

**ISTANBUL GELISIM
UNIVERSITY**



SosyoCom

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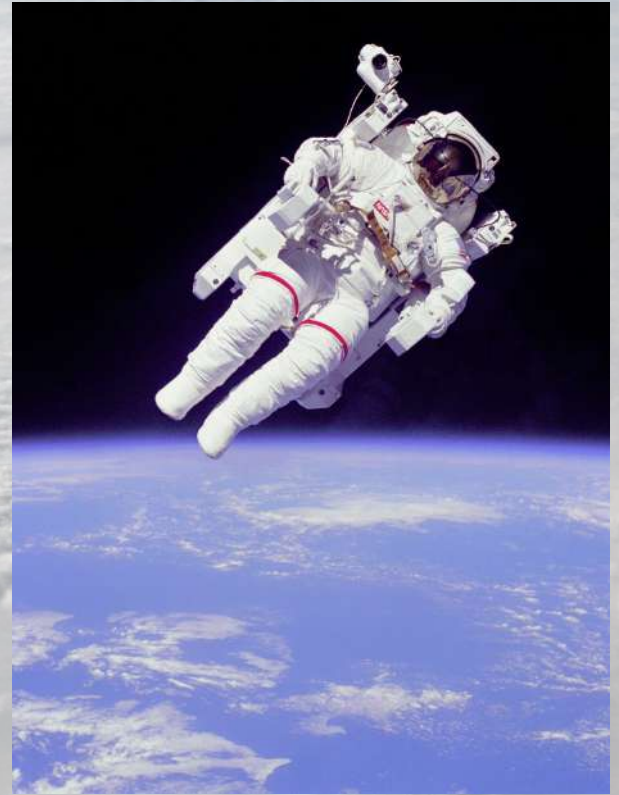
AVIATION MANAGEMENT IN THE DEPTHS OF SPACE

TECHNO-
AGENDA

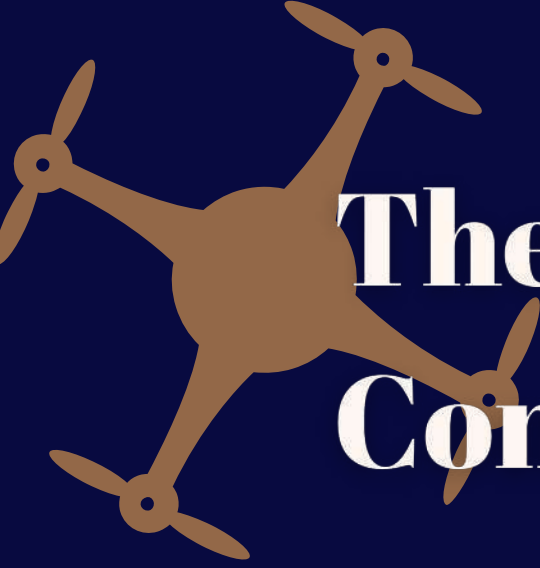
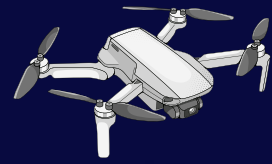
The "space race" among billionaires continues. In recent months, Jeff Bezos' Blue Origin space company, Elon Musk's SpaceX space company, and Richard Branson's Virgin Galactic space company have organized tourist trips to space. The purpose of these companies is to increase commercial flights by sending non-astronauts into space. It is foreseen that in the future it will become commonplace to live and work in space, explore different planets, engage in tourist activities to discover the wonders of space, mine satellites and asteroids, and transport cargo. This will lead to the emergence of a previously unimaginable market in aviation. However, for now, we have to look for aviation activities related to the space market in our imaginations.

Future aviation operations are expected to be highly dynamic and diverse. For example, the atmosphere of space has no pressure that allows us to breathe, and so space crew members and passengers will need sophisticated clothing systems to safely take spacewalks outside the spacecraft. Another example is that the spacecraft will be shielded to protect the space crew and passengers from harmful radiation, so the exposure of space crew and passengers to sunlight is limited. Since the body cannot produce vitamin D without sunlight, they will be required to take vitamin D supplements to protect their bones. At the same time, bones are not solid, unchanging piles of calcium, they are a developing part of the body. They constantly reshape and renew themselves based on the pressures and forces exerted on them. Studies have shown that long-term space exploration can reduce bone mass by up to 1-2% each month spent in space. Just like bones, the muscles of the body simply weaken in a weightless environment. If the space crew and their passengers don't exercise, their bodies will start to lose bone and muscle density. Therefore, two and a half hours of fitness training will need to be carried out every day. These issues may be mitigated by carrying out pre-flight physical tests that measure spaceflight fitness, have crew and passengers undergo a comprehensive medical examination before takeoff, having them carry out space travel training, medically ergonomic space station design, the preparation of emergency management plans, spacecraft fleet planning, and the passing of space travel legislation.

Asst. Prof. Habibe GÜNGÖR
The Department of Aviation Management



Perhaps in the future most people will go into space as part of their daily work. The timely, reliable, and smooth flow of space operations, the maintenance of launch vehicles and space stations will depend on efficient and effective planning, which leads us to the conclusion that space aviation management will be one of the professions of the future.



The Future of Stock Control: Drones

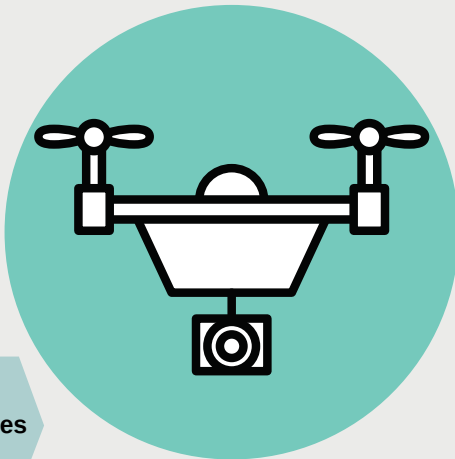
Asst. Prof. Kadir MERSİN
The Department of Logistics
Management



A drone is a technologically unmanned aerial vehicle. Essentially, a drone is a flying robot that can be remotely controlled via software-controlled flight plans in its onboard systems or can fly autonomously, working in conjunction with built-in sensors and GPS. Although its Turkish language equivalent could not be found exactly, it has settled in the military literature as an Unmanned Aerial Vehicle (UAV).

The history of drones can be traced back to 1849 when Austria attacked Venice using unmanned balloons filled with explosives. The Austrian forces besieging Venice at that time attacked the city by launching about 200 of these incendiary balloons. The modern-day drone design first emerged in 1907 when the brothers Jacques and Louis Bréguet developed an early example, the gyroplane, with the help of French physiologist Professor Charles Richet, which represented an early forerunner of the helicopter.

When we come to the 21st century, drones have started to be used in the news media, TV series and film shootings, search and rescue activities, and package deliveries, as well as military areas. Moreover, this technology has recently been used to count goods in warehouses.



Zero Error with Drones



Stock control in a warehouse is done by several methods. One of these methods is a visual inspection. In the visual inspection method, the stock level is periodically observed by an experienced officer. It is a method frequently preferred by small businesses because it is a cheap and simple method. However, since the order quantity and level are completely dependent on human experience, the probability of error is high. If this process is done with the help of drones, the error rate decreases to zero. Various robot companies provide counting services, and a logistics warehouse of 10,000 pallets can be counted in 1 hour with the help of drones. Drones come to the pallets and read the barcode on the pallet and transfer the information from this barcode to the logistics company's system. In this way, the error rate is reduced to zero. By increasing the number of drones, a warehouse of 100,000 pallets can be counted in as little as 8 hours.

[Click](#) to access resources.

WILL CIRCULAR RUNWAYS EVER TAKE OFF?

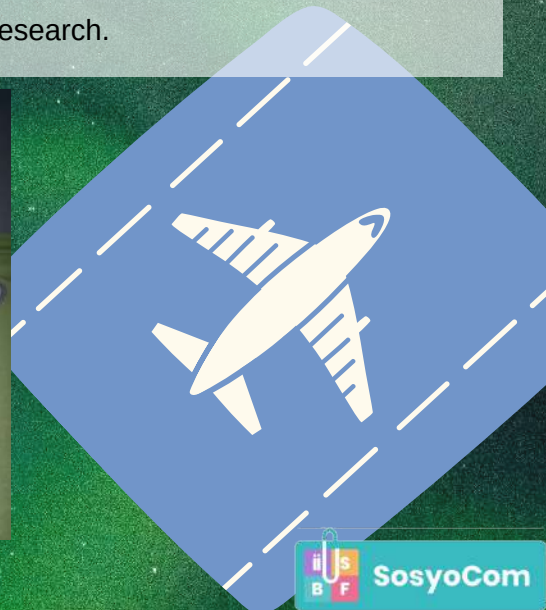
Asst. Prof. Oğuz YILDIZ
The Department of Aviation Management

My big idea is to build a circular runway. Aircraft can land and take off at points on this circle to make certain they have no crosswind and only headwind. Henk Hesselink, who works at the Netherlands Aerospace Center, came up with the idea after watching planes land in dangerous crosswinds. The team he works with uses flight simulators to test the idea of a circular runway. Meanwhile, the runway offers 3 planes the opportunity to land and take off on the circular runway at the same time. The overall runway diameter is 3.5 km and the sides are inclined. Hesselink describes the experience on the runway as follows: "Passengers will experience a slight turn similar to the turn in the air. Because of the centrifugal forces, the aircraft will automatically move slower and towards the center of the runway. Pilots and passengers will not feel like they are on a rollercoaster. They will only use part of this limited circle." He thinks circular runways can have a positive social and environmental impact. Moreover, a circular runway allows you to consume less fuel in the area around the airport.



THE OVERALL RUNWAY DIAMETER IS 3.5KM

Hesselink suggests that manufacturers may also be forced to make adjustments to ensure that the environment is exposed to less noise as it is now possible to fly in any direction and that the opportunity arises to decide which direction to fly in and which direction to avoid flying in during take-off. Hesselink, on the other hand, said there was a huge demand for more airports; this causes congestion and disruption at airports and suggests that the circular runway is an efficient way to handle all this traffic. Finally, the circular runway is equivalent to 3 straight runways in length. But the team calculated that the circular runway can handle the workload of 4 normal runways at the same time. Let's note that although the European Commission has decided to fund Hesselink's work, no commercial circular runway has been built so far. **Click** to access research.



A BRIEF HISTORY OF MONEY

ECO-
AGENDA

Today, developments and discussions about “money” are at the forefront of both our personal and national agendas. Concepts such as interest rates, the value of TL, the dollar rate, Dollar/Euro parity have become a part of our daily conversations. Well, do you wonder how money first appeared, how it evolved in the historical process, what factors determine the value of a currency? If your answer is “yes”, here is a brief history of money:

The original/first money emerged as a generally accepted common good used in the exchange of all other goods. The value of this first money, called “commodity money”, was approximately equal to the value of the commodity. It is claimed that commodity money was first used in Mesopotamia and Egypt about 4500 years ago. The first used commodity money were things such as cattle, whale teeth, various spices, ivory, papyrus, sea snail, and, more recently, various objects such as cigarettes, soap, sugar.



Asst. Prof. Yalçın PAMUK
The Department of Aviation
Management



The use of these objects as money was not very efficient and over time they were replaced by precious metals: gold and silver. In this system, the value of money was equal to its value as a precious metal. It is known that money made of precious metals was first used in Lydia, that is, in Anatolia in 560 BC. The currency standard in which precious metals are used is also grouped under different names according to the way they are used:

- The situation in which both gold and silver are accepted as official currency is called bimetallism.

