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Volume 27, Issue 5

EMBRY-RIDDLE AERONAUTICAL UNIVERSITY

OCTOBER 12, 1977

EAGLES WIN FIRST HOME GAME

By Jim Zurales

With a burst of energy in the first overtime period last Saturday, The Eagles booted in two goals to defeat Flagler College 4-2.

Hakeem Sahid made a fine play working the ball through Flagler's defense in the first half to score the first goal. The second goal for the Eagles was booted in by Ron Asin with an assist from Sahid.

Flagler brought the score to 2 all at the half and the score was tied for the rest of the second half. The Eagles kept their defense up and goalkeeper, Brian Meyer made several excellent saves, preventing Flagler from taking the lead.

In the first ten minute overtime period, the gold and blue uniformed Eagles went to town. The spectators went wild as Donovan Lynshue scored two consecutive goals. Flagler's efforts were futile in the second overtime and the Eagles finished with a victorious 4-2 score.

Eckerd College tied the Eagles on Oct. 4 with a 2-2 score.

Don't miss the action this Saturday at 3:00 p.m. when the Eagles confront Mercer College on the soccer field on Catalina. Cheer the mighty Eagles on to another victory for Embry-Riddle.



THE BALL'S IN THERE SOMEWHERE!!! Two Eagles battle it out with two Flagler players, for control of the ball. For more pictures, see page 6. (Photo by Paul Hansen)

MEAL PLAN

By Mark Shunway

Since the beginning of the trimester, numerous complaints about the meal service have been voiced and heard throughout the cafeteria and pub. The common gripes seem to be a desire for unlimited portions, better service, and a dislike of the meal-numbering system.

Last year, Mike Gearing, who was head of the food service committee, conducted an in-depth survey of the food service programs of several neighboring universities, including Embry-Riddle. To properly control an unlimited portion type of meal service, E-RAU would need two separate cafeterias, one for cash paying customers, and one for the meal plan. Without two separate cafeterias a student on the meal plan could feed all of his friends who aren't on the meal plan, and himself, on one punch of his meal ticket. Another problem that arises from this type of meal service is the lack of a guaranteed income for the meal service company to plan on. Most schools with this type of a meal service company to plan on. Most schools with this type of a meal plan make it mandatory for all students in on-campus housing to purchase it. Although this provides a definite guaranteed income for the food service company, it seems highly unfair for the students to be forced to buy the meal service.

Surprisingly enough, most of the complaints on the service provided by the employees of Professional Food Management seem to be heard right after a bus comes in, and everyone on it flocks to get in line for food, or when an entire floor in the dorm decides that they're all going to eat at the same time. Considering the magnitude of these rushes, the employees of PFM should be congratulated on getting their customers through the line in pretty good time. The average student will find that if he comes back in five or ten minutes after seeing a large line, it's usually gone. While on the subject of service, it should be noted that many students have no room to complain. It seems to be these same students who don't take their trays back to the dish return window, forcing Dan Prickett, the cafe manager, to hire somebody extra just to go around and pick up after students who have a bad habit of leaving the cafeteria looking like a pigpen.

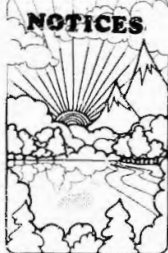
Another common complaint seems to be general dislike by the numbered meal system. Since each meal is numbered, and only one punch is allowed per meal, by missing a meal, you have forfeited that meal. In the past, meals weren't numbered, the meal tickets just had room for a certain number of punches. If a student wanted two lunches, this was no problem. But as the end of the week rolled around, students would work to make sure they got all of the meals that they were allotted. Even if they ate them or not, they made sure that they got them, and understandably this caused for a lot of wasted food on the last day of the week.

Above all, two things must be remembered: one, every student should voice his opinion if he has one, because complaining in private gets nothing done. If any student has a valid complaint or a problem, he should go straight to the cafe manager, Dan Prickett. And two, remember, always remember that students are PFM's customers, without them, PFM would have no reason to be here. Students must voice their opinions to bring about changes and get things done.

DOUG WILDER PERFORMS IN U.C.



DOUG WILDER performs in the Pub. This past Wednesday and Thursday see the Pub-turned-Coffhouse, and live entertainment there. Singing modern folk rock, Doug entertained a capacity crowd that brought him back for an encore, and enjoyed themselves thoroughly. (Photo by Chuck Henry)



NOTICES

ALL RIDDLE STUDENTS

WERU Radio is offering III Class F.C.C. (and Broadcast Endorsement) training on Saturday and Sunday - Oct. 15, 16, 22, 23 from 10 a.m. to 2:00 p.m.

AND rides to Tampa for the test Friday Nov. 4th are also available. The price for station members is FREE!

For non-station members the cost is \$2.00.

INVITATION TO SENIORS

The Annual Aviation Education Guidance Seminar will be held at Treasure Island Inn, Oct. 20th and 21st. ERAU is sponsor and host.

Thursday, October 20, 9:30 a.m. - 4:15 p.m., the subject will be "Dimension of Aviation in the 1980's", Friday, October 21, 8:30 a.m. - Noon, the subject will be "Careers in Aviation"; 1:00 p.m. - 4:30 p.m., the subject will be "Counseling Resources". Embry-Riddle senior students (Dec. '77, April '78, and Aug. '78, prospective graduates) are invited to the technical sessions on a limited basis. Please register with Placement, Second floor, U.C.

Serve the Community! The Halifax District of the Boy Scouts needs adult leaders. Many positions need to be filled. If interested contact Smokey Stover Box 2271, or call 677-6965.

ATTENTION
DEC., APR., & AUG. GRADS
and ANYONE WHO DIDN'T HAVE
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REGISTRATION

Subject: Professional Photographs by
Lenox Studios
When: October 24 - 27.
Time 8:00 a.m. - 5:00 p.m.

APPOINTMENTS CAN BE MADE
When: October 19-21
Time: 10:00 a.m. - 2:00 p.m.
Where: In U.C. Lobby



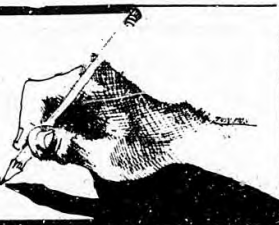
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OPINIONS

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

A few things of note have happened this week. The most positive thing was the soccer game, Saturday. Not only did we win, but there was a heck of a turn out to see the game. Let's keep it up. With lots of spectators we can inspire the team to exciting results.

On the negative side, there was a taxi accident this past week. Three things can be said about it. One, it's expensive; two, it's dangerous, and three, as professional pilots we're just going to have to be more careful!

Finally, the S.G.A. is slowly getting underway. The Senate meeting, last Tuesday, was a promising start. The next meeting in the Pub Area should be quite interesting, and I'm hoping to see a good turnout.

P.S. - They're going to be discussing the budget and the expenditure of your \$11 S.G.A. fee.



WISE UP!

A few 'words of wisdom'... Dr. Jeffrey H. Ledewitz

We are all quite aware of the necessity for conserving energy and, of course, saving ourselves some \$'s in the process. Perhaps some of the tips in the following article, reprinted by permission of the Daytona News-Journal, will be helpful to you.

ENGINEERS OFFER ENERGY CONSERVATION TIPS

Electric hot water heaters and air conditioners offer the most opportunities for practical energy conservation in Florida homes, according to two Florida Atlantic University Engineers.

In a study published in the current "Florida Environment and Urban Issues" magazine, the engineers outline a number of conservation alternatives for these devices and estimate savings.

Conservation measures estimated savings include:

- * Lowering the thermostat setting 10 degrees on the hot water heater. This will save \$9.60 per person per year.

- * Installing a time clock to cut off the heater during periods when it isn't used. This \$50 investment will pay for itself in fewer than three years, according to the study by Roger Messenger and James Manning.

- * Installing a solar panel to heat water. This will save \$168 a year for a family of four and require an initial investment of about \$1,000.

