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Embry-Riddle Aeronautical University

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E-RAU'S Aviation Education Workshop

Story and photo by Paul Hansen

E-RAU's Aviation Education Workshop held Oct. 20 and 21 at the Treasure Island Inn provided participants from this university, as well as others, current industry views of the aviation's future. Representatives from Eastern Airlines, Douglas Aircraft, Hughes Aircraft, and the Aviation Maintenance Foundation forecast a rather optimistic career picture for those persons who will be entering the aviation industry in the late 1970's through the next decade.

Michael J. Fenello, Vice President for Operations of Eastern Airlines, anticipates approximately one trillion passenger miles per year being flown by commercial air carriers, a tremendous increase from current levels. Citing the current and near future retirement trends of Eastern's personnel, particularly pilots, Fenello stated that Eastern is now two years from the beginning of a strong rehiring cycle necessitated by the impending retirement of many WWII era pilots and support personnel. Although Eastern, as well as other airlines have lengthy waiting lists of furloughed pilots there will be increased opportunities for employment in the near future.

A recurring theme stressed by all of the airline representatives was that work experience was an invaluable step up on competitors in job hunting with major airlines. A good education fortified with prior work experience in some aspect of your intended career field is a definite plus factor. Mr. Fenello also stated that there is almost no starting position too low to be considered for aspirants to an airline career. Since many



Michael J. Fenello (right), Vice President of Operations, for Eastern Airlines discusses the future employment picture with several Embry-Riddle students after the Aviation Education Workshop, this past Friday.

companies prefer to hire and promote from within, the person hoping for a pilot slot is often in a stronger position to fill a vacancy than is the applicant from outside the company.

The cooperative education programs such as those offered at E-RAU are an excellent way to build the critical job experience while gaining the formal education required to begin the competition for a job.

Educational backgrounds in strong management and business programs are among the most useful for those starting in management and oper-

ational fields. An MBA is becoming an increasingly valuable credential in all areas of aviation.

Douglas Wolfe, Daytona Regional's manager, also stressed the business administration background. Flying experience in his career field was helpful, but not as essential as actual experience in the administrative aspects of running an airport.

The anticipated market growth for the air industry will cause parallel growth in aircraft manufacturing as well. William T. Gross, vice president of Douglas aircraft, stated

that the future boom with manufacturing will be caused by obsolescence of today's jet fleet occurring simultaneously with an expanded passenger market.

The optimism shown by airlines and at least one major manufacturer, however, were tempered by the extreme pessimism shown by many experts regarding fuel availability in the next decade. Obviously, however, at least some of the major builders believe alternatives to petroleum can be used for efficient jet fuels in the near future, giving credence to the industry's current optimism.

Safety at E-RAU

By Mark Shumway

As mid-term of this trimester rolls around, it's time to look back and reflect on what has been absorbed as useful knowledge, and what has been lost in the shuffle of learning. There is one thing that I hope hasn't been lost, and that is simply, safety here at Embry-Riddle. During this first trimester, there have already been more accidents than I thought I would see during my entire stay here at Riddle. One of these even involved the death of a flight instructor. What will happen now? What has come to be, or not to be, in the aftermath of these accidents?

This Fall, E-RAU has more flight students than it has ever had before. By sheer numbers, this leaves an opening for a serious communication problem between all the flight students, and proper authority at the flight line. When safety is involved, a communication gap will cause problems. Awareness of your present situation, and proper judgment under all circumstances, can make a tremendous difference in all-around safety consciousness.

Russ Lewis, the chief flight instructor, expressed obvious concern, as we talked about safety practices of flight students here at E-RAU. To date, the accidents and incidents during this tri, have not been able to be put under a definite heading and say, "this is the cause," or "this must be stopped." Therefore, it is very difficult for the staff at the flight line to enforce or instruct all the flight students as to appropriate preventive safety measures.

It does seem though, that the majority of these accidents, or near accidents, seem to apply to one common factor, "awareness." Complete awareness of the immediate environment, and proper judgment at all times in the cockpit should be of utmost importance to all flight students. Accidents cannot be foreseen, neither can they be taken back, but all accidents can most definitely be avoided.