In bimetallism, silver coins were used for small payments and gold coins for large payments. The conversion rate of gold and silver has historically varied from 1 g gold = 10-20 g silver. This system was widely applied around the world until the second half of the 19th century.

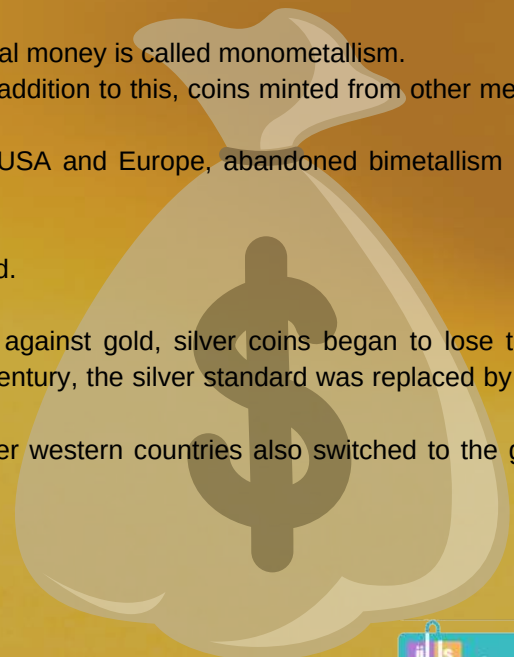
- The situation in which only one unit of gold or silver is accepted as official money is called monometallism.

In monometallism, there is the main coin made from a single metal, but in addition to this, coins minted from other metals are also in circulation in order to satisfy the need for fractional currency.

Towards the end of the 19th century, almost all countries, including the USA and Europe, abandoned bimetallism and switched to monometallism.

Monometallism was implemented as the silver standard or the gold standard.

- As the supply of silver increased excessively and silver depreciated against gold, silver coins began to lose their function as a measure of value. Thus, from the beginning of the 20th century, the silver standard was replaced by the gold standard.
- The gold standard was first introduced in England in 1816. Many other western countries also switched to the gold standard in the early 20th century.



The gold standard has historically been implemented in three phases:

1) Gold Coin Standard: This is the system in which gold circulates in the market in the form of coins. In addition to these gold coins, banknotes representing a certain amount of gold are also in circulation in the market. The gold coin standard remained in practice until 1914 when World War I began.

2) Gold Bullion Standard: In this system, gold is not circulated either as a coin or as bullion. The only currency in circulation were banknotes that represented gold bars, that is, gold bullions. The gold bullion standard has also been abandoned since the 1920s.



- 3) Gold Exchange Standard: In the gold exchange standard, the value of the banknote is no longer directly related to gold as before, but indirectly. In this system, the national currency of a country with a strong economy and an international reputation is considered the key currency. The value of the key currency is tied to the gold at a given parity. Currencies of other countries are also tied to the key currency at a certain exchange rate. Thus, the currencies of other countries are indirectly tied to gold.

The principles of the gold exchange standard were determined at the Bretton Woods conference held in 1944. 45 countries, including Turkey, attended the meeting. The US dollar was accepted as the key currency.

1 ounce of gold = 35 dollars

The currencies of the other 44 countries were also linked to the dollar at a fixed exchange rate. This system continued until 1971.

Afterward, the exchange rates were left to fluctuate.

GLOBAL ECONOMIC IMPACTS OF COVID 19



Asst. Prof. Sarp GÜNERİ
The Department of Aviation Management



The COVID-19 pandemic has had unprecedented impacts on a global, country, and regional basis and has become a global phenomenon. The global pandemic took its place in history as the biggest health problem since the Spanish Flu of 1918. While the global pandemic has had great and long-lasting effects on daily life, hygiene, habits, and many other factors, it has also greatly affected the world economy and individual national economies.

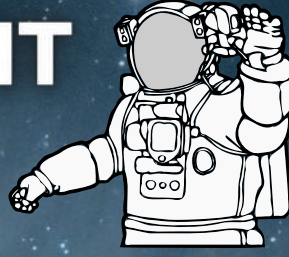
Looking at the effects of the global pandemic on the world economy, a global growth of 5.9% is expected for 2021 compared to -3.2% in 2020. Thus, the shrinkage brought about by the pandemic will be compensated to some extent. Global trade, on the other hand, shrank by 5.3% in 2020 but is expected to grow by 8% in 2021. As a result of the financial and monetary measures taken by various countries, the global economic and commercial contraction in 2020 was less than expected. In many countries, economic growth fell sharply in the second quarter of 2020, but recovered, and turned positive in the third quarter. At the moment, although not very fast, positive growth continues globally. A protracted health crisis such as a pandemic will have long-term and widespread effects. In terms of customer demand, suppressed demand is expected to increase personal savings. Meanwhile, inflationary pressures are felt in many countries. On the supply side, the negative impact of the labor market, congestion and blockages in production and supply chains, disruptions in global energy markets, and difficulties in transportation increase inflation in many countries.

Predictions reveal that developed countries, which participate in 60% of all global economic activities, will remain below their potential production levels at least until 2024. This indicates that it will take time for national and individual economic welfare to reach pre-pandemic levels. The emergence of new variants of the virus is an indication of the possibility that the pandemic will continue for some time. Although there is a higher rate of vaccination in developed countries than in developing countries, new variants cause the pandemic to continue at serious levels in all countries. Also, anti-vaccination is one of the obstacles to ending the pandemic. It is thought that for the pandemic to end completely in the world, societies should be immunized with a high rate of vaccination, and/or the virus should evolve into less dangerous variants. Pandemics in history generally ended thanks to the evolution towards less dangerous variants. However, even though the global pandemic is likely to be over soon, its economic effects are expected to continue for a long time.

Click to access resources.



SPACE FLIGHT ATTENDANT



NEW OCCUPATIONS

Res. Asst. Burcu ÇOLAKOĞLU
The Department of Aviation
Management

While subjects such as space travel and space tourism have been seen as dreams in the past, studies on space tourism have increased in recent years. In particular, the initiatives of private companies in space, apart from government agencies, reduce the costs of going to space, and it may become relatively easy to get to space thanks to new technologies such as reusable rockets. Space tourism is no

longer a trip that only a few adventure-loving tourists can join, but has turned into a field of exploration that all mankind can plan and, eventually, realize. Many companies are working on space travel (companies such as SpaceX, Blue Origin, Virgin Galactic are the main companies that carry out private initiatives related to space). Although the first breakthroughs in space tourism were made under the leadership of the USA and Russia, Asian countries have gradually started to participate in this adventure. It is predicted that space tourism will be quite normal in the not too distant future, just like traveling from one place to another around the globe.



The most important condition for the realization of space tourism is comfortable and easy transportation that can boast a high degree of security. At this point, it is predicted that a new professional group will emerge regarding the safety and security of passengers when traveling to space, which is to say the "Space Cabin Attendant". Flight attendants, who are responsible for ensuring the safety and security of passengers in aircraft, are subject to continuous training in order to fulfill their professional obligations. We will see in the future what kind of training people will undergo for the role of space cabin crew, which is predicted to be one of the professions of the future. We will all have to wait and see.



ISTANBUL GELİŞİM UNIVERSITY CAREER DEVELOPMENT CENTER

Asst. Prof. Sarp GÜNERİ
The Department of Aviation Management

The main purpose of IGU Career Center is to prepare students for business life and to help students act with awareness about their career journeys. So, what do we, as IGU Career Center, do to give our students significant advantages in their career journeys? Let's examine this together under four headings. The first one is our consultancy service. Here, we apply tests to our students and make personality maps of them. Thus, the students become aware of their abilities, interests, and professional values. Immediately after, we offer services, such as CV consultancy, discussions about career indecision, and advice regarding interview techniques according to the needs of the student.

Secondly, we provide training. Apart from the theoretical education that students receive in their courses, we organize training that improves the competencies demanded by contemporary business environments. In so doing, we draw on the skills of experienced experts who are currently working in management positions.

The third is organizations. In addition to Career Days and Sectoral Meetings that appeal to the whole University during the year, we also organize various events based on individual faculties and departments. In this way, we not only allow students to expand their professional and educational networks, but also enable our students to develop such critical competencies as teamwork, leadership, and presentation skills by assigning them to these organizations.



Finally, as a career center, we cooperate with dozens of institutions from many sectors and sign student placement agreements with them. As a result of these agreements, we not only enrich the job and internship opportunities for our students but also allow our students to meet and communicate with at least a few institutions in their chosen sector before they graduate. Although our general working categories formulated in this manner, we also prepare and implement independent, one-off projects throughout the year. One of them is the "Peer Mentor App", an application that we are working very hard on. With this project, we select representatives from each department through interviews and make them peer mentors. We train them regularly and include our peer mentors on the organizing committee of organizations. Most importantly, our peer mentors reach out to institutions to work in concert with their academic staff. Subsequently, they hold meetings and organize events, and, in this way, we shorten the unemployment times of our students, which is one of our most fundamental objectives as a career center.



For our students who want to contact us, our office is on the ground floor of the J block under the Gelişim tower. You can also contact us on our social media accounts. Those who want to see our activities and be informed about what we will do in the future can follow our @igukariyer Instagram account and LinkedIn account, and, at the same time, those who wish can play an active role in these activities.

CULTURE- ARTS- LITERATURE



Res. Asst. Onur TAYFUN
The Department of Aviation Management

THEATER IN ISTANBUL

Istanbul is a city that has a wide range of cultural and artistic activities. Theater constitutes an important pillar of these activities. In addition to private theaters in Istanbul, the presence of State Theaters and the Istanbul Metropolitan Municipality City Theaters facilitates the staging of plays suitable for the time and budget of people from all walks of life. The plays attract a lot of attention and many performances of such plays are sold out.

There are many differences between State Theaters and City Theaters, from the number of stages to the types of plays. Especially the difference and diversity between the genres of the plays, by appealing to different segments of the society, succeeds in bringing the theater to the city in general. To briefly introduce the State and City theaters;

State Theaters perform plays in many cities within Turkey. Plays are regularly staged six days a week on ten stages in Istanbul, on the European and Anatolian sides, and plays that are shown in other cities often come to Istanbul on tour and are also staged here. Istanbul City Theaters, on the other hand, aim to deliver outstanding examples of domestic and foreign theatrical works to their audiences in order to contribute to raising the cultural production, contemporary education, art level and consciousness of the people living in the city in accordance with the social duty of the theatre. City Theaters perform plays on a total of seventeen stages in different districts of Istanbul. The plays are staged five days a week, and on some days there can be up to twenty screenings.

Thanks to this cultural richness of Istanbul, it is possible to watch Shakespeare's Hamlet, Tolstoy's Anna Karenina, Dusan Kovacevic's Professional, Ray Cooner's Tangled plays and much more for between 15 TL and 30 TL.

Being a part of Istanbul's cultural richness and having a good time can be an appealing experience, especially considering that the fee is very low for students. Finally, you can find the monthly play calendar of the State Theaters here and the monthly play calendar of the City Theaters here also.