- * Raising the air conditioner setting. Estimated savings are \$4.40 per degree Fahrenheit per month for each 1,000 square feet.

- * Installing a time clock on air conditioners. Savings, a pay back period for the clock, would depend on its setting.

- * Putting insulation in the attic. This could save up to \$200 a year in electricity costs for each 1,000 square feet.

The study was based on three or four day energy consumption surveys of 120 homes in Boca Raton. Residential kilowatt hour meters, recording ammeters and recording thermometers were used to acquire the data.

The families surveyed were in the "middle income" range, had an average electric power consumption of 1280 kilowatt hours a month and indicated an interest in energy conservation.

Other appliances considered for potential energy savings were television sets, refrigerators, freezers, swimming pool pumps, and electric clothes dryers.

FEEDBACK

SUGGESTION:

Have the bus go directly to the Scottish Inn from the U.C. without stopping at the Administration Building. This would enable the bus to run every half hour. A van could be used to transport the small number of students to the Admin. Bldg. from the U.C.

RESPONSE:

(From A.J. Agett, Associate Dean of Students.)

The idea of operating a small van from the University Center to the Administration Building is convenient to the student body. However, there a number of other factors that must be considered:

1. The current bus run takes only 5 more minutes from each Admin. Bldg. stop.
2. Thousands of dollars are involved in obtaining a small van.

3. There are added expenses for maintenance and gasoline, insurance, and salaries for the bus driver.
4. Also, we are trying to hold down University expenses in order to prevent tuition increases paid by the student body.

Furthermore, it is doubtful that many students would be able to eat before classes in the extra 10 minutes saved in the bus schedule by your proposed plan.

As a further note, many students use the large bus to go to the Administration Building. For example: during the first two (2) weeks of classes, there were approximately 1,800 visitations by students to one of the offices (Financial Aid) in the Administration Building. It would seem that the bus would be sufficient in serving the needs of the student body.

PRESIDENT'S CORNER

Bob Allen
SGA President
PRESIDENT'S CORNER

Hi again. Congratulations to the Eagles Soccer Team, winning 4-2 in overtime against Flagler. A good attendance was noted, but we need more support. Make it a point to be at the next game on 10-15-77 at 2 p.m.

The Senate held their first meeting of the trimester on 10-4-77. The following issue will cover the minutes of that meeting.

All Senate meetings in the future will be open to the Student Body. The location will be the pub area and the date will be 10-18-77 at 5 p.m. See you there.

AVION PIZZA CONTEST

Editor's Note: Due to the fact that The Avion hasn't received any Pizza caliber answers to the last week's question, we are again running it this week. So let's get those wits in order and win that pizza. Otherwise... I'm going to eat it.

...And This Week's Question:

This weeks question deals with the effects of altitude on fun. Question: would a celebration have more fun drinking a bottle

of champagne at 8000 feet above sea level than drinking the bottle at sea level. If so, why?

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Entertainment

By Jimmy Hillburger

Last week I attended the Southeastern Regional N.E.C. (National Entertainment Conference) in Charleston, S.C. to scout entertainment available for future bookings at E-RAU. The N.E.C. is a convention for colleges and entertainment agencies to work together, so with proper routing and numerous bookings, the acts

are able to give a better price.

The agencies represented a wide assortment of entertainment. Comedians, magicians, jugglers, hypnotists, speakers and many, many musicians and groups made up the bulk of the convention floor. Each agency had a booth where it passed out propaganda and in many cases one was able to talk to the performers directly.

Six times during the three days of the N.E.C., there were showcases, where acts were given 20 minutes to do their thing in one of the finest halls I have ever seen. The quality of entertainment was very high for the most part. Even though I would never bring some of the acts to E-RAU, I do respect them for their talent and professionalism which they expressed on stage.

In the future, you will see many of the acts I had the pleasure of seeing. The acts I have booked hit a wide cross-section of entertainment:

and I urge you all to check them out when they perform here.

The first act coming will be Overland Express, Friday, October 21 at 5:00 p.m. They might be classified as an outlaw country-rock band. For sure, there will be a lot of the tapping and hand-shaking when they are on stage. An outdoor event, an open invitation goes out to our good neighbors at D.B.C.C. with free admission to all.

Nov. 11 weekend is homecoming which will be two days packed with entertainment. More on that in the future, but don't miss the juggler, Michael Martin. He's not an ordinary juggler but a — — — well, just come and see for yourself.

An accordion, unicycles, bowling pins, fire, and a tumbling mat are some of the props used by the Locomotion Circus. This two-man comedy gymnast team do amazing acrobatics in a hilarious format. This is the same duo who were featured on ABC throughout the Olympic Games as they performed daily in Old Montreal. They will be here the Tuesday before Thanksgiving giving two shows and doing workshops in any of the circus arts. These workshops will be open to anyone interested.

These are a few of the events

planned. I will inform you more at future dates, but you can count on Edmunds and Curly, Stan Waterman, the underwater photographer who filmed "The Deep," and some fine coffee house acts.

A word about the coffeehouse set up. E-RAU and D.B.C.C. will be running coffee houses on alternate Wednesdays. Each school is welcome and urged to attend the other. There are some real fine performers going to be here for only one night so, I hope you do support the coffeehouse so we can continue to bring in top entertainment like you will see with Richie Lecea or Mike Williams (ask him to sing the Donut song).

All activities coming through social functions will be advertised on yellow cardboard posters. If you see a yellow poster (made by good ol' Scott) make it a point to put that date on your calendar. You may think that certain acts won't be worth the time, but I ask you to take an objective point of view, and judge only after you have seen an act, and not what you think it will be. You may be surprised.

And remember: Those events on the yellow poster board are FREE and something which you'll only have one chance to see.

I hope you do.



MEDIA BLITZ MEDIA CENTER

The annual Media Center book inventory revealed substantial losses upon completion last week. About seven hundred books are counted as "missing" from the shelves. This loss represents many useful and needed educational tools which will be denied to the university community. It remains vitally important that all of our resources be available to every person on campus. If allowed to continue unchecked, library tipoff could deplete the Media Center of all of the most popular books and magazines demanded by students and faculty alike. Replacing lost materials costs more than the mere price of the book or magazine. When materials, usually those most requested, are removed from the Media Center, time and money are also lost in the process. It is necessary that all materials be properly checked out and returned to insure the best service to all in the community.

James Bozony of Amherst, Mass., was the businessman who gave the world the tasteless Gary Gilmore T-Shirt

Written On Sunday

Gynecology expert William Lyster has researched for more than one year why there is a preponderance of boy babies born in Brisbane, Australia. Dr. Lyster discovered that the water there is very rich in minerals, specially arsenic so he is about to publish a thesis which says that a man who drinks highly mineralized water with a touch of arsenic is more likely to produce boy, rather than girl babies. Will, your thesis in practice is likely to produce orphan babies, too!

During a recent seminar held in San Francisco by the Psychological Association, researchers studied sleep problems said shrimp or a hamburger might be better than sleeping pills for insomniacs. They stated that high protein food, including the traditional glass of milk before bedtime, contain tryptophan a substance which is believed to induce sleep. One of the researchers, psychologist Richard Bootzin added: "Drugs simply do not work for Chronic insomnia."

James Bozony of Amherst, Mass., was the businessman who gave the world the tasteless Gary Gilmore T-Shirt

(5.95 each). He said he did not have any plans to produce a Son of Sam T-Shirt. Bozony said: "That's too low, even for someone with my lack of taste."

Dr. ichiro Yamashita, a well known dental scientist, announced at a meeting of the Japan Oral Surgery Society in Osaka last summer, that in the future the world's most durable false teeth would be made of coral. The scientist claims that coral teeth last longer than those of gold, silver, or ceramic.

Richard and Sally Hunter, a couple of East Lansing, Mich. used to worry that their young son's insistence on reading until 3 a.m. would cause him problems in school. However, things worked the other way around for the young boy named Kam. Kam has enrolled this fall in Michigan State University. He is taking honor courses in math and chemistry while continuing his work in public school. "I just want to be treated like any other college student." Kam said. By the way he is only 11 years old.

