Avion 1977-10-26

Embry-Riddle Aeronautical University

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E-RAU's Aviation Education Workshop

Safety at E-RAU

By Mark Dignam

As midterms of this semesters' round arrive, it's time to look back and reflect on what has been played as useful knowledge and what has been lost by the flashes of memory. There is one hope that I have here, be it early or late, safety here at E-RAU. During the first trimester, there have already been two accidents on campus. Since this is the last day here at College Aviation, one of these events involved the death of a flight instructor, What will happen now? What can happen after? How can we stop this?

This fall, E-RAU has more than doubled its student population. It is inevitable that there will be increased operations. The need for additional flight instructors, additional flight instructors, and an increased number of student pilots is essential. A recent article in the newspaper, the不良信息, states that there are 100 potential pilots for every job opening in the field. This is a significant increase in the number of potential pilots available. It is estimated that there are currently 2,000 potential pilots available. This increase in potential pilots is necessary to meet the demand for additional flight instructors.

Additionally, there is an increase in the number of student pilots available. The number of student pilots has increased by 50% in the past year. This increase is due to the increased demand for flight training. The increase in student pilots is necessary to meet the demand for additional flight instructors.

In conclusion, the increase in potential pilots and student pilots is necessary to meet the demand for additional flight instructors. This increase is due to the increased demand for flight training. The increase in potential pilots and student pilots is necessary to meet the demand for additional flight instructors.

NOTICES

STAFFERS Wanted:

Three positions are available for the college's weekly staff. These positions are:

1. Editor-In-Chief
2. Managing Editor
3. Art Director

These positions require a strong interest in aviation and a commitment to the college's mission. The positions are paid, and the college can provide a valuable learning experience.

Send resumes to:

E-RAU Aviation Staff
Embry-Riddle Aeronautical University
1200 Aviation Drive
 Daytona Beach, FL 32114

Classifieds

Classifieds

Piano Players Wanted:

Several positions are available for experienced piano players. The positions are:

1. Lead Pianist
2. Accompanist
3. Keyboardist

These positions require a strong interest in piano playing and a commitment to the college's mission. The positions are paid, and the college can provide a valuable learning experience.

Send resumes to:

E-RAU Piano Department
Embry-Riddle Aeronautical University
1200 Aviation Drive
 Daytona Beach, FL 32114

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AVIATION PIZZA CONTEST

The new Avion Pappy's "You're in the spotlight" contest

If your face is on this picture, you are a winner. All you have to do is come to one of our locations, fill out an entry form from Pappy's Restaurant, that shows up your photo and you'll get a free pizza, a PEEZA pie, from Pappy's, that's it!
Ah, Daytona Tower, this is Riddle 69...er... I think I'd like to report a UFO!

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. Ledewitz makes the point last, when he stated the school's position—that is, if the Administration censored this newsletter, 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 individuals from time to time try and tell me how they would like to have an article read, but it does mean that we are pretty lucky in that the school's policy is to simply leave us to print what we want. And, I will continue to do so going by the guidelines I stated last week.

The Avion Staff

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RAY KATZ
TECHNICAL ADVISOR
JIM BOHN
NEWS EDITOR
VACANT
ADVERTISING SALES MANAGER
KENNETH KEENE
LAYOUT EDITOR
AMANDA BEACHAMP
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The Avion Staff

COOVER?

A UNIVERSITY LIKE NO OTHER

FAIR CREDIT BILLING ACT

The interest shown in last week's column was quite

We would like to introduce

ARRESTED

BEING DISPUTED

ﲏIN THE DISPUTE SITUATION

The Avion is the vehicle

dealt with a situation

I decided to live

Surprise

I would like to introduce myself to the readership of the Embry-Riddle Action. As a Junior at Embry-Riddle I have come to the conclusion, "University lie no other."

There is some sort of a belief that one has to do/x.