Is Embry-Riddle sacrificing quality flight instruction and safety for quantity education? I tossed this question to Russ Lewis and asked for a completely honest answer. Mr. Lewis answered with a definite and emphatic, "No!" Although E-RAU has more students this fall than ever before, with even more expected next year, the flight line will accept a set number of students only. A maximum capability of 900 students has been evaluated for the present operation at the Gill Robb Wilson flight complex. At the present time, the flight line is operating very near, or at the maximum. Lewis stated that flight students will be turned away when more than the maximum of 900 appear for flight training.

The FAA has enough faith in Embry-Riddle's flight training program to grant Riddle a waiver on hour restrictions towards pilot certificates. This is the only waiver of its kind in the nation and probably the world. In other words, if by E-RAU's standards, a flight student is ready for his commercial-instrument checkride after 100 hours of flight time, then he can take it without waiting until he can accumulate the normally required 250 hours. Although that doesn't normally happen, it would be possible for a sharp pilot to go through his flight courses and on towards the appropriate ratings at a much faster pace.

The quality of flight instruction here at E-RAU has made a definite trend upward since its humble beginnings. Not just in the facilities available, and high quality of all the flight instructors, but the attitude and approach taken towards academic flight courses and pilot certification has changed. Flight students are directed more towards long-range goals than short ones. No longer does a "private pilot certification course" exist at Embry-Riddle. Instead, new students start right out on a "commercial-instrument certification course" with the private pilot's license being an incident dental benefit while working towards the higher goal.

By simply following standard procedures, and keeping awareness of all contributing factors in mind, every flight student can drastically reduce the chances of airborne and taxi accidents involving Riddle aircraft. It will take a one hundred percent effort from one hundred percent of flight students, but I'm positive that by working towards a common goal such as safety, we can all benefit.

DECEMBER SENIORS - OVERSEAS EMPLOYMENT

Bell Helicopter International has openings for all technical, engineering and management disciplines. All seniors graduating in December and interested in employment in Iran may pick up an application from Placement to be sent with a university cover letter. See Placement for additional details.

SEMINARS FOR NON-PILOTS SLATED AT EMBRY-RIDDLE

Spouses of pilots and aviation buffs interested in learning the basics of flight will have that opportunity during a series of special seminars here.

Four evening programs offered on successive Thursdays beginning Oct. 27 will acquaint non-pilots with the airman's world. The programs are open to the general public, and spouses of E-RAU students, faculty and staff.

The Oct. 27 session is entitled "The World of Flight." Other topics and dates are: Flight Safety, Nov. 3; How and Why an Airplane Flies, Nov. 10; Aviation Weather, Nov. 17. All topics will be presented by Embry-Riddle faculty members.

Each meeting will be in the University's Gill Robb Wilson Flight Center, Room 109. Each class begins at 7:30 p.m. and lasts about one and a half hours.

There is no fee for registration, for spouses of E-RAU personnel. Those planning to attend must pre-register as soon as possible by calling 252-5561, Ext. 320.

For more information, call Marty Keller, Embry-Riddle director of counseling, at the above telephone number.



NOTICES

PIANO PLAYERS:

Several students are trying to get a piano for E-RAU and we need your support. If you would like to see a piano available to students and think that you would USE it occasionally, please fill this out and send to Debbie Redhed, Box No. 3374.

Name: _____

Box No. _____

How long have you played the piano? _____

What type of music do you play? _____

How much do you think you would use the piano (hrs. per week)? _____

What time of day would you be using it? _____

"Transfer students who possess an FAA A & P license entering degree programs which require the A & P license will be given advanced standing as sophomores. If you meet this requirement please see Mr. Olson, Chairman, AMT Division."