Journey to the Depths of Music



Asst. Prof. Olcay ÖLÇEN
The Department of Aviation
Management (English)

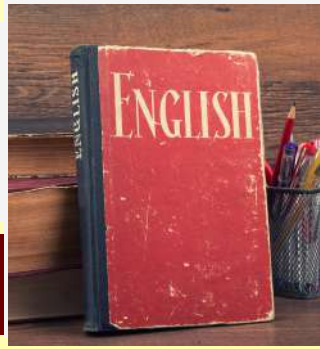
The lives from Gardaniyah to Kaba Geveshte are quiet. They become more and more quiet and complex over time. A taqasim, a fasil or a semai... It is so hard to produce on a 6-string instrument. The oud produces a language of sadness. The music it produces always reflects this, but, at the same time, it also includes a little bit of happiness. The instrument originally hails from the Middle East, Persia and the Caucasus, but it eventually arrived in Istanbul. It is said that the oud is hard to play. On the other side, it should be meticulously considering how difficult it is to make a sound out of oud of the instrument.



We are reaching to you from Kadıköy this month. We carried out a photo-interview with the famous oud luthier Ramazan Calay . According to him, to make an Oud is to leave the turmoil of the world behind you. And also according to him, oud-making is similar to loving a pet. But a pet owner cannot possess or help all the world's pets at the same time, so too an oud luthier can only concentrate their energies on one instrument at a time. Maybe this is the emotion that has allowed him to become a master oud luthier. He knows his ouds, he signs on them, he guarantees them. And the strings of his instruments are produced especially for him. He was taught by his master, Mustafa Copcuoglu. We introduce our esteemed master once again and leave you alone with the pictures from his aworkshop.



ENGLISH SAYING OF THE MONTH



Asst. Prof. Yalçın PAMUK
The Department of Aviation Management

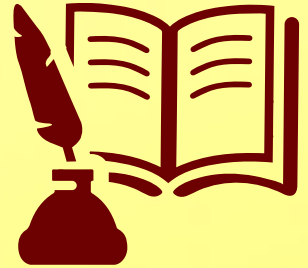


LEST WE FORGET

It has a formal and literary use (merriam-webster.com).

1) In normal texts, it is usually used between two commas to mean "we should not forget", "it should not be forgotten":

- She's a talented singer and, lest we forget, a fine musician as well. [we should not forget that she is also a fine musician] (learnersdictionary.com)
- And, lest we forget, Einstein wrote his most influential papers while working as a clerk. (collinsdictionary.com)
- He saved a Labour party which, lest we forget, came close to extinction. (macmillandictionary.com)



2) It can be found inscribed on war memorials and statues, or sung as a slogan after speeches at commemorations. In this usage, it means "to be sure that we will not forget", "let's not ever forget", "so that we never forget".



- It is very often seen on inscriptions on places such as war memorials and statues built to remember people who died in war in England. It means "so that we don't" or "so that you don't". It is a warning and indicates a hazard to be avoided (bbc.co.uk). It is said at the end of the Remembrance Day speech.
- It is used in Remembrance Day ceremonies in England and Canada as a caution against forgetting those who died in the First World War (wiktionary.org).
- It is used for ANZAC day memorials for the same purpose in Australia and New Zealand (wiktionary.org).

ACADEMIC PLAYLIST



Güneşli Günler
Farazi



Andante
Adrian Zaharia



Güzel Bir Gün - Soft Version
Arka Bahçe



Kumru, Op. 12/2
Fazıl Say



Theme From Schindler's List
John Williams, Itzhak Perlman, Boston Symphony Orche...



Dokunuş
Stefan Andre



The Yellow House
Clint Mansell



Su
Ayşedeniz Gokcin



Yol
Büşra Kayıkçı



Serenade
Franz Schubert, Eugene Ormandy, Philadelphia Orchestra

Ress. Asst. Emre ERGEN

The Department of Public Relations
and Publicity

The first playlist of our Spotify account, "Academic Playlist" which we created last month, has been updated this month by adding songs that will keep our focus and motivation high.

We now have playlists titled Turkish Hits, Foreign Hits, 90s, Turkish 90s, Deephouse, Mixed, Mix, Nostalgia, Nostalgia, Latin, French on our IGU FEAS Spotify account.

You can send us your song suggestions for our playlists via @iguiisbf Instagram account of our faculty and contribute to updating our playlists.

Enjoyable listening...



SOSYOCOM SHELF



Asst. Prof. Seda MUMLU KARANFİL
The Department of Aviation Management

A BOOK

TO FEEL GOOD - DAVID BURNS

We all need to “feel good”. We can get out of the bottomless pits of anxiety, guilt, pessimism, procrastination, low self-esteem or depression that we try to deal with during the day.

American psychiatrist David. D. Burns is the author of bestselling books including Feeling Good: The New Mood Therapy, The Feeling Good Handbook, and Feeling Great. This book describes revolutionary new treatment approaches in the relief of depression and anxiety disorder. The Feeling Good Handbook fluently covers how we can deal with procrastination and behaviors that we blame ourselves for, worry about, or can't get rid of. It includes more than one thought exercise so that we can cope with the events that happen to us in our personal and professional lives and make us feel better. Considering that nearly 6,000 thoughts pass through our daily minds and about 5,000 of them are from the past, it is obvious that we need to train our minds to stay in the moment and think positively.

I wish you pleasant reading.

A MOVIE

DUNE - DENİS VİLLENEUVE

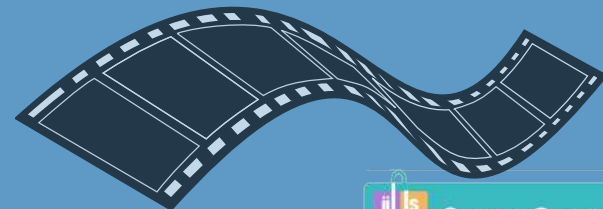
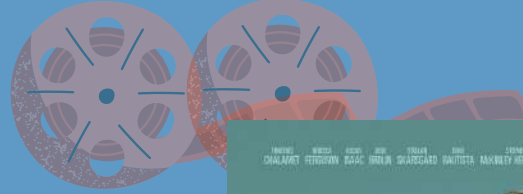
Res. Asst. Ahmet Can ŞENLİK
The Department of Aviation Management

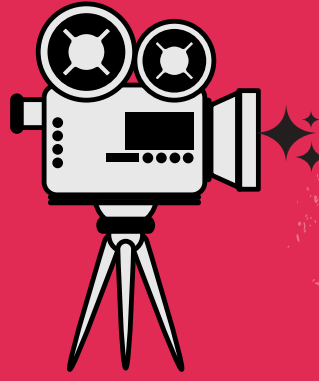
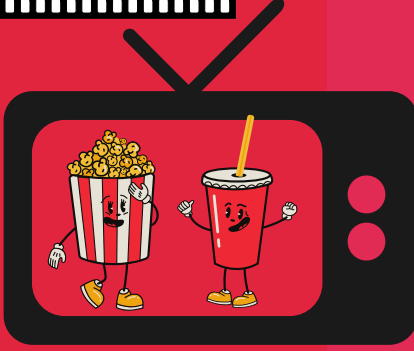
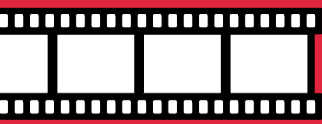
Spice, the most important substance in the universe, exists only on the desert planet Dune. In addition to being used in space travel, spice is a substance that prolongs human life, is addictive, and has hallucinatory effects. The hero of the story, Paul, is the heir to the Atrides dynasty, a noble family in the galactic empire. When the Emperor appoints Paul's father, the Duke Leto, as governor of the planet Dune and responsible for the extraction of spice, a chain of events are triggered that will radically change the lives of Paul and humanity. The film focuses on both a story of a messiah and the consequences of following charismatic leaders fanatically. Unlike other sci-fi movies, this one presents a very complex and exciting universe, resembling today's world and the recent wars in the Middle East.

Dune, which was published by Frank Herbert in 1965 and is a bedside book for science fiction lovers, was adapted for the second time to the big screen this year and has met with much critical acclaim. Denis Villeneuve, one of the most important directors of recent years, is in the director's chair of the movie. Timothée Chalamet, Rebecca Ferguson, Oscar Isaac, Jason Momoa, Zendaya, Javier Bardem all star in the piece

The Spice Must Flow!

Enjoy...





A SERIES

INTO THE NIGHT

Res. Asst. Büşra ÖNLER

The Department of Aviation Management

“Into the Night”, which started broadcasting on the famous media platform Netflix in May last year, has made a name for itself with its extraordinary and exciting subject matter.

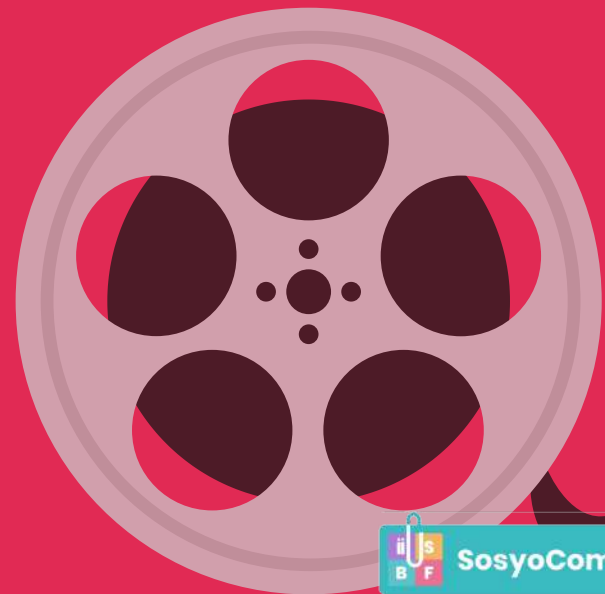
Into the Night is a dystopian thriller series inspired by Jacek Dukaj 's novel “The Old Axolotl”.

The series begins when a NATO officer named Terenzio learns that the sun's rays are killing living things due to some cosmic events and hijacks a passenger plane, forcing the pilot to off from Brussels and to constantly head west before sunrise. Subsequently, Terenzio and the other characters on the plane engage in a tough fight for survival.

The first season of the series mostly takes place inside an A320 type passenger plane. The characters, who managed to reach a shelter where they could be protected from the sun at the end of the first season, have to struggle with the difficult conditions in the shelter in the second season.

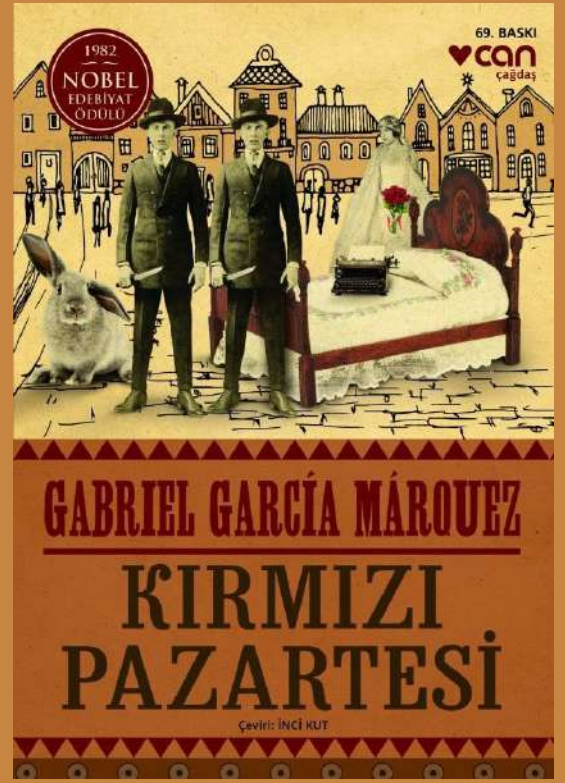
Although the series has been well received by the masses, it has also been criticized by some, as some scenes are contrary to the nature of aviation. Although the scenes such as a helicopter pilot flying the plane using videos on YouTube and the plane leaving the parking position without a pushback vehicle are far from aviation realities, the series is enjoyable to watch due to its high tension level and interesting subject.

