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Former E-RAU Student Retraces Lindbergh's Solo Flight Across The Atlantic

By Felix A. Garcia

David R. Gray, 28, former E-RAU student, landed a Piper Cherokee Lance at Daytona Beach Regional Airport May 18. He stopped here to visit E-RAU for a while before continuing a flight to Long Island, N.Y.

Gray was received here by E-RAU officials and local news media representatives including one from THE AVION, and announced his intended solo flight across the Atlantic Ocean resembling Charles Lindbergh's solo flight 50 years this past May 20-21. The difference is evident as Gray is flying a better and faster airplane with radio communication and navigation equipment, auto-pilot and maybe better sandwiches than the ones Lindbergh ate during his flight.

To accomplish this flight Long Island to LeBourget, Paris, Gray used the Piper Cherokee Lance with additional fuel tanks installed inside the passengers' cabin in order to get a total of 282 gallons. At a speed of about 140 knots, an altitude of 10,000 feet and 10.5 gallons per hour, this means an autonomy of 28 hours from which 20 to 22.5

hours are estimated to make the non-stop flight.

Gray is at present working for Globe Aero Company in Lakeland, Florida, which has an international aircraft delivery service, and he is planning to come back to E-RAU this fall in order to get his last seven credit hours to obtain his Bachelor of Science degree in Aeronautical Science.



FILL 'ER UP -- Dave is leaning on the auxiliary fuel tanks added to the Lance to bring the total fuel capacity up to 290 gallons, and give the aircraft an endurance of 28 hours. (Photo by Bob Costanzo)

LATE NEWS UPDATE

After his solo flight across the Atlantic, Gray flew the same plane the next Monday morning to Brussels, Belgium. He has made this flight across the Atlantic many times but after each of these flights he has been rewarded flying back as a passenger in one of those big and comfortable commercial jet planes that make the real difference between now and 50 years ago.

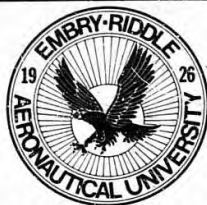


RECAPTURING HISTORY -- Dave Gray is shown here with his Cherokee Lance on the Riddle Ramp. (Photo by Bob Costanzo)

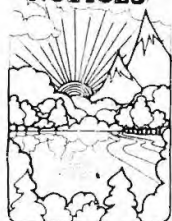
The Avion

Wednesday, June 1, 1977
Volume 26, Issue 2

Regional Airport
Daytona Beach, Florida 32014



NOTICES



WE NEED STUDENT JUSTICES.

SEE LINDA IN SGA OFFICE!

MORE GUESTS: The E-RAU office of Community Relations serves as hosts to an increasing number of special guests from the aviation community. Any student interested in being a V.I.P. tour guide, please contact Pat Denkler at Extension 333 any afternoon after 2:30.

STUDENTS: For all Daytona Playhouse productions, you are entitled to see the shows free. Just plan on attending the productions the night prior to opening night. Please show your student ID at the door for this free service.

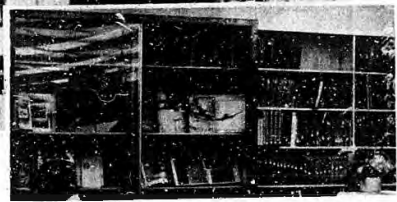
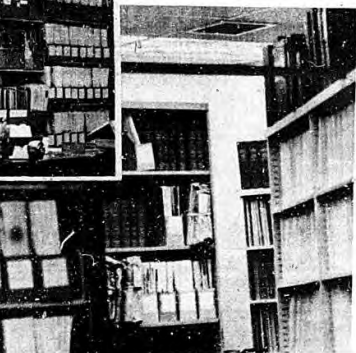
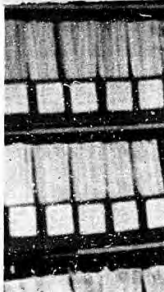
E-RAU Organizes Aviation Research Collection

The E-RAU Research Collection library was formally dedicated recently here.

The new collection is one of the most comprehensive aviation literature displays in existence. Many rare and valuable documents ranging from early 19th century essays on balloon flight to current NASA laboratory reports are part of the collection. Numerous foreign works are also included.

Some samples are a complete collection of L'Aeronaute, a French ballooning periodical published from 1868 to past the turn of the century; repair and maintenance manuals for Curtiss OX-5 Aeronautical Engines; a brochure on the DC-3, produced by the Douglas Aircraft Company in the mid-30's; a 1947 Beech Aircraft Company sales flip chart describing its then new A37 Bonanza; Alan B. Shepard, Jr. on the Moon for the cover of Aviation Quarterly's Bicentennial edition; and complete collections of many leading aviation and aerospace magazines, both U.S. and foreign.

The Research Collection has been under development for several years. After slow initial growth, it was greatly expanded when the Manufacturers Aircraft Association (MAA) donated



its vast library to the University.

Under the direction of MAA General Manager, F. Murbach, more than 10,000 volumes and numerous memorabilia were turned over to Embry-Riddle's Gil Robb Wilson Memorial Flight Center library facility. The MAA contribution became the core of the University's Research Collection, with many other documents from a variety of sources included.

When the MAA held the works, they were primarily working documents used to support MAA member activities. Patent searches, cross licensing agreement reviews and engineering and specification research were routinely conducted, using the organization's library resources.

The Collection might be available for broader application in the near future. As soon as possible, the University intends to open the entire display to the aviation community at large.

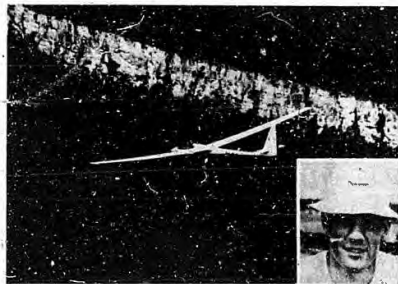
According to Judy Luther, E-RAU's Media Services director, procedures for general access to the Research Collection will be announced as soon as all the publications are reorganized and reclassified.

