10-26-1977

Avion 1977-10-26

Embry-Riddle Aeronautical University

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E-RAU's Aviation Education Workshop

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

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 place available in students and think that you would like it, please fill the slot and send to Debbie Hubbard, Box No. 3514, Name.

How long have you played the piano?
What kind of music do you play?
How much do you think you would use the piano, in your opinion?
What time of day would you be using it?

SIMILAR FOR HIGH-FLIES PLANTED AT EMBRY-RIDDLE

Despite delays and competition, Eastern Airlines is interested in building the fast plane with the highest commercial potential. The passenger airliner that best fits the flight will be on display at the main terminal. The plane will be on display at the main terminal. The plane will be on display at the main terminal.

DECEMBER SENIORS OBTAIN EMPLOYMENT

Bell Aircraft International has openings for all technical, engineering, and management disciplines. All seniors graduating in December must be eligible for employment in the US. Each pick-up on display at E-RAU will be a new position for the entering freshman class. For further information, call Martha Kelley, E-RAU Faculty, for an appointment.

AVION PIZZA CONTEST

The new AVION PIZZA CONTEST is now open for business! All Avion students are invited to submit a pizza entry for judging. The winner will receive a special prize for their entry. For more information, call Chuck Henry and your face will be on the cover. If you use a pizza cutter, you won't get a bite for your face, a PEZZA pie from Pappy's, that is!
**Opinions**

**THE OPINIONS EXPRESSED IN THIS PAPER ARE NOT NECESSARILY THOSE OF THE UNIVERSITY OR ALL MEMBERS OF THE STUDENT BODY. LETTERS APPEARING IN THE AVON DO NOT NECESSARILY REFLECT THE OPINIONS OF THIS NEWSPAPER OR ITS STAFF. ALL LETTERS SUBMITTED WILL BE PRINTED PROVIDED THEY ARE NOT LEWD, OBSCENE, OR ON-LINE, AT THE DISCRETION OF THE EDITOR, AND ARE ACCOMPANIED BY THE SIGNATURE OF THE WRITER. NAMES WILL BE WITHHELD FROM PRINT IF REQUESTED.**

**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. Ledwitz made the point last week that he stated the school’s position — that is, if the Administration censored this newspaper, or even attempted to mold it’s opinions, then the paper would become a propaganda sheet, and not our student newspaper. This does not mean that I haven’t had individuals attempting to tell me how they would like to have an article read, but it does mean that we are pretty lucky in that the school policy is to simply leave us to print what we want. And, I will continue to do so, as I did last week.

Bob Herold

**AVION Cartoonsist**

**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 this university “like no other”. Drawing is somewhat of a hobby that I enjoy and a unique way of expressing views 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 Ignazio Falco for their support of my cartoons. I regret that no one could get upset over a cartoon. Catalogues can be interpreted thousands of ways, giving the mind a lot to think about them.

My goal as a cartoonist is to start 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 and if you have a particular complaint about a cartoon, write to me or come see me and about it. I would be more than happy to laugh with you, or about you. The same time each of us spends at Em·

“Freedom of the Press”

“A Senior at Embry-Riddle I have come to this university “like no other”,” University of California, Los Angeles.

Recently a September 14 letter to the editor of the Carnegie, Pa. As a teacher of academics, but more important as the mother of Philip J. Metz, second year student throughout the summer and fall of 1972.

It is true that truly new, filthy dutty carpet which was told out in there. I add to myself, “Well, you can’t expect them to do everything right. Asking for a new carpet and then wait—maybe our kids are too young.” I declined to live with it. Then the flood came. I found out about the AVION, that in fact, E-R-AU had 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 the single social clean cleaned of its mess? Some group is kind enough to clean this bathroom and we need a new piece of equipment, why can’t E-R-AU show it’s appreciation by putting it in compares with others. What is it, the year 1972, and in the Academic year? It’s always been the custom of students and faculty. However, if it is a better and more student-oriented to work together with the Administration we can have a university like no other!

BEAUCHAMP/JEFF RUBIN

**A UNIVERSITY LIKE NO OTHER**

FAIR CREDIT BILLING ACT

The interest shown in last week’s column was quite sur-

**Wise Up!**

**A few words of wisdom...**

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**Editorial Staff**

**The Avion Staff**

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**Volume 21, Issue 5**

**Wednesday, October 26, 1977**

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You cannot reasonably place it in the book alone.

