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Embry-Riddle Aeronautical University

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NEW DORMS Rise

The new dorms, actually a complex of nine buildings, is being built on land the landscape. Scheduled to be completed on October 15, the new buildings will house 456 students.

Each suite, approximately 600 square feet, is divided into two living areas, either a private bath and a common lounge or study area. All suites are equipped with separate entrance and the room key can also be used to lock the door leading into the lounge. They are furnished with a bed and a single bed, three desks, dressers, and a closet.

LIVING AND STUDY AREA

LIVING AND STUDY AREA

The common lounge contains 3 lounge chairs, a table, and a couch. There is also a study room for students equipment or a television and books.

The entire suite has a wall to wear carpet and there is separate air conditioning in each living area. Three of the suites will be capable of having handi-capped students and they are designed with wide doorways and handrails. Nods suite was designed for Kylee Morris. Sonny Boyle, the AVON will publish more information and nude photography as the complex near completion.

FLIGHT TECH REVAMPED

The Flight Technology Certificate Program as we know it now will phase out during the Fall '78 trimester. The last flight students will graduate by the Fall '78 when a limited number of flight students can enter the program. Beginning in January '79 a new certificate will begin with a limited number of Flight Laboratory Program students. The new program, Associate in Science in Flight Technology, will be the academic counterpart of the Flight Tech Program. We anticipate to continue to maintain a list on the number of students allowed in the program. Those who complete the A.S degree in Flight Technology can enter the Certificate Program to complete an A.A degree.

The Flight Division has been reorganized into four flight schools with approximately 250 students in each flight.

WHAT IS A CLAMATO? WHAT IS A CLAMATO?

The contest is open to any current full-time college student. It is open to students of any major and of any college. The answer to the question "What is a Clamato?" must be original in form of an essay, short story, journal, article, story, or painting. Judges of the competition are the judges which will be held from the boards of trustees of the college. The judges will announce the winner of the contest on August 1st, 1979.

Alumnus Lands Job With Delta

Tom Gordon, a spring graduate from E-R and A's Professional Program recently landed a 127 Flight Officer's job with Delta Airlines. Tom's impressive qualifications included: a more than third of which 2,035 is multilingual, 1,242 in the USA, 721 in the United Kingdom, and 1,288 in heavy rotation. He has flown in Convair 580, DC-8 and C-130 aircraft in various countries other than the USA and has flown a number of Dakotas and jets. In addition to the Riddle Diploma, Tom is also a member of the Delta Flight Engineer's Association.

When asked how the aspiring airline pilot of tomorrow could best prepare himself, Tom's reply was not surprising. A Degree is essential. Become familiar with the aircraft you will be flying. As soon as possible, become a trainee. Get a job as a airways service, or at a smaller airport. This will allow one to continue in the field and also meet the qualifications of any airline company. Tom is a member of the Delta Flight Engineer's Association.
He's between 18 and 22 years old. He's dressed in blue jeans and a tee shirt with a local business ad on the back. He hoofs his feet while a lady and a dog sit there and now he's in a nearby apartment. If he's a pilot he's got a sticker on his ear saying so. He dances regularly, plays a lot of pool or pool between classes, and is probably in a fraternity. When he came to the SGA office, he has claimed membership of such an organization in high school that had a special group in the yearbook and oh yeah, they're to the one that aged the dress code so we could wear tennis shoes to class.

On Wednesday morning, I go to the mall near, clean the dust off of his mailbox, then glance at the pile of newspapers on the table, perhaps reads the front page headlines, and walks on. He sits half-balls, comfy, by himself by the food, then for the part. Upon reaching his car, he finds a note, a not a but on the windshield. He reads it, shuts it, and travels on.

Come Friday, he hoars talks a movie or a dance but decides to live for the hour and pay a buck is here instead. This is the world to a friend and says no, and you're so much complaining about not getting a side cross-country for the third week in a row. He's generally optimistic, classmate and finds some-on-activities for people with nothing to do. When he misses a deadline for some reason or other favorite place is, "nobody told me."

select four:
1. Me
2. You
3. The Average Riddle Student
4. All of the above
5. None of the above
6. What was the question?

The above is in an editorial written in March 1979 by a editor. Jeffrey Kollari, which, because it is a very good editorial and still, I think, relevant to Riddle now I have decided to reprint.

In order to provide Entry-Riddle students, faculty and staff with up-to-date information regarding the University's growth and development, the Entry-Riddle Newsletter has been created. The e-newsletter is delivered daily to students, faculty, and staff via their email accounts. It covers a wide range of topics, including updates on campus activities, student achievements, and important news.

TUE NEWS SCHOOL WED THU FRI SAT SUN

SGA: President Mike Jaworski has not yet specified the following breakdown for that date:
Salary and wages: $3,638.16, including wages and fringe benefits for one fulltime secretary and security personnel based for special events.
Nonincentives: $2,829.07, includes operating expenses for SGA office supplies, copier machine charges, print shop charges, etc., almost rental, airline club donations, food expenses for SGA promotion/special events.
Computer: $800 plus for donation and/or stipend for Riddle computer, flight dinner, and gifts/presents for hospitalized students. Those three amounts total $5,650 as appropriated for Fall 1978/1979.