The encounter with Turkish characters in the Into the Night series, which features characters from many different nationalities, makes the series more interesting for us. Mehmet Kurtuluş, who made a name for himself with his success in the first season, accompanies the famous actor Kivanç Tatlıtuğ as a guest actor in the second season.





BOOK REVIEW OF THE MONTH



CHRONICLE OF A DEATH FORETOLD - GABRIEL GARCIA MARQUEZ

Res. Asst. Yunus TURAN

The Department of Political Science and International Relations



YEAR OF PUBLICATION: 2000

PAGE: 136

PUBLISHER: CAN YAYINLARI

TRANSLATOR: İNCİ KUT



Gabriel Garcia Marquez chronicles a premeditated murder in his short novel named Chronicle of a Death Foretold. The story is based on a murder, but the aim of the author is not to solve the puzzle of the crime but to criticize the fatalistic and prejudiced response people have towards it.

Angela is a young woman who has recently gotten married. However, on her wedding night it is discovered that she is not a virgin and her husband returns her to her family home in shame. He and his brother try to force Angela to tell them the name of her lover, but she tells them it was a young man named Nasar, even though he is entirely innocent.

The brothers plot to murder the innocent Nasar and the whole town becomes aware of this, including Nasar himself. A blind eye is turned to this potential crime by both the authorities and the rest of the inhabitants of the town. Ultimately, Nasar, aware of both his innocence and the inevitability of his fate, enters the town square and is murdered by the brothers.

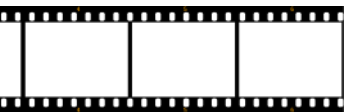
It is important to note that Nasar's murder was an honour killing and that it was committed in broad daylight in a town where everybody knows each other. Therefore, Marquez extends the boundaries of his social critique by bringing concepts such as honour and custom into the discussion and he creates a striking story that touches upon the tension between fate and agency.

The book raises issues surrounding guilt, responsibility, societal indifference and women's rights. It is a valuable contribution to Marquez's already remarkable *oeuvre*, so enjoy!

MOVIE REVIEW OF THE MONTH

STOWAWAY

Asst. Prof. Habibe GÜNGÖR
The Department of Aviation Management



YEAR: 2021
TIME: 1 HOUR 56 MINUTES
DIRECTOR: JOE PENNA
CAST: ANNA KENDRICK, TONI COLLETTE, DANIEL DAE KIM



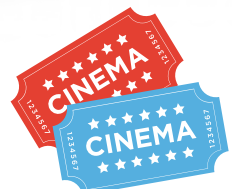
With certain developments in recent months, traveling to space has become a tangible and accessible reality, not a science fiction fantasy. However, we still have to look at the details of journeying to different planets in the imagination. We can obtain the necessary data for this dream adventure from what NASA shares, from the imagination of science fiction writers and from the guidance of Hollywood scenarios. The Stowaway movie gives good clues about what such a journey might be like if one day a trip to Mars is made and describes the potential crises that may occur in the process.

The three-man crew consists of captain Marina Barnett, biologist David Kim, and medical researcher Zoe Levenson. A series of disasters occur on the spacecraft, endangering the entire crew. Shortly after takeoff, support engineer Michael Adams, an unconscious stowaway, is spotted behind a panel. The carbon dioxide purifier is permanently disabled and there is only enough oxygen for two people on board. The crew's resources on the spacecraft are dwindling. Without another oxygen source, the four crew members could die before they reach Mars. The team needs to make a decision about this crisis.

Persons who will travel in the aircraft in air transportation consist of trained staff and passengers who have no objection to flying on the plane. No one else is allowed on board the aircraft. Permanently sensitive points are sterilized from hazards. Again, the resources of the crew and passengers on board are limited and must be managed very well. When the characteristics of air transportation are compared with the scenario of the movie, it can be said that space travel has similar processes, features and crises to air transportation.

In Stowaway, where the elements of his journey into space can be followed, the visual effects of the moon and stars, which even our distant ancestors watched with curiosity, were masterfully and remarkably planned.

Enjoy watching...





What Do We Measure in Social Sciences?

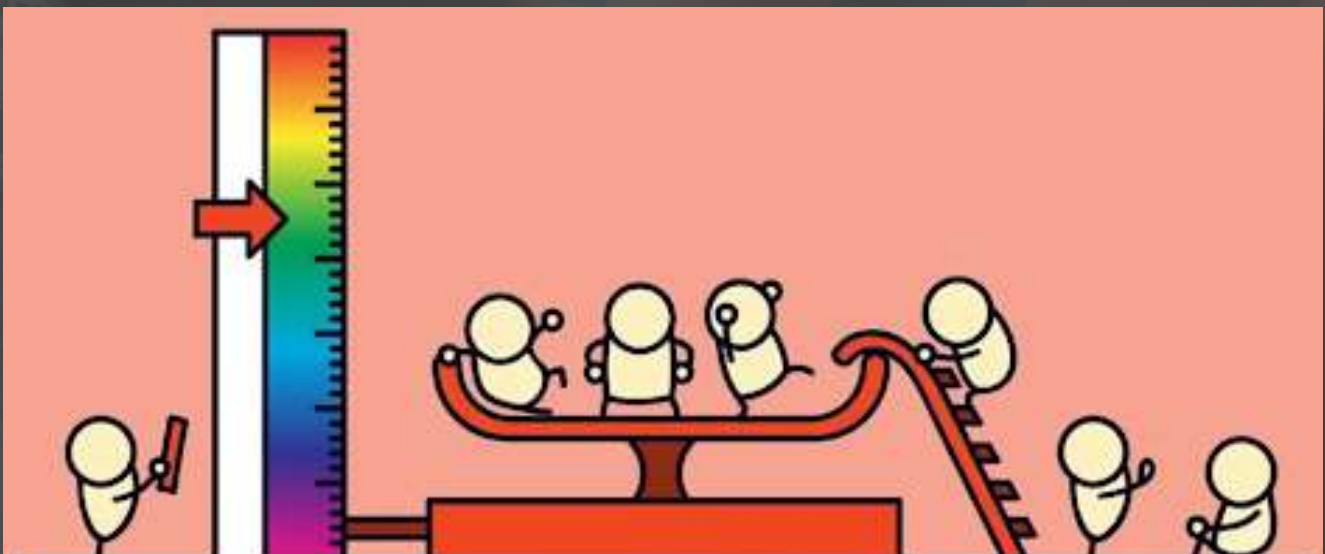
Assoc. Prof. Mustafa ASLAN
The Department of Aviation Management

As per the most accepted definition made by Dr. Norman R. Campbell in his book entitled "An Account of the Principles of Measurement and Calculation," which was published in 1928, measurement is the process of assigning numbers and symbols to objects, persons and phenomena according to certain rules. Measurement forms the basis of scientific activities. Scientific work cannot be done on any concept that cannot be measured.

In positive sciences, measurements are generally provided by universally accepted instruments such as liters, meters, kilograms, joules, and Newtons. In the social sciences, however, the situation is very different. In social sciences, phenomena and intrinsic properties cannot be directly observed and measured. In other words, what social scientists measure are the thoughts, attitudes, affections, behaviors, feelings, perceptions, beliefs, knowledge and performances of the participants, which cannot be directly observed and measured.

Even in this case, the manifestation and externalization of the participants' thoughts, attitudes, affections, behaviors, feelings, perceptions, beliefs, knowledge and performances depend on internal and external conditions to a certain extent and may change over time. These phenomena can be measured with specific tools, namely scales, that internal characteristics are based on a certain theory and enable sense-making. In other words, all measurements in social sciences are made by indirect measurement. However, since the measured concepts are also related to the individuals' cultures, the scales should also be suitable for the dominant culture of the society in which the participants live.

For all these reasons, it is very difficult to measure the phenomena that social studies deal with, and the researcher may encounter problems that they never expected.



Scientific Research Process

Assoc. Prof. Mustafa
ASLAN
The Department of
Aviation Management



The scientific research process begins with the research question. In our business and private lives, we ask many questions about the events, concepts we like to discover the cause-effect or mechanism. Some of these questions can be answered with a single piece of information or data, while others require collecting data from a specific group or groups.

Questions that can be answered by collecting data from more than one person are called statistical research questions or elementarily research questions. At this point, it is necessary to define the concept of scientific research or to answer what the scientific research question is.

Scientific research may be defined in three different ways:

- 1- It is the process of finding a solution to a problem as a result of the examination and analysis of various factors.
- 2- It is the process of regular, systematic, and objective scientific work done to find a solution to a specific problem.
- 3- It is the process of systematically and objectively collecting, recording, and analyzing data to assist in making business decisions.

In this context, scientific research is a logical, systematic, and hierarchical work process that includes the steps of defining the problem or phenomenon and its effects, collecting and analyzing data, and drawing valid conclusions from the findings to solve a problem or explain a phenomenon, revealing the cause and effect relationship.

How Should the Scientific Research Process Work?

In order for the scientific research process to be truly scientific, it must have certain criteria. First of all, in order to be scientific, it must be falsifiable as well as measurable. Furthermore;

- 1- Information should not be intuitive and random.
- 2- The information/data collected and analyzed must be accurate and complete.
- 3- The researcher should be objective.
- 4- The subjective research process causes the data to lose value.
- 5- Its scope should be clear

Steps of Scientific Research Process

The scientific research process is a process that starts with observation and ends with the comparison of the results obtained with the observed phenomenon. If there is a difference, this is the beginning of a new research process.

The steps of the scientific research process are as follows:

1. Observation
2. Definition of the Problem
3. Literature Review
4. Variables, Concepts, and Relationships
5. Formulating Hypotheses
6. Design of the Research
7. Data Collection
8. Analysis of Data
9. Interpretation of Findings
10. Conclusion and Discussion

In the stages of problem definition by observation, researchers ask;

- What are the symptoms of the problem/phenomenon?
- What are the effects of the problem/phenomenon?

Correct answers to these questions prevent two common mistakes; the first prevented mistake is defining the problem too broadly, and the second is defining too narrowly. Both situations make it difficult, or often impossible, to focus on the main research problem.

During the Literature Review, relations should be established between the resources accessed both among themselves and the problem, approaches, schools, names, facts, variables, etc. All information relevant to the research question should be collected.

The literature review should determine the deficiencies of the studies related to the research question, the study's limitations, and the contributions that the study will make to the literature, theory, and/or practice.

Variables, concepts of the research, and the relationship between them and the problem are also being determined during the literature review step. Those findings also should be compared with the observation and literature as well. Only then should the researcher proceed to the Formulating Hypotheses step.

In formulating hypotheses, the researcher puts forward arguments for the causes, effects, mechanism, and/or solution of the problem. The hypotheses are the statements or solutions that are put forward regarding the problem/subject under investigation, which means that the accuracy or falsity of the statements has not yet been tested yet. In this sense, already tested and proven causes & effects or relationships may not be considered as hypotheses. Those may only be considered as the verification of the previous research results. In other words, the researcher's expectations about the variables of the research problem and/or the relationships/effects between the variables should not have been studied before.

The researcher aims to test the arguments using the research setup prepared in the Design of the Research step. The Design of the Research step is one of the most critical steps in the scientific research process.