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

The 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 my presentation of my cartoons and if you have a particular complaint about a cartoon, write to me or come see me and I will be more than happy to laugh with you or at you, should it. The more time each of us spends at Em-

Shall we begin to try to repair it, but without also being able to see the unlimited potential that only University does have. This potential lies in the minds of students and faculty. If we think about it, it isn't a little and arbitrary

Bob Harold

AVION Cartoonist

America..." the class from 17/01-01290, even those who had pre-registered.

The Avion Staff

Covered by the Dispute Settlement Procedure

DISPUTES OVER THE QUALI-

FITY OF GOODS

You may discover some misraed. If so, please take them into consideration.

When the machine was first installed, I was very pleased. At the time, I didn't think about how surprised I was to find that E-R-AI couldn't do something smart for a change. Then I saw that not only old, filthy dirty carpet which was told 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 for it were too much." I decided to live with it. Then the flood came. I found quite a few mistakes in the AVIOn, that in fact, E-R-AI 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 wall to wall carpet put down in there along with having the single social comfortably cleaned of its messes? If some group is kind enough to take over this beautiful and needed piece of equipment, why can't E-R-AI throw it in for the following reasons.

My next and final topic report is that we are now in the process of getting ready to be

Regrettably, the余人 have been

Dear Editor,

I've got a few questions concerning the new University weight machine which has recently been installed in the

Three days. The problem is that the men responsible for questions at these times is not respon-

sible enough. I also feel that under NO circumstances should the schedule be decided so as to give special time to various groups such as the baseball team. These groups can lift and work out as easily as with a few added lifters present.

Yes, you very much and I hope you print this because there are a lot of people who share these views.

Chris Cline

Dorm Room 228
Entertainment
By Jimmy Hillberg

OUTDOOR CONCERT

Besides the fact that certain authorities refused to let beer be served while the band was playing through various channels for their benefit, the opening ceremony was well underway. Haying worn and being only the first in the line, a group of us were allowed to enter and sit at a table near the stage. Not paying much attention to the proceedings, a few minutes later the band started playing a popular tune. The music was very enjoyable and soon we were all dancing, drinking, and enjoying ourselves. The weather was perfect and the crowd continued to sing along and have fun throughout the evening.

At the Senate meeting held on Oct. 1, a motion was carried to adopt the Senate Standing Rules. The meeting was adjourned and the following Senate Rules have been adopted:

STANDING RULES:

1. The chairman of the Senate shall be the Vice-President of the S.A.F.

2. A regular agenda format shall be followed in order of items listed at each Senate meeting. All agenda items shall be submitted to the chairperson of the Senate in writing by 5:30 p.m. on the day prior to the Tuesday Senate meeting during which they are to be considered. An agenda may not be carried over from one meeting to the next. The chairperson will call the meeting to order and read the written agenda. The meeting will then be adjourned to the next regular meeting date.

3. The Senate shall develop the meeting agenda from uniform forms and publish the agenda of the S.E.U. Bulletin Board and the Senate via campus mail. A copy of the agenda for the non-senator student shall be handed to the chairperson of the Senate at the beginning of each meeting.

4. The format for the Senate agenda shall be several discussions on current issues, such as:
   - Student Activities and the S.E.U.
   - An introduction to a new program and/or a presentation on "Everything You Need To Know About Condoms By Dr. Charles S. Cameron on Tuesday, November 1 at Noon in Room A-109.
   - Dr. Cameron, vice president for Development at the Phila. Tough, and thorough, the program is a distinguished and informative introduction to the scientific foundation of the American Cancer Society.

Dr. Cameron, during his decade in the American Cancer Society, has made more speeches than anyone in bringing Dr. George N. Papanicolaou to the nation. He was the first president of the American Cancer Society, and his work has been used by physicians and scientists in the field of cancer research for over 50 years. The president of the American Cancer Society, Dr. Cameron, will be the keynote speaker at the American Cancer Society's annual meeting on October 1.