Help us help you! Remember, the Media Center is for everyone.
The brothers of Delta Chi happily took it easy this past week and worked. Most everyone spent the time studying, except for a few in the junior and senior grades. Finally, the end of the week rolled around, and most missed happy hour. Several brothers, little nurses, and friends attended this Tomay.

We had our second beach party of the trimester Saturday night. We started things off in the late afternoon while there was still enough daylight to play a few rounds of volleyst. Later, in the evening, everyone came to play with the frisbees in the dark, some chose to finish off the chews, others sat around the fire singing songs, and Jumbo attacked frisbee. And then the rain came. In true Delta Chi spirit, we quickly pulled the area and the threw the party into various trucks and cars and moved the judging that same house.

Despite the alphabetical charactering of Chi Delta, we were informed of the Delta Chi football game. Maybe next weekend we’ll see the football teams in action.” Congratulations to the Miller’s.

Don’t forget, brothers don’t forget the chapter meeting tonight at 200. Let’s have a good showing for the Tied society.

Later in the evening, everyone gathered around the fireplace to play with the frisbees in the dark, some chose to finish off the chews, others sat around the fire singing songs, and Jumbo attacked frisbee. And then the rain came. In true Delta Chi spirit, we quickly pulled the area and the threw the party into various trucks and cars and moved the judging that same house.

Don’t forget the Biggs Ragtag this Saturday where our members are going to be for real. Come out and watch this for the amount of beer consumed. The objective is to have a good time and I’m sure they will.

This year the Biggs Ragtag will have a beach party scheduled for Nov. 5. You should be getting the news in your mailboxes and read next week’s issue for specific details.

Our next meeting will be on the 16th of Nov. Our speaker will be a chief pilot for Eastern Airlines.

Sigma Phi Delta

Lambda Chi

This past weekend was a busy one for Greek Pandemonium, most of the fraternity, associate, and a few others of the Central Florida Air Show. A good time was had by all and the entire weekend was a success. Don’t forget the Biggs Ragtag this Saturday where our members are going to be for real. Come out and watch this for the amount of beer consumed. The objective is to have a good time and I’m sure they will.

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Go to the races! We have to keep them busy and interested in various activities. This is where we have a chance to develop our club and be more successful.

If you have not yet had an opportunity to get involved in the Biggs Ragtag, there will be a final meeting to coordinate activities for our phone book theme on Friday, evening. Octoben 28, in the dorm area. If you’re not a business meeting held last Fri-

day, there will be a few last minute details which need to be filled in 24 hours and successful and a

E.R.A.U.

M.G.T.C.L.U.B.

By Patricia Steenwelt

Patriotism Commissioner

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Teamwork Shown in Model Airplane Club

By Jim Zemles
Staff Writer

Lined up on the runway, slowly advancing full throttle, Rawe 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 pilot is a radio control modeler and a Screaming Eagle. The Screaming Eagles Club was formed for RC controlled lines 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's 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 Eyer gets thrown into the shows when he feels sober.

There is a sense of teamwork within the club. Just taking into RC flying this trimester, Steve Maleynowski had his Midwest Attacker built in just a few days with the help of experienced clubmembers. On weekends, Maleynowski 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 moveable mouth take off like a real plane and lighter ones may be hand launched. From then on, the minds do everything a real plane can do. An alarm may have several channels to operate different control surfaces. Single channel radios operate only the rudder but advanced models may have operating elevators, ailerons, retractable landing gear, or even the capability to drop small bombs or launch missiles.

"If the next best thing to real flying," Ruff pointed out, "when flying models, you can see the maneuver the plane is doing, unlike a real plane." He added.

The club's vice presidents are Joe Richardson (control line flight), Chris Cochran (RC flight), and Gary Underwood (free flight). Greg Stoks is the treasurer and Debbie Rediker is the club's secretary. Also, any equipment needed by the club is done by Margaret Rediker.

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

Two clubmembers, Larry Munchisky and Kurt Womack, 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 movie while it was in flight. Unfortunately, the 'Eye' crashed but they're hoping to get the design perfect for next fall. This just goes to show what the advanced modeller can do. Scale modeling is a very involved area where the miniature rudder pedals, stick, and even inboard control surfaces can be made to move. A nearby off-campus organization members many flights is the Daytona Beach Radio Control Club at Spruce Creek Airport. A concrete runway is available there.

