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Embry-Riddle Aeronautical University

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New Airport Construction

At the present time, the Daytona Beach Municipal Airport is under going construction work which will last for another month. The construction will add both safety and pleasure for the pilot and passenger.

The major part of the work is being done on all the adjoining taxi- ways to runway 6L-24R and 26L-08R leading to the main terminal. They have also added blast strips at the ends of the 750 foot strip. A factor which was considered in the present construction was the Boeing 727, which is the predominant aircraft used by the two airlines operating out of Daytona.

One of the 727 characteristics is that it has the greatest wheel stress of any other aircraft, thus enlarging the taxiways was necessary.

Speaking to Douglas C. Wolfe, airport manager, he said that there is a master plan which compasses all the future airport developments on a long range scale. Mr. Wolfe's office has recently been moved from the main terminal to the fire house because more space was needed at the terminal to operate efficiently. With the new FAA anti-noise law, only passengers are allowed in the gate area. A fence has been installed and one of the doors blocked off so visitors cannot pass through the rear waiting area.

There has been an increase of passengers entering Daytona over last year. At the present time, the terminal can handle only 1/3 to 1/4 of the incoming traffic during peak hours exclusively. With 210,000 aircraft movements last year, the FAA is expecting to have radar by 1976.

Riddle Maintenance Is Cut Above Average

Students in the Aviation Maintenance Technology Division of Embry-Riddle Aeronautical University have proved themselves above the average according to a recent study of data received from the Federal Aviation Administration Data Processing Center. According to A.P. Barrs, Chairman of the Aviation Maintenance Technology Division, the study was made to determine the relative strength of ERAU applicants for the FAA Airframe and Powerplant written examinations.

Two categories of data were selected for a random group (754 students, Part 147, 1973) for comparison against student results for the same period. Selection criteria was based on the top five schools showing the highest average scores and the top five schools showing the greatest number of enrollments for the same period.

Study results based on FAA data for the random period showed that ERAU applicants answered 1.5% more questions correctly on the FAA written examinations of those students from other schools around the nation.

Fifteen ERAU students made application for the FAA exams in February of 1973 and their percent correct answers on all exams was 78.5%. The Aviation Maintenance Technology Division of Embry-Riddle Aeronautical University was one of the first schools to recognize that quality is a basic requirement in the Airframe and Powerplant curriculum and to put a major emphasis on conducting progressive efforts of the university in pursuing its goals of quality higher aviation education.

CAREER DAY

Friday

April 6

Students who will graduate any time through December of 1973 are eligible to attend.

Beginning at 10:20 AM in Rooms 108 and 208, each company representative will be introduced to attending students. Representatives will be set up for both the morning (10:20 AM to 11:30 AM) and afternoon (11:15 PM to 4:30 PM) sessions as indicated below:

ROOM 108

EASTERN AIR LINES: Captain Campbell & SYSTEMS: Ron Hinckley

FAIRCHILD HILLER: Howard Wellman

COMMERCIAL AIRLINES: Bill Virden

ROOM 208

BEACON AIRCRAFT: C.E. Moore

BEACONOPTICS: Mr. Hack

ALPINE ENGINEERING PRODUCTS: Mr. Birdhead

U.S. CITY SERVICE COMMISSION: Mr. Paulson

U.S. NAVY: Sgl. Bucken

DAYTONA BEACH REGIONAL AIRPORT: Douglas Wolfe

NAVAL AIRCRAFT: Mr. X. Kessler

FORT MEADE: Mr. Komoda

P.F.A.: Mr. Chambers

CESSNA AIRCRAFT COMPANY: Mr. B. M. Hauser

JACKSONVILLE PORT AUTHORITY: Mr. Nobley

GENERAL ELECTRIC: Mr. Richard

VOLUSIA COUNTY: Mr. MacDonald

FEDERAL, ST. JOHN & ASSOCIATES: Mr. St. John

U.S. NAVY: Mr. B. L. Muller

BEACONTRONICS: Mr. Wood

Airframe and Powerplant students note: your reputation is growing stronger these days.