SAFEGUARD YOURSELF

This is to introduce you to the student living in the South Hall dormitory and the roommates. I am the captain of the Security Committee and I will be responsible for the security of all students in the residence hall.

Students who feel they are in danger should call the Security Committee at the number 555-1234. We will provide a safe environment for all students and ensure that they feel secure in their homes.

It is important for all students to be aware of their surroundings and to take precautions to ensure their safety. If you are ever in a situation where you feel danger, please do not hesitate to contact the Security Committee.

Thank you for your cooperation and support in creating a safe and secure environment for all residents.

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**FRATERNITY CORNER**

**AHP**

**DELTA CHI**

**PROFESSIONAL AVIATION FRATERNITY**

By Ken Monroe - Historian

There was plenty of beer, shots, and fun for the AHPers at the Central Florida Air Fair at Konaskee on Friday. Despite the rain, the show continued and all had a great time. Evens coming up are the Halloweens Hayride on Friday and a seafood picnic on November 6th. Our next Annual Hayride will start at the Flying W Ranch in Corinmad Beach at 10 p.m. Ray and Mollie Keira will again host the festivities at their home in Deland. The picnic this summer included clams, crabs, steaks, and steaks.

Congratulations to the new Mr. and Mrs. Greg Hildebrandt who were married last Saturday. Also, congratulations to Bob Gordon who received his multi-engine rating last week.

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Sigma Phi Delta

**By Jan Hepel**

Even with the rains of the week's end, Sigma Phi Delta managed to have a midweek tailgate party at the football game. TheSigmas<br><br>errors... With time running out, George Flasher decided that the Sigma Phi Delta football team was it. The Sigmas<br><br>errors... With time running out, George Flasher decided that the Sigma Phi Delta football team was it. The Sigmas<br><br>errors... With time running out, George Flasher decided that the Sigma Phi Delta football team was it. The Sigmas<br><br>errors... With time running out, George Flasher decided that the Sigma Phi Delta football team was it. The Sigmas
Teamwork Shown in Model Airplane Club

By Jim Zuzles
Staff Writer

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

The Screaming Eagles Club was formed for RC, control line, 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 RC by himself and went through a good many planes. Now, while still flying, Ruff instructs new RC pilots how to fly.

"There is an instructor-student 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 Fyer gets thrown into the air where he falls down. There is a sense of teamwork within the club. Just breaking into RC flying this trimester, Steve Malkeykowski had his Midwest Attacker built in just a few days with the help of experienced club members. On weekends, Malkeykowski learned to fly his plane under Ruff's direction.

Most weekends, a group of flyers gather up their planes and go to the Kirkland north farm for a day of relaxing flight. Large aircraft with steerable nosewheels take off like a real plane and lighter ones may be hand launched. From there, on, the members do everything a real plane can do. An air show may have several channels to operate different control surfaces. Single channel radios operate 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.

"It's 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 presidents are Joe Roblins (control line flight), Chris Cochran (RC flight), and Gary Underwood (free flight). Greg Stok is the treasurer and Debbie Bokum is the club's secretary. Also, any equipment 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 fuselage contest is scheduled for November 20th at Spruce Creek Airport. In this activity, entries will include a helicopter, mortar, loops or spins in three minutes, spot landings, and oval races. A central line family will be held here on Nov. 19.

Two club members, Larry Manisbch and Kurt Volden, built an aircraft two years ago called the "Eye in the Sky." The reason for its name is that it mounted a movie camera in the RC plane and got about five minutes of movies while it was in flight. Unfortunately, the "Eye" crashed but they're trying to get the design perfected for next fall. This just gone to show what the advanced members can do. Scale modeling is a very involved area where the miniature radio pilots, stick, and even inaccessible can be made to move. A nearby off-campus organization members may join is the Daytona Beach Radio Control Club at Spruce Creek airport. A concrete runway is available there.

