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Female Students Arriving In Fall

By Gail Twork

The Board of Directors of Embry-Riddle announced today that they would begin accepting bids for the construction of the new dormitory complex scheduled to be finished by the spring trimester of 1979. This complex will consist of eight buildings with 100 rooms in each and will be reserved exclusively for the 1,200 female students expected to arrive in Fall of this year. At least four of these buildings are expected to become dormitories for the girls. This large increase in student enrollment can be directly attributed to the hard work of the Marketing and Development departments, who recruited girls throughout the country to come to Embry-Riddle. The school will finance this project through an increase in the Student Services fee that all students will have nowhere to stay for the fall semester, those who have not yet found a place to call home are requesteed to leave their names with the Dean of Housing.

Riddle To Get MIG-21's

By Randy Chesire

Embry-Riddle and the Soviet Union have come to an agreement that will enable the FAA to fulfill the MIG requirement for a complex which, during the Commercial pilot course. While the MIG is more than twice the speed of the current Planes-152, Riddle administrators are not sure why it is so expensive.

The textile pattern will definitely stand up around DAR and credits will be given to all MIG pilots to "run your own parts if they get in your way." Some of the flight instructors questioned the administration's choice of aircraft and the administration answered with "we, what the Hell, they can handle it."

School Loses Money

The Board of Trustees at Embry-Riddle Aeronautical University recently announced that the main campus in Daytona Beach has lost money for the second consecutive year. This announcement was made in connection with the school's plans to transfer back to Miami, and cut out all undergraduate programs in the East. Jack Huns, President of the school explained that the Board of Trustees was forced to make this change due to financial difficulties.
By Ray D. Katz
AVION Editor

By The Cat's Whiskers

This is the first, last, and only Article that I will ever publish. So, in honor of this great and horrible occasion, I would like to say thanks to all the students who paid their $1 to print this rag. Rather than just nothing anybody I'd like to take this opportunity to point out some of Embry-Riddle's strong points.

1) E-RAU is the least expensive school of its kind in the world.
2) All E-RAU's students problems always take precedence, and are resolved with a minimum of fuss and bother.
3) There are always supplies readily available, and the scheduling is first rate.
4) The classrooms are a delight, there are always enough chairs, and the air conditioning system makes it easy to study and learn.
5) The library is the largest in existence, with the facilities being the easiest to use.
6) All of the labs - engineering, physics, chemistry and aeronautics are well stocked, not crowded and are places of intense learning. There is no parking problem, and it's never very far to walk to the next class.
7) The campus is quiet, with no one academic excellences. There is no parking problem, and it's never very far to walk to the next class.
8) The social life on campus helps to enhance the emotional development of the students, so that when a student graduates, he is a well-sounded individual.
9) There are computer terminals all over campus, making it easy for a student to make the most efficient use of the terminals, and his own time. One can always use the terminals, regardless of enrollment in a computer course.
10) We have a close in a comment. I have for most of the editors that I have written pointed out weaknesses and deficiencies, in hopes that by bringing them to light they would be corrected. Our feature student leader, Michael with a "F" requested that I write from a more positive point of view. Thus I have written an editorial full of praises, and because there are no problems at E-RAU, nothing more needs to be said.

Klyde Morris
was once a student

STEWARDSHIP PROGRAM

Beginning with the Fall '78 semester, Embry-Riddle is reorganizing its stewardship training program and getting the programs under full swing. All of the major airlines will be sending their beautiful stewardesses to Daytona Beach for an initial instructional period of several weeks. While here, the candidates will be housed in our student dorms available in the dorm and in three houses. Practical application of the course will be conducted on the campus and in the dorms in which the course is being conducted. The candidates will be housed in the dorms in which the course is being conducted. The candidates will be housed in the dorms in which the course is being conducted.

At the completion of the instructional course, the trainee from each airline will be chosen on the basis of practical, technical, and theoretical knowledge and in position in the "Is there anything that you can do to make you more comfortable" contest. The top trainee from each airline will be required to attend the advanced course before being prepared for the stewardess training program.

We at Embry-Riddle are very proud to have an opportunity to participate in the development of the ever-increasing saintess services.

OPINION
Scenes On Campus

Gulfstream II Purchase

Due to the great demand for jet-qualified pilots today, Embry-Riddle is planning to buy a G-II for their growing fleet. It is expected to arrive around August this year with the beginning of the fall course. Both students of E-RAU and professional pilots will be able to participate in the G-II course. The price has not been established at this time, but it is expected to be less than the cost of the Citation program with the corporate pilot taking part. Keep your eyes and ears open for that new G-II.

New Courses Being Offered At Embry-Riddle

‘Get A Head', The E-RAU Way'
FIRST CLASS INSTRUCTION IN MODERN UP-TO-DATE EQUIPMENT

POLITICAL SCIENCE:
There is a red telephone on the desk beside you. Start World War III. Report at length on its socio-political effects, if any.