A recent telephone interview with Mr. Harold Olson of Pratt and Whitney Aircraft in West Palm Beach unveiled a few interesting facts about ERAU A&P students.

Olson was a 1970 A&P graduate of ERAU. He has worked for three years in Research and Development Assembly for Pratt and Whitney.

As with most companies, P & W has a training program for new employees. According to Olson, ERAU graduates were exempt from this formal nine month training program. However, special training classes are held for various departments and ERAU students consistently perform very well in these classes.

Since the P & W complex in West Palm Beach is essentially jet engine research and development, mechanics are charged with considerable responsibility in making production decisions, technical alterations, and performance analysis. They are required to work closely with engineers and their technical opinions and suggestions often become adopted operational policies. Nevertheless, it is felt that ERAU students do perform as to be cut very often contribute more than their job requirements.

Olson particularly praised Mr. Bolton's jet laboratory and teaching techniques. People at P & W consider the jet lab a definite strong point in the curriculum.

Advancement with P& W in the maintenance field is faster if one has specialized training. Research and development requires highly skilled and specialized personnel.

What advice is there for the A&P student? Keep up the outstanding performance in school for your reputation is growing in a very competitive world. Your efforts in class will be rewarded in the industry, and, perhaps most important, Olson recommends specialization. P & W field is appealing to the young man learning or shuffling the classroom. Your know-how is definitely the ticket for success.
The AVION reserves the right to edit letters as we see fit in accordance with good journalistic practice. All letters must be signed, although names will be withheld upon request from the writer.

All Graduates

Because there are others who deserve our recognition for the work they have done, I feel it is appropriate to extend them an invitation to our party. Therefore, if there are any faculty members or staff members that you would like to see attend your party, please list their name also.

I propose that we identify these outstanding faculty members and administrators by presenting them with awards during our graduation party. For that reason, I would like to ask you to cast a vote for the faculty member and administrator that you feel should be recognized for their unselfish contributions to the student body.

News And Views

Many students have asked why the Dorm Annex food area is so small compared to the space allocated for the game room.

The space was decided by a review of the dorm council, based on the planning of the building and the needs of the community. Tables will be added but not until the summer months. They will be put on the patio directly in front of the building.

Since the annex has opened, the coffee machine has been removed from the dorm. This is an inconvenience to many, since the annex closes at 11 pm. If you want the coffee machine back, go to the dorm council with your complaints.

The AVION offers free classified advertising to all students. If you need anything sold or need a ride home at the end of the term, drop us a line in box 156.

Don't make any plans for April 14. The SGA is planning their annual Spring Trimester Dance at the Desert Inn. Two bands will be playing through the night.

Communication problems have created discontent and misunderstandings which have led to a lot of empty space in this paper; our apologies.

Drew Kassal, Editor.

Letters To The Avion

The Los Angeles Dodger's Boog is a 7200 not a 707 as mentioned in the March 30 issue of the AVION. Although there seems little difference in the seat of the two models, the 720 is shorter in length, has only one emergency wing exit, as opposed to two on the 707 models, and the 720 model has only two turbocharger inlets on two of its four engines as opposed to three on the 707 models.

Peter Wilson

Flight Line

As an avid reader of "The Avion," I find many complaints about the flight line here at LSU. It seems to me that the school doesn't care what the students think. Otherwise they would have written a rebuttal to the student paper.

I believe all students should have the right to discuss the activities and events in regard to the student body and not just the administrators. They should be able to discuss their thoughts and ideas without fear of being persecuted.

Randy Ponzini

There is a correction to last week's AVION. Alpha Rho Omega's officers are: Ralph Burnett (President); Oscar Chastain (Vice-President). Our apologies, Alpha Rho Omega.

CORRECTION

Executive Editor.............Drew Kassal
Associate Editor............David McDougan
Business Manager.............Jim Owen
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Barbara Lyons
Robert Bladworth
Vaugh Low Stakes
Terry Gardner

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Sports

James Hunter

Circulation

Violet Atkinson

Advisor.............Mary Holmeman

Published by the News Reporter

Published by the News Reporter
Come One, Come All:

Come one, come all! That was the cry you would have heard if you attended the Bell's and Gray three ring Circus sponsored by the Holy Hill Lions Club. The circus was held on Sunday, April first at 3 pm.