Soaring Record Set

SANTA MONICA, CA., May 16, 1977 -- For the second time in soaring history, Karl Striedieck, an Air National Guard pilot from Port Matilda, Pennsylvania, has exceeded 1000 miles in an out-and-return distance flight. The 1015-mile flight, made on May 9, will replace his current claim for the world and national soaring out-and-return records made following his first 1000-mile flight in May 1976, which is still pending due to a technicality. Flying a Schleicher AS-W 17 sailplane, Striedieck took off from his home at Eagle Field, near Port Matilda, Pennsylvania, at 5:52 a.m., flying north to Piper Memorial Airport at Lock Haven to make his

official start at 6:07 a.m. Aided by a quartering tailwind, Striedieck averaged a groundspeed of 130 mph on the first portion of the flight, including a 100-mile stretch flown in wave lift at an average 180 mph. He reached his turnpoint near Oak Ridge, Tennessee, at 12:40 p.m. and had to fight a headwind on a return leg of the flight. Striedieck arrived back at Lock Haven, Pennsylvania, at 8:10 p.m., after a 14 hour and 18 minute flight.

This is Striedieck's seventh bid for world out-and-return distance, having previously earned it with flights of 476, 569, 636, 682, and 807 miles.



DISTANCE WINNER -- 1015 miles -- without an engine! Karl Striedieck, of Port Matilda, PA, flying the Allegheny ridges on his world soaring record claim flight. Foot flew from Lock Haven, PA, to Oak Ridge, Tenn. and return in 14 hours and 18 minutes on May 19. (Photo courtesy of Soaring Society of America, Inc.)

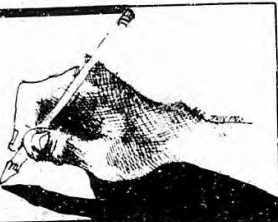
CONTENTS

CLASSIFIEDS	-----	PAGE 6
CLUB NEWS	-----	3
HERE I COME WITH	-----	4
PLAYHOUSE MARQUEE	-----	3
OPINIONS	-----	2
WRITTEN ON SUNDAY	-----	3

OPINIONS

THE OPINIONS EXPRESSED IN THIS PAPER ARE NOT NECESSARILY THOSE OF THE UNIVERSITY OR ALL MEMBERS OF THE STUDENT BODY. LETTERS APPEARING IN THE AVION DO NOT NECESSARILY REFLECT THE OPINIONS OF THIS NEWSPAPER OR ITS STAFF. ALL LETTERS SUBMITTED WILL BE PRINTED PROVIDED THEY ARE NOT LEWD, OBSCENE, OR LIBELOUS. AT THE DISCRETION OF THE EDITOR, AND ARE ACCOMPANIED BY THE SIGNATURE OF THE WRITER. NAMES WILL BE WITHHELD FROM PRINT IF REQUESTED.

EDITORIAL



By Ray D. Katz
AVION Editor

Summer is obviously here. Nobody is doing anything! There are exceptions; a few of the organizations on campus have held activities. But you wouldn't know it to read this week's issue of the AVION. The Scuba Club has been down, and Quad-A has been active - the rest of the organizations ether are all dead or their pens have run out of ink. You all know when the deadlines are, so let's get on the stick.

It is a mark of this school's apathy that the organizations that are given a free chance to publicize their activities just let this opportunity slide by. I can't believe that all these organizations have all the members they need or want. So, how come we don't hear from them. It's the same story when it comes to the Council of Campus Organizations (CCO). The CCO can't even get enough members for a quorum.

On the same note, all I've heard is a little grumbling and a few rumors about what happened to the Flight Team. The most substantial of these is that President Hunt shut off the funds for the trip to the national competition about two week before they were supposed to go. With all the interest shown by the student body, President Hunt was probably justified. I find it hard to understand how E-RAU being a school of aviation can't show more interest in their flight team.

We don't have a Big 8 collegiate football team, but we did have a Flight Team.

So much for Embry-Riddle and school spirit!

-Because of the controversial nature of this editorial, which represents strictly the view point of the Editor of this newspaper, students are urged to express their own opinions in letters to the editor. Those letters will be published in the next issue - June 15. Deadline for the letters is June 9th. They can be dropped off at the Avion office, second floor of the U.C. or into campus mail, address to the Editor, The Avion.



Ob! Is That What It Was. . .

LETTERS TO THE EDITOR

Dear Editor:

I read with amusement, (front page TA, Wed. May 18) that Randi, Embry-Riddle's latest guest performer and speaker is a self-described "iconoclast", which is, according to The New Meriam-Webster Dictionary, second, description, "one who attacks cherished beliefs or institutions".

I thought Embry-Riddle Aeronautical University was an institution of higher learning.

Also, some of that 'ol time religion' could be a cathartic to those who may be suffering cachexia of the soul.

Winona Bowen Bungarz
214 London Place
Port Orange, Florida 32019



Why are we charged \$35 for a lab fee in CT-209, CT310, and other computer courses, when supposedly we get a dollar per hour and the average student uses less than eight hours? I suggest the fee be lowered to about \$10 for 10 hours or admit that we're charged about \$5 per hour. More advanced programs use only about 3-4 hours as they are processed as a batch.

P.S.: There are other things about CT-209 that are "Bauched" up but I haven't got the time and they're well known.

Name withheld upon request.

RESPONSE TO LETTER TO EDITOR ON CT 209 COSTS

It's strange the way numbers can be used and misused to prove a point. A case in hand is the \$35 lab fee for CT 209. The fee was originally derived as a dollar value which, considering the number of students anticipated to be enrolled in CT courses, would pay for a computer available, "hands-on", to those CT students. No rigid limitation of use-time has ever been enforced. A case in point is that for the Spring trimester six students used more than 35 hours (one used 43 hours).

Regarding why we use a nominal allocation of 35 hours - no real reason; we could just as easily use 25 or 30 or 40. Up to this point, at least, the primary use of the 35 hours allocation was to give visibility to exceptional students. Exceptional because they are active and using the system, or exceptional because they cannot control the computer and block the resources to others' use.

Thus, the \$35 lab fee was designed for, and is needed for paying for the computer's basic availability. It makes no sense to try to restrict either the lab fee or the time availability, at this point.

As to statistics, the average student used 13.08 hours for the Spring tri; not "... less than eight hours..." as quoted in the letter to the editor. This equates to \$2.68 per hour. Pretty good, compared to approximately \$25 per hour using typical commercial facilities.

Signed:
Edward E. Johnson, Director
Computer Center

PRESIDENT'S CORNER

John O'Neal
SGA President

I will start by putting my office hours in this issue: Monday - Friday 9 a.m. - 10:15 a.m. and 2:30 - 3:00 p.m. This is for "A" Term.

The SGA had a great success with the performance by the Amazing Randi. We will be having our movies every other week with the next one being on June 3rd. We also have a B-B-Q planned for the 4th of July.

