NEW DEAN ASSIGNED AT ERAU

E-RAU welcomes Dr. Charles R. Phillips, Jr., as the new Dean of the College of Aviation Technology.

Phillips, who arrived on campus from the University of Illinois, will oversee the college's four programs: Aeronautical Science, Flight Technology, Maintenance Technology, and Avionics Science.

"I think that bringing totally oriented to aviation, as is Embry-Riddle, is what you need to get the job done," said Phillips. "I am honored to be here," he added.

In addition to his contractor, Instrumentation and Certified Flight Instructor's rating, Phillips is also a licensed Airframe and Powerplant Mechanic and a Designated Mechanical Examiner.

In his role as Dean, he will provide leadership and direction for the College of Aviation Technology.

PROGRAM DIRECTORS NAMED

Two program managers are among recent staff appointments to Embry-Riddle Aeronautical University's (ERAU) West Palm Beach Campus.

John Goldsmith is Program Manager for Flight Training Research. Formerly a project engineer and systems analyst for the Los Alamos Scientific Laboratory in Los Alamos, New Mexico, the CAI-animal performed doctoral degree work in operations research at the Johns Hopkins University.

Along with his operations research experience, Goldsmith brings to the Research Center a background in piloting activities. He has piloted training pilots stationed in Ohio State, Illinois, and the University of Illinois, where he was an instrument flight instructor. He conducted special studies in aviation programs and was a consultant to the airlines. In addition, he has participated in Aeronautical Science, Flight Technology, Maintenance Technology and Avionics Science.

In his role as Program Manager, Goldsmith will provide leadership and direction for the Flight Training Research program.

Curtis Lowman is President of the University of Illinois Alumni Association and a member of the Board of Trustees of the University of Illinois. He received his B.S. degree in Aeronautical Science from the University of Illinois in 1963 and his M.S. degree in Aeronautical Science from the University of Illinois in 1964.

Lowman has been involved in the aviation industry for over 30 years. He has served as President of several aviation-related organizations, including the American Institute of Aeronautics and Astronautics (AIAA), the National Aeronautic Association (NAA), and the National Business Aviation Association (NBAA).

In addition to his role as Program Manager, Lowman will provide leadership and direction for the Flight Training Research program.

STUDENT SURVEY RESULTS

The results of the recently completed survey have been received and are being analyzed. The survey was conducted to assess the satisfaction of students attending ERAU.

The survey showed that students are satisfied with the quality of instruction, the facilities, and the overall educational experience at ERAU.

The survey also indicated that students are interested in pursuing careers in the aviation industry and are satisfied with the job placement opportunities available at ERAU.

In summary, the survey results indicate that students are happy with their decision to attend ERAU and believe that the university is providing a valuable education in the field of aviation.

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The R.G.A. has really been showing its worth as a governing body this week. R.G.A. members have been doing their best to try and find new ways of making the best of it in various R.G.A. departments (i.e., Avion and Phoenix) more easy to manage and for, one, wish to them for their help.

Working together in this way, instead of in conflicts with each other, makes everyone’s job much easier to do and things more smoothly all around.

Thanks people, let’s keep heading in this direction!

I would also like to take this time here to welcome the Early Birds, Upward Bound and Sun Swimmer people. By this time you will have noticed that you have quite a few pieces of paper to keep track of and even more running around to do. Don’t get demonstra-
sive! We all go through it and you may not like it (there’s something wrong if you do) but you will get used to it. For your sanity’s sake don’t lose any of that paperwork!

John We

DearEditor:
In last week’s AVION, Dr. Mersel responded to a question concerning placing students according to their ability. Thus, there are unavoidable discrepancies in determination. Yet some students are severely hampered by others who work very well in the English Language.

For the high tuition I must pay, I feel I should receive the best education possible. No, I’m not one of the students who entered with low entrance level exam grades, so I’m not a foreign student who has trouble with the English language. I’m the one who did well in high school, received very good entrance exam grades, and I expect to learn at a reasonable pace, so do all reasonable stu-
dents. What I do resort is the integration of students into my classes whose comprehension is not as strong as mine (PLEASE WITHOLD NAME)

Klyde Morris

The Riddler: I was watching the first 60 minutes of the film, "The Riddler". I was impressed by the way the film was paced and the way the main character, played by Michael Keaton, was developed. The story was well written and it kept me interested throughout the film. Overall, I would recommend it to anyone who enjoys action-packed films.

