute, but it may allow you to hold on to your money rather than a being settled. This right will be described more fully in future columns.

Chris Click
Dorm Squeeze 228

Ah, Daytona Tower, this is Riddle 69...er... I think I'd like to report a UFO?

ah, the editor

ah, the editor

wrd@emly.riddle.edu www.embry-riddle.edu

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Safeguard Yourself

George N. Papanicolaou to the administration of the scientific community and gaining approval of the FAP list, as the need to sign the contract with the action in 1930.

Dr. Cameron began his distri- bution efforts as an intern in the Philadelphia Hospital for the Study of Medical Education, and the student of the University of California. Cameron is a fellow member of the American Med- ical Association and a fellow of the New York Academy of Sciences, and the author of "Triumph of Cancer," which has been pub- lished in eight languages and distributed to medical and scientific societies around the world. He is the recipient of the American Academy of Cancer Research Award, the Albert Lasker Award, and the Paul B. Lasker Award.

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The brothers of Delta Chi happily took it easy this past week and worked. Most everyone spent the late studying for their mid-term grades. Finally, the end of the week rolled around, and most relaxed happy home. Several brothers, little notes, and friends attended this TUES-

20-0. After a Sigma Phi Sigma event on Friday the beach engi-

George Freazer decided to take 

Greekinere. With time running 

the third TD of the game. The 

on for second half action as 

faction. After All and Bill Merrell the game was over. The 

Our editor this week was 

with Halloween coming up 

Hallowen party for the 

to finally get along. You 

and the club has 

all the team boarded the 

emphasis - BEWARE!
Teamwork Shown in Model Airplane Club

By Jim Zunzles
Scott Winter

Lined up on the runway. Slowly advance full throttle. Raw the stick back and point the nose for the sky. The pilot of this plane won't feel any turbulence because he's controlling the aircraft from the ground with an odd-looking box with an antenna sticking out. This is a radio control model and a Screaming Eagle.

The Screaming Eagles Club was formed for RC, caotlined, and free flying model airplane enthusiasts. Bob Ruff, president of the Screaming Eagles, has been flying RC planes since he was fifteen. He tried to learn flying RCs by himself and went through a great many planes. Now, while still flying, Ruff instructs new RC pilots how to fly. "There is an instructor-pupil relationship just like in flying real planes," he commented. Ruff continued, "If the student does something wrong, I just grab the transmitter, correct the situation, and tell him what he did wrong. Instructing is fun and I also get to fly other planes." Occasionally, say RC flyers gets thrown into the showmen when he feels sober.

There is a sense of teamwork within the club. Just breaking into RC flying this trimester, Steve Malyanowski had his Midwest Attacker built in just a few days with the help of experienced club members. On weekends, Malyanowski learned to fly his plane under Ruff's direction.

Most weekends, a group of flyers gather up their planes and go to the Kirkland and farm for a day of relaxing flight. Large aircraft with serviceable mowhead take off like a real plane and lighter ones may be hand launched. From then on, the mike is done a realistic plane can do. An airplane may have several channels to operate different control surfaces. Single channel rudder control only the rudder but advanced models may have operating ailerons, elevator, retractable landing gear, or even the capability to drop small bombs or launch missiles.

"Fly the next best thing to real flying," Ruff pointed out. "When flying models, you can see the maneuvers the plane is doing, unlike flying a real plane," he added.

The club's vice president is Joe Richards (control line flight), Chris Cochran (RC flight), and Gary Underwood (free flight). Greg Stoka is the treasurer and Debbie Bedlin is the club's secretary. Also, any artwork needed by the club is done by Margaret Redolfi.

Three events are planned by the Screaming Eagles for this trimester. On Wednesday, November 2, a static display will be held in the Common Purpose Room in the UC. A radio controlled family contest is scheduled for November 20th at Spruce Creek Airport. In this activity, events will include a barrelroll, most loops or spins in three minutes, spot landings, and oval race. A contact line family will be held here on Nov. 19.

Two club members, Larry Maplesky and Kurt Holmberg, built an aircraft two years ago called the "Eye in the Sky." The reason for its name is that they mounted a movie camera in the RC plane and get about five minutes of movies while it was in flight. Unfortunately, the "Eye" crashed but they're hoping to get the design perfected for next year. This just goes to show what the advanced modeler can do. Scale modeling is a very involved area where the micros rubber pedals, click, and even instruments can be made to move. A nearby off-campus organization members many both in the Daytona Beach Radio Control Club at Spruce Creek airport. A concrete runway is available there.