It is also the stage where the research unit (animate, inanimate, phenomenon, event, individual or organization, etc.) is determined. The researcher determines what to measure, how to measure, and depending on these, the type of research (there are nine types of research in total: Applied, Basic, Qualitative, Quantitative, Descriptive, Relational, Exploratory, Case, Field and Laboratory). This step is one of the steps that determine the research's success or failure, yet the most mistakes are made.

In this step also the Data Collection is being formulated. The researcher needs to define the number of participants, the data collection conditions, how, where, when, from whom, and how many times (cross-sectional or longitudinal) the data will be collected. Then the collected data is subjected to Statistical Analysis, and the findings are interpreted. A conclusion is reached considering both the literature and the problem. The result obtained is discussed by comparing it with the observation.

ENTREPRENEURSHIP AND INNOVATION



AIRBUS' ZERO EMISSION PLANES

Asst. Prof. Oğuz YILDIZ

The Department of Aviation Management

The first of three main concepts unveiled today by Airbus is the new Zero-Emission aircraft labelled the ZEROe plan to enter the market by 2035. It will be powered by hydrogen-based fuel instead of petrochemicals or electric batteries. You may ask what hydrogen fuel is. The basic principle is that liquid hydrogen, which creates a highly efficient hybrid-electric propulsion system, is burned with oxygen in a gas turbine. The resulting emissions of hydrogen dioxide, commonly known as water, are released into the atmosphere chemical and radioactive pollutant-free. This represents the only achievable zero-emission technology that is possible in the market today. The most significant point is that hydrogen fuel can work with current aircraft technology and meet some of our needs for jet fuel. New engines need to be placed in an existing airframe, simply by changing the manner of an aircraft engine-work. That's why Airbus is very optimistic about bringing hydrogen-based technology to market by 2035.

The first, a hydrogen turboprop, which looks like the ATR72 or the Q400, is frequently used in regional networks today. It will have a range of around 1000 nautical miles and be powered by two peculiar hydrogen turboprop engines. This aircraft will carry just under 100 passengers in a standard configuration. But for larger airlines, it will fit perfectly into Airbus' second design, as it is designed for regional feeder routes. The second was designed by Airbus to carry 200 passengers with a range of 2000 nautical miles. This aircraft looks just like the planes that we see flying in the world today. Although with no emissions. The range is perfect for most routes as the average distance travelled by most flights today is only 1,240 nautical miles or 2,300 kilometres.

The last concept, and by far the most interesting, is the integrated wing-body concept. This aircraft which consists of a wing will carry cargo in a completely different way from modern aircraft. The design, which provides a more extended range and can carry more passengers, will reduce fuel consumption in tens of percentiles. Because this architecture provides more space and more volume to store hydrogen, that is, to store fuel. Thus the concept gives much more space and much more freedom in terms of design space to accommodate passengers and hydrogen. One airline has already shown serious interest in these concepts. European's low-cost carrier EasyJet appears committed to flying more sustainably. On the other hand, although the answer lies in technology for the sector, it is also a matter of curiosity what it would be like to fly in such a design.





CAN SUSTAINABLE AVIATION FUELS HELP US DECARBONIZE AVIATION?



Asst. Prof. Oğuz YILDIZ
The Department of Aviation
Management

The understandings and implementations of the business enterprises that originate from Adam Smith's laissez-faire imply the use of all resources irrationally to produce and sell goods within the scope of economies to make more and more profits. This approach is based on maximizing the stock price of the company in which the shareholders have invested. Wildfires and flash floods caused by climate change have proven that this progress is unsustainable. Although greenhouse gas emissions from the aviation sector are at a level of 2%, initiatives led by ICAO and EUROCONTROL attribute great importance to sustainable innovations. One of them is sustainable aviation fuels (SAF), which puts the reduction of carbon emissions at the forefront.



In January 2021 KLM operated the first commercial passenger flight from Amsterdam Airport Schiphol to Madrid using an admixture of 500 liters of sustainable synthetic kerosene.

SAF are a cleaner substitute for fossil jet fuels. They fall into two categories: biofuels or synthetic fuels. Biofuels are produced from biomass like plants and wood products or residues like used oils and waste. The latter is more sustainable and addresses the ethical concern of competition within the food chain of local populations, e.g. crops. Synthetic fuels are produced from two main ingredients: carbon dioxide and water, but they require large amounts of electricity. Synthetic fuels can be zero-carbon if renewable electricity is used in the production process, and CO2 is captured from the air. Already today, SAF are compatible with current aircraft and can be blended with kerosene up to 50% using existing engines and the existing fuel supply chain at the airport. They comply strictly with fuel specifications through certification.

Today SAF account for less than 1% of total EU aviation fuel consumption because SAF from biomass cost about three times more than kerosene, e-fuels even eight times more. Ramping up the production of SAF at competitive prices will be necessary to unleash their full potential to decarbonize aviation. Nevertheless, more and more airlines and airports are in the process of offering SAF to their customers: Oslo Airport became the first international airport to offer SAF as part of their fuel mix in 2016. SAF initiatives are now spreading across Europe. For instance, SAF became available in Switzerland for the first time in 2020 when Zurich Airport drove the initiative to provide it to business jets during the World Economic Forum Annual Meeting in Davos.

SELECTION OF PIONEERING USE OF SUSTAINABLE AVIATION FUELS IN EUROPE

- Airports that regularly offer SAF
- A base of airlines that use SAF
- Airports that received batches of SAF
- Other (Airbus, NL Fighter jet)

Disclaimer: This map is based on (publicly) available information with no claim to comprehensiveness.



Author's Note: The data about using SAF in Europe was taken from the Aviation Sustainability Briefing by EUROCONTROL.



POLITICAL-AGENDA



RUSSIA-UKRAINE TENSION AND TURKEY

Asst. Prof. Sarp GÜNERİ

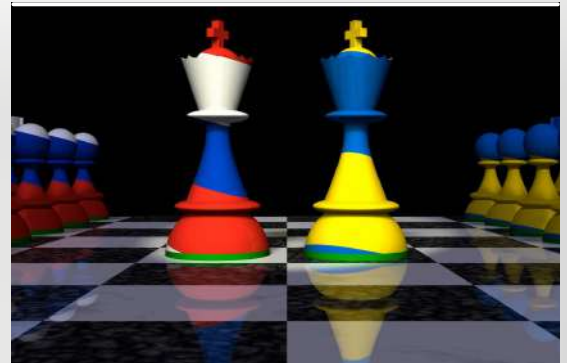
The Department of Aviation Management

The tension between the two countries has been increasing with the recent Russian military build-up on the Ukrainian border. In this context, the tension between western countries and Russia has also escalated. The USA and its European allies have made statements and have warned Russia against a new invasion attempt with very harsh words and stated that this would have very serious consequences for Moscow. The US administration described Russia's moves as "the biggest security threat facing Europe" and announced that "the US is ready to take action with its European allies and respond without hesitation" if Russia invades Ukraine. In this context, the USA and European countries have stated that they are against the invasion attempts, which will be a continuation of the occupation of Crimea.

In the crisis in question, Russia blames Ukraine for the tension. Turkey, on the other hand, is a NATO member with close relations with both Moscow and Kiev. The Presidency of the Republic of Turkey stated that Turkey does not want war in the region and suggested mediation between the parties to contribute to the reduction of tension. Although the proposal was not warmly welcomed by the Kremlin, it is noteworthy that Russia did not completely close the door to Turkey's proposals.

While political observers state that Turkey's sale of advanced armed unmanned aerial vehicles to Ukraine creates discomfort in Russia, they point out that the Kremlin follows a "careful and balanced" policy in its dialogue with Ankara. It is also stated that Turkey is the largest NATO country with a coast on the Black Sea, yet the US's cold attitude towards the plans to increase its military presence in the region is also effective. The issue that Russia opposes more strongly is Ukraine's membership in NATO. However, it is stated that if the defence industry cooperation between Turkey and Ukraine does not lead to this goal, it will not pose a big problem for Moscow. According to experts, Moscow is pleased that although Turkey is a NATO member, it does not openly take sides in the escalating tension between the West and Russia. According to Russia, although Turkey plays a facilitating role in the crisis in question, its mediation is not preferred. It is important for Turkey to have good relations with both countries both in terms of the resolution of the crises and the balances in the region.

In recent years, the claims that Turkey broke away from the West and got closer to Russia have been on the agenda. But in fact, Turkey's traditional Black Sea foreign policy already envisages not involving the USA and NATO in the Black Sea too much and prioritizing regional cooperation. Although Russia has gradually turned into a dominant power in the Black Sea, there has not been a serious change in Turkey's policy in this context. Another fact that should not be ignored is that Turkey's priorities have shifted to the south.



PROHIBITED AIRSPACE AS AN INTERNATIONAL RESTRICTIVE MEASURE

Res. Asst. Onur KAYA

**The Department of the Political Science
and International Relations**



ICAO

The right of states to prohibit flights within their territory or territorial waters has been defined by the International Civil Aviation Organization and accepted by many countries. The Convention on International Civil Aviation, also known as the Chicago Convention and signed by 193 countries over the years, appears as a contract that ensures regulation of the requirements of international civil aviation for all member states and determines the rules to be followed. In other words, the convention that has succeeded in transforming the air law into an international regime makes definitions depending on the context of the agreement.

According to Özkanlısoy (2020), it is clear to see that the lines of those definitions are also determined in the 2nd, 4th, and 15th annexes of the contract. According to these annexes, the prohibited zone is that “airspace of a certain width over the land territory or territorial waters of a state, within which the flight of aircraft is prohibited”, and the restricted area is defined as “airspace of a certain width over the land territory or territorial waters of a state within which the flight of aircraft is restricted in accordance with strictly clarified conditions”.



Generally, countries do not allow flights to certain areas due to their own national, political or military security concerns. In addition, they may resort to this way due to their historical or environmental concerns. Even national airline companies may have to comply with these prohibitions. For instance, passenger flights are not allowed to fly below a certain height over religious, natural, historical, political areas and areas with crowded visitors. For example, Peru prohibits planes from flying over the ancient city of Machu Picchu, which is the largest remnant of the Incas due to the region's fragile ecological balance and historical importance. Tiananmen Square in China, the Parthenon in Greece, Buda Castle in Hungary, Buckingham Palace in the United Kingdom, Disneyland in the USA, or Imralı Island in Turkey can also be added to this list.



Another way to use the concept of prohibited airspace is to use it as an international restrictive measure. The latest example of this situation can be seen in the decisions of the European Council, which has gradually developed restrictive measures against the Belarusian government that has followed practices such as violence, intimidation, or arbitrary detention against the protests following the presidential elections in October 2020. As a part of the 3rd of the restrictive measures in June 2021, the Council closed the EU airspace to Belarusian airline companies and prohibited the landing and departure of aircraft belonging to these companies at airports within the borders of the EU. The banning was imposed after the Belarusian government forcibly landed a passenger flight flying within its airspace to arrest an opposition journalist.

Click to access [references](#).

Health- Psychology



AVIATION AND STRESS



İrem ÇAKIR

**A 4th Year Student from the
Department of Aviation Management**

Although the expression of stress is thought to be a challenging process in its widespread use, research has proven that it strengthens survival skills. While the stress we experience with the reflex of escaping while boiling water is poured on us sets an example for our daily stresses, we can call the stress we experience while arranging and fulfilling our duties occupational stress.

