Avion 1980-01-23

Embry-Riddle Aeronautical University

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New GAT Program Cuts Costs

GATS during ground testing.

DC-10 Crash Caused by Maintenance Damage

The NTSB reported Dec. 21 that the American Airlines McDonnell Douglas DC-10, stalled, rolled and crashed after takeoff in Chicago because of a "left wing...low...stall warning...all...sufficient...result...damage...main...left...engine...fire...and...pilot..."

Bed Race

Need $500,000. You have a chance to earn it by participating in the BED RACE! The purpose of the event is to raise money for special education programs. If you plan on entering the race, you must register by Thursday, Jan. 17th, in the Conference Room at 9:00.

$1,169 million dollar

The money, which is being held in trust by HUD, must be kept up to 18 months. It is the goal of students who have been homeless for the last 12 months and the new facilities will be available by Fall of 1980.
**NOTICES**

**TELEPHONE DRIVE**

The Junior Committee for President Candidate is soliciting student participation in a telephone drive during the month of January from 9:00 to 11:00 a.m. and 1:30 to 5:30 p.m.

**INTERNSHIPS AVAILABLE**

The Florida House of Representatives has again announced an internship program for college graduates or graduate students. The program is for the year beginning April 1. Candidates must complete their undergraduate studies by Aug. 1.

**UNIVERSITY OF FLORIDA**

The University of Florida will offer a special one-day session for undergraduate students as well as a graduate student seminar, as 18 hours per quarter college credit fee will be waived.

**FAA GROUND INSTRUCTOR CRAMS NO LONGER GIVEN AT ERAU**

Effective, Jan. 1, 1980, the FAA will no longer administer ground instructor written examinations at Entry-Rbid. This includes examinations for the BGI, VGI, and Flight Disorders certificates. The FAA examinations will have to be accomplished at Metropolitan District Office.

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**Graduation Time Coming Once Again**

According to the University calendar, students enrolled in December and April 1980 Graduation ceremonies are required to fill out Graduation application forms by Friday, Feb. 22, 1980. Please be sure that NO GRADUATES will be accorded, this application must be processed by the Administration and Records Office.

Summer Graduation applications are accepted by students are given a PRELIMINARY EVALUATION in order to help prepare for a smooth competition. Check with the Administration and Records Office if you have any questions.

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**Klyde Morris**

"How would you like to land the life of a reporter? I am not talking about the TV kind of media. I am talking about hard core investigative reporting. Erath shaking subject such as what really is in those U.S. Union Bases or who backed up in NASA. You'll find this adventure on the Avion itself. If you can speak only three words, you'll be at the meeting.

**RONASAT**

Monday, March 2, 1980

**VIBRATE**

First to speak today is Mr. Harris. He will try not to let the continuing equipment affect your ears.

**Vibrato Vibrato**

As you all know today in Gym 220 will be given speeches on..."
SONS OF

Thank you to Sigma Chi, Beta Chi and Lambda Chi. Alpha Chi is the ever popular open of The Beach brought the crowds down last weekend in the pool.
Playing everything from rock to soul to folk, the band played a great set for their second performance at Rodge. Photos: J. Beckett

THE BEACH

Administators Take Heed

EMBRY-RIDDLE AERONAUTICAL UNIVERSITY
EMPLOYER’S CREED

1. A STUDENT... is the most important person in any university.
2. A STUDENT... has an interest in her work and is the purpose of it. A STUDENT...
3. A STUDENT... is not a college student, but a college student, with a college student...
4. A STUDENT...
5. A STUDENT... is not the one who breaks his heart, but is the one who fills those needs.
6. A STUDENT... is one who takes in and dispenses and re-attentive treat...
7. A STUDENT...
8. A STUDENT... is the one who makes it possible to get your salary.
9. A STUDENT... is a part-time employee, office worker, faculty member, or an administrator.
10. A STUDENT... is the one who is the best, who is the best at the university.