NEW SUPPLY PROCEDURES

The workload within the Administrative Supply Section necessitates implementation of a more efficient system of processing orders and delivering supplies. Effective Oct. 10, 1977, these procedures will be in effect.

Requests for administrative supplies are to be submitted in writing. Request will reflect department name and account number, item name or description giving color, size, and reorder number where applicable, and quantity requested. A "Write It - Don't Say It" form may be used to place your orders if desired.

Telephone request for emergency deliveries on the same day will be accepted until 11:30 a.m., then emergency pick-up by department personnel may be accomplished by presenting a request for the required item approved by the

budget manager.

DELIVERY SCHEDULE

Monday: Maintenance Technology, Gill Rob Wilson Complex.
Tuesday: Academic Complex, University Center.

Wednesday: Administration Building and Annex.
Thursday: Flight Technology Hangar, Physical Plant, ROTC, D.B.A.

Friday: ALL ORDERS for Off Campus locations filled and packaged.

Your cooperation in anticipating and planning your needs for the week will reduce emergency requests and help us provide you with better service. Thank you for your cooperation and understanding in this matter.

James C. Cooper
Director
Material Management

FLY-IN THEATRE

Yes, Florida has everything, including a fly-in theatre at DeLand Airport, 9 air minutes west of Daytona Regional Airport. You don't sit in your plane with a speaker jammed in the window and a box of popcorn resting on the yoke, watching TV movies.

This is "SHOESTRING THEATRE" community theatre producing good entertaining plays of Broadway fare such as "SOUTH PACIFIC" and "OKLAHOMA", the opening season, The Rodgers & Hammerstein musical about wide-open spaces features two lovely ladies with Embury-Riddle connections. Leading lady Laurey is played by Mickey Middleton, whose father is a

dean at E-RAU. Supporting her as Ado Annie is Ellen Vigiotti, whose recent marriage to E-RAU student Angelo was reported in the AVION. An E-RAU student chorus member even flies to rehearsals in an Apache.

To fly in, call on Unicorn 122.8, click 5 times to activate the lights on runway 5-23, and park near Cardinal Aviation. Those unwilling to walk the 2 blocks, and want to drive, may drive out on US 92 to the DeLand Airport. Call Shoestring Theatre, 734-9810 from 6 to 9 pm for reservations and season ticket information. Performances are 8:30 pm October 21, 22, 28, 29, and 2:30 matinee October 23 and 30.

IMPROVING COMMUNICATIONS

In an effort to improve communications and understanding between the students and the staff within the AMT Division, Robert Olson, Division chairman, has expanded the current class representative system by holding periodic open meetings with the students. The first of these meetings was held last Friday at various times to allow an opportunity for all students to attend. Prior to the meeting, Olson asked the class representatives to solicit questions or complaints from the students. The first meeting resulted in questions covering a wide range of subjects concerning areas within the AMT Division as well as areas of concern outside of the division.

Olson attempted to answer all of the questions submitted. There were some areas, such as S.G.A. operations, which he advised students to go direct to the person in charge of that area for answers. Olson further emphasized that he has an "Open Door" policy and any student should feel free to talk to him at anytime about any problem that will affect his academic future. As a personal note, may I say, that Mr. Olson and his staff will make every effort to help any student solve a problem - all you need do is ask. Honest - he doesn't bite.

In future articles I will attempt to address specific areas of concern within the AMT Division. If there is any question you would like answered or complaint aired, either see your class representative, drop a note in the suggestion box at the tool crib or stop in and see Mr. Olson.

RESEARCH COLLECTION

The Research Collection located in Building H of the Gill Robb Wilson Complex will have

open house for all faculty members, Oct. 17-21 from 9-4 p.m. daily. Please stop in and become acquainted with these

old and rare books and magazine collections from the fields of Aviation and Engineering. Glenda Wolfe and Jon Murbach will be available to show you around, as well as Dave Sain and Earl Palmer. We hope to see you there!

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FRA TERNITY CORNER

AHP

PROFESSIONAL
AVIATION FRATERNITY

By Ken Morse
Historian

The pledge dinner this past Friday night proved to be a big success. About seventy people including brothers, guests and pledges enjoyed our traditional London broil dinner at the President's Residence. Russ Lewis, AHP Faculty Advisor, was speaker for the evening and was followed by a surprise appearance by E-RAU President Jack Hunt. Special thanks to both Mr. Lewis and Pres. Hunt for taking the time to speak to AHP; it was greatly appreciated by all.

On behalf of all the brothers of AHP I would like to welcome the pledges for the Fall '78 Trimester and wish them well through the pledge program.

AHP activities for the month of October include a caravan to the Kissimmee Air Show on Sunday, the 23rd. Cars will be leaving the U.C. at 10 a.m. The following Friday evening will be the Halloween Hayride at 10 p.m. at the Flying W ranch in Ormond Beach. Both of these events are annual activities for AHP and always provide a good time for all.

Congratulations go to Bob Gordon for passing his Commercial/Instrument check ride last week.

Sigma

Phi Delta

By Joe Biebel

With only a week or two of academic relief left, the Engineers of SPD have picked up their social activities for a little relaxation before the midterm onslaught.

Last Friday night's Little Sister Wine and Cheese Party turned out to be quite a success as all the Sigma Phi Delta Brothers, Little Sisters, and prospective Little Sisters had a very enjoyable evening.

Unfortunately, the SPD Football team did not fair so well last weekend as they went down to a 7-6 defeat to the Miller Boys. The biggest play of the game was a touchdown pass from George Frawley to Tony Phillips; also, an exceptional quarterback sack by defensive lineman Randy Kingo.

Any fine young women of E-RAU who wish to become or to know more about the Little Sisters of Sigma Phi Delta are welcome to come to an open Little Sister meeting at 8:00 p.m., Thursday, Oct. 13, at 519 S. Ridgewood Ave. This meeting has been established to clear up any doubts, you may have about SPD Little Sisters. If you desire a ride or escort, feel free to call 252-9374.

DELTA CHI



By Jimbo

Another week rolled by fast and that found Delta Chi gearing up for the weekend. The Friday night happy hour continues to be a success. This informal gathering of brothers, sisters and pledges really gets the weekend off to a good start. Chi Delphia had their pledge class present and if I don't say so myself they all do look fine! Happy hours at Delta Chi start around 7:00 p.m. and our doors are open to all who are interested.

Saturday was a quiet day with brothers getting some extra sack time. For one usually has to rest up before one would attend Martha's beach party! Martha, one of our little sisters, usually goes out of her way for success and she did it again up in Ormond Beach. The beer, hot dogs, and steamers were cooking! This Delta Chi was introduced to the fine art of eating raw clams. Thanks Pete, good stuff!

Everybody could not say

he didn't enjoy himself. Also at the party, Rick passed the first test on Alumni night. Congratulations are in order!

Delta Chi Vs. Sigma Chi. Come Sunday, two of the biggest fraternities clashed at Sandspur stadium. Both teams are always in the best of spirit before the game. For us it was more important in that we had yet to find the winning track.

At the flip of a coin the game got underway. It found us on the defense and we had to get tough fast as Sigma Chi came out throwing. Through several more plays, the roles had reversed. Delta Chi put the pressure on early in the game with a pass that found Paul Workman wide open. He ran in for the TD and what proved to be the game winning point.

From then on the Sigma Chi defense got tough. Both teams marched up and down field several times with Delta Chi coming close one more time, but no cigar.

So far the second time in two years, Delta Chi came out on top 6-0 in a hard fought match. As for the nose Lawson, we watched it all the way!

Remember brothers, Founder's Day this Saturday at al President's Hunt's place. Coat & Tie. Other details through Tom.

Till next week, Delta Chi rolls on.

Lambda Chi

J.R.2

This week our flag football squad was inactive, but we did have practice and we are looking better now. Our next game should be a victory for us. We are looking to go undefeated for the rest of our games.