To get started with an inexpensive transmitter 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 $430 and can be made of balsa, foam, fiberglass, hardwood, or plastic. Some aircraft brands are Heli, Midwest, Burtislug, and Boeing. Learning to fly is not hard but takes practice. The planes 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 RC's, stop by Bob Ruff's or Joe Roblins' "hangar" in 314 in the dorm and find out what the Screaming Eagles are all about.

By Jim Zuzles
Staff Writer

REFUELING his aircraft, George Feise prepares for another radio controlled flight. (Photo by Jim Zuzles)
The game was a nonleague game between the Rattlers and Florida's Preparatory League. The mediums came out on top 15 to 6, scoring on a TD pass to Dennis Matson from Dave Woodhouse and a TD run by Woodhouse. Florida's scored on a punt return.

In the second game, the Gators defeated the University of Florida 20 to 6. Forging for Sigma Delta were two TD passes from QB Terry Phillips to Rick Lomay and Peter Ariens and a run by George Frawley. Florida connected a pass to Grollm for the extra point.

In the third game, the Viks scored in the second half to upgrade the Dirty Birds 17 to 6. John Brown ran a QB draw for the Dirty Birds score while John McCarthy scored on a TD run for the Viking and picking up the extra point with a pass from Hill to McCarthy.

In the fifth game, the Falcons fell by two TDs by Dave Woodhouse and a TD from Jeff Wooten. The Marauders only came on a TD pass from Jim Harris to Howard Gifford. Extra point Gifford to John Wannamaker.

With Riddle's team now in top form, the Dirty Birds scored in the third half to upgrade the Dirty Birds 20 to 7. Joe Golinski scored on a TD run for the Dirty Birds score while John McCarthy scored on a TD run for the Viking and picking up the extra point with a pass from Hill to McCarthy.

In the seventh game, the Vols were defeated by Sigma Delta 21 to 0. The Vols failed on runs by Rick Koester and Stu Pollak and a pass from Pollak to Mike Moreland. Both points were picked up by Ken Holgan (2) and Koocher. SIGC threatened to score when the Vols had 6 key interceptions by Mike Chapman, John Richard and Joe Golinski held them short.

In the eighth game, the Beach Boys continued their undefeated season by hosting the Freedom 12 to 9. Scoring for the Beach Boys on TD Runs were Jerome Viles and Horace Meisselm and a pass from Meisselm to Keith Johnson. They picked up the extra point on a pass from Meisselm to Mike Armao.

E-RAU's Varsity Baseball

By Jim Harris

Emory-Riddle's varsity baseball team, hoping for an outstanding season, has already begun practices for its 1976 Spring season.

With returning letterman Joe Golinski, who had a strong year last year, John Long, Ken Hanel, Ken Hoegh, Elise Lechel, and last year's MVP, V.P. Nelson, the team hopes, along with the newcomers to have a strong enough team to compete for Florida's best this year.

The team began working out on the baseball field (located on Catalina Drive) three weeks ago, but their outdoor training had been hampered by the rain in their schedule and cooler weather during this break in all their practices was taken.

Riddle's baseball team being as eager as it is to do for the school, hard and committed, they will see many new faces sprouting and pushing on them.

BOWLING

The First A Go-Go and their sixteen game winning streak finally came to an end last Thursday night and the Imperials Downspring picked up three games. We now have a two way tie for first place and a close battle for the number two and these slot.

Special congratulations for last weeks bowling goes to Joe Gallant for his fantastic boost 202. The High Set for the week went to Terry Shaino 553, Oscar Tumella 552, Dave Bissel 541. High game went to Terry Shaino 256, Dave Bissel 254, Oscar Tumella 203. High series for the women this week went to Mary Hicks 641 and Mary Legate 410.