To get started with an inexpensive airplane and airplane would cost approximately $100. inexpensive radio transmitters are available from Ace or Model. Airplanes range from $3 on up to the area of $400 and can be made of balanced, foam, fiberglass, hardwood, or plastic. Since aircraft brands are Held, Midwest, Sibleyfield, and Boeing. Learning to fly is not hard but takes practice. The plane flies like a real one but you don't experience the forces of flight. All in all, RC flying is a very enjoyable hobby that one can really get involved in.

If you are interested in RCs, stop by Bob Ruff's and Joe Richards' "hanger" in 314 in the dorm and find out what the Screaming Eagles are all about.

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GEOGRGE FESSE hand launches his model into the wind while Bob Ruff looks on. (Photo by Jim Zunzles)
EVENEAU, Ohio—Through July 15, 1977, 66 wide-bodied commercial aircraft have been selected by FAA to order, or to order, or to lease the engines. These orders represent a 28% increase from the previous year. Of these, 49 are powered by General Electric CF6 engines. In addition, the 18 airlines that have selected the CF6 for their McDonnell Douglas DC-10, Boeing 747, and Airbus Industrie A300 have announced plans to order another 31 aircraft.

Recently, three airlines announced orders or intent to order CF6-powered aircraft. All Nippon Airways has announced plans to place orders for Boeing 747SR aircraft, a limited production variant of the CF6-50 engine. Singapore Airlines announced orders for McDonnell Douglas DC-10 Series 20 aircraft powered by CF6-50 engines and another 47 CF6 engines. Additionally, the Boeing 747SR is powered by the CF6-50 engine.

The first changes were implemented in September of this year, when the cost of the Orl and Practical examinations was included in the tuition fees. These changes were made because there would be only one Designated Maintenance Examiner (DME) on the staff, but this is completely in error. At the present time, there are five DMEs on the staff, and one more will be hired in January. The other change implemented this fall is the administration of Oral and Practical during class hours, as well as at weekends, at the option of the student.

In the near future, test questions for all AMT courses will be taken from the FAA written test question file. As a result of a recent law suit, the FAA must make all test questions available to the public. As soon as the school receives its copy from the Government Printing Office, a course will be made up from these questions. Hopefully, this system will be implemented to effect the start of the Spring Term this month.

The staff is also considering changes to the grading system.

Several changes are being made in the written in-service training, as students will be tested, graded, and certified. The entire new program, if approved by the FAA, will be implemented in various stages over the next two years.

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Intramural Football

The first game of the day was a nonleague game between the Liddells and Faraleh's Pheasants. The latter came out on top 12 to 6 scoring on a TD pass to Denny Martin from Dave Woolstrum and a TD run by Woolstrum. Faraleh's scored on a punt return.

In the second game Sigma Delta Phi defeated the Sigma Pi 20 to 0. Scoring for Sigma Delta Phi were two TD passes from QB Terry Phillips to Rick Lomax and Pete Arrington and a run by George Freyman. Pullom connected a pass to Gurney for the extra point.

In the third game the Viking squad scored in the second half to squeeze by the Dirty Elite 7 to 6. John Brown ran a QR draw for the Dirty Birds score while John McCarthy scored on a TD run for the Vikings and picking up the extra point with a pass from Bill Slattery to McCarthy.

In the fifth game the Falcon squad rolled over the Intermedia 25 to 7. The Falcons got tallies from two QR runs by Don Wallis and a punt from Walis to Jeff Houston. They picked up two extra points with passes from Walis to Walis. The Wolverines only came on a TD pass from Jim Harris to Howard Griffis. Extra point Griffis to John Wannemaker.

In the sixth game the Miller Boys picked up their fourth straight victory defeating Delta Chi 20 to 4. Delta Chi scored on two safeties—one by Jim Dyer. The Miller Boys scored on runs by Ray Wawrzyn, Sharon Timmer, and Dave Woolstrum.

STANDINGS

EAST CONFERENCE
Brothers of the Wind 4 W 7 L 7 T 5
Miller Bros 4 W 6 L 10 T 1
Delphi 1 W 0 L 15 7 9
Sigma Pi Delta 1 W 0 L 15 9 1

WEST CONFERENCE
Beach Boys 2 W 3 L 5 T 2
Votes 3 W 5 L 21 0 28
Brontosaurus 1 W 0 L 17 4 2
AFROTC 1 W 0 L 17 6 3

EAST CONFERENCE
W L T FF PA
Brothers of the Wind 4 0 7 10 16
Miller Bros 4 0 6 10 17
Delphi 1 0 6 17 17
Sigma Pi Delta 1 0 6 17 17