To get started with an inexpensive model airplane and equipment would cost approximately $100. Inexpensive radio transmitters are available from Ace or Model. Airplanes range from $30 up to the area of $400 and can be made of balsa, foam, fiberglass, hardwood, or plastic. Since aircraft brand are Bells, Midwest, Borealis, 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 Richardson's "hangar" in 314 in the dorm and find out what the Screaming Eagles are all about.
18 Airliners Select 49-G CFE -
Powered Wide Bodied Jettiners in 1977

EVENDALE, Ohio - Through July 15, 1977, 66 wide-bodied commercial aircraft have been selected by firm owner, intent to order, or order by government agencies in the last two years. Of these, 49 will be powered by General Electric CFE engines.

In addition, the 18 airliners which have selected General Electric CF6 engines for their McDonnell Douglas DC-10 Series 10 aircraft as well as 45 powered by CF6-6 engines are: Hawaiian and Air Inter-Air France, and Airbus Industrie 500 wide-body aircraft are also powered by CF6 engines.

Recently, three airlines announced orders or intent to or- der CF6-powered aircraft. All Nippon Airways has announced plans to order three Boeing 747B/6A aircraft, powered by CF6-50A engines, a variant of the CF6-50, and options for eight additional aircraft. Singapore

Airlines has ordered four McDonnell Douglas DC-10-30 aircraft powered by CF6-50 engines and options for four additional 747s.

Another 18 wide- bodied aircraft are six DC-10 Series 10 powered by the CF6-50, 16 DC-10 Series 30 trijets, and 14,400 twin-jet, all powered by versions of the CF6-50 high-bypass turbojet engine.

Lower maintenance costs, lower shop visit rates, and higher reliability are among the reasons cited for selection of the CF6 in 1977.

The first changes were implemented in September of this year, when the cost of the Orad and Practical examinations were included in the tuition fees. There were no changes that 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 on weekends, at the option of the students.

In the near future test questions for all A&P exams will be taken from the FAA practical test manual. As a result of this recent law, 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 will end with the start of the Spring Term. The staff is also considering changes in the grading system.

Several changes are being made to the instructor in the manner in which 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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The first game of the day was a nonleague game between the Raiders and Furman's Proctor, the Raiders came out on top 12 to 6 scoring on a TD pass to Donna Matson from Dave Woolstrum and a TD run by Woolstrum. Furman’s scored on a punt return.

In the second game Sigma Chi Delta defeated the Phi Eta Sig 20 to 0. Scoring for Sigma Chi Delta were two TD passes from Q. T. Perry Phillips to Rick Lanese and Pat Arnesand and a run by George Francis. Phi Eta Sig connected a pass to Grandma for the extra point.

In the third game the Vikings scored in the second half to improve the Dirty Birds 7 to 6. John Brown ran a QB 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 Slaghter to McCarthy.

In the fifth game the Falcons fell to the Irishmen 25 to 7. The Falcons got tallies from two QB runs by Don Wells and a pass from Wells to Jeff Homann. They picked up extra point passes from Wells to Walker. The Maroons only came on a TD pass from Jim Harris to Howard Griff. Extra point Giffins to John Wasserman.

In the sixth game the Miller Boys picked up their fourth straight victory defeating Delta Chi 30 to 6. Delta Chi scored on two safeties one by Jim Dyson. The Miller Boys scored on runs by Ray Wielick, Steve tuna, and Wetzel and 25 points by Jim Dyson.

STANDINGS

Week Ending Sunday, O.A.T.

NORTH DIVISION

W L T PP FA

EAST CONFERENCE

Brothers of the Wind
Miller House
Phi Eta
Brucela
Philpeters
Phi Delta

WEST CONFERENCE

Furman Birds
Phi Delta
Phi Delta

GOLD LEAGUE

Alfa Romeo

2nd MATCH FOR GOLF TEAM

By Rick French

In his record match of the season, the RAU Golf Team was defeated by Stetson University. Stetson turned in an excellent 292 performance which included an even par round of 74 by Gary Sassu. Embry Riddle’s score was a respectable 308. It is a team victory for the Riddle team, which has been making moves in recent tournaments. The Riddle team is now in a four-way tie with Embry Riddle, Florida Southern, and Hart Ruder.