STANDINGS

WON: LOST: TIE: POINTS
1. Imperials Storm: 31 3 0 22 8
2. Five to Go: 17 7 0 17 5
3.绑: 14 10 0 18 14
4. Bluebirds: 12 12 0 18 18
5. Horse Pullers: 10 12 0 16 16
6. Dave's: 12 12 0 16 16
7. Trojans: 11 15 0 17 17
8. Toady: 10 10 0 16 16
9. Fighting Irish: 10 10 0 16 16
10. St. Vincenzo Knights: 9 11 0 15 15
11. Monkeys: 9 11 0 15 15
12. Trojans: 8 12 0 14 14
13. N.D.B.'s: 8 12 0 14 14
14. Dieselpades: 8 12 0 14 14
15. Short Hairs: 8 12 0 14 14
16. Flying Eagles: 6 13 0 13 13
17. S.T.C.: 6 13 0 13 13
18. 17's: 6 13 0 13 13
19. 16's: 6 13 0 13 13
20. P-Funk: 5 15 0 15 15

HIGH AVERAGE MEN
Mike Drake 719
Gary Bissel 719
Terry Shaino 719
Bob Allen 719

WOMEN
Martina Maccari 139
Trish Westover 139
Marilynn Bills 139

SPORTS BAR

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DAYTONA BEACH AVIATION

E-RAU's Intramural Football

2nd MATCH FOR GOLF TEAM

By Rich French

In his second match of the season, the E-RAU Golf Team was defeated by Stetson University. Stetson turned in an excellent 292 score which included an even par round of 74 by Gary Sease. E-RAU's score was a respectable 318. Walanne and Rich French, still, scored 'B's' and John Sugden shot 'C'. The other 3 players, Dan Baldwin and Chuck Brick's scores were in the 80's.

Friday marked the second time this season that E-RAU lost to Stetson. In an earlier match, Stetson was defeated by a slender margin. At present, the team has not scheduled any more matches until after the Florida Intercollegiate Golf Championships. This tournament will be held November 9-12. Due to a drastic cut in the Golf budget by the Athletic Department, the team has been forced to raise the money required for this trip. Approximately $3500 was raised October 22. Unfortunately, about $800 more is required.

If the team continues to play like Friday, a respectable season can be expected. There are many teams out there that would like to play us. Only two practices have been held up for the team by Pete Kleman and Robert Martin. More support will help the team in their quest for victory.
LOCKHEED P-3A to VISIT E-RAU

On Friday October 28, a P-3 Orion from Patrol Squadron Sixty-two, NAS Jacksonville will visit Embry-Riddle. The aircraft will be on display from 10 a.m. to 2 p.m. at theiddle ramp.

Everyone is welcome to come aboard and encouraged to ask questions about the aircraft. The P-3 is a four-engine, low-wing aircraft, designed for patrol and anti-submarine warfare. It is in the 127,500-130,000-pound gross weight class and is powered by four turbofan engines. The P-3A is powered F5-A-109 engines.

Maximum rated power output for takeoff is 4,300 shaft horsepower. The wingspan of the plane is 99 ft. 8 in., length 116 ft. 10 in., and height to top of fin 33 ft. 6 in. Take a few minutes of your time Friday to come over and see the sub-hunter which is designed to detect, locate and destroy submarines with maximum efficiency.

Woll Elected to Nat’l Academy of Engineering

LYNN, Mass. — Richard Woll, Vice President and General Manager of General Electric’s Aircraft Engine Group’s Advanced Engineering Division, has been elected to membership in the National Academy of Engineering of the United States of America.

Woll was elected for membership by the Academy for his contribution in the pioneering development and evolution of aircraft gas turbines.

Election to the Academy is the highest professional distinction that can be conferred on an engineer, who has made important contributions to engineering theory and practice or has demonstrated unusual accomplishments in the pioneering of new and developing fields of technology.

Woll is a graduate of the Massachusetts Institute of Technology with a degree in Mechanical Engineering and holds a Masters Degree in Aeronautical Engineering from Rensselaer Polytechnic Institute. He holds several patents and is the author of numerous papers.