Jadine Bailey

Riddler Question of the Week:
There’s 5 million dollars in a vault and 5 men standing in front of it. But suddenly, two of the men are死射. So how much money is in the vault?

Johnny St.

My name is John St. and I am a student at University High School. I am interested in joining the debate team, but I am not sure how to get started. Can you provide me with some information on how to join the debate team?

John St.

Riddler Question of the Week:
On the first day of school, the teacher introduced her class. She said, "I am the new teacher and I would like to know your names."

A student raised his hand and said, "I am John and I am a senior.

What is the full name of the student who introduced himself?

John St.

My name is John St. and I am a student at University High School. I am interested in joining the debate team, but I am not sure how to get started. Can you provide me with some information on how to join the debate team?

John St.

Riddler Question of the Week:
There’s 5 million dollars in a vault and 5 men standing in front of it. But suddenly, two of the men are dead. So how much money is in the vault?

Johnny St.
The Civil Aeronautics Board have announced in their April 1978 Monthly Report that airlines are permitted to extend their "Super-Saver" fares to virtually all domestic markets. With only limited exceptions, the discounts are 40 percent Monday through Thursday and 30 percent on other days.

This is the most deeply discounted fare ever put into effect on a systematic basis. The airlines offering "Super-Saver" state that it has been highly successful, and has increased operating profits. They also point out that expanding "Super-Saver" into smaller markets will not damage charter operations, and that the advance purchase requirement and the fact that availability of the fare is controlled by certain capacity limitations will assure a higher percentage of seats being filled, with no reduction in the quality of service for regular full-fare-paying passengers. No one complained that "Super-Saver" should not be continued and extended.

NTSB RESPONDS TO WEIGHT AND BALANCE ACCIDENTS

It is essential for safe flight, the National Transportation Safety Board (NTSB) said, that an aircraft's weight and balance be determined "within" its maximum gross weight limits and in such a manner that the weight and balance conditions, at all times, are not exceeded. This is a fact of aerodynamics that should be understood by all pilots. Weight and balance limitations, established for the pilot's immediate reference, are set forth in the aircraft flight manual and must be carried in every aircraft.

Furthermore, the Board said, it was "concerned" by the "consistent occurrence" of weight and balance type accidents. In such accidents, the weight and balance limitations are exceeded, and the statistical dimension of the problem is one of the 10-year period 1968 through 1977. The Board included data from the National Transportation Safety Board's Accident Data Bank for the period 1968-1977, and concluded that the statistical data bank indicates that weight and balance accidents are occurring at a rate of about 442 weight and balance accidents per month. Of these, 111 were fatal accidents (0.05 percent), that resulted in 577 fatalities.

The Safety Board said that a brief review of the records of all those weight and balance accidents occurring during the 10-year period revealed two significant facts: (1) that the pilot was directly involved in the causation of almost every accident, and (2) that the accident record remained relatively constant and unchanged. "There is no acceptable excuse for this situation," the Board said, "and it must be corrected.

As an educational aid in achieving this goal the Board urged general aviation pilots to spend time on the topics of "weight and balance" in their flight manuals and by reading the documents which highlight the importance of weight and balance. For example, the "Pilot's Weight and Balance Course (L-31)" is available for a nominal charge from the Federal Aviation Administration, Office of the Secretary of Transportation and for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 19308. For a more detailed treatment on this subject, the reader is encouraged to read the U.S. Department of Commerce publication, "Weight and Balance" (P-3229), and the "Weight and Balance" course material available from the Federal Aviation Administration.

NEW PROGRAM GRANTS FLIGHT INSTRUCTOR AWARDS

In order to recognize that flight instructor who performs in a particularly outstanding manner, the Flight Division has established the Flight Instructor of the Year Program.

Students are encouraged to nominate candidates for the award. The award will be $25 for the monthly selections, and $100 for the Flight Instructor of the Year. Further, the Flight Division plans to grow each selector committee into the future.