Friday marked the second time this season that SRAU lost to Stetson. In an earlier match, Stetson won by a slender margin. At present, the team has not scheduled any more matches until after the Florida Interscholastic Golf Championships. The tournament will be held November 9-11. Date is a decisive one in the fall season. Stetson is the team to beat in the tournament.

The Riddle team will be headed by Coach Joe Golinski, who has been with the team for three years. He has a record of 4-0-1 this year.

The Stetson team is coached by Coach Bob Holmes, who has a record of 4-0-1 this year.

The Riddle team is coached by Coach Joe Golinski, who has a record of 4-0-1 this year.

The Stetson team is coached by Coach Bob Holmes, who has a record of 4-0-1 this year.
On Friday October 28, a J-3 Orion from Patrol Squadron Sixty-two, NAS Jacksonville will visit Bollinger Field. The aircraft will be on display from 10 a.m. to 3 p.m. at the Biddle 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 127,500-125,000-pound gross weight class and is powered by four turboprop engines. The P-3A is powered T56-A-109 engines.

Maximum rated power output for takeoff is 4,300 shp (horsepower). The wing span of the plane is 99 ft. 8 in., length 116 ft. 10 in., and height to top of fin - 33 ft. 8 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.

By Mark McKee

DELTA Publishes

'Most Important Position'

ATLANTA, Ga., — Delta Air Lines notified to the Senate its willingness, together with various Congress members of the Senate, to discuss and make recommendations to the President and the Congress on the subject of airline deregulation. It is of particular importance to note that Delta's position paper stated that the subject of airline deregulation now being proposed would not bring about "airline deregulation" at all. Instead, it would create new levels of government regulation and, while avoiding "the deregulation movement in all its present forms," it would add regulatory, not "deregulation." It has the potential for increasing the Federal regulatory bill, not decreasing it.

Woll Elected to Nat'l Academy of Engineering

LYNN, Mass. — Richard Woll, Vice President and General Manager of General Electric's Aircraft Engineering 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 in engineering theory and practice or who has demonstrated unusual accomplishments in the pioneering 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 Kansas State Polytechnic Institute. He holds several patents and is the author of numerous papers. He began his career with General Electric in development engineering for the Aircraft Gas Turbine Department in 1946 at General Electric Lynn, Massachusetts facility. Following subsequent project and managerial assignments in engineering, Woll became General Manager of the Small Aircraft Engine Department in 1969.

In June 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.

The scene was round over the crowd. "The Thunderbirds are coming in for another show," they'll make a few passes and then go to left and climb straight up. They're heading for the warlord. I interviewed the warlord and he reported that a Dornier F-8 Phantom was spotted in the area.

I was particularly interested in the formation of the Thunderbirds, as it was very hard to follow them from the ground. No other aircraft had been reported in the area. I was impressed by their precision flying, which was very difficult to follow from the ground. I was particularly impressed by their precision flying, which was very difficult to follow from the ground. I was impressed by their precision flying, which was very difficult to follow from the ground.
General Aviation's Fuel Consumption Low

By Dorothy Madden

Business jet, would not, would not produce any lower fares, because: a) price of jet fuel will not go down, b) Airline employees will not work for less. Ca. Airports will not lower their fixed costs. c) Fixed and variable costs will remain high. At first fares, would be very competitive; the airlines with the strongest financial resources would undershoot any fares that were too inefficient or weaker airlines until those airlines are either bankrupt or move on to other regions. Airlines would take place on an unprecedented rate. The airlines left with the extra to reduce the fares for above today's levels. Of course, the airlines cannot be forced any financial regulations or to compete greater jet fuel prices which have more than tripled. On the other hand, a limited amount of deregulation would be an asset. Airlines should set their fares on specific routes, where competition would not be stifled beyond operating costs. This would preclude any nominal competition on any level other than in-flight service. Revenue would be more than offset. It's the volume of the major carriers that the smaller carriers are finding difficult. Therefore, the fares will be more competitive with smaller fares adjustments. Also, with the regulatory process, the fares should be held to a minimum. In these ways, we can work to improve efficiency among airlines to the public without destroying the healthy competitive ways that characterize America. Without regulations, the week new comes into a one-country nation not too far.
Fly the Pik-20 B

Six Whiskey Mike is better known to those seeing the skies of central Florida by her competition, but Firth is beauti-fully lane. Firth has paired with the Fisk-208 with carbon fiber wings to improve stiffness and reduce weight produced in the Spring of 1976 by BIE-AYON Lamine. Firth plans the Pik-208 is world class com-

ponent. Warren Munster, Owner Center Director to meet at your, Owen Yankee field and provide this pilot report on what is to fly the Fisk-208.