As per tradition we will be entering the Riddle Regatta again this year. Brothers Ron and Bob will be looking to grab first place in the two man division while eight more of us will try out nautical skills in the bit team event. This year's regatta should be a lot of fun and we would all like to see a good turn out for this event.

The Associate Class moves

closer to full membership this week with the completion of their educational instruction. As spokesman for the Associates I would like to say thanks to Clay, you did a really fine job.

This weekend's business meeting will be held at Brother Phil's apartment at 5:00 p.m. Saturday, to be followed immediately by a "PJ" party. For those who are not familiar with "PJ" well it's an experience not soon forgotten.

The Associate Class will be holding a raffle starting next week. The first prize will be a brand new Moped, so look for us selling chances in the University Center next week.

E. R. A. U.



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By Patricia Neulz
Publicity Chairman

Don't forget our meeting tonight at 7:00 p.m. in the Common Purpose Room of the U.C. Our speaker for tonight is Mr. David Harris, from the space division at General Electric. This should prove to be a very interesting meeting.

Another reminder: Dues must be paid by the beginning of the meeting tonight! Only members and their guests may come to future meetings. See you tonight!

HEADING FOR THE NOODS?



By P.R.

This past weekend the Packers went off on their second trip of the Tri. On Friday night the Pack left Daytona for Bradford to do some tubing down the Ichaukeee River. Slowly but surely the Pack arrived at Canoe Outpost. Except for someone who had trouble keeping his backup light in one piece, the trip was uneventful. Once camp was set up we sat around and took in the smells of the great outdoors; steak, popcorn, beer, stew, gin, and the ever present terminal flatulent. The clear night brought out bright stars and cool temperatures as the Pack looked forward to the big day on the river.

RIDDLE PACKERS

Morning came around early, some of us were weary that the tent stomper might show his presence to leave his mark; the victim was Jeff's tent. Jeff was read; but the stomper was too fast. After a tasty breakfast and a clean up of the campsite the Pack was ready to take on the river.

At first the water was a little on the cool side, but then there was only one way to the finish line. Once on the river the Pack separated into three groups. The first group wanted to mellow-out and catch some "rays"; the second group was into tube flipping while the third group didn't care how they got to the end. After a beautiful and relaxing three hour trip down the river the water-logged Pack was ready to head back to Daytona. Our next trip will be in two weeks, the Packers will be backpacking on the Ocala Trail. Also be on the lookout for our upcoming Keg Raffle. You just might win 15 1/2 gallons of beer!



ARNOLD AIR SOCIETY
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By Kitty Blaisdel

Tonight will be the first interview for pledges. It is an informal question and answer time so there is no need to worry, pledges - it will all be over before you know it.

At tonight's meeting dues will be collected; so come armed with pen and check or whatever.

As information officer I would like to thank the corps for the new scrapbook.

There is a sign up sheet at the trailer for people to work at the March of Dimes walkathons in Flagler and DeLand. Pledges are encouraged to take part.

Last week at the staff meeting it was suggested that we have our Dining-in at the

Pumphouse. Are there any other suggestions? Bring them up tonight.

Bob Terbetaki will be keeping us posted on the pledge class by entering a paragraph or so each week.

PLEDGE PROGRESS
At the pledge meeting on the third of October we were informed that another pledger has dropped out due to a conflict of schedule. We remaining pledgers are working hard and attaining our goals. This past Saturday we did volunteer work for the Volusia County March of Dimes. We are developing plans for our other activities and are continuing to increase our knowledge of the Arnold Air Society.

HANG GLIDING CLUB

The Hang Gliding Club is looking for a faculty advisor. Any faculty member interested in this position, please contact Les MacDonald, Box No. 2196, or the Student Activities office. Any student willing to undertake the work needed

to make this club a success please leave word at the Box noted above.

Thank you,
Leslie C. MacDonald
(pres. ERAU Hang Gliding club)

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By Jerry Doyle

Have you ever pictured yourself stretched out at sunset on the deck of a fifty-foot yacht somewhere in the Virgin Islands? Or do you prefer to sound the surf in a Holiu 16 or Nacra 5.2? Perhaps you're interested in day sailing or an occasional race to keep yourself in tune. All this is possible through the Sailing Club.

You don't have to be an experienced sailor to join because we offer a full instructional program. This includes both classroom and shore training in excellent learning boats; Sunbirds and Pintails. Our intended start date will be October 17th and the program will run for four weeks. During this period you'll receive 12 hours sailing time and six hours classroom time. The cost for all this is only \$30.00 which includes a one year membership with the Halifax Sailing Association.

The HSA sponsors club races every month along with special regattas throughout the year. As a member you are entitled to use the boats owned by the club during any club sponsored race. The HSA holds its meetings every second Monday of the month at the beautiful Halifax River Yacht Club. They regularly have guest speakers and slide shows which are most interesting.

I mentioned the Virgin Islands earlier, and the club is very intent on getting there this year. I have been in contact with the owners of the

Mooring Charter Service on the island of Tortola, British Virgin Islands, and things look promising for a cruise in April. We're pushing for the week after exams which will insure everyone being back in time for A term. Some of the boats I've been checking on include the Gulfstar Custom 37 pictured above, the Morgan 41, and the luxurious fifty foot Gulfstar. Due to the demand for these boats we have to let them know our plans well in advance. This will be discussed further at our next meeting.

A number of our members are very active and skillful sailors competing in regattas throughout the country. Elliott Palmer of the Physics Dept. is one of the top sailors in the area. He and his co-skipper, Jack Moran, were among the top finishers in the Catalina 22 National Championships held in Jackson, Mississippi. They also placed second overall in the Division 4 offshore races with finishes of two firsts, a second, and a fourth. Mr. Palmer's daughter, Sandy, placed first in the Lady Helmsman series, better known as the Bikini Cup Race. Other active sailors known to our university include Tom Commolly, Jim Ladacic, Tony DiGorallano, Jim Cunningham, and Norm Kluga. I'm sure there are a number of students who have had some prosperous summers sailing, and I would be more than willing to publish their accomplishments.

Now that you are little more familiar with our group and its function, why not stop by our next meeting Thursday, October 13th at 5 p.m. in the Faculty/Staff lounge, second floor of the University Center. If you have any questions or cannot attend the meeting contact me, Jerry Doyle, Box No. 2792, and I'll get in touch with you as soon as possible. Thank you and see you on Thursday.

ROYAL SCOTTISH INN REVUE

By Jerome Diehl

The students of the Royal Scottish Inn got off their first round of volleyball this weekend. Different from ordinary volleyball, it was played in a pool with inner tubes.

Spectators, as well as players, all had alot of fun and laughs. When the players were told to rotate, some changed positions appropriately while others chose to just spin (rotate) in place. "Mount that rubber" was heard many times from the players. Each play was

followed by at least one player losing control of his tube. As a result, it sometimes took him 3 minutes to get ready for play.

Congratulations to Nine Lives, the Kamikazis, and All the President's Men for their wins. Next weekend we will hold the semi-finals at 1 p.m.

The Royal Scottish Inn also opened their pavilion this weekend. It makes facilities such as a pub, pool and foosball tables available to the students.



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CIVIL AIR PATROL

By Pat Hassett

The DAB Composite Squadron of the Civil Air Patrol is holding it's annual recruiting drive this month.

The mission of the Civil Air Patrol is to search for downed airplanes and their crews. The organization was first started in 1942 for anti-submarine search, target towing, and air search and rescue. Since it's earlier days, when there were only a handful of squadrons, C.A.P. has expanded to 52 different wings throughout the United States. You don't have to be a pilot to be in C.A.P. We need people in other areas, like ground teams, mechanics, and radio operators.

If you are interested in learning how to fly, C.A.P. offers instruction by qualified pilots at discounted prices. You work a flight schedule that is comfortable for you.

Right now, over half of the squadron is made up of E-RAU students. All of them love what they're doing.

We invite you to come to our meetings on Tuesdays at 7:00 p.m. The building is located next to Nova Flight Center, or if you have a question that can't wait, just call Pat Hassett at 258-9647 or drop a note in Box 2287. See ya soon!