Every profession has its responsibilities and brings stress with it. The most important detail in the aviation industry is ensuring a safe, secure, and comfortable flight. There are many rules set for this, and every person working in-flight operation undergoes a rigorous training on this subject. However, in some crises, the team and each individual in the team need to use their skills, knowledge, and experience effectively. Stress and situational awareness affect each other in two ways. The information we obtain through our perceptions, such as pressure and temperature being at different levels than normal, and visual and sound pollution created by instruments affect our decision-making process, which causes stress.



Especially in suddenly changing weather conditions, the cockpit crew's difficulty in seeing the runway, for example, the fogging air, the lack of communication with ATC, the constant sitting position of the body during long flights, and even the quality of the jersey worn can be stressful. Responding to the demands of passengers as quickly as possible and responding to situations that create fear and tension in the cabin are some of the stresses experienced by the cabin crew.

In aviation, we can be exposed to stress factors. In such cases, we need to improve ourselves in stress management in order to make the right decisions. For example:



- Regular health check-ups
- Making a sleep schedule
- Consume healthy food and drinks
- Choose sports that will not force the body
- Do meditation and breathing exercises
- It is necessary to engage in activities that will improve communication skills within the team and with passengers.



Psychology of Presenteeism

Asst. Prof. Seda MUMLU KARANFIL
The Department of the Aviation Management



Today, many people have health problems but continue to work without permission despite this fact, Continuing to work despite health problems of the employee causes productivity losses. This concept is called presenteeism. In addition to health problems, the employee's family problems and problems in the work environment also cause presenteeism. In a study conducted by the health improvement services provider AdvancePCS (2003), productivity losses caused by absenteeism in businesses were 28%, while productivity losses caused by presenteeism were determined as 72%. This shows that if the employee is sick, or has other problems, continuing to work is a more costly and invisible problem than absenteeism. Because when the employee does not come to work, the loss of productivity is 100%, and for example, when they is sick, they spend the time they need to rest at home, and the risk of infecting others with their illness decreases. However, if a sick person continues to work, it both prolongs the recovery period, increases the risk of transmitting the disease to others, and makes it difficult to know how efficiently the employee is working.

So why do people continue to work without permission when they are sick or have any problems? Actually, there may be more than one answer to this. The attitude of the institution where he/she works in terms of obtaining permission can primarily affect this behavior. The employee may be worried that they can be fired if they take a leave, and therefore the perception of job insecurity may be high. Employees may want to show their managers or colleagues how much they are committed to their work, or they may think that they can not transfer their work to anyone and no one can do the work they do when they do not go to work. For example, in one study, it was concluded that most doctors showed presenteeism behavior. Because when doctors do not go to work, they think that there is no one to fill their place, and they continue to go to work in case of any problem.



Different reasons that cause the presenteeism behaviour of the employee are various avoidance motivations such as the employee's workaholic personality, the expectation of promotion soon, and the fact that the wage will be cut on the days he does not go to work. In addition, it is seen that the problems experienced by the employee with their family cause more presenteeism behaviour, especially in women. The health problems that were effective in the emergence of the presenteeism are listed as follows, according to their most common incidence: head, back, neck, shoulder pain, stomach discomfort, and flu/cold, stress, and weakness. Finally, the ventilation conditions, lighting, noise, etc. in the workplace, where the employee is located, cause presenteeism behaviour.



As a result, the employee continues to work without permission despite a health problem or some other problems caused by different reasons. Hence, this creates some negativities for businesses and employees. In businesses, these problems appear as productivity losses and costs; in employees, it is seen as low performance, decrease of motivation, absenteeism, and leaving the job over time. As a result, it is of great importance for businesses to take some measures to prevent presenteeism behavior, which causes high productivity losses rather than absenteeism, both in terms of employees' problems and in terms of productivity of the business. Wishing you stay healthy.

FLIGHT PHOBIA

Res. Asst. Büşra ÖNLER
The Department of the Aviation
Management

While flying is a passion for some, it is almost torture for others. Flight phobia, or aerophobia, which makes flying torture, expresses the fear of traveling by any aircraft for various reasons. Aerophobia, which is basically based on the fear of hitting the ground from thousands of feet above the ground or death due to fire, can also be triggered by various traumas in the past, fear of closed and narrow spaces, being on a troublesome flight before, and low survival rate from plane crashes. In addition, not knowing or having wrong information about flight systems, stressful life, personality factors, and biological predisposition can also be effective in developing flight phobia.



In recent years, with the development of technology and the spread of air transportation, "flight phobia" has become one of the most common phobias. Although air transportation is one of the safest modes of transportation, one in four people has a phobia of planes, ranging from those who would agree to fly when they have to fly to those who would never even come close to an airplane. People with this phobia have to take the route that they would take by plane in a very short time using alternative transportation modes in a much longer time. Many business people miss important business opportunities because they cannot travel by plane.



In people who develop flight phobia; symptoms such as heart palpitations, tremors in the hands and legs, nausea, distress, and the inability to think about anything other than the possibility of the plane crashing can be seen. However, it is possible to get rid of the fear of flying and all the related symptoms in a short time with essential suggestions and treatment methods. Although professional methods such as hypnotherapy, psychotherapy, and cognitive behavioral therapy can be used for the treatment of fear of flying; people with the fear of flying can cope with their fear of flying to some extent by listening to music during flights, preferring daytime flights rather than nighttime, or by doing breathing exercises during the flight.





SOCIO-AGENDA



Birth on a Plane: Are the Claims True?

Res. Asst. Büşra ÖNLER
The Department of the
Aviation Management

Although birth on a plane is a rare event, babies born on a plane have always been a matter of curiosity. There have been many claims about babies born on airplanes and their rights in recent years, but how many of these claims are true?

Due to the airline's policies for accepting pregnant passengers, the probability of a birth on board is actually very low. Airways; while it accepts pregnant women who have not completed their 28th week without requesting a doctor's report, passengers who are in their 28th and 35th weeks of pregnancy are accepted with a doctor's report stating "there is no harm in traveling by plane". Passengers who have completed the 36th week of their pregnancy are not accepted to the flight even if they submit a report. Even though the probability of a birth on the plane is quite low, surprise births at thousands of feet can be encountered due to premature birth.



When an unplanned birth begins on an airplane, the cabin crew, who have received basic birth training, first learns whether there is a medical doctor on board and provides the basic life support necessary to keep the mother and baby alive. Meanwhile, the plane is heading to the most suitable location for an emergency landing.

After the birth, questions such as which country the baby will be a citizen of and where the birth place will be come to the fore. In social media; although some myths are encountered, such as that a baby born on an airplane will become a citizen of the world, can enter all countries without a visa, and will receive a lifetime of free flights from the relevant airline, these mostly do not reflect the truth. Although it is known that a few airlines give free flights to the baby for promotional purposes in such cases, airlines mostly do not have such a practice.

The right to citizenship that a baby born on an airplane will acquire varies depending on more than one criteria. The baby usually acquires the citizenship of the country of their parents, but can also have the citizenship of the country of registration of the aircraft on which the birth took place. Some countries may grant citizenship to babies born within their borders. In short, although it does not reflect the fact that babies born on the plane have rights such as world citizenship and free tickets, as claimed, it is true that they have an impressive birth story.



MINDSET CLUB INTERVIEW



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The Department of the Aviation Management

Hello, first of all, we would like to get to know you better. Can you tell us a little about your club? How did your journey begin? (When was it founded? Who are the founders? Where does the name of the club come from?)

Hello, there are students from many different cultures, languages and countries in our school. We thought that these differences could be very valuable and unique experiences for each of us to witness. For this reason, we have established our club on a journey experience that goes better together by embracing all these differences. We are still very new but we are growing. My dear friend Yazid Elrahal and me, Fatma Tuğçenur Çıtak, as psychology students founded our community under the name 'Mindset Club', believing that development and healing begin in the mind.

Can you talk about the goals of Mindset Club?

Its goals are to get to know different cultures and to have the opportunity to get to know our own culture, to increase our competence to take responsibility together with interactive activities, to contribute to our professional knowledge, to move our perspectives further, to organize events for needs by creating a safe space where people can freely express their suggestions and thoughts, by trying to open up the practical area, to bring the university closer from the theoretical field to the practical field.

What kind of vision and mission did Mindset Club set for itself?

By turning our cultural diversity into an opportunity, we want to socialize together with the support of our teachers and friends from all departments, to provide connections and knowledge on issues such as self-development, career and internship opportunities, to be a part of a movement that is focused on improving our educational experiences. Our purpose is to establish a comprehensive club. This is our vision. Our mission is to contribute to the effort to make university life as efficient as possible, not only academically but also socially, with the idea that our differences should unite and move us forward rather than dividing us into groups.

What are Mindset Club's priorities?

Our top priority is to always keep our club open to everyone, all ideas, suggestions and criticism are valid. At the same time, it is very valuable for us that the events we will organize are in line with the wishes and needs of the members of our club. We focus on establishing the dynamic of our club so that it can always remain active. For this reason, we plan to start our events with as many people as possible and as soon as possible.

What kind of events does Mindset Club Plan?

- Awareness activities and events for international days and dates.
- Events to increase intercultural interaction and recognition.
- Events in which participants can take active responsibility.
- Inter-student forums.
- Academic discussions.
- Field conversations.
- Academic development meetings.
- Seminars.
- Workshops that can provide a practical space.

How does Mindset Club draw a path for itself, unlike other clubs?

First of all, we try to organize our events in two different languages, English and Turkish, and offer our members practice and experience in both languages. We prefer our members to be in planning events, so that they are involved in its establishment and experience it one-on-one, rather than being spectators to our events. We always want to keep our event plans one step ahead and prevent becoming passive over time. We are also working on the sustainability of our club so that it can continue as a legacy after we graduate. We welcome everyone who wants to join us. We will share our contact addresses below. Thanks for your time.

Instagram account: @mindset.igu

Yazid Elrahal: yazid.elrahal@outlook.com

Fatma Tuğçenur Çıtak: f.tugcecitak@gmail.com



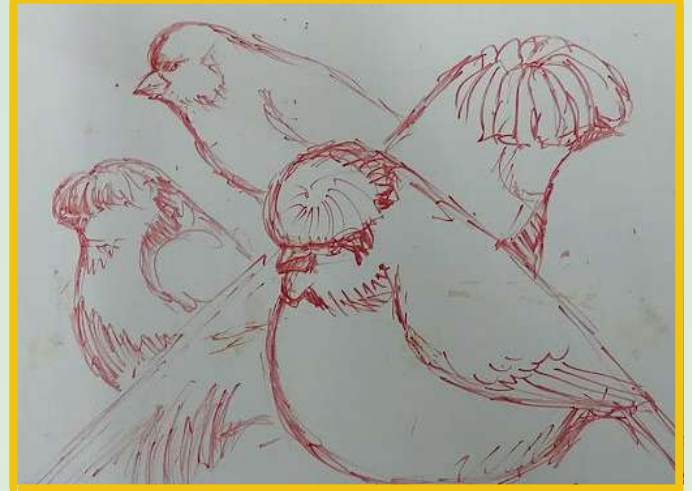
Life, Auction and Passion: A visit to Istanbul Canary Lovers Association (ICLA)



Dr. Öğr. Üyesi Olcay ÖLÇEN
Havacılık Yönetimi (İngilizce) Bölümü



Board of Members.



A representation of a Canary.