We're in the need for some justices. We also have a long week-end coming up so everyone have a good week-end. It is kind of hard for me to think, I just had a hard test and I am burnt out.

VP THOUGHTS

By Dave Fraser
SGA Vice-President

We have had our first Senate meeting last month and seem to be organizing for the Summer. It was the general consensus of the Senate that we operate with the adequate number of Senators we have now and not to add any additional members. We also had a small additional meeting on Saturday morning to regroup some.

I also attended the CCO meeting last Thursday and for the third straight meeting we did not have a quorum. This hurts the existing organizations very much and I think it says a lot for the clubs that don't show up.

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Meet The Staff

DEBI SUGARMAN- Newest ERAU counselor.

Debi Sugarman is the newest member of the E-RAU counseling staff. In her new position, Debi will be counseling students on a variety of personal or emotional problems.



Sugarman, 27, arrived from Los Angeles, California, where she had been a consultant and counselor in several city, state, federal, and privately funded social service programs.

Debi is no stranger to Florida. For several years, she was associated with Mercy Hospital, the Johns Hopkins School of Public Health and Hygiene, and Miami Edison High School in the Miami area.

The Buffalo, N.Y. native earned her Bachelor of Science degree in Social Work at the State University of New York at Buffalo. She holds a Master of Science degree in Education from Florida International University, Miami.

Debi lives in Holly Hill.



Alicia

Nationally recognized singer and guitarist Alicia Olmo opens here on June 10 for a one-night performance in the Pub Area of Embry-Riddle Aeronautical University. The two-hour concert from 8-10 p.m. will include many original pieces written or co-written by Alicia.

The darkhaired, dark-eyed 25-year-old first came to the U.S. from Cuba when the country club her father owned there was confiscated in Castro's takeover and they were forced from their native land.

Alicia first ventured into the entertainment field just as her parents moved to Tampa, Fla. from Jacksonville, Fla in 1968. Instead of going with her family, she left for two years on the international road as a lead singer in the touring "Up With People" production.

Now, Alicia and her manager Pamela Dunn travel throughout the country, as she performs to thousands in clubs, music halls fairs and campuses. Alicia's critics have described her performance as "refreshing, extraordinary... unabashedly sensitive, gentle and open." She is a singular song stylist whose original material balances both her innate Cuban rhythm and the mellow strength and clarity of her sensitiveness. Remember to see Alicia at ERAU's Pub Area on June 10 from 8-10 p.m.



MUSICAL NOSTALGIA AT PLAYHOUSE

Remember those Ruby Keeler-Dick Powell musicals of the 1930's? Remember a dance called "The Beguine" and the upbeat, lighthearted tap-dancing production numbers staged by Busby Berkeley? Remember the plot which seldom varied but always entertained? The chorus girl who became a star overnight, even though she didn't know the song or the dance routine, but was willing to "try"?

Sercombe, with choreography by Clark Winchester. This production is pure spoof, played for fun and your enjoyment. The dialogue is comy and the plot incredible, but many of the fifteen musical numbers are showstoppers.

If you are shopping for an evening of relaxation and fun, call 255-2431 between 1 and 5 p.m. for reservations. Evening performances are May 27, 28, June 1, 2, 3 and 4 at 8:30 p.m. Matinees are May 29 and June 5 at 2:30 p.m. Join us for a performance and you will agree with one of the songs which tells you that "Good Times Are Here To Stay".

Written On Sunday

By Ignacio Falco, Jr.

British couples who face difficulties in their intimacy seem to have found a solution to their problem. According to The Sunday Times, London, the National Marriage Guidance Council is setting up sex schools for couples who don't know how to do it. The schools will be set up in every large town in Britain. The Source of information says that students are already lining up to take lessons.

a recent interview to the Yale Daily News. The Heavyweight champion's greatest fear is flying. Mr. Ali, as usual, responded in verse: "Bugs and birds fly. Why should I? Man isn't supposed to get that high."

The greatest advantage of unisex clothing is that what could not be sold during Mother's Day may now be sold for Father's Day.

Playboy bunnies have formed the Playboy Staff Association and want it to be recognized as an independent trade union. "The girls had turned down the idea of joining an official union and have formed their own. The Playboy Staff Association claims to represent most of the 800 workers in England. John Irwin, the shop steward and one of the gaming inspectors at the London Club, said: "We will be fighting for better conditions for the girls. At present, we are negotiating for longer holidays and extra payment for night work."

Few people would think that a big strong man like Muhammed Ali could be afraid of anything. However, he is not a fearless hero as he confessed in



By Jan Stewart

Congratulations to Captain Bucksett who now possesses one fantastic front seat driver. The ceremony was held at Crash Curtains, who to the amazement of all, managed to stay awake for the duration. To add some sadistic humor to the affair, Hop-a-long Tubbs was asked to move the tables at the close of the evening. All in all it was a beautiful ceremony and party. Congratulations to all of AAAAA!

There was an AAAA meeting last Friday, elections were held and our new VP's are: Mike Drake; VP of Benefits Ken Hibl; VP of membership and John Schaffer; Treasurer Congratulations guys!

Some upcoming events were discussed and planned as follows: June 5, at Lake Diaz (not to be confused with Frank's bathtub) a ski party will be held. Norm Erkie and John Alden will supply the boats, and it'll begin around 9:00 a.m. Also, a dinner is being planned at the battleship for June 11. The type of dinner will be forthcoming.

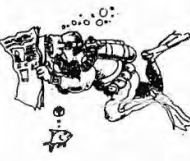
AAAA will be playing the Superstars tomorrow at 5 p.m. The results of the game will be in the next articles. Good Luck Guys!!



FIRST DIVE OF SEASON

The Scuba Club made their first dive for the summer term on Sunday morning, May 22nd. The dive group dove at Blue Springs State Park. Part of the dive group dove 120 feet to the bottom of the springs and were able to see and cross the famous "fire hydrant", the spot where 121 million gallons of water spout out daily to form the Blue Springs run.

Participating in the dive were: Cathy Wilkins, Jerelyn Tallbert, Bob Herald, Wayne Joplum, John Pagan, Charlie Kild, and Greg Hunt.



Aviation Sorority Forming Here

ERAU has scored another first, a brand new sorority, Alpha Epsilon (AE), pending SGA approval.

At most colleges with an enrollment of around 2,300 students, the founding of a sorority would hardly be noticed.

At ERAU though, a sorority can be considered a near miracle. Coeds make up only four percent of the student population here.

