An immediate loss . . . Robert Lyon's single engine in flying thqplane to the ground.

The women sat the pilot occupied and was crashed down to the crash site on the ground.

The series will be presented in the Flight Theater.

The Air Force ROTC, in conjunction with the Media Center will present “The History of the Air Force”. The series will be presented in the Flight Theater.

By Jeff Novia
Staff Reporter

In a prospective employer’s terms, emphasizing the importance of a solid English background in college. Also among the topics of discussion was the procurement of jobs in ground support and operations.

Pilot hiring opportunities were discussed in detail. Lynne predicted major pilot openings in the next few years due to the increasing number of Eastern captain reaching their twenty-year mark, which last week had reached a record number.

To remedy this, tentatively planned is a presentation by Tom Styers, Department Pilot Superintendent, based in Boston, to discuss more fully in the near future pilot opportunities with Eastern.

By Elton Nagayama

THE CRASH - Mr. Lyon's engine was lost sight. His first supervised solo had taken place on the Friday prior to Jan. 13. Adverse conditions had prevented his second flight from taking place earlier in the week. Instructor and student flew the pattern several times together, a routine procedure to ensure the student was capable of completing the entire course. The prop was severed from its shaft and found about five feet ahead of the main wreckage. From the condition of the crash site it appeared that the plane continued a downward and forward motion after impact and after rolling enough to realign the engine in line with the prop and the tail end of the plane.

Robert Lyon

On Friday, January 20, 1978 at 8:46 p.m., a light single engine plane crashed on the perimeter of the Ormond Beach Municipal Airport. The sole survivor of the plane, Robert, Lyon, was killed. THE PILOT - Robert Lyon was a senior in the Astronautics Studies program at Embry-Riddle. An honor student, Robert was on the Baseball Team, Vice President of A.C.O.L., and a member of the honorary fraternity O.E.D. According to Mr. Criss, Lyon's off-campus flight instructor, he was an above average student ranging in 16 hours.

THE INSTRUCTOR

Harry Criss, Robert Lyon's flight instructor and the owner of the plane, has been flying for about eight years. Criss is the commander of the Ormond Beach branch of the Civil Air Patrol and personally leads the search for the downed plane.

THE PLANE - N-632IL is a German American Trainer. The plane contained 1 Nav, Com, and was equipped for VFR flight. The German American Trainer contains a placard against spins. N-632IL was crashed on Thursday, January 1, 1978 and returned to the airport on December 18, 1977. Further details of 311- 318 say the engine was experiencing a partial power failure prior to the 100 hour. A note was found to the owner on December 10, 1977 complaining that "Yankton's Engine is missing at 3300 rpm". It should be noted that certain engines at certain power settings give the appearance of missing.

The Trainer is a very sensitive airplane and when people who had flown 311-318 were asked about it, it's characteristics, they concurred and commented it flew much like a C-115.

THE WEATHER - The 2200z airmass report for Daytona Beach reported surface wind at 16 knots gusting to 24 knots. Peak winds were reported at 2200 at 40 knots gusting to 50 knots.

THE CRASH - Robert Lyon and instructor Harry Criss were flying the plane. It was to be Robert's second supervised solo flight.

Reminiscences 15 O'clock Flight

Remember when a pilot was a pilot, and a plane was a plane. Remember when a flight was a flight.

NBAA SPONSORS MOVIES WORKSHOP

In keeping with a program-packed January, the Student Government Foundation Committee will present a workshop of five movies.

Beginning at 8 p.m., Friday, Jan. 27 in the University Center, the films will be "Charlie Chan in the orient" and "Isle Treasure Island".

Saturday, Jan. 28 will feature "When the Black Hole" and "Robertshaw."

All movies are free to E-RAU students, faculty and staff.

The Dance-Time is sponsored by Sigma Chi.

NOTICE TO ALL FLIGHT STUDENTS

There are still a few openings available for those interested in taking the FAA 348 (Multi-Engine Flight Course). Interested students should contact Barry Allens or Don Eynon at D Building, Room 209, immediately.