Each month, starting in September, a Flight Instructor of the Month will be selected from all flight instructors. In December of each year a Flight Instructor of the Year will be selected from the Flight Instructors of the Month. There are certain specific areas which will be evaluated in order to determine the recipient.
CO-OP NEWS

OPPORTUNITIES FOR COOPERATIVE EDUCATION 208

The following cooperative education positions listed are available for Fall. We are now accepting applications.
Please see L. LaFayette, Career Center, or call the US.

Telephone: 305-794-1133

Transportation – Public Transportation Specialist

(Continued from 1)

performance. Constructive criticism is the key to helping the instructor identify weak points and correcting them.

Dr. Busch commented on a possible system in the future. He feels that there should be a method for evaluating course material and tests included in the general evaluation. Another possibility would be to obtain a new or revised questionnaire to better evaluate the teacher and curriculum. One idea which was brought up was to have the teacher ask for comments on a sheet of notebook paper, or incorporate a detailed computer analysis of each section, to ensure objective evaluation. What do you think? We'd like to hear your ideas. Stop by the SGA office in the U.C. and talk to one of us!

Coosa Finance - Collection Specialist

Please see

Enrollment in the Engineering program is up. We had 260 students (12.5%) register last September, and are anticipating 400 (12.5% to 13.5%) this coming September. We are going in multiple sections for the first time in some of the Engineering science courses.

The last few weeks have been hectic getting the 670 page syllabus preliminary design for all ASC revised and retyped for early reprinting in anticipation of the Fall 78 Trimester. The E-SAU bookstore sold the last five copies two months ago to the University of Tennessee. This text has proven to be a "best seller" and many universities and aircraft companies have purchased copies.

the offices for the Engineering faculty, seven Math/Physical Science faculty, and some 10 Maintenance Technology faculty, the Graduate Program Office, and the George H. Wal- ter Research Center office on the second floor. The day after the last Summer A laboratory class we will start to assemble the wind tunnels and make them ready for the move to their new home.

On the negative side, we are losing an eight-year veteran from the Engineering faculty. Mr. Victor Tidwell is leaving us to join the Florida Aircraft Co. in Vero Beach.

We will eventually be their FAA designated representatives.

The new 65 by 120 foot Engineering Science Laboratory building construction is under way and by the activity on the site we just might meet the August 15th goal for completion. This new complex is four times the size of the old wind tunnel building and will contain our wind tunnel laboratory with our three wind tunnels, aircraft structures laboratory with test stands, strength of materials and engineering materials lab, and the new design laboratory with double the floor space of the present lab, and also in ac-

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Welcome to those members returning for Fall term. I hope everyone enjoyed the Fourth of July holiday last week.

For the remaining part of the summer semester we will be operating in a slightly different fashion. Each officer has specific duties which he or she is well aware. Those duties are being written in a form that will make it easier for new officers to carry out their responsibilities.

Congratulations to Joe Filebank who received his commercial certificate and instrument rating. Also congratulations to Jack Chorney who is now a multi-engine instructor.

ADVANCE REGISTRATION FALL 1973

There will be an Advance Registration for Fall 1973 on Monday, July 25, and Wednesday, July 27, in the Student Lounge. Hours for the Advance Registration will be: 1:00-3:00 p.m. and 6:00-9:00 p.m., Monday; and 8:00-12:00 and 2:00-6:00 p.m., Wednesday. This is for the fall term only.

FLIGHT DIVISION

Daytona Beach Aviation must move out of its present hangar so that it may be demolished in July; therefore, it will move into the Volusia Aviation Hangar. Daytona Aviation is scheduled to move into our Pearson Hangar and Flight Div. will move into the center section of the Volusia Aviation Hangar during July, and we will share it with DRA. Once the move is affected, Flight Technology will be integrated into Academic Flight.