Although the University has long provided its students with a wide variety of social activities, none have been tailored to purely female interests. The coed, up until recently, was left to choose from specialized club activities outside the classroom.

Because of that, Alpha Epsilon did not spring up in full bloom. The sisterhood grew slowly with a lot of determination on the part of the coeds.

Early last Fall, several of the girls recognized the need for a sorority. They scheduled a meeting of the women students and the large turnout (nearly 50) alone indicated strong interest in forming a sorority on campus.

Following that meeting, the girls approached Nan Green, ERAU international student advisor, and longtime active member of the Kappa Delta national sorority.

With Nan's advice and close guidance, the coeds drafted a sorority constitution, completed

ed the first membership rolls and held an initial election of officers.

With this complete, the charter was sent to the SGA for formal approval.

That recognition is expected when the full SGA reconvenes in the Fall. Further organizational efforts will continue.

According to Laurie Salopek, Alpha Epsilon secretary-treasurer, getting started was all uphill. Even now, much remains to be done before the sorority reaches its goal of service to the University and to the community.

Laurie and AE President Linda Titus praised the University's Fraternities and other student organizations for their help in getting the sorority under way. Both said that without that help and encouragement, founding the sorority would have been impossible.

Meanwhile, the girls remaining on campus over the Summer are busy looking for a home for the sisterhood. They hope to find a sorority house which can be readied for activities in the Fall when the fall ERAU student body returns.

Longer term goals may include association with a national sorority. The sisters are already in touch with the National Panhellenic Conference, which to date has encouraged and supported the ERAU group.



ERAU ALPHA EPSILON CHARTER MEMBERS are (from left) Linda Titus, president, Cathy Wilkins, Jerelyn Taubert, Ellen Nagourney, Laurie Salopek, Janet Manwitz and Trish Westover. (Photo by Bob Costanzo)

Daedalion Safety Award

Capt. Greg E. Donald, a United Airlines pilot based at Washington, D.C., has been selected for the 1976 Civilian Air Safety Award of the Order of Daedalion. Presentation of the award will be made at the order's annual meeting May 21 in Denver.

Donald, a United pilot since 1956, was selected for his outstanding airmanship on February 2, 1976, when the Boeing 727 he was flying was confronted with a potentially disastrous emergency shortly after takeoff from Baltimore-Washington International Airport.

Because of a freeze up of both his normal and alternate static systems, his aircraft had no cockpit indication of its altitude and speed. Donald calmly contacted a private jet that had taken off just before him, flew formation with

it back to the airport, and used the private jet's altitude and speed readings to execute the successful approach and landing.

Donald, 47, is a native of St. Louis and attended St. Louis University and the University of Missouri. He entered Air Force pilot training in 1951 and flew with the Air Force until his discharge in March, 1956. Donald and his wife, Barbara Jean, have a son and a daughter and live in Woodstock, Virginia.



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Proper Stalling Procedures Improves Performance

By "Pop" Alonso

Definition of a stall: Anytime the stick is pulled aft without a climb or response from the aircraft. In recent years much emphasis has been taken from the stall series. As a result of this deemphasis the cross control, elevator trim tab, rudder exercise and a few others are no longer a part of our terminology. We are now down to basically 3 types: Departure, arrival and acceleration. The departure and arrival are down to two distinct executions, namely imminent or first indication and complete.

The complete is pulling stick

pressure until a complete stall is established before initiating a recovery therefrom. The acceleration stall is a combination of two formerly practiced stalls. They were the high speed and the loadfactor stalls. All of our present proficiency stalls will receive definitive coverage later under its proper title. Therefore let us deal with general terms common to all stalls.

In the departure and arrival stalls the aircraft stalls when the streamline flow of air over the airfoil's top surface burbles and the bottom and top wing surfaces have no pressure differential. There is no lift. The airfoil is stalled. The aircraft's nose drops if it is dynamically

stable until it regains airspeed plus streamlined airflow over the airfoil surfaces.

If the training value of a stall is to recognize the stalls approach and effect an immediate recovery, it is also beneficial to stall the aircraft and attain proficiency in the recovery therefrom.

Stalls are practiced at altitude to allow ample room for error, however we also recognize that a stall at two or more thousand feet is not much of a hazard to aircraft or pilot. The proficiency of a recovery would seem to be, recover with a minimum loss of altitude simulating a situation that that stall occurred close to the ground.

Such is the assumption for the departure and arrival stalls. The former is presumed to occur on take-off and the latter on final approach. If an individual were subjected to such a result of poor judgment he would certainly wish to recover with a minimum loss of altitude.

After much experimentation it is concluded that upon stalling the power should be advanced to its utmost and the pitch should be lowered to the level flight attitude. In this position the aircraft experiences maximum deceleration for minimum drag and minimum loss of altitude. It used to be advocated that once flying speed was recovered at or near the Vx of the aircraft, the pilot would then climb out at Vx airspeed.

When the aircraft pitch is lowered to level flight attitude, as it regains speed, due to zero angle of attack, it continues to be in a descent until that time when its cruise speed is attained. At which time it ceases to descend. Also at that time the pilot can reduce to cruise power, and maintain level flight. This system resulted so favorably that since 1975 the FAA has advocated that the above procedure be followed for the recovery of all stalls.

To the most recent birdmen it is worthy to note: It is a fact that an aircraft will regain flying speed faster by placing its nose at 20 degrees pitch below the horizon than on the horizon but when it is so performed, the acceleration is faster but the altitude loss is also greater. If the stall occurred near ground level, the pilot would most certainly wish to obtain the fastest speed for the minimum loss of altitude.

There are other factors that influence the proper recovery of a stall. The most important of which is pitch at the time of stall. The second is coordination at the time of stall. Let's consider the condition of pitch. When the normal individual learns to fly it is an intellectual triumph over physical abhorrence. When a stall breaks, the sudden fall triggers one of mankind's three basic fears. Fear of falling! Because the stall is so instantaneous, it is a surprise every time. It requires years of practice before

it can be consciously ignored. I know many veteran pilots who have no qualms of expressing their displeasure, but they are still excellent pilots.

If in a given aircraft with a full power, the 35 degree pitch is reached, it will stall only if it is slowly raised to that pitch angle. Immediately upon releasing back pressure and pitch declining below 35 degrees, it will accelerate to an airspeed above that of stall and regain flight once again. In such an instance immediately after the break, relaxing back pressure, the aircraft is back in control.