FAA CERTIFIES NEW ENGINES

EVENDALE, Ohio - The Federal Aviation Administration has officially certified two models of the CF6 commercial aircraft engine, designated the CF6-45A and CF6-45B.

The two engine are derated versions of the CF6-50E engine and are identical in configuration with that model. Both the -45A and -45B produce 46,000 pounds with the -45A flat rated at 97 degrees F. and the

-45B flat rated at 110 degrees F.

The CF6-45A and CF6-45B are being offered on the Boeing 747SR and on the Boeing 747SP aircraft.

First application of the CF6-45A will be on the 747SR aircraft recently selected by All Nippon Airways. This order is for three firm aircraft and eight options.

VIEWPOINT

By Jim Harris
Staff Writer
(Photo by Chuck Henry)

Question: Do you listen to WERU, and if so, what do you think of it?



Ken Maclair - "Yes, but I'd like to see more soul and classical music played."

Howard Griffin - "No, because I can't find it on the radio dial."



Edwin Joseph Cruz - "Yes, but would like to hear more rhythm and blues."



Carol Owen - "Yes, it's something to listen to while you eat."

Mike Padron - "Sometimes, but they play too much acid rock."

Chuck Davis - "Yes, in the C.O., they're an AM station that should be on FM."

Larry Esposito - "Yes, and they should be on all night."



Ed States - "Yes, they don't play enough country-western and they've never heard of 'The Band'."

Gary Adragna - "Sometimes, I enjoy it because you have a variety of music."

Ellen Nagourney - "Sometimes, I've been around since WERU's intended formation and have found that they have not been fulfilling their goals as originally stated."



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NEW CHIEF TECH OFFICER FOR BENDIX CORP.

SOUTHFIELD, MICH. -- George H. Siegel has been appointed Chief Technical Officer for The Bendix Corporation. The appointment was announced by Senior Vice President John W. Weil, whom Siegel succeeds and to whom he will report.

As Chief Technical Officer, Siegel will have direct responsibility for the Corporate Engineering Staff and for the Bendix Research Laboratories. In addition, he will have functional responsibility for research and engineering throughout The Bendix Corporation. Most recently, Siegel has been Vice President and General

Manager of Bendix' Flight Systems Division in Teterboro, New Jersey, with total business responsibility for flight controls, cockpit displays, air data computers, navigation, and associated avionic systems. Prior to joining Bendix in 1974, Siegel was with General Electric Company in a variety of engineering, program management, quality assurance, and general management positions. He earned a master's degree in industrial engineering at New York University and a bachelor's in electrical engineering at City College of New York. Siegel is a licensed professional engineer.

RESULTS OF INTERMURAL FLAG FOOTBALL

The first game of the day saw two strong defensive teams head and head as Farrah's Favorites and Northeast Express battled to a 0 to 0 tie with just 10 seconds remaining. Farrah's Favorites had the ball, it was 4th down and about 50 yards for a Touchdown. The ball was snapped to Quarterback Dave DeAngelo of Farrah's Favorites. He looked and threw to the middle but it didn't pay off. John Long came up with the interception and ran it back 15 yards for a TD-final score was Northeast Express 6 and Farrah's Favorites 0.

The second game of the day pitted a well-prepared bunch known as the Wolverines against the "rusty" struggling Steelers. The Wolverines led at the half 13 to 0 and came out in the second half to add insult to injury as they tallied 21 more points on the scoreboard. Scoring for the Wolverines were passes from Quarterback Dave Freilinger to Darren Owen for 3 TD's and John Chonka for 1 and Craig Hanlon for 1. Freilinger connected with Craig Hanlon for an extra point and Herman Ford ran 5 yards to tally an extra point. With seconds remaining, John Myslinski added 2 points with a safety for the Wolverines. Final score was

Wolverines 34 and Steelers 0. The third game of the day was another defensive battle as the Playboys and Genesis held each other to 0 to 0. With 15 seconds remaining, Genesis quarterback Paul Cibrick hit Steve Harris with a TD pass and only score of the game. Final score was Genesis 6 and Playboys 0.

The Brewmasters picked up a 6 to 9 victory on a forfeit by the SC's.

In the fourth game of the day the Beach Boys walked away victors over AFROTC 8 to 0. The Beach Boys scored on a safety by Berral Meir-

twice and Mary Metcalf once and extra point passes to Gary Nicholson and Mary Metcalf.

The fifth game pitted two arch rivals with Delta Chi taking a 6 to 0 win over Sigma Chi. The only score of the game was a TD pass to Paul Workman from Quarterback Chuck Stroup with 12 minutes left in the second half.

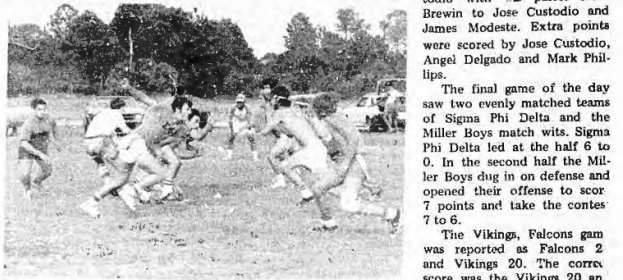
The sixth game of the day matched the Blue Wrecking Crew of the Vets Club against Co-Conference leaders the Raiders. The Vets Club scored early and continued so during the remainder of the game. Vets quarterback Stu Pollak threw TD passes to Ken Hauser

twice and Mary Metcalf once and extra point passes to Gary Nicholson and Mary Metcalf. Other scoring was done by Rick Koester with a 12 yard run and Jesse Wilson catching the Raiders offense for a 2 point safety. Final score was Vets Club 28 and Raiders 0.

The seventh game saw the organized Brothers of the Wind battle the determined 69'ers. The Brothers defense came up with a few key interceptions to hold the 69'er's scoreless as their offense rolled to a 46 to 0 win. Scoring for the Brothers of the Wind came on runs by Quarterback Daryl Brewin and two by Jose Custodio with TD passes from Brewin to Jose Custodio and James Modeste. Extra points were scored by Jose Custodio, Angel Delgado and Mark Phillips.

The final game of the day saw two evenly matched teams of Sigma Phi Delta and the Miller Boys match wits. Sigma Phi Delta led at the half 6 to 0. In the second half the Miller Boys dug in on defense and opened their offense to score 7 points and take the contest 7 to 6.

The Vikings, Falcons game was reported as Falcons 2 and Vikings 20. The correct score was the Vikings 20 and the Falcons 6.



(Photo by Chuck Henry)

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A spectacular save by Eagle goalie, Brian Meyer. (Photo by Paul Hansen)



The action is fast and furious as the Flagler goalie deflects the ball. (Photo by Paul Hansen)

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RIDDLE SPORTS



SOCCER CORNER

By Jim Zurales
Staff Writer



(Photo by Paul Hansen)

AUSTIN NWABUEZE OFODILE

Traveling from Nigeria, this right fullback for the Eagles is a senior in aeronautical studies. Speaking on soccer, Ofodile points out, "When something is a part of you, you must do it." He has played on his high school team and for the Eagles since 1974. Ofodile like to get involved with soccer. "I want to give all I have to make sure we come out first," he commented. The right fullback feels that this season's soccer team is the best since he's been here and best in the conference. In addition, he pointed out that when spectators are watching, the players want to do their best. Ofodile would like to become a Nigerian representative for the International Civil Aviation Organization.



(Photo by Chuck Henry)

TITO K. LAMBO

This senior in the aviation maintenance management program came to Embry-Riddle from Lagos, Nigeria. Lambo has played soccer throughout high school and since 1974 for the Eagles taking the left fullback position. "We're the best," Lambo enthusiastically commented. "I really think the team will make first place this season," he continued. Lambo also gives special thanks to the soccer coach, John Butler. "He lets his players see their own mistakes and improve themselves. He lets us make our own decisions on the field," he pointed out. Looking towards the future, Lambo hopes to return to Nigeria and start a charter company.