DISCO DANCE A TRIN

Dong to the beat and win prizes in the Disco Dance-A-Trin. For Easter Seals to be held here, 27 and 28. witch is Jack to be there? Does he have the right round you?

Women of the Disco-A-Dance will receive color 7-V-5, U.S. Post Office. For your applications blanks at the cafeteria check-out in the Student Services Office.
EDITORIAL

AN OPEN LETTER TO THE STUDENTS FROM WASHINGTON

Welcome back! or should I say just "Welcome to Embry-Riddle." I am writing this letter from Washington, D.C., so it's kind of hard for me to say welcome back. Seems rather strange that I should be writing from Washington, you say. It's not strange, but let me explain.

The reason for my being in Washington is a special project on the federal government. Although it isn't sponsored by Embry-Riddle, I am receiving credit for it as a special topic course. There are two questions of interest here: 1) How is it possible for the editor to be in Washington, and put out the paper in Daytona Beach? and 2) How did Embry-Riddle decide to allow me to participate in a special topics course in Washington?

The answer to the first question is fairly simple, and that is the fact that the AVON is composed of people. The fact that you are reading this reflects our belief that the other editors and our advisors know what they are doing and don't need anyone standing over their shoulders. I am extremely proud to be working with such fine group of people, and I'd like to take this opportunity to thank them for the great job they did during the fall trimester and assure you that this paper will continue. But, I also expect them to do even better now this fall.

In answer to the second question, I can only answer that recently there are special topics courses considered in a case by case basis. When I learned of the project I saw in, I took my request in writing to Mr. Roger Campbell. As chairman of the Human-Service Science Division, he approved my request to attend this program, and arranged that, if I do well, I get credit for it as a special topics course.

Please give you a little more information about the program by explaining the type of course, its relationship to aviation, and my feelings about it. The course is structured around a study of the government, how it is designed by the Founding Fathers, and how it actually works in a modern world. We were fully involved in lectures covering the theory of government, followed by field trips to the houses of congress who work in the system. We also get together in small groups to discuss what we've learned, and carry on discussions of pertinent data.

If you are planning to go into any form of government civil service or management where you will be dealing with the government, then this course is most valuable to you. There are internships available which are very similar, to cooperative education, only in this situation you would be working in a government office instead of a commercial or industry office. I have been exposed to a great number of ideas on how our government functions, or should function. I have had stimulating conversations with students from across the country, with differing points of view and differing interests (not many interested in flying). The work is not easy, but it is very interesting and rewarding.

Washington, D.C.

LETTERS TO THE EDITOR

Last month a rather controversial letter was published in the AVON concerning our flight department. Apparently someone has complained, judiciously, and in a letter, this person has expressed the feeling of all flight students. I feel that there was no reason for the flight department to respond (or even ask) the students to remark on such a subject. The flight department should have simply arranged the flight courses so that all the pilots could finish at the same time as the academic course. What is happening to all the money we pay for our flight courses? It seems that we as students generate a tremendous revenue for Embry-Riddle. Why is that money not used to hire capable handling of all the students this school has available?

Honestly I cannot blame the weather causing students to be unable to finish. I was unable to complete the Earth Science course in "E" term and I worked very hard in Fall, but was "No Aircraft" many times this year. To me the "No Aircraft Policy" put on by Embry-Riddle is highly unprofessional when considering the academic course these students are handling.

It is known that students who intend to become professional pilots have to discipline themselves to consider the limitations of what they are doing. All pilots have to decide to take the good and the bad. I agree that the flight department should be able to handle the limitations of flight, but I disagree with the students this school has available.

I hope that something will soon be done to improve the situation. I do not like to write words of criticism but this is the only way I can improve the current standards and let those other students voice their opinions. I feel that this activity should be taken by the administration. What I would like to see is a Fly-in to Embry-Riddle every few years. (In good weather) in the Aviation world.

Store DeGracia

Letter to the Editor from Delta Chi Part II

By Walt and Jimbo

In last week's article, many interesting ideas were mentioned. This week I'd like to mention the question that crosses the mind of most people reading fraternities. "What about the dues?"