Bob Olson
Chairman, AMT Division

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AVION PIZZA CONTEST

THE NEW AVION-PAPPY'S "YOU'RE IN THE SPOTLIGHT" CONTEST



If your face is circled in this picture, you are a winner. All you have to do is to come by the AVION office during this next week and show your face to us. In return you will receive a free pizza coupon from Pappy's Restaurant. Just show us your "mug" and you'll get a pie for your face, a PIZZA pie from Pappy's, that is!!

(Photo by
Chuck Henry)

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

Freedom of the Press

Last week I promised to discuss the subject of censorship. As I was thinking about it this week, I discovered there isn't much to say, which is reassuring. In the time I've been a member of the AVION staff, I cannot recall one incident of Administration censorship. Dr. Ledewitz made the point best, when he stated the school's position - that is, if the Administration censored this newspaper, or even attempted to mold its opinion, then the paper would become a propaganda sheet, and not be our student newspaper. This does not mean that I haven't had individual Administrators try and tell me how they would like to have the article read, but it does mean that we are pretty lucky in that the school policy is to simply leave us to print what we want... And, I will continue to do so going by the guidelines I stated last week.

SURPRISE

I would like to introduce myself to the readership of the Embry-Riddle Avion. As a Senior at Embry-Riddle I have come to know more about this, "University like no other". Drawing is somewhat of a hobby that I enjoy and a unique way of expressing views on campus. I originally had no intention of becoming a cartoonist, but after I realized the potential effect that cartoons could have, I became inspired.

I would like to thank Ray Katz and Ignacio Falco for their support of my cartoons. I regret that anyone would get upset over a cartoon. Cartoons can be interpreted thousands of ways depending on the mind that views them.

My goal as a cartoonist is to stir the minds of faculty and students in a unique way. I would appreciate any ideas from students or faculty in the presentation of my cartoons and if you have a particular complaint about a cartoon write to me or come see me about it. I would be more than happy to laugh with you, or at you, about it. The more time each of us spends at Embry-Riddle the more we begin to see it's faults, but we should also be able to see the unlimited potential that this University does have. This potential lies in the minds of students and faculty. If we think about it just a little and motivate ourselves to work together with the Administration we can truly have a university like no other!

Bob Herold
AVION Cartoonist

letters to the editor

Recently a September 14 issue of THE AVION reached Carnegie, Pa. As a teacher of Journalism, but more important as the mother of Philip J. Metz, second year student at Embry-Riddle I was appalled.

If yours is truly a "student publication," a strong statement about a re-evaluation of Embry-Riddle procedures was in order after the crash of September 7, 1977.

It was our son who spent 10 hours in the wooded swampland of Bunnell. Perhaps THE AVION might have questioned in its editorial comment why a search was not initiated until 10 hours. Or THE AVION might have asked through the printed word why an arbitrary decision was made over the summer to put all students enrolled in Course 204 into the class from 1730-2130, even those who had pre-registered.

THE AVION is the vehicle to explore whether quality flight instruction is being sacrificed for quantity education.

It isn't serious, perhaps, that the university does not have adequate housing nor planes for its students. However, it is vital if safety standards are being sacrificed in order to enroll more students! THE AVION chose to take a limp stand to the extent that one wonders if the September 14 edition was administrative ordered. A high school newspaper has more guts.

Sincerely,
Bette W. Metz (Mrs. Philip)

you may discover some misunderstandings on my part, so please take them into consideration.

When the machine was first installed, I was very pleased. I wrote letters home describing how surprised I was to find that E-RAU could do something smart for a change. Then I saw that ratty old, filthy dirty carpet which was laid out in there. I said to myself, "Well, you can't expect them to do everything right. Asking for a new carpet and clean walls is maybe asking too much." I decided to live with it. Then the final blow came. I found out by reading the AVION, that in fact, E-RAU had not made the decision to get this machine after all but that it had been donated. Why then, can't we have a new wall to wall carpet put down in there along with having the single metal wall cleaned of its messes? If some group is kind enough to donate this beautiful and much needed piece of equipment, why can't E-RAU show its appreciation by putting it in comparably beautiful surroundings?