The bonding move has caused us to accelerate the date of our proposed splitting of the aircraft fleet. We will divide the first at the beginning of summer "B" term.
ERAU GRADS GET WINGS

ERAU GRADS GET WINGS
Three Embry-Riddle 1976 grads are now wearing U.S. Air Force silver wings following graduation ceremonies from their respective Air Force pilot training base.
Second Lieutenant John P. Grossmith and Second Lieutenant Lee E. Huson received their wings following graduation from Columbus AFB, Mississippi.
Second Lieutenant Jeffrey M. DePasquale was awarded his wings after graduating from pilot training at Fort Rucker, Alabama.

Second Lt. DePasquale is remaining at Fort Rucker for duty as an HH-53 helicopter instructor pilot.
Second Lt. Grossmith is being assigned to March AFB, California, for flying duty on the RV-10 Broncos.
And Second Lt. Huson is being assigned to Once Air Base, Republic of Korea, for flying duty on the OV-10 Bronco.

All three were commissioned through the Air Force Reserve Officers Training Corps program.

END LT. JOHN GROSSMITH

END LT. LEE HUSON

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SATELLITE SCHEDULED FOR LAUNCH FRIDAY
KENNEDY SPACE CENTER, Fla. — The launch of the European Space Agency’s scientific satellite is scheduled aboard a Delta rocket from Complex 17 Friday, July 14. The launch opportunity for that date extends from 6:30 to 7:49 a.m. EDT. The launch opportunity for that date extends from 6:30 to 7:49 a.m. EDT. GRO-2 will be placed in a velocity orbit, 22,300 miles above the equator in Alaska to study the Earth’s magnetosphere.

MANAGEMENT DIVISION
The Management Division is introducing a new course in the Fall Trimester, MS 265, American Business Enterprise. This course will replace MS 300, Principles of Management, in all degree programs and is interchangeable with it for degree credit purposes.

Three new faculty members will join the Management staff in September. Don Durham will replace Dr. Bill O'Connor who resigned to become a consultant. Larry Powell will replace Jeff Smith who is taking a leave of absence to study accounting practices. Bill Brown will replace Don Kamen who is transferring to the Computer faculty.

SKEINSKY NEWS - In the skies over southern Florida the U.S. Army/Army Reserve UH-60A BLACK HAWK joins in formation with two Sikorsky S-76 helicopters for a flyover of Miami. Three "second generation technology" aircraft, developed and built by the Sikorsky Aircraft division of United Technological Corporation after years of extensive research represent the world's most advanced helicopters incorporating the latest and most advanced design features available. The BLACK HAWK, formerly known as the UTT-46, is the Army's utility transport of the future and has joined the S-76s at the company's Florida Development Flight Test Center for several months of flight testing. A second BLACK HAWK is scheduled to arrive later this month. Both aircraft are participating in the U.S. Army's UH-60A maturity flight test program.

(Photo by Sikorsky Aircraft.)
NEW ROCKWELL AIRCRAFT SHOWN IN EUROPE

1978 MODEL ROCKWELL-COMMANDER 690B MAIN-"TAINS PERFORMANCE EFFICIENCY"

HANOVER, WEST GERMANY, April 26, 1978 — Continuing its dominant position in jet business aircraft sales, the 690B Rockwell Commander 690B shown for the first time in Europe at the Rockwell International Aerospace Division April 26, 1978., the 690B will maintain a comfortable cabin altitude up to its normal cruising altitude of 20,000 feet (6,096 meters) and beyond. Presentation was made just prior to the Rockwell 690B's first flight.

"Cabin heating and air conditioning is thermodynamically controlled and a water system assures excellent humidity control for the passengers and crew," Ward explains. "Other cabin features include large picture windows,. stereos, reclining chairs, fold-away work tables and a private bathroom that may be installed in the forward or all areas of the cabin."

A choice of six seating plans accommodate the standard seven or up to ten people. Four standard choices of interior and exterior decor are available. Rockwell also offers four optional interior decor choices including an all-leather cabin, the EMU Mark III Rockwell's growing network of factory-dealer Commander ServiceCenters provide Commander aircraft owners with factory trained service personnel and authorized, concierge warranty support.

The major objective of our ServiceCenter network is to continuously deliver the benefits of ownership for Commander owners," Ward states. "Our survey indicates that over 70 per cent of the Commander owners are using our certified ServiceCenters for their product support. Their machines lead us to the conclusion that the system is reaching the objective for which it was planned."

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