When a person is deciding to take the step of joining a fraternity, he is only looking at that half of the equation that he's like to find out about the cost. Well, unfortunately, I can't tell you how much it does cost, but every fraternity has its own budget to work with. I can try and break this cost down for you.

The many factors that determine the fraternity dues are:

1) Cost of a house; if applicable
2) Amount & type of social events
3) Fraternity overhead

Your chapter is a fraternity, will determine how much money you will get, because you'll pay for what you want. It is my opinion that a fraternity should be able to handle the limitations of what they are doing. We have been exposed to a great number of ideas on how our government functions, or should function. I have had stimulating conversations with students from across the country, with differing points of view and differing interests (not many interested in flying). The work is not easy, but it is very interesting and rewarding.

SENATOR NEEDED

A seat for a representative of the Senators at Large is needed. Please if you are interested in filling this seat, come to this office with the following pertinent data:

1) Proof of O.G.A.
2) Major
3) Why do you want to fill the seat?

All applications must be in by noon on January 30, 1979.

Alfred Green S.O.A. Vice President

The Avion Staff

Editor

By Mark and Jimbo

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Washington, D.C.
Artistic Reception Tonight

"Feeding and Imagery: A Photography Exhibit"

The S-BAU Board of Visitors in cooperation with the Office of Student Activities will sponsor a reception on Wednesday, Jan. 25 at 7:00 p.m. in the Common Purpose Room of the University Center. The guest of this Art reception will be Miss Alyj. H. Spector, freelance photographer, who has an exhibit of her work in the lobby of the University Center. Miss Alyj. H. Spector will be at the event. Be sure to come early as the reception will feature additional photographs on exhibit and a brief talk on "Feeding and Imagery" in photography.

Looking for future information in a multimedia style of photography and music to be presented on Wed., Feb. 1 on the E-RAU campus.

Equipment Requests

The Director of Student Activities, Ms. Joan Frost, has announced a revision in the procedures for student groups to reserve and for acquire special maintenance/negotiation space, equipment, or supplies must submit requests through the Office of Student Activities at least 48 hours in advance of time and date needed. Teams will be able to control all requests simultaneously be served as a closing hour for all requested reservations and equipment. The purpose is to help students who need accommodations to students who have already reserved.

So, if you or your group needs a room, an extension cord, a two-way-four, or what-soever it takes to assist your groups, S-BAU by submitting your request to the Office of Student Activities. Your needs must be met if you want it. If you want it, it is available to you. If you want it, it is available to you. If you want it, it is available to you. If you want it, it is available to you. If you want it, it is available to you. If you want it, it is available to you. If you want it, it is available to you. If you want it, it is available to you. If you want it, it is available to you. If you want it, it is available to you. If you want it, it is available to you. If you want it, it is available to you. If you want it, it is available to you. If you want it, it is available to you. If you want it, it is available to you. If you want it, it is available to you. If you want it, it is available to you. If you want it, it is available to you. If you want it, it is available to you. 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AHP

PROFESSIONAL

AVIATION FRATERNITY

By Ken Moree

Alpha Eta Phi serves to actively instill the interest of aviation with leaders and executives in the industry. This close association, strengthened through the bonds of an international national fraternity, establishes opportunities for every member in his relation to aviation and renews interest and cooperation among those in the profession who are also members of Alpha Eta Phi.

AHP members have initiated the rush dinner to be held on Jan. 28. Anyone interested in pledging should be contacted by an active member and be given an invitation to the rush dinner.

The new tri-mester has started out well for the fraternity of Sigma Phi Delta. No one has yet had time getting back into the activity of another term. The spring trimester should prove to be one of the most active for the Xi Iota Chapter. We started out on a good note. We are proud to announce the addition of 12 new brothers after our recent initiation. They are all very enthusiastic and are already starting to offer this to alpha Eta Phi. Activity for this trimester will be sponsored by the AHP.

AHP fraternity for every member in the fraternity of Sigma Phi Delta is now in the stage of the winter season. Sigma Phi Delta has always been the first to offer this to the Alpha Eta Phi. Activity for this trimester will be sponsored by the AHP.