My second and final point regards weight room scheduling. Can a system be devised that we'll have the gym opened at 9 a.m. everyday and closed no earlier than 10 or 11 p.m. each night? I realize that the present schedule says that it should be open at 10 a.m. each day. The problem is that the person responsible for opening at those times is not responsible enough. I also feel that under NO circumstances should that schedule be divided so as to give special time to various groups such as the baseball team. Those groups can lift and work-out just as easily with a few added lifters present.

Thank you very much and I hope you print this because I feel there are a lot of people sharing these views.

Chris Clark
Dorm Room 228

Dear Editor,

I've got a few questions concerning the new Universal weight machine which has recently been installed in the dorm annex. By my questions,

A UNIVERSITY LIKE NO OTHER



WISE UP!

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

FAIR CREDIT BILLING ACT

The interest shown in last week's column was quite surprising. As a furtherance of our coverage on the FAIR BILLING ACT* the facts listed below may be beneficial.

WHAT KIND OF DISPUTES DOES THE ACT'S DISPUTE SETTLEMENT PROCEDURE COVER?

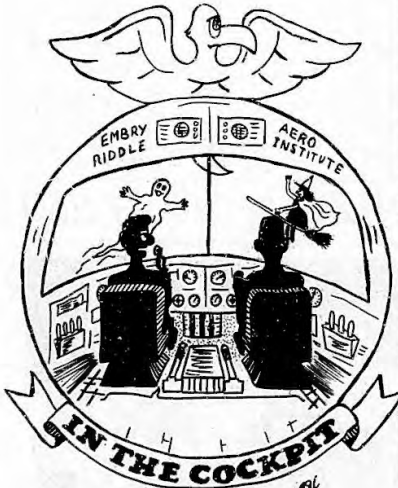
The procedure applies only to disputes over "billing errors" on your periodic statement such as:

- * charges you did not make or charges made by a person not allowed to use your account;
- * charges billed with the wrong description, amount, or date;
- * charges for property or services which you did not accept or which were not delivered as agreed;
- * failures to credit your account for payments or for goods you have returned;
- * billings for which you request an explanation or written proof of purchase; and
- * failures to mail or deliver a billing statement to your current address, provided you gave at least ten (10) days notice of any change of address.

ARE DISAGREEMENTS OVER POOR SERVICE OR FAULTY MERCHANDISE COVERED BY THE DISPUTE SETTLEMENT PROCEDURE?

Disputes over the QUALITY of goods or services you have received are NOT "billing errors" under the FAIR CREDIT BILLING ACT and are NOT subject to the dispute procedure. However, the ACT does provide that if you purchase unsatisfactory goods or services on a credit card, even if the card was not issued by the seller (such as a bank credit card), you may assert against the credit card company any claims or defenses which you might have against the seller.

This means, for example, that if you have a right to withhold payment from the seller of faulty merchandise, under certain circumstances, you may also withhold payment for that merchandise from your credit card account. The ACT does not help you settle this type of dispute, but it may allow you to hold on to your money while it is being settled. This right will be described more fully in future columns.



Happy Halloween Com!

Ah, Daytona Tower, this is Riddle 69...er... I think I'd like to report a UFO?

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Entertainment

By Jimmy Hilburger

OUTDOOR CONCERT

Besides the fact that certain authorities refused to let beer be sold outside without going through various channels for three weeks, and threatening skies were only bluffing, the Overland Express went on as scheduled and gave a fine display of Southern Rock & Roll. The intended 1 1/2 hour show on the West lawn of the U.C., ran overtime by an hour as a number of hard-core rock and rollers in the audience continued to bring them back until one hour after twilight.

Their show consisted of mostly original tunes in the spirit of up-tempo outlaw-country-rock mixed with some Pure-Prarie Rock, CS & N, and Earl Scraggs. It was refreshing to hear some new music which was every bit as good as the "big-name groups."

Of course the frisbees were climbing, banking and stalling continually. All eyes in the audience immediately directed their attention to Runway 24 when they heard that 727 take off behind them. But to their surprise it was a T-33 Thunderbird flown by George Baker of Daytona and climbing at below Vx and turning out of the traffic pattern looking as if it may roll. It ended up being only a very nice climbing turn and then the T-33 continued into the clouds. What a pretty sight it was.