He begins his career with General Electric in development engineering for the Aircraft Gas Turbine Department in 1946 at General Electric’s Lynn, Massachusetts Facility. Following subsequent project and managerial assignments in engineering, Woll became General Manager of the Small Aircraft Engine Department in 1961.

In April 1968, Woll was elected a Vice President of the General Electric Company and was subsequently appointed head of the Group’s Engineering Division in 1970.

Delta Publishes 'Most Important Position'

ATLANTA, GA — Delta Air Lines tapped to the nation’s airliners, publishers, broadcast news directors, members of Congress and members of the general community what it calls, “A position paper, an outline ‘where we stand’.”

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 law as being considered of a U.S. Senate Committee “in lieu of potential and substantial public interest.”

Delta’s paper also said, “It could beubt about nationalism of the airlines, once the public is faced with the choice, disruption of service, economic deterioration 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, “Delta’s paper outlines a plan to save the American airlines, which is one of the greatest professional disturbances in the history of America.”

Cannon’s bill passed the House with overwhelming support and is now in the Senate. Delta was the first major carrier to publish a paper supporting Cannon’s bill, which was signed October 26, 1977.

DELTA PRODUCES "MOST IMPORTANT POSITION"

In a move that created a sensation in the airline industry, Delta Air Lines, one of the nation’s seven major airlines, has published what it calls “the most important position paper ever.”

The position paper, distributed to members of Congress, industry leaders, and the general public, outlines Delta’s stance on the proposed deregulation of the airline industry. The paper was written in response to the growing debate over the future of the airline industry and its impact on the nation’s economy.

The position paper begins with a strong endorsement of the proposed deregulation of the airline industry. It states that deregulation is necessary to ensure the continued growth and success of the industry and to provide consumers with the lowest possible fares.

The paper goes on to outline Delta’s specific proposals for deregulation, including the elimination of government subsidies, the elimination of antitrust immunity, and the establishment of a new regulatory agency.

Delta also highlights the potential benefits of deregulation, including increased competition, lower fares, and improved service.

The position paper concludes with a strong call to action, urging Congress to pass the deregulation bill and to support the continued growth and success of the airline industry.

Despite some initial resistance, the position paper was widely praised and has been credited with helping to push the deregulation bill through Congress. Delta’s leadership in the deregulation debate was seen as a major factor in the industry’s eventual deregulation in 1978.
General Aviation's Fuel Consumption Low

By Kenneth Madden

Senates Kennedy and Chiles have been working on legislation dealing with deregulation of our nation's airlines, which is unfortunately being strongly supported and advocated by President Carter and his democratic cabinet.

Deregulation has the potential to ruin the system of free enterprise upon which our country is based. The deregulation proposal was not proposed to be about "deregulation" at all. Instead, it would create new laws of even more government regulation in a number of areas, while inviting return in other areas to the chaotic conditions that existed prior to the passage of the Aviation Act in 1958. (This passage was special from Delta Airline's "Deregulation" - A Statement of Position paper.)

Airline industry nationalization would be a real possibility if the deregulation bill passes Congress. Financially unstable carriers would drop out first, leaving a few large air carriers, possibly only one large carrier to serve major cities, and many small commuter airlines, one for each metropolitan area. In reality, this doesn't make much of sense, as deregulation means efficiency, higher frequencies, lower fares, and better competition and, in all, better service for the traveling public.

In reality, there can't really be a "total deregulation" of the airways. We would have rationalization on all but a few airways and would be providing public transportation to a great disservice.

A.L. deacon in the number of airlines.

B. Reduction of higher fares in the long run.

C. Abundance of service altogether in smaller communities.

About Airs: Deregulation, a recent proposal to the public.

ARLINGTON SEMINAR FOR WIVES OF STUDENT FACULTY AND STUDENTS

DATE: October 27, November 3, 10, 17

TIME: 7:30 to 9:00 P.M.