WEST CONFERENCE
W L T FF PA
Beach Boys 2 0 3 9 5
Votes 3 0 5 9 5
Brontosaurus 1 0 4 3 2
AFROTC 1 0 4 3 2

BEER
WINE
FREE USE OF TAP WITH DEPOSIT
BREAD
PARTY KEGS
MILK
PARTY SUPPLIES

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LOCKHEED P-3A to VISIT E-RAU

ATLANTA, GA. — Delta Air Lines mailed to the nation's airline publishers, broadcast news directors, members of Congress and members of the foreign community what it calls, "A position paper, on airline deregulation," one of the most important documents we have ever published." Delta's position paper, signed by W.T. Barke, its Chairman, called the aviation regulatory legislation now being considered a U.S. Senate Committee "an illusion and potentially ruinous."

Delta's paper noted also, "It could be by self-regulation of the airlines, once the public is faced with the chaos, disruption of service, economic demonstration of the carrier, and concentration of service in the hands of a few remaining carriers, all of which is threatened by this legislation."

Delta's position paper stated, "The bill proposed to scrap the Aviation Act under which our nation's airlines operate today and replace it with the unified concepts of economists, planners, and the politicians, few if any of whom have ever had any real airline experience... The United States is witnessing nothing less than a determined assault on its airline industry, clearly conceived and disguised. It is in effect decreed in the 'clothing' of 'free enterprise' and 'less government regulation,' but one which really promises more regulation and threatens nationalization."

Delta's paper emphasized, "The 'deregulation' legislation now being proposed would not bring about 'deregulation.' At all. Instead, it would create new tier of more government regulation... while looking to a return to the relation (which existed prior to the Aviation Act of 1958) which would become, not decrease, the size and authority of the Federal Government. It would add regulation, not 'deregulate.' It has the potential for increasing the Federal subsidy bill, not decreasing it."

Noting that the Carter Administration is "proceeding on all due speed" to support "a new air transportation" legislation, Delta pointed to what it called "the element of 'deregulation'" in the Administration's "drum" to push through the legislation.

Delta's paper listed five of what it called "the most serious inconsistencies," and stated that all would throw the very goal for which Pan. Carter campaigned. One "inconsis­ tency points directly to political expedience... while others are clearly intended to create competition, and federal regulation and federal expenditure."

"The public," Delta's paper charged, "is being forced to produce the demand for airline deregulation. There simply is no basis for the consuming public converting the quality, quantity, or prices, of airline service as one is normally done, but only upon the ex­ penses of those who are not to have the heavy cost of the demand which are the uncertain theories, if adopted, could defeat the American public and the U.S. air transportation industry. America's airline industry is an extremely complicated, interrelated, and technological system. It is a quasiautonomy, and therein any one 'crop' in any of its 'wheels' is broken, the entire system is jeopardized. The Kennedy-Carter 'expedition' threatens the entire machine."
 Arnol Air Society Helps Local

On Wed., Oct. 15th begins the third annual Volusia Beach Development Center's Grill a Field Airplane Fly-In. A group of members of the airplane club, led by their president, Paul A. M. McKechnie, will be on hand to assist with the event. Those interested in joining the club are welcome to attend and learn more about aviation. The event will be held at the Volusia Beach Development Center on 15th Avenue, Ormond Beach.}

ARMY AVIATION SEMINAR FOR WIVES OF STUDENTS, faculty and students

DATE: OCTOBER 27, NOVEMBER 3, 10, 17
TIME: 7:30PM TO 9:00PM
PLACE: GL10/12
TOPICS: OVERVIEW OF RIDdle FLIGHT PROGRAMS - L. REEFS POLICY: T. BIERGROD HOW & WHY AIRPLANES FLY - J. CONNELLY WEATHER - F. MCNEL
COST: FREE TO EVERY RIDDLE WIVES
PARTICIPANTS: THE SEMINAR IS OPEN TO THE PUBLIC FOR STAFF MEMBERS AND STUDENTS
SPONSORED BY: THE COUNSELLING CENTER, RIDDLE UNIVERSITY

(Edwardo comments are mine) AIRLINE DEREGULATION - Pros and cons of the deregulation plan.}

Senators Kennedy and Connelly are facing a critical test of their legislative ability. They must decide whether to remove airline regulation and open the skies to competition. This would be a major step towards a more efficient and competitive aviation industry.

Arnold Air Society with its members will be able to provide valuable insights and guidance to those interested in learning more about aviation.