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The first business meeting of the new year, and the new executive vice-president, was held Friday evening to begin what is expected to be an exciting year yet for the Vete Club. Joe Getxt, president of the club, started the meeting by naming Mark Hansem as the new club secretary and introduced the rest of the executive team issuing some new titles which were: Keith Chambers, executive vice-president; Paul Miller, vice-president; and Chuck Trews, treasurer. The change in the executive board was necessitated by the departures of John Davis, former executive vice-president, who has taken a position with American Helicopter Company up in the busy regions of Ohio. The meeting proceeded with the customary introductions and the club welcomed to its ranks: Dave Minhe, Phil Veraver, Tim Borger, Len Bins, Mike Thompson, John Renkas, and Mike Tucker. Dave Martin was volunteered to write the future articles for the AVON and Len Bins is the new club photographer. Also attending the meeting was the schedule of events for the new year. The membership voted to hold a combination Christmas party and covered club Italian dinner for February, a trip to Florida for some Interesting visiting during the Easter weekend, and a trip to Lenox U.S.A. in April.

The welcoming party was held last Saturday evening as the first social event of the spring term. The party was given from the members and students we don't have an opportunity to see often enough. One individual that was especially welcomed was Dean Manfield whose company is never heard at so often as the club would like. Hopefully he and some of our other fellow veterans throughout the faculty and staff, past or present, will come on out and join us in the future social events.

The softball team has had an opportunity to practice for another championship season again. Doug Badger has been named to the position of sports coordinator for all club sports activities. The club anticipates protecting its position as the West Palm region's pre-eminent organization on campus. Everyone interested in playing is urged to come up to the practice held on Wednesday and Saturday. Contact Doug for information about the team and the practice schedule.

Last Saturday morning, the AFROTC Drill Team had its first practice of the term. This practice was led by CDR Harold Snipes. Snipes says he would like to acquire a couple more cadets. This report is, the Drill Team shows much promise for this term. The members seem to be highly motivated young men and women, and Mr. Snipes has many plans for their different positions. Mr. Snipes will expect all of his members to be in line to band the team in all of the drill exercises. This will be an excellent way for the cadets to get very well prepared for Field Training this summer. And it's lots of fun and rewarding.

It was evident at Saturday's practice that the team will need to work very hard. The arrangement and precision for which Mr. Snipes is striving are all back forward to some fantastic public performances this trimester by the AFROTC Drill Team.

E.R.A.U.
MGTC CLUB

By Bob Herald

"Been down lately?!" With the male-female ratio at this "University" I'm sure there are a lot of eager students who would like to "get down!!"

The club got a fairly good start this trimester with a large turnout on the field. We traveled to Deland. It was an interesting drive and some of us felt that the fortunate drivers had the opportunity to handle the "West Coast" (Minuteman) as they spread their winter in the Florida springs.

The club has dinner planned for Bradford on a week drive off West Palm beach this spring. We will also be selling some great T-shirts, and look for the T-shirts in the DUC. They will be some of the finest ever produced with the most rewarding and beautiful designs in the United States. If you're someone who is looking for adventure and fun, stop in at one of our meetings and find out how easy it is to get certified and begin one of the finest sports around. Our meetings are every Tuesday, at 6:00 in the C.F.R. Get down with us, thank you and goodbye.

AFROTC

By Mark Shumway

Staff Reporter

Everybody Into the Pool!

The Bath House construction is now underway complete with an outdoor patio-wonding area, and hopefully, if the budget permits, a weight room. The Bath House will also have a sun deck, shower facilities, and located close to both the Dorms and Denny Two complexes to be completed early this Fall.

Since the construction is running on schedule, hopefully no unforeseen delays will arise, and Dulles students will be entirely swimming around in April.