PLACE: GLO9/112

TOPICS:

- OVERVIEW OF RIDDLE FLIGHT PROGRAMS - R. L. T. DUGLIORME
- GENERAL FLIGHT SAFETY - T. DIGRAZIA
- FLY - T. CONNELLY
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PARTICIPANTS: THE SEMINAR IS OPEN TO THE PUBLIC FOR SIMILARLY INTERESTED PEOPLE NOT ASSOCIATED WITH THE UNIVERSITY.

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The Application

PAGE 9
Six Whiskey Mike is better known to those serving the skies of central Florida by her commercial aviation pioneer, then her home is west of Kissimmee, a 12.5-meter water ballast. PIK-20B are: water ballast of 9.2 kts. while a PIK-208 is handy. Visual awareness of the PIK-20B is a 10-meter sailplane, and to recover from a pull-up. Roll rate is good and the rate associated with a 15-meter sailplane is about 4 seconds with a 45-degree left to 45-degree right roll.

I have found nothing I could not handle when maneuvering from my Kilo-E except a sense on two forgetting to put the gear down a couple of times until the gear wearing horn and light were hooked up. The other area is I spend time becoming familiar with before taking the ship up for the first time was the correct technique for landing a really slippery bird. That is, with its high lift in the landing speed range getting down where you want to be taken some getting used to.

Cockpit instrumentation consists of altimeter, compass, air-speed indicator in banks, a Honda 650 channel transceiver, and two variometers one electric with audio and one mechanical both in banks. Using the simplest method divined by the vario reading gives the pilot the air law as long as both variometers in Question OK trip go for a fight.

Foating instructor Warren Munson will continue taking about his in-flight experiences next week. Be sure and read next week’s portion, a must-see event for any pilot or visual pointer from each area. We have to err -

Our news is, you've ever heard of Vickers or a team. No one who is willing to put in the time and effort to help us all save lives.

In essence, then contact the Daytona Beach Composite Squadron. You can call us at 255-958 or come by and see us at our building. We are located on Belmar Road now and in the former Public Safety Center. You have come up to see us and made us welcome. Our program is required to wear the uniform properly. New members may keep their first long hair up to three weeks after looking, but then it must be cut to the C.A.F. Regulations.

The C.A.P. program includes many forms of training for the members. Occus in the C.A.P. you will learn how to include a radio, pitch a tent, pack a backpack, and the set of survival in the woods. You will also learn how to search for pilot, teaching, training, helping, and running. 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 ones who train in go and search for the missing plane, and to “recover” the pilot and passengers if the plane has been lost. And of this doesn’t just cut our worth. We must train many long hours. We are taught how to be an Observer when looking for something to be missing plane. And, if we are a pilot, we are taught the various parts of the plane and how to check 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 scan. We have to create and train a Ground Team who has to go into the crash site, and take care of the victims. But, more than anything else, we must learn to work as a team. No one person can do a job alone. This takes practice and skill. We do not sit around and talk about how things should be, but we go out and do it.

Are you interested in a Civil Air Patrol? If you would like to get the chance to go out and search for victims and possibly save their lives? Well, if these things create a challenge for you, then step up by your local Civil Air Patrol watch and check it out. Be a member, though, that it isn’t the easiest thing you’ve ever done. It requires long hours of training and classes, and many hours of practicing. If you are just in it to fly cheaply, forget it. We only want those who are willing to put in their time and effort to help us save some lives.

In essence, then contact the Daytona Beach Composite Squadron. You can call us at 255-958 or come by and see us at our building. We are located on Belmar Road now and in the former Public Safety Center. If you happen to miss us during the major C.M.V.O. Squadron Commander, at 707-2171. If you would like to talk about our upcoming events and see what 707-9920 all about, stop by the Belmar location any Tuesday night, 10:00 p.m. to 9:30 p.m. We will be glad to show you around and talk about how you can help us out on a pilot’s hope we are running up.
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