EPISTEMOLOGY:
Take a position for or against each, prove the validity of your position.

PHYSICS:
Explain the nature of matter. Include in your answer an evaluation of the impact of the development of instrumentation upon science.

PHILOSOPHY:
Sketch the development of human thought, evaluate its significance. Compare with the development of any other kind of thought.

GENERAL KNOWLEDGE: Describe in detail. Be objective and specific.

AVIATION:
Design and build a fighter capable of flying at Mach 1, carrying a payload of 2 tons, and having a range of 8,000 miles. Test fly it, and receive all handling and environmental problems. The final exam will be a deathly with a SIGAR over Moscow. Remember, you must get to Moscow undercover and return within the test time limit.

Buy one flopper & get another 3 free. ONLY when you Have it OUR way HURRY! while the juicy things last!!
Placment of Miami Grads Remains Strong

Dr. Wells reports that recent graduates of the Miami Graduate Center have had exceptionally good success in finding career opportunities in all segments of the aviation industry. Steve Smith, who received his undergraduate degree from E-RAU Daytona and his Master's degree in Aeronautical Science for the Miami Center has been hired by Beech Aircraft as a Zone Manager. His initial assignment will be in Wichita. Ken Jagodzinski, another E-RAU alumnus and recipient of his Master’s in Aeronautical Science is presently flying for two corporations in Michigan. Both graduated in December, 1977.

Two international students, who graduated with Ken and Plan in December, returned to their country to secure greater responsibilities. Ken Power, who received his B.S. degree in Dayton and Master in Miami is presently acting Director of Corporate Security for Capital Airlines in West Africa. Eam Waddell has returned to his native Libya where he is a Director of Flight Safety in the Civil Aviation Department.

Other recent graduates include Jim Heron who is in Colorado Air National Airlines, John Gordon who is in the U.S. Postal Service, Ernie Air Freight, Walter Harkrader, the Air National Representative with Delta, Phillip Harrison, Managing Director of Bally Motors, and Steve Johnson, a Cessna Pilot Center Representative.

The Media Center

SANTA MONICA, Calif. - March 17, 1978 - The Soaring Society of America, Inc., has announced the members of its 1978 U.S. Soaring Team. The pilots will be competing in the 16th World Gliding Championships in Chateauroux, France, July 15-20.

Dick Johnson of Dallas, Texas, an eight-time U.S. national soaring champion, will be flying for his ninth but at the world title. Karl Striedieck of Fort Lauderdale, Pennsylvania, the current U.S. National 15-meter Class Champion and holder of the world out-and-out record of 1,913 miles, will be attending the championships for the first time. Youngest of the team members, 22-year-old Brett Morgan of Bloomfield Hills, Michigan, holds the title of U.S. National Standard Class Champion. And, returning for his second consecutive world championships will be Dick Baker of Tulsa, Tennessee, the 1977 U.S. National Unlimited Class Champion.

The U.S. Team will be led by veteran team captain Ed Butler of S. New Jersey, 1968 and 1974 Air Force Champion, who will compete in the 15-meter class. Butler, who will be assisted by veteran team captain Brett Morgan of Twin Falls, Idaho, and will be accompanied by an 13-person support crew.

While, who will be flying as a first-time competitor at the championships, will be piloting his modified AS-W20 Capacitive with Eastern Airlines, Scott Williams, a former Team Leader with Eastern Airlines, Scott Williams, a former Team Leader with Eastern Airlines.

The Miami Grads are now holding positions in the aviation community and this does not include several who are pursuing promotions in the piloting and law degrees. Particularly significant in the fact that more than half of the new graduates are currently in the Center with little or no industry experience.

1978 U.S. Soaring Team Selected

U.S. pilots have won the championships in 1955, 1960, 1970 and 1974. In the 1976 international event, team members placed 5th and 7th in a field of 39 competitors in the Open Class, and 5th and 25th in the Open Class.

Bud Balloon Drops In On Campus

The students of E-RAU did not quite come through but Thursday and Friday, as the autumnal Equinox walked away, they were over 50 pints. Let’s hope that there will be better showing next time. Out of 2,500 students, there should be 50 pints short.

THE RIDDLE ??

The answer to last week's Riddle Question was Humphrey Bogart...old sky King television show. Who, after the crime that most interests you, would your choice??

Thanks to all for The Riddle. Thanks to all for last week's Riddle Question. What is the name of the scene in which the King was killed? It was in a show called 'King of the Mountains.' Good Luck.
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Continued from front page...
FLYING & THE MOUNTAIN WAVE by Ken Madden

The Mountain Wave (or Standing Wave) occurs when the winds blow approximately perpendicular to a mountain range. A rising column of air forms on the windward side of the range, while a decreasing column forms on the lee side. This can cause turbulence downstream of the range.