Jack in the Box

Open 24 Hours

ORANGE JUICE, A HOT APPLE TURNOVER

AND OUR

Breakfast Jack

Delicatessen and Our Breakfast Jack sandwich a lonely slice of ham topped with cheese, all held together with a spicy glazed apple slicing and a top of 100% pure Vera John

SuperTaco

Our Super Taco-authentic, alone, or with any of your favorite items. "A" is an order of French Fries. Our Jumbo Jack Hamburger medium soft drink and a SuperTaco. ORDER FOR ONLY 99c

FOR ONLY 1.09

ONION RINGS, MEDIUM SOFT DRINK AND A SUPER TACO, AN ORDER OF FRENCH FRIES

SuperTaco

Our Jumbo Jack, only on a huge sesame bun with been-ched fresh tomatoes, crisp lettuce, and a tangy dressing. A serving of bread, deep fried onion rings of small orders and a medium soft drink. ORDER FOR ONLY 89c

FOR ONLY 89c

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E-RAU Gets Sears Grant

Goodyear Aerospace has received a $10,000,000 contract from Tidewater Ryan Aeronautics, San Diego, to supply its impact bag recovery system for its unmanned AM-454V aircraft, which is flown ahead of manned planes conducting electronic warfare jamming of enemy missiles.

The re-entry vehicle then descends by parachute.

The Goodyear recovery system consists of a main impact bag, 7 feet long and 6 feet wide and a smaller, 3-foot-diameter bag under the tail. Arms on each side of the main bag provide additional support should the aircraft descend at an angle.

When the parachute opens, the bags inflate to provide a 3-foot-thick cushion to protect the small, 3,000-pound payload during landing so it can be flown to a safe area.

The original rubber-coated nylon bags — similar in construction to the impact bags currently built for the B-1 bomber crew escape module — will be mounted on two of the 28-foot-long drags at Hill AFB, Utah, in October. The complete systems the tests could limit to volume and volume plus three necessary.

In addition to its unrestricted grant program, The Stein-Rochert Foundation each year conducts a variety of special-purpose programs in elementary, secondary, higher, and continuing education. Altogether, the Foundation has expenditures of over $2,000,000 in 1977 for its education activities.

SOFT TOUCH — A few days of point bring a smile to a 10-foot-high inflatable "run" created in Akron, Ohio, by Goodyear Aerospace to enhance the landing of unmanned aircraft. The plane, built by Tidewater Ryan for the Air Force, will descend by parachute and land on the air cushions attached to its undercarriage. Adding his own smile is Goodyear Aerospace engineer Jack Bergstrom.

BEST AND WORST CAREERS

Between now and 1985, the job market for doctors, computer analysts and actuaries will be among the strongest of the major professions, while those moving to become schoolteachers, Protestant clergymen, and newspaper reporters face the poorest job prospects, according to a study published in Money magazine in November.

In a view of the growing gap between students pursuing the careers of labor markets, Money is in its November issue, but devoted a special model to sort out which careers in the coming years will be most and least employment prospects.

The system takes into account primarily, uncomplicated RIS growth estimates for the professions, considered an indicator of faster promotions and new opportunities; supply and demand probabilities; and salary.

The ratings — not intended to be comprehensive but a sample of the labor market of the professions — "simply point out the likely material consequences of choosing one profession over another," the magazine's editors admitted.

Racing in declining order, the magazine's selections of the ten most promising professionals, followed by their estimated percentage growth are: (1) Computer analysts: 27.8%; (2) Veterans affairs: 27.0%; (3) Systems analysts: 25.8%; (4) Dentists: 22.8%; (5) Goodyear Aerospace: 22.1%; (6) Actuaries: 19.5%; (7) Personnel administrators: 15.4%; (8) City managers: 2%; (9) Ingenue: 8.5%; 10; Pharmacists, 8.4%.

The ten professions that professionals rated worst opportunities for newcomers are: (1) Computer analysts: 38.3%; (2) Electricians: 13.3%; (3) Protestants: 13.2%; (4) Fiction writing: 15.7%; (5) Newspaper reporters: 13.0%; (6) Hotel managers: 9.6%; (7) College professors: 2.6%; (8) Military officers: 9.5%; (9) Bachelor's: 28.9%; 10, Lawyers: 8.5%.

"Doctors, dentists and veterinarians enjoy the unique advantage of a strong, secure growth position combined with a limited supply of new blood," Money says, noting that physicians currently have the highest median income of any profession: $60,000 a year.

"Teaching," the largest profession in the U.S., is also the most depressed and one of the poorest paid. The BLS forecasts a decline of 11% in the number of high school teachers needed by 1985.