Now imagine the individual who is very tense in a stall and overpulls his pitch to the point of reaching 50 degrees of pitch. When he reaches the stalling speed of the aircraft, it will stall and continue to decelerate until it crosses the 35 degree angle. At this angle, it begins to accelerate but probably not reach flying speed until its uncontrolled pitch is 20 to 30 degrees below the horizon. Therefore it would be impossible to stop the pitch at the horizon and be able to control the aircraft.

This situation occurs frequently when an apprehensive person tries to rush the stall. In addition, if he has a wing to lift, the moment the stalled wing's aileron goes down, the effect of adverse yaw can increase the stall and drag effect that of wing resulting in a power spin in the direction of the

depressed aileron. The ensuing loss of altitude is also commensurately high. Had that stall occurred within 200 feet of the ground, it is doubtful the recovery could have preceded ground contact.

As a result, an aircraft cannot level off at the horizon if it is still stalled. The tense student with the overpull tendencies should be instructed on the proper manner of entry and try not to exceed critical angle of stall pitch.

Another factor for consideration in stalls, is whether or not the applied controls are coordinated. If coordinated the aircraft flies directly into the relative wind. When not coordinated the aircraft is in a slip or a skid. If it is in a skid, on entering the stall the aircraft will begin a roll away from the dislodged ball and go into a spin. If the aircraft is in a slip entering the stall, the high wing will roll over the top into an over-the-top spin. Corrective action must be immediately applied, in the form of power, pitch and opposite rudder to the direction of roll.

An oddity to behold is that in all turning departure stalls, if they are coordinated the individual is holding right rudder and left aileron. It is particularly noticeable in a climbing right hand turn. This is so because the torque of full power is so strong to the left that right rudder pressure is at an extreme.

Here I Come With...

By Felix A. Garcia

When you use your car every time, have you stopped to think and try to make a quick check of your tires, lights, and the other things that make your car move on the streets? One percent yes, 99% no, maybe 100% NO. What about the little or big airplane you are ready to fly?

Well, here the story is a little bit different because we are going to be up there in the sky. Many times I have flown many airplanes and a lot of times I have found interesting things just inspecting these airplanes before adjusting the seat and pedals.

Of course, if you make a fast and inadequate inspection you will find nothing, but maybe you have heard about this: bird nests in the cowl

flaps and near the air intake in front of the cylinders of the engine; a shiny but forgotten wrench or screwdriver near the propeller; a big hole in the hidden side of the aileron or flap; flat tires; broken position/navigation light; empty fuel tanks or at least half-full and you plan to fly far away non-stop; oil and fuel leaks; and many others. So, if you are in a hurry think about this; if you just landed 30 minutes ago and want to continue your flight you'd better inspect your plane again as if it had not been flying for months. Do not think that your plane is O.K. because you landed it beautifully. With a good pre-flight inspection you will end a good flight. And don't forget the little screws, wires, cables, checks and chains and so on...

Bell XV-15 Tilt-Rotor Research Aircraft Completes Ground Tiedown Development

Ground tiedown development tests of Bell Helicopter Textron's XV-15 Tilt-Rotor Research Aircraft were completed recently at Bell's Arlington Flight Research Center.

The extensive tests, which required 40 hours of aircraft operation, included:

- * Full conversions from helicopter to airplane mode and back at normal helicopter operating RPM and high power levels.

- * Operation of all aircraft and research systems.

- * Five hours of demonstrations at high power and over-speed RPM in helicopter mode.

According to Bell test pilots, no significant technical problems have been encountered during testing to date.

A pre-hover safety review by NASA/ Ames Research Center is currently in progress. Follow-

ing the review, a first hover flight is scheduled in early May.

Bell is working under a joint contract with NASA and the U.S. Army to design, manufacture, and test two VTOL tilt-

rotor research aircraft. The tilt-rotor is expected to combine the best features of helicopters and conventional airplanes for fast point-to-point transportation.



A CHANGE FOR THE BETTER - Bell Helicopter Textron's XV-15 Tilt-Rotor Research Aircraft is shown making its first full conversion from helicopter to airplane mode during ground tiedown tests. Bell is building two ships under a joint contract with NASA and the U.S. Army. (From: Public Relations, Bell Helicopter Textron, Box 482, Ft. Worth, Tx. 76101. (817) 280-2519.)



Jersey FBO Commended

WASHINGTON, D.C., May 19: "The light line personnel are some of the most courteous we have found anywhere in our travels. They are always willing to help ready our aircraft"... "This organization is obviously trying to do its best to capture a share of the corporate aviation market, and is very conscientious in their efforts"... "They have all-around capability and are willing to quickly tackle any type of emergency or difficulty with enthusiasm"... "The lounge facilities are the most comfortable and efficient I have ever seen"... "All our needs, from line catering to transportation, were met quickly and courteously"... "From what I've observed, their small aircraft customers receive the same thoughtful attention that we receive".

The above comments, each from an individual customer, are typical of those on the Service Report Form received from National Business Aircraft Association member pilots nominating Teterboro Aircraft Service - the AVITAF Teterboro - to receive NBAA's coveted Outstanding Service Commendation Certificate.



Penicillin Holding its Own

By Campus Digest News Service

For, despite reports to the contrary, penicillin is not losing its luster as the wonder drug in treating VD, according to the national Center for Disease Control (CDC). Indeed, the CDC announced recently that the incidence of VD has actually begun to decline in the country--which is partially because of continued use of penicillin.

In addition, although some medical groups are urging the use of two new antibiotics in the treatment of VD, the CDC says it still regards penicillin as the chief drug to be used in

combating the various social diseases. This is particularly true in the case of gonorrhea, a new strain of which has proven resistant to penicillin.

The new strain of gonorrhea which first appeared in the U.S. last year, is being treated with spectinomycin, one of the two new anti-VD antibiotics. The other drug is called tetracycline.

One of the chief proponents of the change in treatment is Dr. King Holmes of the University of Washington. He says the change is necessary because penicillin is losing its effectiveness.

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Lifetime Aviator Shares Historic Experiences

He was the first to process film on board an aircraft. He was the first to transmit aerial photographs over telephone wires. He invented the light-activated shutter. He photo mapped vast areas of the Philippines and Alaska. He installed a camera in a V-2 rocket. These photos from 100 miles high were the first films from space.

In 1925 Goddard filmed a total eclipse of the sun from 16,000 feet. No one had filmed a solar eclipse from such a height. The sun's corona arching millions of miles revealed itself to Goddard's camera as it never had to the earth-bound astronomers.