(Photo by Chuck Henry)

CARLOS BOCOCK

Playing the left fullback position for the Eagles is Carlos Bocock. Coming from Massachusetts, he is a junior in the aviation management program. Bocock got started in his 10 years of soccer experience because his friends back in his home town always played it a game. Soccer was the best sports program in his high school and he pursued the game throughout high school and here at Embry-Riddle. Speaking about the Eagles, Bocock commented, "I have never played with a better team. I have never seen so much talent." Bocock is optimistic about the success of the Eagles during this season.

YMCA BASKETBALL

Embry-Riddle has done away with Varsity basketball this year, but to try to keep interest alive has entered two teams, the Blue Eagles and the Golden Eagles, in the Daytona Beach YMCA league.

Last Wednesday these two teams met for the first time on the court. The first half had the Golden Eagles riled because of the number of fouls called against them, including a technical foul called against Jim Harris, who claims all he did was ask the referee a question. By halftime the Blue Eagles were ahead by 8 points.

The second half opened with much pushing and shoving, and still more fouls being called, now against both teams. Early in the third quarter another technical foul was called, this time against Rob Pump, again of the Golden Eagles, for throwing the ball down court after play had been stopped. By this time both teams' tempers were reaching a boiling point. The Director of the

league was forced to come out and warn both teams that if one more technical foul was called, the game would be suspended. Both teams agreed to settle down, at least for 50 seconds. Then the center of the Blue Eagles decided that he didn't like being pushed, and did something about it himself by taking a wild swing at the Golden Eagles center. Immediately his teammates stopped him, while the Golden Eagles stood and watched. The referees decided they'd had enough at this point and called the game with 4 minutes left in the third quarter. Both teams disagreed with the decision; they wanted just the two players who "fought" ejected from the game, but the director of the league decided that the game would be ruled as no contest, with neither team winning. This was, for the Blue Eagles, an unlucky break, for they were ahead by 9 points when the game was called.



STANDINGS INTRAMURAL FLAG FOOTBALL WEEK ENDING SUNDAY, OCTOBER 9

BLUE DIVISION											
Team	W	L	T	PF	PA	Team	W	L	T	PF	PA
East Conference	3	0	0	72	10	Manuders	2	0	0	40	6
Brothers of the Wind	3	0	0	32	6	Dirty Birds	2	0	0	26	6
Millers Boys	1	2	0	6	59	Falcons	0	1	0	6	20
69 er's	1	2	0	8	18	Who Cares	1	1	0	12	20
Sigma Chi	1	2	0	6	19	Lambda Chi Alpha	0	1	0		
Delta Chi	0	3	0		28	Vikings	1	1	0	20	18
Sigma Phi Delta											

GOLD DIVISION											
Team	W	L	T	PF	PA	Team	W	L	T	PF	PA
East Conference	2	0	0	20	0	West Conference	1	1	0	7	12
Beach Boys	1	1	0	23	40	Farrah's Favorites	2	0	0	23	0
Raiders	2	0	0	34	0	Northeast Express	1	1	0	19	19
Vets Club	0	2	0	12	32	Genesis	1	1	0	6	17
AFROTc	1	1	0	6	6	Steelers	0	2	0	6	41
Brewmasters	0	2	0	0	12	Wolverines	1	1	0	47	19
SC's											

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MEDIA CENTER NEW INFO

By Jim Zurales
Staff Writer



Jim explores Aviation Education Resource Center files as Librarian, Judy Luther, looks on. (Photo by Paul Hansen)

One may spend hours just scratching the surface of all the information located in the Media Center. Several new sources of information may be explored while venturing through the center.

After an idea by Ray Katz, editor of the AVION, to send away for information about the aeronautics industry, Katz and Jean Snyder, AVION secretary, got to work writing 65 to 75 individualized letters. These letters were sent to aviation related corporations, national aviation institutions and organizations, air universities, and national businesses related to aviation requesting info. The information received, much in the form of pictures, publications,

press releases, articles, and newsletters was donated to the aviation education resource center located in a vertical file in the magazine and microfilm room. Snyder commented, "The response was very good. As an example, Rockwell International sent us full scale designs of the space shuttle."

The AVION's collection of information may be used by students to keep an outlook on future jobs in the industry or even just for enjoyment. "The collection is used by students on a frequent daily basis," stated Kathy Paro, reference service assistant.

Several new innovations have been added to the Media Center. The first is a micro-

fiche collection of college catalogs from 2,800 foreign and domestic institutions. This collection is found by the microfilm viewer in the microfilm room.

Another addition is Newsbank. It is collection of news articles from 190 different newspapers throughout the country. The articles pertain to the subject area of transportation and are in microfiche form. Newsbank may be found on top of the microfilm files.

A new series of Jeppesen-Sanderson aviation related tape and filmstrip shows are now available to be viewed on the filmstrip viewers. This series covers several areas of aviation from meteorology and VFR regulations to commercial maneuvers and shooting ILS approaches. In addition to this series, there is a series on accounting and one on psychology.

Several slide presentations are available on various aviation related topics and students may examine them on the slide viewer.

Something for everyone can be found in the maize colored "Leisurely Reading" bookshelf next to the card catalog. Half of the one hundred book collection is non-fiction and the other half fiction. Ten new titles are added each month to the shelf which contains books like Capone and Tarantone, not to mention Sex and the

Liberated Man.

A recommendation box stands just inside the right hand door of the main reading room. The director of media services, Judy Luther, encourages everyone to use the box for suggestions or requests for materials or services. "We are very receptive to suggestions but we can't do anything if we don't know what the students want," Luther commented.

One of the services offered by the Media Center is an inter-library loan service. If certain needed material is not available here, a request could be made to have another library send the material to our media center. This process takes about two weeks.

In addition to a new microfilm viewer, the Media Center has other new audio visual aids for classroom use such as overhead projectors.

Excellent aviation films are shown periodically in the Riddle Theater. Some are preview films to get student reactions to determine whether they should be purchased or not. Audio-visual assistant Wall Leroux orders these films and points out that students may look at the catalog and request particular films to be shown.

The Media Center contains 50% of the magazine titles listed in the Reader's Guide. With such an aviation oriented library, there may seem to be a shortage of general information magazines dealing with the multitudes of other subject areas. However, the Media Center is making an effort to obtain more magazines with these varied subject areas. Students may request that certain magazines be subscribed to. In addition, clubs may request that maga-

zines pertaining to their interests be ordered.

Looking towards the future, a computerized circulation system for faster and more efficient service is in the initial planning stages. A new security system is also being considered due to the fact that 700 books have mysteriously walked off in the past year. "Student cooperation to cut down on missing books would be greatly appreciated," Luther stated. The director continued, "We hope to have the situation corrected within a year."

Another development within the Media Center is David Mann who has become the new assistant librarian. Also, Room A-110 has been changed from a classroom to a reading room and study area.

Andy Brachhold is the director of Media Development. His office provides services which are primarily faculty oriented. Things such as graphics and slide tapes are designed and made here basically for classroom support, and

also public relations. Full time graphics artist, Bob Holden does all artwork for Media Development including covers for books printed by the Riddle Press, which is a part of Media Development. Approximately fifty texts have been made this year and Brachhold's office does all the preparation work prior to printing. Most of the Communications classes saw a slide-tape show for the Media Center orientation.

This is just one of the many products of Media Development. Brachhold added, "We not only develop, but we test and evaluate our material and revise if necessary."

Remember, if you need anything in the Media Center and can't find it, just ask. If it is not available in the library, an effort to obtain the material from other sources will be made. "Distractions are our business," Judy Luther appropriately stated. So explore the media center and let it work for you.



Judy explains the use of a microfilm reader to a student. (Photo by Paul Hansen)

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THUNDERSTORMS AND FLYING (CONCLUSION)

By Ken Maddox

THUNDERSTORM HAZARDS AND AVOIDANCE

All thunderstorms contain one or more of the following hazards during some stage of their development: turbulence, hail, lightning, tornadoes, and icing.