Business management hasn't been profiled statistically, but it's "out to promote big salaries and other rewards for those who make it to the top." Two business specialties in particular have good futures: personnel administrators and actuaries. Activities start off with about $12,000 a year at earnings, in 1977, $42,000 for established professionals, but just $1,000 less than dentists of comparable experience.

"Engineering, the second-largest profession, "off the classic example of a cyclical job market," Money notes. Right now there's a shortage of engineers but in a few years, you can count on a surplus. Despite the high and low, engineering stays steady and pays a good starting salary."

"Scientists have the bonus prospect of college professorship since many of them go into teaching," Money says. They face an average rate of growth and generally low salaries, however, for instance, begins at just $10,000 at a year in 1977.

In the U.S. the top gradations of the best schools who get hired by the big firms and make the big bucks. Says Money: The "output of the law schools has tripled in the past decade, while the need for lawyers has grown modestly." Protestant ministers see "nuns and opera and the pay is terrible — on average $13,000, which includes low housing," the magazine notes. Catholic priests are paid even less — $4,000 plus room and board — but the Catholic Church is actively recruiting nuns and priests. A rabbi can earn $20,000 to $25,000 a year in a decent job.

Though there are only around 3,000 now employed, the city manager is a good-growth profession. Architecture is also looking up, not because of any building boom but because corporations and government agencies need them to help comply with environmental rules and resist vandal damage.

A military career offers "cease opportunities than usual," since the size of the armed forces is now down to the U.S. is at peace. However, high-growth profession is hotel management, where relation are needed — only $10,000 at the start and $40,000 for a veteran manager in 1977.

Money notes that the "airways prinfluence student college programs should not dis-"
Riddle Varsity Baseball Season Begins

By Jim Harris
News Editor

The Varsity Baseball Team opened its practice season last Thursday by scoring a 4 to 2 win against the upper school on Minority Blvd. E-R AU sent two squads over to play two different games and fell in both of them by scores of 4 to 2 and 3 to 1. Even though the teams lost, there were still many promising moments by individual students, which leads one to believe that this season can be a fruitful one.

On Friday afternoon, the two squads went over again, this time switching opponents and splitting the scores. The first squad won by a score of 7 to 6, while the other squad lost 11-0. During the win, the team scored second, making only one mental error, which is usually a huge problem.

The team's weakest point this year will be at the pitching staff because of the loss of about three or four of the best pitchers, due to scholastic, and because of the lack of pitch to Bob Larson.

The team will open the season Feb. 11 at 12 noon on Field 6 at F.I. T. and the games will be determined by Bob Larson.

E-R AU plays another practice game against Fla. Tech Saturday on Field Six. Let's support our team.

E-R AU LEAGUE BASEBALL NEWS

By Ray Schott

The most impressive array of foreign teams in history will be competing in the Feb. 25-28 Hours of Daytona World Manufacturers’ Championship race at Daytona International Speedway.

Twenty-nine foreign drivers with 16 foreign teams from 11 countries will be racing in the nation’s only 24-hour test of auto racing endurance.

Leading the invasion will be Daytona-Latone award winner, Herb Schnellenbarg of Germany teaming with 1976 European Grand Touring Champion Yrsa Hovland in a turbo-Porsche 926.

The administrative British team, Mosney Motors, race car from England, among the 3 best in the world. “For our top first rate speed, Herb Schnellenbarg must be rated as the finest of two drivers to presently enter Porsche.”

Promising to provide Hovland with fierce competition is fellow German star Reinhold Jondert, who co-owns with Hovland the car in the race, but will now have his own turbo-Porsche.

The second place finisher in the 1977 race, Carlo Facetti wood in yet another turbo-Porsche. Haywood, with his 1977 LeMans win, was the first American to win Europe’s premier endurance race since Dan Gurney and A.J. Foyt won for Ford ten years ago.

But, many racing fans will be waiting for “the Italian” among the “German” Porsches. As drivers Karl Roskam and Ronni Petterson of Sweden will be entering in the only turbo-BMW entered.