ARMS (Air Market) Gas, an ice machine, would not produce any lower fares, because a new price of hormone will not go down, b. Airlines employees will not work for less, c. Airlines will not lower their fuel costs, d. Fixed (variable costs will remain fixed). At first, fares may be very competitive, the airlines will be allowed with the strongest financial resources would understand deregulation and the less efficient or weaker airlines will be either bankrupt or merge to others.

Harry Marder

For more information on Arnold Air Society or the annual Grill a Field Airplane Fly-In, please contact the Volusia Beach Development Center at (386) 469-7180.
Six Whiskey Mike is better known to those seeing the skies of central Florida by her competition level than the Yankee Jilted and provides this pilot report on what it is like to fly the PIK-20B.

As background I have a gold C soaring badge with altitude and speed diamonds plus some 300 hours flying 2-3's, 7-26, and a科技进步-E owned before buying the PIK-20B. Included in these hours is a flight to 31,000 ft. in a 1-34 in the Paines Peak Wars, in January 1974.

Bona vita statistics of the PIK-20B are:
- Wingspan 13 meters (42.9 ft.)
- Wing area 107.2 square meters
- Aspect ratio 22.5

Full weight with pilot and water ballast
- 990 lbs. (wing loading of 9.3 lb/sq.ft.)
- Interconnected flaps and ailerons plus rudder and nose wheels
- Flaps go to plus 90 degrees for glide path

Maneuvering speed 100 kts.
- Red line rough 130 kts.
- Red line smooth 143 kts.

The picture shows the ship being dismantled at the end of a centennial August at the Southern Region 5 contest at Condolida, GA. You can see my feelings when I saw her for the first time as it is a crate on the dock at Miami. It was a wonderful moment for a Pineland brand new from the factory by John Parch the Southern Region pilot jet that is shipped to me by Ron Linn With a light blue tinted canopy, primer white fuselage, tapered nose and “T” tail, the PIK-20B is an extremely beautiful sailplane. I don’t know of any sport

Air Civil Crew is the civilian auxiliary of the United States Glider Association. All members are volunteer and receive no pay for the job they do. C.A.P. was established in the Office of Civil Defense on December 5, 1941, to organise and direct the activities of volunteer civilian citizens who made their time, airplanes, and equipment available for wartime work. Mr. Bill Robb Wilson was appointed the Executive Officer at that time. C.A.P. volunteers flew an extensive coastal patrol, assisted in search and rescue, cargo missions, courier service, and performed National Defense services during World War II. C.A.P. was transferred to the War Department in 1944. On July 1, 1946, C.A.P. was chartered by Congress as a civilian, non-profit, private corporation by Public Law 475. In 1948, Congress made Civil Air Patrol a permanent civilian auxiliary of the U.S. Air Force under the provisions of Public Law 657.

Headquarter C.A.P. U.S.A., located at Maxwell A.F.B., Alabama, is composed of some 130 professional Air Force staff officers, airmen, and civilians of the Air Force civilian. In addition, there are over 200 U.S.A.F. airmen, civilians, and civilian employees assigned in Region and Wing liaison offices. The National Headquarters is at an U.S.A.F. Biloxi, General. Finally, C.A.P. is split into 8 groups and 15 Wings (each state being a Wing, Police and the District of Columbia). It is further split into Groups and one of these types of Squadrons (Cadet, Senior, and Composite). C.A.P. members wear the basic Air Force uniform, the difference being first distinctive C.A.P. emblems, buttons, insignia, and badges are employed to identify the wearer as a C.A.P. member. All personnel are required to wear the uniform properly. New members may keep their first long hair up to three weeks after joining but then it must be cut to the C.A.P. Regulations.

The C.A.P. program includes many forms of training for the members. Occas in the C.A.P. you will learn how to use a radio, pitch a tent, pack a backpack, and the set of tools in the woods. You will also learn how to search for a missing airplane, and how to safely evacuate victims from each site. You will learn about First Aid, teaching, training, helping, and rescue. These are all part of the Civil Air Patrol training program.

Often, when you hear that an aircraft is missing or overdue, you will also hear the name of the C.A.P. mentioned. We are the crew who take in and search for the missing persons, and to “rescue” the pilot and passengers when the plane has been found. One of this doesn’t just come naturally. We must train many long hours. We are taught how to be an Observer when looking for a missing plane. And, if we are a pilot, we are taught the variable airplane, and how to circle a crash site to lead in a Ground Search Team. We must also learn how to do all of the paperwork that goes with each area. We have to cre-
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a second is still there. And in case of a front tire blowout, Rabbit is equipped with manual steering roll rails to help minimize driver disorientation.

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