On November 20, 1925, the then-Lieutenant Goddard made the first successful night air photo over Rochester, N.Y. (The event was especially memorable to the unsuspecting townspeople. The brilliant flash caused pandemonium.) His night photography opened new vistas in military reconnaissance.

GRE Changes Appear In Fall

EDUCATION TESTING

PRINCETON, N.J. College seniors planning to take the Graduate Record Examinations (GRE) Aptitude Test next fall will see some changes in the exam. A new section designed to measure analytical skills will be added to the traditional areas that test verbal and quantitative skills.

The change, the first since the current form of the Aptitude Test was introduced in the 1940's, is based on an extensive research effort initiated by the Graduate Record Examinations Board that showed that analytical skills can be distinguished from verbal and quantitative skills and are related to academic success.

Students, faculty members, and administrators from all over the country were consulted in the various planning stages of the change in the exam.

Educational Testing Service (ETS), which administers the exam for the GRE Board, explains that the additional measure will enable students to demonstrate a wider array of academic talents when they apply for admission to graduate schools.

Janis Somerville, GRE program director at ETS, said, "The new measure will test a student's skills in a number of areas. Students will be able to show their ability to recognize logical relationships, draw conclusions from a complex series of statements, and determine relationships between independent or interdependent categories of groups."

She explained that, like the traditional measures of the GRE, the new test will use various kinds of questions.

"Three types will be used in the analytical section: analysis of explanations, logical diagrams, and analytical reasoning questions, each designed to test a different aspect of analytical ability," she said.

Somerville also explained that no formal training in logic or methods of analysis is required to do well on the new measure.

Despite the new addition, the GRE will remain a three-hour test since the verbal and quantitative portions have been shortened and the time saved allocated to the new

sance.

After WWII Goddard directed the dismantling of the famed Zeiss optics plant in Germany. The plant was located in the area that would become the Russian Sector. Goddard commandeered its equipment. He induced most of its brilliant scientists to relocate with the plant near Munich.

The retired general is recognized world-wide for his contributions. He modified aircraft and camera systems. He pioneered development of long-range photography. He stimulated research of color film. His advances found their way into space exploration, mapping, geological and agricultural studies. He took the infant science of aerial photography and raised it to maturity.

Brigadier General George Goddard spoke recently at the American Society of Photogrammetry banquet held May 27 at the Inn at Indigo in Daytona. The Society's members are united by an interest in aerial photography and other forms of remote sensing. Gen. Goddard shared with them some highlights of his 36-years

in the field.

Goddard is the author of "Overview: a life-long adventure in aerial photography." The book jacket features a spectacular photograph of a Cuban missile site, the same that President Kennedy hung in the Oval Office. The photo was filmed with a shutterless camera, which permits low-speed high-speed filming. Gen. Goddard developed this camera in 1939.

The general retired from the U.S. Air Force in May 1953. President Kennedy recalled him from retirement in 1962, to act as a consultant during the Cuban missile crisis.

Though presently living in Boca Raton, Florida, Goddard was born in England in 1890 and came to the U.S. at the age of 14. In 1916 he saw stunt pilot Ruth Law in an aerial demonstration. He determined then that his future lay in aviation, so he enlisted in the U.S. Air Service. The following year, bundled in flying suit, helmet, and goggles, he took his first plane ride in an 80 h.p. Curtiss Jenny. He progressed rapidly from student of aerial photography to instructor to



AVIATION HALL OF FAME MEMBER: The now retired Brig. Gen. George Goddard is pictured here as he was in October 1922, a lieutenant then, Goddard poses next to his DH-4 aircraft. (Photo courtesy of the U.S. Air Force.)

Head of Research. His career is a litany of "firsts".

Among General Goddard's decorations are the Legion of Merit, the Distinguished Service

Medal, and France's Croix de Guerre. He received his General's stars in 1952. In July 1976 he was inducted into the Aviation Hall of Fame in Dayton,

Ohio. Others so honored include the Wright Brothers, Charles Lindbergh, and former astronaut John Glenn.

Cutoff Date For Rooms Given

The cut off date for securing your room in University Housing for Fall and Spring trimesters is June 5th. Your \$50 deposit must be postmarked on

in the office no later than the above date in order for your reservation to be guaranteed. Deposits received after June 5th will be considered along with all

entering freshmen. If you are uncertain as to your Fall housing status, please call or stop in the Housing Office as soon as possible.

Space Technology May Lead To Early Breast Cancer Detection

KENNEDY SPACE CENTER, Fla. - Every year thousands of women are subjected to screening procedures for breast cancer which use potentially harmful x-rays. Many of these women go through the physical and emotional anguish of radical surgery in the treatment of this disease.

Repeated x-rays have often been considered necessary because developing stages of breast cancer are sometimes undetectable by doctors who examine the earliest breast x-rays, making early diagnosis more difficult and sometimes allowing cancerous tissues to multiply until massive surgery is the only solution.

For two years engineers in the Data Analysis Facility at NASA's John F. Kennedy Space Center, Fla., have been working on the problem. The experimental process involves techniques similar to those originally developed to analyze imagery transmitted from Landsat satellites. By applying these

space techniques to the medical field, engineers have developed a method which may enable doctors to detect early stages of breast cancer and to determine the likelihood that a woman will ever develop breast cancer.

This experimental technique for early cancer detection is a product of x-ray enhancement - the ability of computers to enhance or make more visible information from x-rays not ordinarily detectable by the human eye.

Trained radiologists who examine x-rays work with a built-in handicap - the human eye. The eye has difficulty in detecting small density changes or changes in the gray shades of the intensity spectrum's upper density region. Most x-ray data is within this upper density region.

The human eye - even the most highly trained one - can detect about 32 different shades of gray at best. For radiologists this means that much of the information contained on an x-ray is invisible to them.

The need is for a method of putting these undetectable shades of gray in a better perspective - enhancing them so they are easily visible.

This is where the Data Analysis Facility steps in with its General Electric "Image 100" multi-spectral image analyzer. It is a computer-controlled system which extracts and classifies information about an image much better than can be done by human means.

Shades that were previously invisible to a doctor's eyes are now analyzed in much more detail. This makes significant information visible much earlier, improving prospects for an earlier diagnosis.

The special optical tool that begins this process is called a microdensitometer. Far superior to the human eye, it can detect 256 shades of gray with

great accuracy.

The microdensitometer scans a photographic image - such as an x-ray and then puts the information into computer language. The information is then fed into the Image 100 with instructions to enhance the low visibility gray shades. After classifying the gray shades which make up an image, the computer displays them in a way that is more meaningful to the radiologist.