I find it difficult to understand how a $5,722,139 budget is planned. It seems a lot. As you can see, I have assumed that the school would add the money to the school budget.

I think it's ridiculous. I know that the school should add the money to the school budget. I think that the school would add the money to the school budget better. I also think that the school would add the money to the school budget better. I also think that the school would add the money to the school budget better. It is a big addition to the student's budget.

It might be justifiable, but it sure seems expensive enough right now. I'll need to see exactly where the money is going. Donc GeoB, AMT

Psst, they referred to you just the other day.

Robert Wosten, AMT
TAX: If you suffer a relatively minor casualty loss and you do not make a claim against your insurance company for fear they will cancel your policy and/or raise your rates, you may be not allowed to deduct the loss. (The IRS and the Tax Court are agreed.)

FINANCIAL: AVOID SCHOOLING. Don't fall for the points myth that scholarships are only for the children of poor people. Actually, there are still many opportunities for financial aid based on financial need, labor, talent in a special field, leadership, and a special heritage of neediness. I mention here this issue because it is one of the most common mistakes that students make.

SOURCES: (1) "Need a Little" little thousands of scholarships, give eligibility, financial aid, and the source of the scholarship. Send to American Legion, P.O. Box 1066, Indianapolis, Ind. 46206, 50 cents. (2) "Making It" Educational and Co., 372 Park Avenue South, New York, New York, 10003. $4.95. The federal government gives two free guides to students to help the government's students to help the government's students to help the government's students to help the government's students.

OVERSEAS TRIP: Don't forget (1) only $100 worth of what you bring back here is tax. (2) be sure you don't bring anything in over the $100 limit. (3) Get a permit to leave the country and get a permit to leave the country and get a permit to leave the country.

Every item on your itinerary must be included in the tax declaration, even a small souvenir or a small book. If you have any doubt about the taxability of any item, check with your local tax authority before you declare it.

PAYMENT: As you may have heard, there are several ways to pay for your Overseas trip. The most common method is to use a personal check or a traveler's check. If you pay with a credit card, you will usually be charged a fee for the transaction. If you pay with cash, you may be subject to a service charge. In any case, be sure to keep a record of all payments and receipts.

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I WANT TO BE A PILOT

By John Pasko

NORMAN, Okla. (AP) — The following is an article which appeared in the Register-Guard, Eugene, Ore., and was subsequently reprinted in the Miami Herald, Florida International University and in the Student News, California State University at Fullerton.

The student pilot. Unlike well-traveled article is now being ranked for you.

By 10-year-old boy

I want to be a pilot when I grow up because it's a job and easy to do. That is where there are so many pilots flying today.

Pilots don't need much schooling, they just have to learn enough so they can read in-terfaces. I guess they should be able to read road maps once they get their license. Pilots should be taught that they won't be scared if they can read signs and their cars won't fall off if they should stay calm if they will know what to do.

Pilots have to have some tym to use they flight, clouds, and they can't be afraid of lightning or thunder because they are closer to them than we are.

The only pilots who make more money than they can spend. This is because people think planes flying is dangerous, except pilots don't because they know how easy it is.

There isn't much I don't like about flying and I don't know all the stewardesses want to marry pilots so they always have to come from somewhere so that they don't have to work. I want to marry a pilot and I get rich. I don't know what I'd do, but I'd be a pilot, and there would have to be a good pilot, and she would have to be a good pilot.
The Welcome Beach Party will be held Sat. 6 June '78 beginning at 1:00 p.m. It will be from 6 to mideast south of the Mount Orange, park. Look for the white tent. Pile in and get away. The river, tents, cars, and dogs will be served. Can't wait for the next place?!
Price War Escalates

The National Transportation Safety Board on April 17 released its first so-called general aviation accident reports for 1977. The report was a computer printout from a file of the probable cause of 987 accidents that occurred in 1977. One of the reports involved a propeller engine, with some 200 total hours reported to the National Transportation Safety Board. The pilot took off on a ferry flight from Kinston, N.C., to Carbondale, Ill., on May 16, 1977. He was flying a Cessna 172, with a total T/O weight of 1,126 pounds. The aircraft was a single-engine, single-seat, low-wing monoplane with a maximum takeoff weight of 2,500 pounds.

The warning of general aviation prices escalated is a call to action for pilots to be aware of the high prices for fuel, parts, and maintenance. This was a significant issue in the 1970s, with fuel prices tripling in the aftermath of the 1973 oil crisis. The article highlights the importance of keeping the costs of flying down to a minimum to ensure the viability of general aviation.

This issue is related to flight safety and the importance of understanding the costs associated with flying. It is a reminder to pilots to be aware of the increasing costs and to take steps to manage expenses accordingly.