Sometimes it is very difficult to decide what a suitable price is, where a suitable place is, and who shares the same emotions with you. It is also difficult to predict a suitable price, to control it, and not to move with instincts in hard times. It is a real economic game with many rules. The power of a bargain is so vital. For this reason, auctions and, especially, older type auctions are so important.

We greet you from Aksaray this month. We carried out a little photo interview at Istanbul Canary Lover Association. The canary, a small bird, is loved by many people from many different countries of the world such as England, France, Holland, and Arabic Countries. The song of this bird, its colours, and its customs attract millions of people. If you want to join a real and old-style auction, the president, vice-president and other members of ICLA will welcome you on Sundays.



Before auction. Auction center.



Child Labor

Yiğit Alp DEMİR
A Student from the
Department of Public
Relations and Publicity

Due to child labor, one of the biggest problems of today's world, many of our young people are deprived of their most basic rights, such as playing games and getting an education. In this context, many states have taken some decisions to combat child labor. For instance, there are various regulations about child labor in Labor Law No. 4857 in the constitution of Turkey. The law clearly defines child labor. According to the Labor Law, every individual under the age of 15 is a child and it is forbidden to employ them.

Guy Ryder, Director-General of the ILO, says that the universal ratification of Convention No. 182 is a first in history, meaning that all children now have legal protection against the worst forms of child labor. This is a universal approval and reflects a global commitment that there is no room for child labor in our societies anymore that harm children's health, morals, or psychological well-being, such as slavery, sexual exploitation, armed conflict, and other illegal, and dangerous works.



The issue of child labor is not the problem of today or tomorrow, it is a situation we confront in every moment of our lives. Although researches in the global context show that the number of child labor has decreased recently, this decline may also be reversed after the Covid-19 Pandemic. In the researches, some reasons for this situation have been identified, and they are as follows:

- **Poverty:** It is observed as one of the main reasons for child labor in researches and studies. Inadequate budget and economic difficulties cause families to take their children from school and push them in to work.
- **Unemployment:** The most generally accepted definition of unemployment, which is both an individual and a social problem, is "the state of not being able to have a job at the current wage level despite being able to work, willing and ready to work", and this is a definition that applies to unemployment.
- **Education-Related Reasons:** A crucial reason for employing children is the limited educational opportunities. Children who cannot be involved in the education system as a result of the insufficient development of the educational infrastructure and the factors that prevent children from benefiting from education services either enter the working life or remain unemployed. Another issue is that there are social stereotypes in education. Vocational high schools can be improved in quality to educate children who cannot attend university, and various projects can be carried out for these students.
- **Migration and Related Reasons:** Migration is defined as "the situation of individuals and communities to move from one country to another, from one settlement to another for economic, social or political reasons". Due to the poverty experienced by immigrant families, the members of these families have to work to survive. Another issue observed in this regard is the employment of unregistered children.
- **Traditional Perspective:** According to Leibenstein's "Economic Theory of Fertility," the child has three benefits for the family. The first of these is the utility of the child as a means of production; second, its usefulness as a social security tool; third, it is beneficial for the child to be a source of joy. The first benefit is economic; the second is both economic and social; and the third one is psychological. As the income level of the family decreases, the benefit of the child is economically evaluated more.
- **Lack of Auditing and Social Awareness:** Other remarkable issues are audit deficiencies and social awareness. The ignorance about both legislation and constitutional rights for children also causes children to be employed.



Legally, children from the age of 15 can work in light jobs that do not affect their lives. That's why our priority is, as always, "The Future is in the Hands of Educated Children", followed by "Productive Youth with Qualified Employment". There is no obstacle that we cannot overcome with a productive, self-developing, qualified and conscious society...



Time to Socialize

Res. Asst. Zeynep ÖZCAN
The Department of Advertising

In this month's newsletter, we discussed the Museum of Broken Relationships in Croatia, the International UFO Museum and Research Center in the USA, and the Underwater Museum of Cancun in Mexico, among the museums featured in Google Arts & Culture. [Click](#) to access other museums.

Museum of Broken Relationships – Croatia

In relationships, sometimes things don't go the way we want, and the day of separation comes and goes. Hearts are separated. Located in the Upper Town of Zagreb and established in 2010, the museum contains personal belongings from former lovers and secret confessions of visitors. Click [here](#) to view the museum where visitors can donate objects and where tragic objects are also located.



International UFO Museum and Research Center – USA

The museum, which mainly focuses on the Roswell incident in 1947, also includes objects related to UFO incidents from different times. Founded in 1991 by Glenn Dennis, the museum includes an extensive library and has exhibits focusing on the history of UFOs. In addition, various souvenirs related to UFOs can be purchased from the museum. [Click](#) for detailed information about the museum.

Cancun Underwater Museum – Mexico

Located in Cancun, Mexico, the museum contains 500 sculptures, mostly by Jason deCaires Taylor and five Mexican sculptors. Officially opened in 2010, the museum was designed to provide an alternative place for divers. Click [here](#) for information about the museum.



EVENTS IN ISTANBUL

As SosyoCom family, we have chosen Istanbul Illusion Museum, Baltalimanı Japanese Garden and Chocolate Museum for you in this month's issue.

Istanbul Illusion Museum

In the museum located on Beyoğlu Istiklal Street; various types of illusions are on display, namely photographic illusions, optical illusions, holograms, the Beuchet Chair Illusion, the Infinity Tunnel, the Real Mirror, the Stereogram, the Kaleidoscope, the Clone Table, the Head in Plate, Rubin's Vase, the Illusion of Following the Face, Turntables, the Complex Cylinder, the enchanted Rod, the Chamber of Ames, the Infinity Chamber, the Vortex Tunnel, and the Upside Down Room. The museum is also a place where visitors can take pictures,, especially for social media. [Click](#) to access detailed information.



Baltalimanı Japanese Garden

Established with the cooperation of Japan and Turkey, the botanical garden is managed by the Istanbul Metropolitan Municipality. When you enter through the the museum's gate, which are inspired by the Marmara Strait and Shimonoseki Strait, there are various walking areas such as the Tea Room, Waterfall, Pond, and Arbor. [Click](#) to access detailed information.



Chocolate Muse

The Chocolate Muse, Turkey's first chocolate museum created by Pelit, welcomes chocolate lovers and art lovers in Esenyurt. There are chocolate sculptures and miniatures of many names and structures in the museum, which consists of the Main Hall, the Istanbul Hall, the Hall of Turkish Elders, the Hall of Artists and the Hall of Civilizations. [Click](#) for detailed information.



We have compiled the events that will take place in the first month of the new year in Istanbul for you. You can access the event details at <https://www.biletix.com/anaSayfa/TURKIYE/tr> and <https://kultur.istanbull/>.

January in Istanbul...

Type of Event	Name of Event	Date	Place
Workshop & Training	"Tuesday Talks"	30.11.2021-18.01.2022	Online
	Story and Novel Workshop with Mario Levi	08.12.2021-26.01.2022	Online
Concert	Duman	28.01.2022 21:00	Volkswagen Arena
	Melek Mosso	28.01.2022	Jolly Joker Shore
Movie Screening	Gidion's Knot	04.01.2022 20:30	Fişekhane – Black Box
	Son	04.01.2022 20:30	Caddebostan Cultural Center Big Stage
Exhibition	"This Is Not a Skateboarding Park"	18.11.2021-29.01.2022	Macar Culture Center
	"From Istanbul to Byzantium: Paths of Rediscovery, 1800–1955"	23.11.2021-06.03.2022	Pera Museum
Interview	Conversation with Metin Akpınar	25.01.2022 21:00	Maximum UNIQ Hall
	Old Head with Cenk Tevet	04.01.2022 21:00	Dorock XL Kadıköy
Theater	45 Second	18.01.2022 20:30	Kültürel Performing Arts
	Cyrano de Bergerac	18.01.2022 20:30	Fişekhane Main Stage
Other	Istanbul Winterland	04.12.2021-02.01.2022	Kemerburgaz Urban Forest
	Dialogue in the Dark	-	Gayrettepe Metro Station



Street Flavors Series

TRADITIONAL DRINK OF TURKISH CUISINE: SHERBET

Res. Asst. Dilek EROL
New Media and Communication

In Turkish society, drinks such as ayran, sherbet, compote, and fruit juice are usually found on the table next to any meal. Among these drinks are the traditional sherbets which are drinks made with fruits, spices and some herbs, water and sugar. Sherbet, one of the components of the palace dining in the Ottoman Empire, has an important place at important events such as during and after child labor, engagement parties and wedding ceremonies. Sherbet, which is consumed both in summer and winter months, also has beneficial properties for health.

The root word for sherbet is "shariba", which means "to drink" in Persian. It is accepted that sherbet was first made by the Turks and it is a traditional beverage prepared from fruit juices and it has a history that goes back to the 11th century. Especially during the Ottoman period, sherbets also appeared in western civilizations. Sherbet is translated as "sorbetto" in Italian, "scherbett" in German, "sorbet" in French, "sorbet-sherbet" in English. Sherbet, which was a part of daily life in the Ottoman Empire, shaped traditional behavior patterns. It was among the most delicious treats that could be found in almost every house and was always offered to guests. Today, there are sherbet sets used while serving sherbet in many homes.

Sherbet is generally produced in two ways. The first is obtained by squeezing the juice of the fruit or by keeping the herbs or spices in the water for a while which will help the herbs leave their flavor in the water, and then the addition of sugar or honey takes place. Secondly, it is obtained by boiling the desired ingredients with water for a while, adding sugar or honey, and then letting it cool. Sherbets obtained by the second method are preferred more because they can be stored in jars for a long period of time. There are many sherbets such as tamarind sherbet, poppy sherbet, rose sherbet, hibiscus sherbet, cranberry sherbet, vermicelli sherbet, mint lemon sherbet, blackberry sherbet, basil sherbet, puerperal sherbet and more. These rich and healthy delicacies can be bought from mobile sherbet shops during events such as Ramadan festivals, and some places where they can be found in Istanbul are as follows: Şerbetçi Ali Baba in Kadıköy Hasanağa, Ağa Kapısı in Fatih Süleymaniye, Şerbethane in Fatih Sultanahmet, Mihmandar Restaurant in Eyüp. Çiya Restaurant in Kadıköy and Ali Muhittin Hacı Bekir in Karaköy.





ERASMUS+ JOURNAL

MY ERASMUS EXPERIENCE IN SLOVAKIA

Arda Efe TOPUZ
A Student from the Department of the Aviation Management

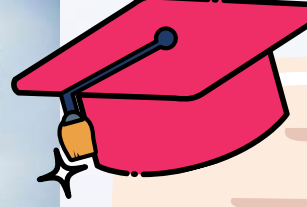
The Erasmus process makes people mature by exposing them to very different experiences.

I had the chance to experience it in Zilina, Slovakia, with the Erasmus+ project. Slovakia really fascinated me and the city of Zilina is very beautiful in terms of showing the natural wealth of Slovakia. Definitely a unique experience for someone who has lived in a city like Istanbul before.

Of course, as every friend of mine has experienced, I was also very nervous when I got on the plane. However, staying in the dormitory and establishing common areas with people enabled me to make very valuable friendships over time. In order to add something to ourselves, we need to get out of our comfort zone. In particular, education in a completely foreign language is a unique opportunity for you to distance yourself from your mother tongue and learn a new language. When I look back at the time I first came to this country and now, I see myself as more mature. There is a very different culture here, different traditions, food and customs. It also has a completely different language. At first, I was very unfamiliar with the place I was in. I couldn't understand or perceive anything. But as time passed, I began to adapt to this culture and country. I learnt enough of their language to explain simple situations. I have a great sympathy for this place, which I may not even have heard of before I came here. I miss my friends when I'm away from my dorm room, even for a few days. I haven't been here for a long time, but it feels like home now. It would not be wrong to say that I am connected here.