Also, the names of American kart drivers, Danny Ogilvie, Al Holbert, and Canada’s Ludwig Heimrath and the fields, expected to top 50 entries, is one of the most pre-staged in history for the opening round of the Can-Am Challenge Series.

And, Motorsport News will bring their’ series to Daytona as part of a 3-day team including the 2 Ford 350 bikes.

Three-time 24 Hour winner Peter Gregg will team with Frenchman Claude Robert in another new 926 turbo in an effort designed to put the Arnolds a inside line into Daytona’s victory circle.

Also after his fourth 24 Hours will be Buddy Haywood.
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TAXI ACCIDENT

By Randy Choldrove

TAXI REPORTER

At 7:45 a.m. Jan. 12, 1978, Mr. Gillieson and a passenger in N12243 were going for a local rental flight. Doug English, an FA 103 instructor, was preparing for a training flight. According to the review board, English pulled forward approximately five feet and stopped - tested his brakes. The new Gillieson was teaching for ward him two feet away at what was described as a fast walk. Gillieson did not straighten out and a right wingtip cut off part of the other instructor's prop.

The damages to N12243 came to approximately $600.00 and required 15 minutes to repair. N16E43 received only a ticked prop. No action will be taken against either pilot. The review board is yet to reach a decision as to the instructor's cause of the accident.
"Uh, Center, Would You Believe Lost Comm?"
By Dick Seiler
Staff Reporter

Picture this, a TWA flight heading back to LAX. Every day there are several reports of devices found in the luggage compartment of the plane. The FBI, for their part, are not taking the threats lightly.

The FBI's National Operations Center in Quantico is constantly on the lookout for any report of a device found in a suitcase or briefcase. Once a report is received, the FBI immediately sends a team of experts to the scene to investigate.

The experts study the device to determine if it is a bomb or a hoax. They also check the luggage of the person who was traveling with the device to see if there is any indication that they may be responsible for it.

If the device is determined to be a bomb, the FBI immediately contacts the local police department and the airport authorities. They also contact the Department of Transportation and the Department of Homeland Security.

The FBI then works with the other agencies to determine the best course of action. They may decide to evacuate the airport or the building where the device was found.

The FBI also works with the local police department to determine if there is any indication that the device was planted by a terrorist group.

The FBI's National Operations Center is constantly vigilant, ready to respond to any report of a device found in a suitcase or briefcase.

Senators: Will You Graduate?
By Jonathan Bailey
Staff Reporter

Recently it was reported that there were several senior students in their last trimester who were still trying to complete their senior projects. To find out if this was true, I went to the Flight Center and interviewed William A. Martin, Flight Supervisor, and Gregory J. Hall, Flight Technology Instructor.

According to Martin, the school had been having some problems with the senior projects of the past few years. There were difficulties in getting students to complete their projects on time, and some students were not turning in their projects at all.

Martin also said that continuing students would be given priority for flight training in order to ensure that they complete all flight courses in time for graduation.

As for Hall, the problem appears to be a lack of motivation or maintenance problems but also to procrastination on the part of some students. Some just do not have the necessary prerequisites for the advanced courses. If they are not able to pass these students through the course, however, Hall also stated that any person who follows the curriculum should be able to progress.

At the present time it is not possible to receive any more flight training out of this field due to the number of aircraft so buying more aircraft will not solve the problem. Hiring more instructors does not help either because not only does it take a month or two weeks to get them hired, but there would be no room for students during the summer months.

The new educational system seems to be working so far however and will probably prove to be the answer to the problem. This system ensures that as many students as possible can graduate with an extended course.

RODNEY OXNELL PRESENTS THE SPIRIT OF NATURE

A multimedia show of photography and music will be presented every Wed., Feb. 1 at 8:00 p.m. in the U.C. The show features Nature Photography and Music with pictures and music representing the beauty and majesty of our natural world. The show features exclusively the work of Rodney Oxnell, a professional photographer and musician from the Democrats.

The show features a variety of music styles, including classical and jazz, as well as photography and video footage of the natural world. The show is presented by the Democrats and sponsored by the University of Arizona Students Association (UASA).
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