A mountain wave is easily recognized when its characteristic shadow clouds, the lee side of the range, the wind, and its right horizontal location when contrasted to lee side of the range. The air mass moves very rapidly (West in the UK) and penetrates below its original altitude due to mountain wave formation. A mountain wave can be seen during windy conditions and when the wind is blowing parallel to the windward slope. Mountain wave activity can be seen over mountainous terrain and during strong cross winds.

A stable layer of air several thousand feet above the mountain tops.

There are two corrections necessary for mountain wave formations:

1. Stable layer of air several thousand feet above the mountain tops.

2. A wind blowing approximately perpendicular to the mountain range, with a speed of over 25 kts. At mountain crest level, however, 50 kts. is more correct.

3. A wind profile whereby the wind velocity increases with increasing altitude and a strong, steady wind flow exists at higher levels than extending to the tropopause.

Basically, the air is separated between the mountains and the stable layer of air above it. The mountain top pressure is low compared to its original level on the leeward side of the range. The air moves very rapidly (West in the UK) and penetrates below its original altitude due to mountain wave formation. These conditions dominate with decreasing turbulence downstream.

Further, the air is separated between the mountains and the stable layer of air above it. The mountain top pressure is low compared to its original level on the leeward side of the range. The air moves very rapidly (West in the UK) and penetrates below its original altitude due to mountain wave formation. These conditions dominate with decreasing turbulence downstream.

On the front page, the engine reference was a "copy" for the preceding "Contemporary" and a "Cessna," not 250 HP, it is a 250 HP, and the numbers are 312 and C-50.

Further, in the article's conclusion, the author refers to the materials used. The flying surface (Contemporary, crows, wings, agistilts) are symmetrical with fiber glass covering.
This trimester’s pledge class, in fulfilling its requirements for a Fraternity and Community project, is roofing a public building by air traffic control from the AAX Aviation Office. This project will begin this Tuesday (March 26) night at 8 p.m., and is open to anyone who wants to learn more about the ATC system, controllers, and operations. Any questions about flying in the ATC system will be answered.

The Fraternity would like to thank Mr. Frank Wescel for his excellent presentation at last week’s business meeting. 

As of the Fall Catalog for 1978, the students attending Embry-Riddle under Veterans’ Administration Endowments in the Programs of Aeronautical Science or Aeronautics in Science in Flight Technology will not have the option of VA paying 25% of Flight Costs. Embry-Riddle has chosen to offer the Associate Degree in Flight, and the Aeronautical Science Degree includes flight, but the VA students will only be paid the Academic Rate, and must take the included flight courses, (129 or 12 credits) to receive the monthly stipend. This will now be the same for all degrees at Embry-Riddle.

Therefore, any and all flight requirements will have to be met and paid for by the VA student. Those interested in pursuing the Associate in Flight Technology may contact the University with the new catalog.

The AHP sell-off will occur Wednesday, March 26 from 10 a.m. to 3 p.m. and Thursday from 2 p.m. to 5 p.m. in the CAMPUS BOX 5862, and will offer a variety of items at up to 50% off. The sell-off will benefit the Advertising and Graphics Program.

The Alumni and Friends of the University Club are sponsoring a Fly-In on Saturday, March 29, from 8 a.m. to 4 p.m. Aircraft can be flown in for only $5, and members of the Club will have complimentary lunch from a local restaurant. For more information, contact the Alumni and Friends Office.

Welcome back to everyone that traveled for the Easter weekend, we hope everyone had a safe return trip. The AHP Club is planning the Spring Faculty Pep Rallies, the first rally is planned for April 1st. The Faculty Pep Rally will be held in front of the CAMPUS BOX 5862 at 8 p.m. on April 1st. The Faculty Pep Rally will feature music by the University Band and speeches by the AHP Club officers.

In closing, the Brick Wrecker will meet at 7:00 p.m. in the Dome. A vote on the Associate Membership Amendment Change will take place along with discussions of the plan for Saturday’s events. APRIL 1978
Easter vacation began only for most Riddle bowlers with Thursday evening bowling in both sports and attendance. Free fleece games didn't help any standings. The averages of other absences helped some bowlers avoid their handicap. The scores were evidence of this. Dick O'Brien was the high scorer of the evening. His 213/64 put him and his team in top. The following were 193: John Krieb 193/50, Bruce Morris 196/17, David Mustard 194/509, Mark Cooke 191/511, and John Richard 193. Remember this one was over.

An interest has been shown, the following standings will be printed:

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2. - 1977 Piper Warrior - IFR
3. - 1978 Piper Warrior II
4. - 1976 Piper Arrow II w/ Air Condition - IFR
5. - 1977 Piper Arrow III - IFR
6. - 1977 Piper Lance - IFR

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