Robert L. Butterfield, an electronics engineer at the Data Analysis Facility, has been working with the Image 100 and a Titusville, Fla., radiologist, Dr. William L. Walls, for two years on a process in which mammograms (breast x-rays) can be automatically analyzed to detect early stages of breast cancer before radical surgery is needed.

The current goal is to try to develop a computerized method of separating those women who are in a low risk

group (least possibility of developing breast cancer) from those in a high risk group (high possibility of developing breast cancer). If this method becomes feasible, it should reduce the need for repetitive screening-type mammograms.

The new x-ray analyzing system, if the development effort is successful, may allow separation of women into low, medium and high risk groups, allowing radiologists to concentrate on the mammograms from the high risk group.

Medical persons and engineers hope that some day this method may lead to techniques that would allow detection of very early breast cancer. Depending on the rate of change in x-ray gray shades, the yardstick doctors use to diagnose various stages of breast cancer, the computer may yield information enabling the radiologist to determine if very early indications of breast cancer are present.

JUNE

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<p>10:00-11:00 a.m. Protestant Services 11:15 a.m.-UC-CPR</p>	<p>Riddle Skits Mtg. F/SL-6 p.m.</p>	<p>A STUDY OF THE BOOK OF DANIEL 6 p.m.-F/SL</p> <p>ALAA Meeting-CPR-7 p.m.</p>	<p>Scuba Club Meeting CPR-6 p.m.</p> <p>Pick Up an AVIONI Billiard Tournament</p>	<p>Alpha Eta Rho Meeting CPR-6 p.m.</p> <p>Bowling at Hallifax Lanes</p>	<p>Movie: THE CANDIDATE</p> <p>DEADLINE TO MAKEUP INCOMPLETE</p>	<p>VETS Club Road Rally & Beach Party-Non.</p> <p>Lambda Chi Meeting F/5-7 p.m.</p>
<p>5 MASS:10:30 a.m. Protestant Services 11:15 a.m.-UC-CPR</p>	<p>6 Riddle Skits Mtg. F/SL-6 p.m.</p>	<p>7 A STUDY OF THE BOOK OF DANIEL 6 p.m.-F/SL</p> <p>ALAA Meeting-CPR-7 p.m.</p>	<p>8 Scuba Club Meeting CPR-6 p.m.</p> <p>LAST DAY TO DROP COURSES FOR TERM "A"</p>	<p>9 COO Meeting-5:30-CPR</p> <p>Alpha Eta Rho Meeting CPR-6 p.m.</p> <p>Bowling at Hallifax Lanes</p>	<p>10 COFFEE HOUSE with ALICIA</p> <p>DEADLINE TO MAKEUP INCOMPLETE</p>	<p>11 Lambda Chi Meeting F/5-7 p.m.</p>
<p>12 MASS:10:30 a.m. Protestant Services 11:15 a.m.-UC-CPR</p>	<p>13 Riddle Skits Mtg. F/SL-6 p.m.</p> <p>Shooting Club Meeting CPR-6 p.m.</p>	<p>14 A STUDY OF THE BOOK OF DANIEL 6 p.m.-F/SL</p> <p>Flag Day</p>	<p>15 Pick Up an AVIONI</p> <p>Scuba Club Meeting CPR-6 p.m.</p>	<p>16 Alpha Eta Rho Meeting CPR-6 p.m.</p> <p>Bowling at Hallifax Lanes</p>	<p>17 AAAA Meeting F/5-7 p.m.</p> <p>Movie: FARWELL, MY LOVE!</p>	<p>18 VETS Club 1st Annual Open Invitation-Non</p> <p>Lambda Chi Meeting F/5-7 p.m.</p>
<p>19 MASS:10:30 a.m. Protestant Services 11:15 a.m.-UC-CPR</p> <p>FATHER'S DAY!</p>	<p>20 Riddle Skits Mtg. F/SL-6 p.m.</p>	<p>21 A STUDY OF THE BOOK OF DANIEL 6 p.m.-F/SL</p> <p>ALAA Meeting CPR-7 p.m.</p> <p>1ST DAY OF SUMMER</p>	<p>22 Scuba Club Meeting CPR-6 p.m.</p>	<p>23 COO Meeting-CPR 5:30 p.m.</p> <p>Alpha Eta Rho Meeting CPR-6 p.m.</p> <p>Bowling at Hallifax Lanes</p>	<p>24</p>	<p>25 Lambda Chi Meeting F/5-7 p.m.</p>
<p>26 MASS: 10:30 a.m. Protestant Services 11:15 a.m.-UC-CPR</p>	<p>27 FINAL EXAMS</p> <p>Shooting Club Meeting CPR-6 p.m.</p> <p>ORIENTATION TERM B</p>	<p>28 FINAL EXAMS</p> <p>SUMMER TERM A</p> <p>Registration-Term B</p> <p>TUID</p>	<p>29 Scuba Club Meeting CPR-6 p.m.</p> <p>CLASSES BEGIN!</p>	<p>30 Alpha Eta Rho CPR-6 p.m.</p> <p>Bowling at Hallifax Lanes</p>	<p>May S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31</p>	<p>July S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31</p>

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MOBILE HOME FOR SALE: 2 Bedroom with walk-in-closet, A.C., large Chevrolet room, TV antenna, storage shed, Excellent condition and location. For immediate sale. \$4700 or best offer. Call 255-0923 or 253-3046.

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FOR SALE: 1972 Chevy Nova, #250 Excellent condition, Contact Larry at ERAU Box No. 1007.

FOR SALE: 1972 Nova, Excellent transportation, \$700. Contact Larry at Box 1007.

FOR SALE: Almost new Goodyear tires with 14 Shelby Wheels, to fit Chevrolet or similar models; \$145.00. Contact Ned at 252-2052.

1969 Ford Galaxy 500. Rcd with white interior, excellent condition. Contact Art Kyles, 767-4701.

4 DAYTONA MAG WHEELS (like new) and 2 160/13 Wide (Red) Tires. Fits Volkswagen Beetle and other similar cars. Contact Howard at 258-0190 or Box 2927.

1971 Buick Sportswagon, air, P/S, P/B, excellent condition. \$1100. 253-5733.

1970 MG Convertible. Wire wheels, new Dunlop steel belted radials. Exceptionally nice. Contact Mr. Voshbury at NHTA Lab or call 767-7295.