President

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Wilber's Rights and Wrongs

During the past two months there have been two incidents involving Embry-Riddle aircraft, due to poorly performing

A propeller on landing is caused by the airplane making initial contact with the runway in a slight nose low attitude as an airplane a bit higher than desired for a normal landing. The impact of the nose wheels hitting the runway comprising the tire and tare results in a bounce that causes the nose to pitch up rapidly. This pitch-up results in an abrupt increase in the angle of attack which produces added lift just at the moment the tailing gear is springing back to push the airplane back into the air. The combined force of lift and landing gear reaction produces an exaggerated bounce that may not in itself be very exciting.

However, now the airplane is several feet in the air with a high angle of attack and much of the airspeed dissipated. The natural result of this condition unless the pilot acts promptly and properly, is a stall causing the airplane's nose to drop down abruptly. The nose wheel strikes the runway again only this time at a steeper angle and with more force than the first time. Another bounce occurs even more dramatically the third with even more exciting results. Then the airplane continues with each succeeding bounce becoming larger in size until the engine is exhausted.

During this time the airplane is going through those patterns that are an obvious and natural behavior for the pilot to attempt some corrective measures. The problem is that the pilot usually ends up brand the airplane and his own control pressures only add to and further exacerbate the already bouncing planes. For example, just in the next few minutes into the initial contact with the runway, the pilot makes the airplane to have more back pressure on the elevators. He applies the back pressure just as the propeller starts to bounce again to the nose up bounce. Then as he sees the nose coming up and realizes the plane is about to stall he releases back pressure - may even add forward pressure.

This does just as the airplane reaches the top of the bounce and starts back down by its own accord. The forward pressure results in a lack of back pressure on the elevator further exacerbates the most dropping tendency - etc., etc., etc. the pilot always doing just the opposite of what he should do. Of course the only correct response to the initial bounce is to add power and regain flying speed and get around or re-land if sufficient runway remains.

All of this is simply to review what the propeller is for those who may be unfamiliar with the details of the mechanics. The real message of this article is not to explain the problem, however, but to discuss how to avoid it. Avoid ever having to be concerned with the recovery from one. There is a natural tendency to try very quickly out of air planes when students get out from under the watchful eye of their primary instructor to start making faster and faster landings. This tendency exists because it is a behavior almost unconditioned pulling the nose up during the flare so that the airplane achieves some height before the cowling. He, therefore, begins pulling the nose up less and less until he is "Driving" the airplane smoothly - note the "Drive in a flat attitude."

There are two important problems with this type landing. First, it puts stress on the airplane to land smoothly in a flat pitch attitude. The airplane must be straight up and straight down above the stall. In other words, you're heading farer than you should which can create its own set of uncontrollable reaction. This wear out faster. If a tire should blow or some other element cause the aircraft to bear, controllability is more difficult at faster speeds. And the distance required to stop the airplane is increased dramatically by any excess speed. Second, in a flat landing attitude there is much less margin for error between a smooth landing and a por-pose. Even though you may have been making the landings without incident for quite some time, it doesn't mean that you are making SAFE landings. One of these days a little distraction, a minor miscalculation, a gust or unexpected wind shear may drop the nose just enough to cause an upset.

An additional problem exists with the Mooney and some other airplanes that have these forward canopies, especially with no carrying passengers in the rear seats. If you are carrying some power in the approach and chop it during the final stages of the flare there may be insufficient elevator control to raise the heavy nose to the driven attitude without some power being left.

The solution to the problem of proper landing speed is very simple. We must get back to the basics of good landing techniques. Do not allow yourself to become complacent about proper approach speed and force any attitudes on touchdown. Use the necessary pitch and power adjustments to make every landing nose high at the minimum speed for the existing wind condition and you'll always have a "Happy Landing."