Kids from ages one through ninety joined in on the fun, which of course included feeding the elephants.

Before the actual big top opened, the side-shows drew the people and held their interest.

A few of the side show acts included a sword swallowers, fire eater and even a man that could blow up his stomach with a tire pump.

After the big top opened, you got to see tight rope walkers, juggling acts, followed up by the performing elephants.

The show was very entertaining with all three rings keeping you constantly entertained. Thanks goes to the Holy Hill Lions Club for sponsoring the show.
The Adventures of the Black And Blue Baron

by Terry Gardner

Last week we left Theodore J. Throttlebottom, the all-time King of Dumpy Dummy Flying School and Dude Ranch for Boys, as he was jettisoned out of a dream by a sudden updraft.

"Now," he thought, as he crossed over land over clear blue water, "that Navigation will hit the Atlantic right on the head that time." In fact, Ted was so sure of his prowess as a navigator, he just knew that he could reach the Gulf of Mexico, and probably without a map.

Banking hard left and losing altitude rapidly, Ted dove his bird toward one of the many piers that just jut out into the ocean. One of his favorite tricks was to snap as many fishing lines as he could in one pass. At this time of day, the pier was strained to capacity with old fishermen pedaling "little Koo"-style drinking beer and stealing each other's bait. For a group of 40, Throttle managed to snap 53 lines, and since the die-hard fishermen would not relinquish a good catch, all 53 of them plus a few innocent onlookers were coming right toward the end of the dock. This was obviously was above the weight bearing capacity and half the pier promptly fell into the ocean. Passengers were rescued by rescue forces and in no time at all everyone had settled on the beach. The pier was jettisoned and the town of Snag, Mascot or Sea and into the Gulf Stream leaving a throne of cheering bathers behind them. They were picked up by the next plane and got quite a bit of attention from the coast of Cuba by a Polish band whose crew had just heard rumors of a great white whale.

On his last pass, Ted's engine began to sputter and curving every fuel driver ever to be employed at Dumpy Dummy. He then began a frantic search for a place to land.

By Bill Morse

There has been a lot of talk recently about people having their money "ripped off" when dealing with mechanics or auto parts outlets. Be assured that we are speaking of a small minority of the auto service industry and that the majority of people.

First, let's deal with price. When you take a car in for service, if you know what is wrong before you walk in, you are one step ahead already. In this case, the best thing is to shop around for price, because the work will be about the same from all reputable firms. Be careful when the mechanic starts selling things you didn't come in for. Get several opinions before you have this type of thing "repaired." Many poor souls have spent thousands of dollars on needless repairs.

The mechanic is careful when buying parts. Buy only the equivalent of "dealer parts" or "regular rates." Don't go for "super deals," these might be more expensive than list price. There are several different outlets for "dealer parts," ask to see the "list price" or the "reps' price," this will be the fair price. Necessary work that is not available in dealer parts will be expensive.

Don't buy something you didn't come in for. You can never trust lots of money on "hot setups" and "rebuilds." There is money to be made by honest men and women. Be on the lookout for "sincere deals," these are the real deals. You will know your confidence and waits you out of your money before you know what happened.

If you are a careful discount buyer, you can get quite a bit of quality merchandise for your dollar.

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You Look Back And There Are Flashing Blue Lights

by C. M.

Many students drive their cars home and back during trimester breaks, which can sometimes cause problems for those not in possession of these living far up in the cold lands. As a veteran of at least a dozen of these 20 hour crusades, I would like to pass along some words of advice concerning the relationship between you and the police, should you find yourself in the latter's presence. These tips are a compositional note I came to write after a recent meeting with a police officer and a personal experience.

For the sake of this essay, you are at the South Carolina State Fair, but similar situations follow this simple technique.

Pull over safely and turn on the emergency flashers for any reason you have there. The man will park behind you. It is beneficial to turn off the engine, since this deters you from not attempting a run for it. Even if you are an impotent driver, more people may consider what is happening a serious matter.