TURBULENCE & DRAFTS

Turbulence in the thunderstorm is usually dependent upon the frequency and intensity of the drafts and gusts. Gusts result in small excursions in airspeed and/or altitude while drafts result in relatively large excursions in airspeed and altitude.

Updrafts in the thunderstorm are generally stronger than downdrafts, with the former being strongest in the middle and upper levels, and the latter strongest in the cloud's mid-section. Updrafts are also larger vertically and horizontally, and will frequently reach speeds of 6,000 ft/min, while downdrafts rarely exceed 4,000 ft/min. Aircraft displacement due to these drafts may be as much as 6,000 ft, but more usually 3,000 ft. Trying to hold an altitude in a thunderstorm is a futile effort.

The most severe turbulence is produced when drafts of opposing directions are close together, which produces gusts and eddies from the shear between the two. This turbulence is superimposed on the larger drafts.

Although recent studies tend to indicate that turbulence intensity varies little with altitude in well developed storms (tops approximately 60,000 ft.); in less developed storms the turbulence seems to be most severe between 12,000 and 20,000 ft. (between the 0 degree C and -10 degree C isotherms).

About 20% of all thunderstorms have a well-developed "roll cloud", which is very hazardous and caused by shear between updrafts and downdrafts or the forward base of the CB.

When penetrating a mature thunderstorm the aircraft will usually come out of the cloud at a higher altitude than it entered.

Increased turbulence can be found near the freezing level because the drafts are augmented by the freezing and melting of water.

In general, the clouds with the highest tops will contain the most severe turbulence. However, there is an exception to this when tornadoes are forecast. Tornadoes usually form from a seemingly innocuous cloud trailing behind the parent CB.

Severe turbulence is most usually found in the anvil

top 15-20 miles downwind from the storm's core. Severe turbulence can also be found up to 20 miles away from the CB in any direction, but most often occurs downwind. In considering flight over the top of a mature thunderstorm when upper level winds approximate 100 kts, it should be known that significant turbulence can be found up to 10,000 ft. above the visible top. Decrease the altitude to clear the tops by 1,000 ft. for every 10 kt. reduction in wind speed.

Turbulence beneath thunderstorms can be found as low as 300 AGL, especially when the relative humidity is low between the surface and 15,000 ft. Therefore, when flying under a CB, choose an altitude that is at least 2,000 ft. AGL. The old 1/3 distance from the cloud base to the ground is not applicable when dealing with severe thunderstorms.

HAIL

Hail can be found anywhere within the thunderstorm and up to 20 miles downwind of it. The overhanging anvil is notorious for spewing out hail, so flight beneath it is to be avoided. The likelihood of a CB containing hail is closely related to the intensity, and hence the vertical development, of the storm: if the storm contains hail, it must contain drafts of sufficient magnitude to support the formation of hailstones. This means severe to extreme turbulence. It is safe to say that every thunderstorm at some stage in its life contains hail, even though it may never reach the ground. The requirements for hail formation in thunderstorms are:

- 1) Strong updrafts;
- 2) Great vertical height;
- 3) Large cloud drop size; &
- 4) Large liquid (or super-cooled) water content.

Hail is precipitation in the form of solid lumps of ice formed by coalescence, and may range in size from a pea to a grapefruit. Hailstones are usually approximately round, but may also be conical and irregular in shape with pointed projections.

Hail is most common during the thunderstorm's mature stages at altitudes between 10,000 and 30,000 ft. Hail is rare above 35,000 ft., although encounters have been reported from the surface up to and including 45,000 ft.

The majority of aircraft incidents with hail occur during the period of April through June, between 1,400 and 2,200 local standard time, in the area west of the Mississippi River and east of the Continental Divide.

Pre-frontal squall lines and severe cold from thunderstorms are the air masses most likely to contain hail. Hail usually grows largest near the freezing level in areas of heavy precipitation. To sum up, hail can be found in three different areas associated with the thunderstorm:

- 1) in the cloud itself;
- 2) falling from the anvil-top; and
- 3) as much as 20 miles from the cloud itself (usually downwind).

LIGHTNING

Large variations in electrical potential within a cloud, between clouds, or between a cloud and the ground will cause a lightning stroke in an attempt to temporarily equalize potential difference. Updrafts cause electrons to be "rubbed-off" of the precipitation, and create charge separations within the cloud. Approximately 80 percent of static discharges involving aircraft occur in convective clouds near the freezing level (7,000 to 16,000 ft.).

Lightning travels from areas of negative charge to areas of positive charge. Thunder is caused by the rapid expansion of the air in the lightning path due to heating.

Lightning is most severe and frequent where liquid and solid precipitation coexist in the same thunderstorm cell.

Cloud-to-cloud lightning indicates the thunderstorm is in the dissipating stage, while cloud-to-ground lightning indicates it is in the mature stage. Cloud-to-cloud lightning is more frequent than cloud-to-ground due to the potential difference required for the latter to occur.

The thunderstorm cloud usually builds to the -20 degree C level before lightning occurs. However, lightning may continue even though the cloud tops fall to lower levels with temperatures higher than -20C.

Frequency of lightning strokes is at a maximum when the cloud attains its greatest height during the mature stage. Most frequent horizontal (cloud-to-cloud or in-cloud) flashes occur from the 0 degree C level to the -10 degree C level.

After the thunderstorm enters the dissipating stage, the frequency of flashes decreases, but the intensity of the individual flashes remains high.

Static electricity builds on an aircraft by frictional contact with condensation nuclei, and will most often be a problem in moist air near the freezing level.

To avoid:

- 1) Avoid flight near the freezing level when in IMC;

- 2) Avoid flight in frozen precipitation (especially wet snow); and

- 3) Reduced airspeed may prevent or delay a static discharge occurrence (indicated by St. Elmo's Fire, radio static, etc.)

TORNADOES

A tornado is a relative small funnel-shaped cloud USUALLY rotating counter clockwise in the northern hemisphere, and forms from the trailing edge of a cumulonimbus cloud. Inside the funnel is a very sharp barometric depression (up to 5 in. Hg.), and the funnel may rotate at speeds up to 400 kt.

Moist air is entrained into the funnel and subjected to rapid expansional cooling, condensing the water vapor and making the cloud visible.

The diameter of the funnel may range from a few feet to over 1 mile. However, the average funnel cloud is approx. 1/4 mile in diameter. It usually travels in a northeasterly direction at 25-50 kt., and its path over the ground may range from a few hundred feet to over 100 miles.

The Mississippi Valley is the most active region during Spring and early summer. Tornadoes are most usually associated with pre-frontal squall lines.

Some synoptic conditions associated with tornado development are:

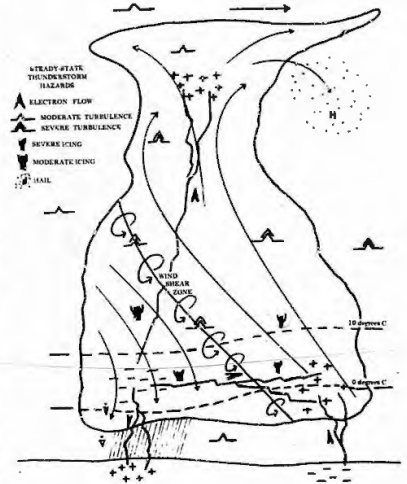
- 1) Veering of wind with height in the lower troposphere;
- 2) A warm moist layer of air between 9,000 and 13,000 ft.;
- 3) A marked conditional and convective instability; and
- 4) Usually dry air above the moist layer.

A funnel must reach the ground to be called a "tornado"; if it doesn't, it is termed a "funnel cloud".

A waterspout is a tornado that forms over a body of water. It is usually less intense due to the inherent stabilizing effect the water has upon it. Waterspouts usually occur in the tropical latitudes but have been observed as far north as 40 degrees N latitude.