1968 PONTIAC FIREBIRD - 4-Speed, 100 cu. in. engine, 800 cfm Holley, Applique Mag Wheels, Steel belted radials, Amplifier Headlamps, Tape Player - Stereo, Stereo, Custom Interior - \$1200.00. If interested call 255-9897 and ask for Bob.

ATTENTION VW OWNERS: Your bus sick? Did your Rabbit die? Factory engine VW Mechanic, fuel injector specialist in - very reasonable rates. Mark, Box 5386 or call 253-7053 after 1400 hours. 1 set TRW Hi-Performance Pistons for closed chamber engine. 12.5 to 1 compression ratio. New Condition. Box 1786 or 255-7053. Ask for Bob.

FOR SALE: '72 VW Super Beetle, \$1155. Call Ray at 677-3348.

FOR SALE BIKES & SCOOTERS

FOR SALE: 1970 KAWASAKI 350, 5 speed; Disc brake; Wind shield and Luggage Rack. Excellent condition. \$400. Contact Jim Thompson-Box 4202 or Phone 252-6335 after 8 p.m.

Peugeot 10 speed, light leather seat \$90 or trade
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For Sale: Jawa Moped, 7 months old \$300 call 258-1707

1974 Honda XL-250 2500 miles, good condition. An excellent light weight dirt machine. Extra knobbies and parts included. \$700 contact: Paul R. Miller Box 6401

FOR SALE: '72 Kaw 500 cc - \$273 firm. If interested contact Box 2587 or call 761-6762.

FOR SALE: Honda 1973 motorcycle, 400 cc. double-overhead cam engine. Price: \$300. Needs a new electrical system. Contact Lawrence at ERAU Box 5289.

Peugeot 10 Speed. Good Condition. Light tank. \$85.
Motorcycle books, Full home. 104 Motorcycle books. Call anytime 255-6466 - 11. \$35.00. Call anytime 255-6466

FOR SALE: 1976 Suzuki R M125 A Motorcycle. Excellent condition. \$650. Contact Brian Box 4121.

FOR SALE: 1968 Triumph Spitfire. Needs minor work. \$275. Contact Brian at Box 4121.

FOR SALE: Heuer IFR Tires - New \$80. Call 255-9014

FOR SALE: 19' Admiral Color Table Model. Cart included. Good condition. Needs small repair. \$30.00. See Glenda - GRW No. 478, 253-4330. or 75 Old AM Car Radio - \$8.00

FOR SALE-MISC

FOR SALE: Magnavox Digital Clock Radio AM/FM-AFC. wake to alarm -8hr to music, condition is like NEW, originally \$65, will accept \$25 or best offer. Call Bob at 252-7963.

SELLING: Bed-Cut for \$15. In good condition. Price negotiable. Contact Amelia at 252-8417 in evening.

YEARBOOKS FOR SALE: 41971 books for \$2 each. 2 1972 for \$2 each. 195 1973 books for \$1 each. 11 1974 for \$1 each. 26 1975 books for \$1.50 each. IF INTERESTED IN PURCHASING A PREVIOUS YEARBOOKS CALL Ext. 3114 or visit the Phoenix/Avion office.

Hang Glider, Bill Brown Design. \$375. Contact Box 9154

SCUBA TANKS: Dacor 71.2 cu. ft. steel tank w/K valve - \$40.00. US Divers. 71.2 cu. ft. steel tank w/J Valve - \$45.00. Telephoto Lens. 300 mm Pentax mount, I.S.S. Automatic - \$25.00. Contact Greg at box 2045.

Pioneer (2020) AM/FM stereo car radio and 2 AFS speakers: \$100. Call 252-9112. Ask for Kevin or leave note in ERAU Box 4153.

For Sale: Garnad 2500 turntable- \$25 and Maytag apartment size washing machine, good condition, \$75. Box 1296

FOR SALE: Fold out Tent/Tailor Camper, 1974 model, good condition. EXTRAS. Call Sam Stuck on campus X 301. Off campus United 904-754-0223.

For Stereo System and Yamaha Guitars please call 255-0825 or contact through Box 1204.

Soft and matching chair. Good condition \$65. 253-6738 or Box 5492

PIANO FOR SALE: Steinway Consolo, Louis 16th. Beautiful condition. \$2,000 - worth over \$4,000. Call 677-1500.

FOR SALE: Play pen-\$10. Baby Walker-\$4. BOTH in excellent condition. Contact Glenda at Ext. 423 or call her at home at 253-4330.

WANTED-MISC

WANTED: A 1976 PHOENIX Yearbook. If you have one you don't want and want to sell or give, contact the Phoenix office at 3114.

Anyone interested in sharing expenses on a trip to Iowa (on the general vicinity) during the 2 week break after Term 3 call 258-5184 after 6:30 p.m. or before 9 am M-F.

Tun-ups and Brake work: Kellebs Work and reasonable rates. Contact Fred at Box 2228. Leave a means of contacting.

FOR RENT MOBILE HOMES & HOUSES

MOBILE HOME FOR SALE: "72" Body, 12' x 44', 2 bedroom; completely equip with kitchen. Patio covering & A.C. \$13,600. negotiable. Call 677-8646.

HOUSE FOR RENT - Located in Holly Hill area. \$50 monthly plus 1/4 utilities. Need three NEAT people, to share rent. Contact Don McBride-Box 5371.

FOR RENT: 2 bedroom house, large family room and living room. \$225 per month includes utilities (except gas). \$100 deposit required plus 30 day advance notice. North Holly Hill area. 672-5584.

APARTMENT TO SHARE: Person needed to share furnished AC 2 BR. beachside apt. during 9 term. Clean apt., free cable T.V., washer/dryer, etc. \$82.50 rent, plus 1/4 elec. Contact Jim Box 5476 ASAP.

ROOM-MATE WANTED: Midlevel Apartment- 2 miles from ERAU. Furnished Apt. & your own furnished room. \$76.00/month plus 1/3 of utilities. *Must Stay until End of August. Call 252-8213 after 6:00 p.m.

House for rent. To responsible students only. For the summer months (May thru August) 2-bedroom, 1-bath, fully furnished (including king-sized waterbed) \$175/month plus utilities. Fenced yard, back porch, double garage. In Holly Hill, 12 minutes from school. Call Howard. 258-0190 or Box 3227

WANTED: 1 roommate for June-Aug. \$82.50 + utilities for furnished mobile home (90') contact Bud King ERAU Box 4022 or Tel 761-1825 (So. Daytona) after 9 p.m.

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