As background, I have a gold C soaring badge with altitude and speed, diamonds plus some 300 hours flying 2-3.2, 7-26, and a KoE-1 owned before buying the Fisk-208. Included in these hours is a flight to 31,000 ft. in a 3-24 in the Pik-208 Sky Wave, in January, 1974.

Bona fide statistics of the Fisk-208 see:
Wingspan 15 meters (49.2 ft.)
Wing area 197.2 ft.2
Aspect ratio 12.5
Empty weight 500 lbs.
Full weight pilot and water ballast 299 lbs./wing loading of 8.5 lbs./sq. ft.
Interconnected flaps and ailerons plus and minus 8 degrees
Flaps go up to plus 90 degrees for glide path
Maximum speed 100 kts.
Red line rough 1.125 kts.
Red line smooth 1.143 kts.
The picture shows the ship being dis-embarked at the end of a concert day this August at the Southern Region 5 contest at Cordillo, Ga. You can imagine my feelings when I saw her first time is a crate on the dock at Min-
iapolis, Minn. From there the Pik-208.. a U.S. market brand new from the factory by John Firth the Cavemian national pilot and flown shipped to me by Fink Liner. With a light blue tasseled cap, white leather jackets, tapered pants and "T" tall, the Fisk-208 is an enormously beautiful sailplane. I don't know of my sport

Dorm challenge

Civil Air Patrol is the civilian auxiliary of the United States Air Force. All members are volunteers and receive no pay for the job they do. C.A.P. was established in the Office of Civil Defense on December 1, 1941, to organize and direct the activities of volunteer civic airman who made their time, airplanes, and equipment available for wartime task. Mr. Gil Robb Wilson was appointed the Executive Officer at that time. C.A.P. volunteers flew Coast Guard, Asylum, coastal patrol, ship loss, search and rescue, and national defense services during WWII. C.A.P. was trans-ferred to the War Department in 1943. On July 1, 1946, C.A.P. was chartered by Con-gress as a benenvolent, non-profit, private corporation by Public Law 475. In 1948, Congress made Civil Air Patrol a permanent civic auxiliary of the U.S. Air Force under the pro-

visions of Public Law 857.

Headquarters C.A.P. U.S.A. located at Maxwell A.F.B., Alabama, is composed of some 110 professional Air Force staff officers, airmen, and administrative personnel of the Air Force civilians. In addition, there are over 200 U.S.A.F. officers, airmen, and civilian employees assigned to Regions and Wing liaison offices. The National Headquarters is an U.S.A.F. Squadron General.

Finally, C.A.P. is split into 2 Regions and 1 Region is split into 6 Wings and 1 Wing is split into 10 groups and of one of these groups is made up of Airmen and 3 wings and 1 group is made up of the Districts of Chicago. 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 em-
ployed to identify the wearer as a C.A.P. member. All person-

nel are required to wear the uniform properly. New numbers may keep their long hair up to three weeks after joining, but then it must be cut to the C.A.P. Regula-
tions.

The C.A.P. program includes many forms of training for the members. Occas in the C.A.P. you will learn how to fly a radio, pitch a tent, pack a backpack, and the set of survival in the woods. You will also learn how to search for missing people, possibly save some lives. Well, that's the extent thing you've ever done. It requires long hours of training and classes, and then hundreds of 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 order to contact the Daytona Beach Composite Squadron, you can call us at 252-9158 or come by and see us at our building. We are located on Bellevue Road adjacent to the Okeheepsie Center. If you happen to miss us during the week please call Major C.M.Volot, Squadron Commander, at 707-2417. If you would like to see some of our meetings and see what it's all about, step by the Bellevue location any Tuesday between the hours of 7:00 p.m. and 9:30 p.m. We will be glad to show you around and tell you how we can help you do our job. We hope we will be seeing you!
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