I recommend Erasmus+ mobility to all my friends. When you look back throughout your life, you will have very good memories and experiences, and you will realize that you have improved and matured.





IGU-GRADUATE



Talha KIVANÇ

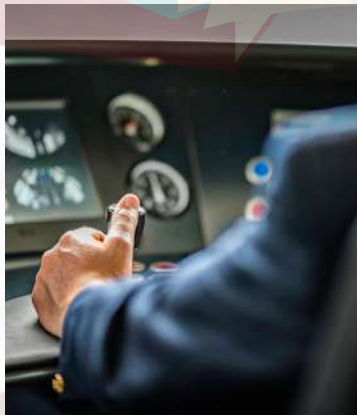
A Grad Student from the Department of the Aviation Management

Hello,

My name is Talha Kivanc. I graduated from Istanbul Gelişim University's department of Aviation Management in 2021. The reason why I chose this department was to lay the foundation for my dream career as a pilot. The reasons why I chose Istanbul Gelişim University included the fact that there are experienced instructors from the sector in the education staff and the initiatives our school took for aviation students are immense. These initiatives in the aviation industry made me realize how much the school values aviation students. If I had to give some examples; our school had received the "Recognized School" certificate given to a number of schools by the General Directorate of Civil Aviation and there are workshops that enable students to have hands-on experience of a real aircraft engine, fuselage and other instruments.

After we started school, we established close ties with our professors and were welcomed in a very friendly environment. An enthusiastic team emerged and we established the Istanbul Gelişim University Aviation Club together. There were many activities we did within the club.

Thanks to these events, we had the opportunity to host very important people from the sector and introduce them to our students. These events helped us develop our crisis management, crew resource management and leadership skills as a team. I would like to thank my teachers and teammates who have never stopped supporting me.

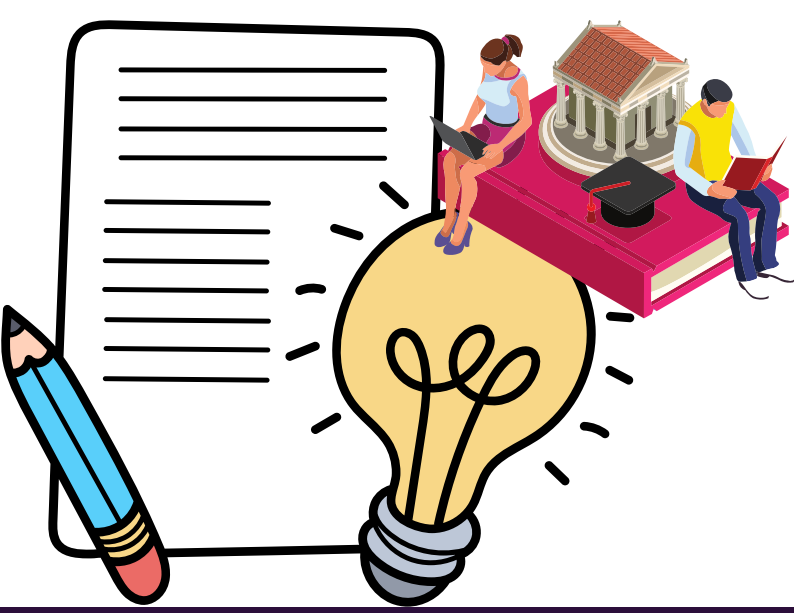


When I was in the 3rd year of my degree, I had the opportunity to go to Poland with the Erasmus+ program. We were very well received at our contracted Polish university and received a very good education. After completing our education, we had the opportunity to visit many beautiful cities in Europe.

In my last year of university, I started doing research for my dream to be a pilot. While doing these researches, I consulted the teachers of our school who have industry experience and decided to start my education in Kaposvar, Hungary. While completing the PPL (Private Pilot License) training, which is the first stage of pilot training, I saw that Aviation Management was a very logical decision because I used the knowledge I had accumulated in classes (such as Flight Operation and Air Traffic Rules, Communication and Navigation Systems and Aviation Meteorology) in the exams and flights. I am currently preparing for the second part of the training, ATPL (Airline Transport Pilot License), and still feel the positive influence of IGU. Thank you so much for everything.

Love you, IGU ♥





Ceyda DİNÇ

1st Year Student from the Department of the Aviation Management



Hello,

I am Ceyda Dinç, Board Member of Istanbul Gelişim University Aviation Club. I would like to tell you about how our Aviation Club has helped me. First of all, as the IGU Aviation Club our aim is to appeal to everyone who loves aviation and is interested in aviation. Our main goal is to act as a bridge between influential people in the sector and students in order to establish bonds between them. For this reason, we also reach out to our friends from many other faculties. So I have gained valuable friendships from different departments and faculties. Although I am still a first-year English Aviation Management student, I had the opportunity to meet very influential peoples from the industry. I was able to get first-hand information about the area I hope to be working within in the future. It was exciting to organize events and to speak to such these influential people. I had the chance to both improve myself and have fun with our interviews, trips and certified training. I had the opportunity to benefit from the knowledge and experience of Asst. Prof. Habibe Güngör, our invaluable Head of Aviation Management Department and also our club's advisor. I want to take things one step further by sharing my discipline and determination with my friends. With their support, hard work and effort, the numbers of members of our club and followers of our events are increasing, and we are developing day by day at our university and other universities. If you are not a member yet, we would love to see you among us as one of our active members.

Take your dreams one step further with IGU Aviation Club.

Hope to meet you in the sky...



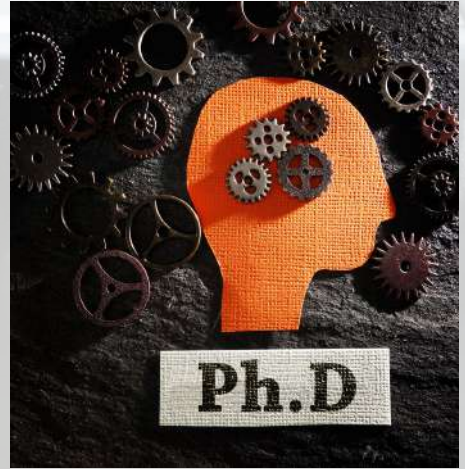
ABOUT ACADEMIC LIFE



ACADEMIC CAREER STAGES

Asst. Prof. Seda MUMLU KARANFİL
The Department of the Aviation Management

Career is defined as the professional progress of a person throughout their life and the positions they achieve in their work. The concept of career can also be expressed as progress and development in the same business line in working life. We can have a career in the private sector or in public institutions. Before coming to the subject of which field you want to make a career in, I think it would be better to talk about how well you know yourself. First of all, we need to ask ourselves who we are, what our interests, values and abilities are, in other words, we need to know ourselves well. After getting to know ourselves, it is a must to do some research into the area that we are interested in. For example, if we want to pursue an academic career, you must learn what skills and abilities you need to achieve this ambition. To pursue a career in academia, you must first have an interest and skills in reading and researching. It should not be forgotten that your educational life will continue and you will learn new things. In this sense, it is of great importance that you are open to development, and are eager and willing to learn new things.



We should also do some research into where we can start in regard to our chosen profession. If you are an undergraduate student and think that you have the skills I mentioned above, first of all, you need to take a foreign language exam and get a high score. At the same time, you need to get a valid grade from the academic staff and graduate education exam (ALES) according to your field. After you get the desired scores, you can start a master's degree in a field you want to study. You can work as a research assistant while you are studying. After completing a master's program with a thesis, you can begin to work as a lecturer, or you can continue to work as a research assistant by applying to a Ph.D. program. Upon completing your Ph.D. program, if you meet the requirements and have sufficient numbers of publications, you can apply for faculty positions in universities. All these processes become more enjoyable if you are interested in reading, writing and doing research. As I said at the beginning, apart from the fact that a profession complies with our interests and values, if you choose a job because of its status, payment, and etc., the end can be a disappointment. I would like to end my article with a quote from Confucius: "Choose a job you love, and you will never have to work a day in your life".

I wish you success in your career journey.

PUBLICATIONS



Asst. Prof. Festus Victor BEKUN's article titled "Heading towards sustainable environment: exploring the dynamic linkage among selected macroeconomic variables and ecological footprint using a novel dynamic ARDL simulations approach" was published in **Environmental Science and Pollution Research**.

Asst. Prof. Andrew Adewale ALOLA's articles titled

- "Effects of domestic material consumption, renewable energy, and financial development on environmental sustainability in the EU-28: Evidence from a GMM panel-VAR" was published in **Renewable Energy**.
- "Examining the sustainable development approach of migrants' remittances and financial development in sub-Saharan African countries" was published in **Sustainable Development**.

Asst. Prof. Edmund Ntom UDEMBA's articles titled

- "Effects of economic complexity, economic growth, and renewable energy technology budgets on ecological footprint: the role of democratic accountability" was published in **Environmental Science and Pollution Research**.
- "Implication of energy expansion via the interaction of coal, industrialization, and agriculture towards climate goal: dual sustainability analysis" was published in **Environmental Science and Pollution Research**.

Asst. Prof. Emrah DOĞAN's articles titled

- "Does Higher Geopolitical Risk Limits Turkish Foreign Direct Investments?" was published in **Journal of Mehmet Akif Ersoy University Economics and Administrative Sciences Faculty**.
- "How Political and Geopolitical Risks Affect Stock Markets: Empirical Evidence from Emerging Market Economies" was published in **Eskişehir Osmangazi University Journal of Economics And Administrative Sciences**.

- Asst. Prof. Andrew Adewale ALOLA and Asst. Prof. Festus Victor BEKUN's article titled "On the nexus between globalization, tourism, economic growth, and biocapacity: evidence from top tourism destinations" was published in **Environmental Science and Pollution Research**.

Asst. Prof. Ildir LIKA's article titled "Religion, identity, and power: Turkey and the Balkans in the twenty-first century" was published in **Mediterranean Politics**.

Asst. Prof. Funda KARA, Asst. Prof. Tuğba BAŞ, Prof. Dr. Nimet Hülya TIRMANDIOĞLU TALU and Asst. Prof. Andrew Adewale ALOLA's article titled "Investigating the carbon emission aspects of agricultural land utilization in Turkey" was published in **Integrated Environmental Assessment and Management**.

Asst. Prof. Magdaline Enow Mbi Tarkang MARY and Asst. Prof. Andrew Adewale ALOLA's article titled "Antecedents of customer loyalty in mobile telecommunication companies in Cameroon" was published in **Information Development**.

Prof. Dr. Ayten ERDOĞAN's article titled "Factors affecting disclosure time of sexual abuse in children and adolescents" was published in **Pediatrics International**.

Asst. Prof. Oğuz YILDIZ's "A PLS-SEM approach to the consumer adoption of shopping via mobile apps" was published in **International Journal of Mobile Communications**.

ASSIGNMENT-UPGRADE



Asst. Prof. Oğuz Yıldız is a member of the Faculty of Economics, Administrative and Social Sciences, Department of Aviation Management and, as of 07.12.2021, has been appointed as the Alumni and Members Coordinator.

LEAVERS



Res. Asst. Batuhan Mert BOZBAĞ left our faculty.



Res. Asst. Ali Rifat KILIÇ left our faculty.

MASTHEAD

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