CAUTION - Tornadoes usually develop from a seemingly innocuous cumulus cloud trailing from the rear and southerly edges of the parent CB, and as much as 20 miles away from it. A tornado vortex extends a great distance into the parent cloud, and will cause extreme turbulence. Needless to say, tornadoes, although very localized, are the most violent of all storms and capable of destroying ANY aircraft.

On radar, tornadoes are impossible to detect due to



the small size of their water droplets. However, all hook-shaped echoes and echoes with scalloped edges should be considered to be potential tornado producers, and appropriate avoidance procedures exercised. Icing in THUNDERSTORMS Freezing rain in thunderstorms is most conducive to aircraft icing and usually occurs from the 0 degree C and -10 degree C isotherms. Mostly clear ice will be found in thunderstorms, but a mixture of clear and rim ice may form (the latter being indicative of wet snow).

Thunderstorms are usually traversed rather quickly, minimizing exposure time to ice build-up. However, all anti-ice equipment should be turned-on prior to penetration. Super-cooled water droplets are capable of forming structural ice in temperatures approaching -40 degree C.

Thunderstorms occurring during the seasons of winter, spring, and fall (though more infrequent), will more often involve low-level icing.

THUNDERSTORM AVOIDANCE CRITERIA Avoid thunderstorms by AT LEAST the following distances:

- 5 miles when the OAT is above freezing
- 10 miles when the OAT is below freezing

20 miles when at or above 25,000 ft. Deviations from course and/or altitude should be planned as far in advance as possible to allow ATC coordination. When contacting ATC to circumnavigate a thunderstorm area, provide the following information:

- 1) Proposed point at which the deviation will commence;
- 2) Proposed route and extent of deviation (direction & distance);
- 3) Proposed altitude (s);
- 4) Point and estimated time when original route will be resumed;
- 5) Flight conditions (IFR or VFR);
- 6) Any further deviations that may become necessary; and
- 7) Advise ATC if the aircraft is equipped with functioning weather radar.

If ATC cannot approve requested changes in route or altitude, the pilot-in-command can exercise his emergency authority and deviate from his clearance to the extent necessary to insure the flight's safety. When exercising this emergency authority, ATC must be notified immediately.

The only safe rule for thunderstorm flying is to stay out of them and give them a wide berth.

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A MOUNTAIN RESCUE

(Article contributed by the Helicopter Association of America)

Bavaria, with a form of German all its own, is primarily mountainous. Sleepy provincial ski towns are scattered through the valleys, herds graze undisturbed, climbers come and go. Karl Wagner had been close to the scene for years, so he knew it well. He flew rescue missions into the Alps regularly. So when the call came from the mountain guard, it sounded like another of those flower-picking flights to some peaceful alpine meadow.

Karl and his crew scrambled into the helicopter - a JetRanger - and took off for the Geigelstein, rising to a height of 5,900 feet near the Austrian border. The radio began to crackle with news that a glider had brushed against the mountainside, and crashed. No information about the pilot's condition, but there was an ominous warning: wires crisscrossed the area. Nothing on the radio about the type of wires - per-

haps cable cars, power lines, clearly visible ski lifts or vicious, hidden cargo lifts erected by farmers to ferry their hay into the valley below. The crew, however, didn't take this news very seriously. They were accustomed to wires - wires were found throughout the high mountains.

In the Bavarian Alps, every spot with less than a vertical slope is used for grazing cattle, growing hay or entertaining tourists. Every village has its power line, every farmer his hay lift, and there are many towns for the skiing population. Wires are common, but the helicopter pilot never really knows whether he will be able to see all of them, or whether he might have missed one by sheer chance.

The JetRanger turned into the valley, climbed toward a steep, wooded slope and the crew saw the white glider, now scattered as wreckage over the area below. There was no way to land, but a hundred yards away there was a small

rock outcropping - just space for the tip of one skid, where the main rotor blade would clear the slope. Wagner had done this a hundred times. The doctor and his attendant were dropped at the site, and the helicopter rose in search of a place to land.

Wagner descended to 750 feet, looking for the man wearing a red windbreaker who was to motion him to a landing spot. But that was the year for red windbreakers, and what he saw instead was a crowd of them, all waving their arms. He was on his own.

The craft went into a steep, descending turn in order to attain a safe, level attitude for landing. But a sharp jerk shook the craft, followed by several seconds of extreme, high-frequency vibrations. Everything happened at once. The craft autorotated down a widening valley, and Wagner tried to maneuver toward a green, level meadow at the far end. He tried the controls: everything worked, and the pedals moved freely. It wouldn't be difficult, he thought to himself, because the JetRanger autorotates fairly well after tail rotor failure, and the large vertical fin allows the use of partial power. It was not at all clear to him what had caused the craft to behave as it did, and he decided that more power might help to fly straight. He trailed altitude for speed, but again the helicopter turned toward the cliff.

When he opened his eyes, the craft had clipped off the tops of several evergreens, tumbled onto a bridge and come to rest in the clear waters of the brook below. Half an hour later, Wagner was picked up, and soon flew another mission. The lesson? Says he, it's "never give up."

CERTIFICATION FOR CONQUEST



WICHITA, Kansas - Cessna Aircraft Company's Conquest propjet has received final certification from the Federal Aviation Administration (FAA).

Certification came after two years of rigorous ground and flight test activity at Cessna's Wichita, Kansas, Division in Wichita.

Deliveries of the new propjet will begin in early September to 30 Conquest dealers throughout the world.

Cessna President Mal Harned, in announcing the certification, said the Conquest "exceeded almost every performance standard set for it before the certification program began. In fact, as flight testing continued, it became a process of almost constantly revising performance figures upward."

The most recent performance improvements boosted maximum cruising speeds as follows:

*At 17,000 feet - increased from 288 knots (332 mph) to 291 knots (335 mph).

*At 25,000 feet - increased from 285 knots (328 mph) to 292 knots (336 mph).

*At 33,000 feet - increased from 277 knots (320 mph) to 287 knots (330 mph).

"For example, the Conquest will fly nonstop from Los Angeles to Baltimore at 33,000 feet, averaging 287 knots (330 mph) over the 2,000 nautical mile (2302 statute miles) distance," Harned said.

"More importantly, the Conquest can make this trip while using only 416 gallons of fuel - that's 4.81 nautical (5.63 statute) miles per gallon. With ten people on board, this performance could yield up to 60 passenger miles per gallon," Harned said. "This is fuel efficiency unmatched by any other jet or propjet aircraft."

CRIME PREVENTION

The key to the success of any program is the ability to use the best methods and/or strategies to accomplish the determined goal. The concepts of crime prevention are no different.

Desire, ability, and opportunity must all be present in order for a crime to be committed. The first two elements are supplied by the criminal. Opportunity, however, is a variable controlled by the public. A variety of programs, techniques, and strategies can be used to remove or reduce existing opportunities for crimes to be committed.

The following are programs which can be put into use at the university:

1. Physical security by application of security hardware.
 2. Operation Identification, which is the permanent marking of property by engraving of I.D. numbers on property.
 3. The issuance of information on factors which may invite burglary, and how to avoid them.
 4. Informing students on or off campus that a specific crime has occurred in their immediate area.
- Printed material may be obtained at security headquarters to supplement the above presentation.
- With the use of a crime prevention program the university can establish better security measures and protect university property. It is imperative that each officer in the department assume a portion of the crime prevention effort as a regular part of his duties, and to be successful the program must have the support of every member of the university. It is time for the university security to shift from a service that has been predominantly reactive to one which is active.

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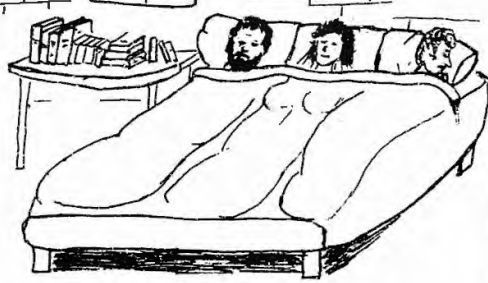
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