Next, get out and walk back to the patrol car. This step is very important. After it is accomplished, the officer will tell you that he puts the cop car at ease. It shows him what you look like, that you are unarmored, that you will not "duck out" at the last moment, and finally, (if you walk straight) that you are sober.

Have your license and registration ready so that he doesn't have to ask you.

Remember, you have said nothing yet. Let the officer try to find something to charge you with first. What did I do wrong? Well, just cause the average Georgia cop to extremity of the mouth. He will tell you what statute you violated, watch you acquire awhile, and wait for an answer. Give him a short, seemingly sincere excuse; pleading ignorance doesn't hold much water in fact. If the offense was rather serious, say, "What would you have done on the other hand, never admit fault?"

Throughout it all, treat him like God. It is better that you not smoke, chew gum, eat, or anything else during the conversation. Nothing is worse than having him beg you for a "wise" answer.

A good thing to know is that you drive is the next big town coming along the road. The reasoning is that you can mention this town as your destination as a listening relative. To the officer, this means you'll be around to show up in court if he gives you a ticket. If questioned further, give Second Avenue as your goal (it is the most common on a nation-wide survey of street names).

From this point, he will either give you a citation (for which you must post immediate bond in some Southern states) or start a long lecture. If he notes strains in the reprimand, take it well, even though he may be shouting, threatening, and cutting you up in general. He is probably trying to make you feel guilty. If you remain calm, you have an excellent chance of getting off.

Costa Rica Is Far From Puerto Rico

by Rogelio Navas

I came to Embry-Riddle in 1972 to get my B.S. in Aeronautical Science, and it has been very interesting to note that when I answer, Costa Rica, most people don't even know where it is, and many think it is the same as Puertorico.

Costa Rica, about the size of South Carolina, is the only Central American country that has its own natural attractions. Among these are its volcanoes (one of the largest in the world), mountains, and the year round tropical weather. The mean temperature is 75 degrees the year round.

Our population is about two and a half. There are no big differences in classes of people, which is good, so you can belong to what can be considered the lower class.

Costa Rica is mainly an agricultural country with coffee and bananas as main sources of income. Industry has grown quite a bit since the last decade. The government has always followed a policy of welcome to foreign companies. Some companies like IBM, Alcoa, Sears, Monsanto, and Coca Cola have been found there.

The dating system is quite different in the sense that a boy goes out with different girls as in the U.S. Most of the time, a guy has only one girlfriend and goes to her house to visit her. If a girl wants to go out, custom usually requires a champagn
touch.

There is no drinking age and alcoholic beverages are produced at a low price by a government owned factory. The reason is to avoid smuggling of alcohol in the country.

As in any other Latin American country, there are always rice and beans for lunch. Of course, the "sistema" is a must.

Costa Rica is a special democratic country. Why? We don't have an Army. It was abolished in 1949. It is a number of international organizations such as the United Nations, the Organization of American States (OAS), and the International Civil Aviation Organization (ICAO).

The OAS has a program of scholarship and I was lucky enough to get one. This is my fourth trip at ERAS and I plan to graduate in the summer of '74. The OAS requires me to go back to Costa Rica for at least two years. Most probably, I will fly for LACC, the Costa Rican airline, LACSA, flies to Central America and South America and into Miami. They use the British BAC-111 jet.

I do appreciate the interest in me and my country shown by so many people. I am looking forward to yet another year at ERAS and, of course, graduation.

He will end the conversation, "Get ready to travel without concern abroad."

In conclusion then, save your composure and you will have a much more exciting story to tell at home.

Notice Of Openings For Campus Security

Position: Part time evening Security Guards to work on the Embry-Riddle Campus.

Primary Duties: Providing protection for campus and student property during other than normal working hours. Enforcing regulations as set forth by the ERAS Administration and ERAS Student Government Association.

Requirements: All applicants who are registered students at ERAS and who are in good standing with the university will be considered. Preference will be given to those students who are 21 years or older. Prior military experience is helpful, but is not a prerequisite.

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