SCRIBBLES BY JOE ROSSI
This university there are many "students' organizations, such as Sigma Chi, Cornell Air Society, and other groups. At least of those there is a new organization which came out of the dark halls of Dorm I, the new Blakey's Bombers. It was formed by Jack West R.A. Blakey Ryan, this past April. The activities of the club can be traced back to the association of the new student with the rest of the students, second-year south, Emily Blake, Stetson University. When Jack Blakey Ryan was asked about Blakey's Bombers,

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(904) 255-2387
Committee Set to Review Proposed Rules; FAR Part 125 Regulations

Spurred by the desire of having a new, restrictive set of regulations placed upon them by the Federal Aviation Administration (FAA), the industry has united itself to oppose the FAA's (and the NRF's) efforts. The recent trend is toward a new, severe regulation along the lines of the FAA's Operations Committee or the National Environmental Committee (NEC) and the National Aviation Association (NAIA).

NRF, NAIA, and the NEC members, especially those who will be affected by the new regulations, will meet in New York in a joint conference to discuss the recent move of the FAA to regulate airline operations. The move is to be aimed at reducing the number of airline companies in the industry and to limit the growth of new airlines.

The proposed new regulations are likely to include provisions that would require airlines to meet certain financial criteria before being granted a certificate of public convenience and necessity. This would likely result in a decrease in the number of small, independent airlines and an increase in the dominance of larger, more established carriers.

In addition, the proposed regulations may include restrictions on the use of baggage fees, the requirement for airlines to provide more frequent and reliable service, and the imposition of new safety standards.

The meeting is scheduled for the first week of October, and it is expected to be attended by representatives from major airlines and industry organizations. The outcome of the meeting is uncertain, but it is likely that the regulations will face strong opposition from the industry and the public.
SOFTBALL STARTS UP!

* by K. V. Norton

One of the Embrary's oldest outdoor groups, the Softball League, has started.

Embrey-Riddle is one of the few clubs with an equal number of wins and losses, 20.

Adidas beat Cherry Pickens 11-6; Vesi Club routed Mud dogs 18-0 and the Subterranean defeated Delta Chi 17-2, August slipped by Amoroffs 17-2.

On Field 3 last Sunday, Sigma Chi best Eta Mu 15-2, AAS ousted Alpha Phi Alpha 15-2, Phi Delta, Kappa Omicron over Faulkner 10-7.

DON'T FORGET AUDITIONS

For ERAU'S first all student Coffee House, Thursday, Jan. 24th, in the faculty lounge at 6:00 PM.

FREE KEG PARTY

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MAYAN INN
How To Buy A Used Car

Many students feels overwhelmed with the prospect of purchasing a used car. Here we will give some tips that may be helpful to you. With proper pre-purchase investigation, the selection of the car may present some problems. It is not difficult to find a good, safe and dependable used car. But it takes patience and "know-how".

The first rule is to buy a car you have thoroughly investigated. This involves checking the car's condition, history, maintenance, and equipment. It is to inspect it as thoroughly as possible. See CAUTIONS and SUGGESTIONS. Remember, the previous owner has given no assurance on the car's condition and mileage.

The second rule is that if you are getting rid of the car, it is better to sell it, to the better the dealer, the better the price than it will sell. You should have made the most of repair and major replacement. Generally, what you buy is a used car that is more than two or three years old.

Look for the yard of your choice. You will find the next rule. The condition of the car determines the necessary replacement. The car's condition is the best one. The best condition. Your best buy is one that is not too old or too worn out.

WHERE TO BUY: Want to buy your used car is just as important as what you buy. Sources of used cars include dealers, used car dealers, new car dealers, private owners, car rental companies, and other general outlets. You can find the car that will meet your needs at the price you are willing to offer a warranty for.

You can often buy a good used car at a low price from a private owner. As a careful and make sure you are getting a car that is in good condition. And make sure you are getting a car that is safe to drive.

USE CAR WARRAN TIES: With a used car you should demand a warranty. The warranty should cover the major repairs that you have done, and make it work for you. The warranty should last as long as the manufacturer's warranty on the used car. If the warranty is not valid, then it is better to buy another one.

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1st Prize $20.00
2nd Prize $15.00
3rd Prize $10.00

ALL entries must be in black & white, 8" x 10" with negative. Entries must be sent into the AVION office no later than January 31, 1980.

c/o John Scribner, Photo Editor.