Remember the HALLO-WEEN BASH!!

- Best Costumes
- Couples/Groups - \$30
- Best Male - \$25 & \$15
- Best Female - \$25 & \$15

SENATE STANDING RULES

At the Senate meeting held on Oct. 18, a motion was set forth to adopt the Senate Standing Rules - the motion was approved and the following Senate Rules have been instituted:

PREFACE:

The purpose of the Standing Rules shall be to provide structure and organization for the efficient, effective use of Senate meeting times. It is not the intent of this body nor these rules to inhibit or block the democratic process of equal representation and open government. Suspension of the rules may be implemented at the discretion of the chair or the Senate at any time.

STANDING RULES:

1. The chairperson of the Senate shall be the Vice-President of the S.G.A.

2. A standard agenda format shall be followed in order of items listed at each Senate meeting. All agenda items shall be submitted to the chairperson of the Senate in writing by Wednesday prior to the Tuesday Senate meeting during which they are to be considered. An item on the agenda may be considered out of the written order if a motion is made and approved to "suspend the rules of the day."

3. The chairperson of the Senate shall develop the meeting agenda from various input sources and publish the agenda of the S.G.A. Bulletin Board and to the Senators via campus mail at least 5 days prior to each Senate meeting.

4. The format for the Senate agenda shall be general discussion upon recognition from the chair until such time when a formal motion is stated, i.e. senator states, "Mr. Chairman, I move that..."

5. At this point the following structures shall be followed:

- Statement of formal motion
- Second from senate floor
- Move into formal debate: 2 minutes maximum of positive debate, 2 minutes maximum of negative debate through 2 rounds (8 minutes maximum).

Question is automatically called, and motion is voted upon. If additional debate is necessary, a senator may "move to extend debate." This requires a 2/3 approval of senate and extends debate through one more round, (2 minutes positive and 2 minutes negative).

6. At the end of debate, the chairperson will repeat the motion and call for a vote. i.e. "All in favor say aye, (pause) opposed nay."

7. It shall be the policy of this senate for the chair to recognize only voting senators or cabinet members during regular senate meetings (or special guests listed on the agenda). If a student wished to address the ERAU Senate, he must approach a senator prior to the meeting and request that the senator gain recognition and yield the floor to him. Approval for yielding the floor to a non-senator shall be at the discretion of the chair.

Example:
Chair: "Mr. Jones, (Senator)"
Mr. Jones: "Mr. Chairman, I

wish to yield the floor to (non-senator) who wishes to address this body on X matter."
Chair: "Request approved"
Mr. Smith: respond, etc...

7. A senator involved in formal debate may yield the floor to another senator but the maximum time for each positive and negative response shall remain 2 minutes.

The reasoning behind Standing Rule No. 7 is to first encourage students to contact their Senators prior to regular meetings for input, problems, issues, etc. and second, to keep the Senate meetings orderly and effective for all. All students are encouraged to attend meetings and contact Senators for opportunities to be recognized. A motion was also set forth that all Senate meetings be held in a sectioned off area of the "pub with one microphone for the chair and another for the Senators. For the benefit of the whole student body present at these meetings, it was also decided that the pinball machines and television be turned off during the length of the meeting. This measure was decided upon to enable the Senate to discuss and approve, or reject all business on hand, and also for all students present to see how their Senators handle business which is in interest of the entire student body. I do hope you attend these meetings and be informed, as to what is going on and request your cooperation in maintaining order throughout the meetings.

Alfred Graves
S.G.A. Vice President

Written On Sunday

By Ignacio Falco
Columnist

A research study done by Lee Tyrey, a gynecologist of Duke University, says that marijuana smoking is a possible cause of sterility. During the experiment, Tyrey injected female rats with THC, the active substance in grass, and they were unable to produce a hormone necessary for conception. By the way, who needs more rats?

Officials of British Airways are still wondering how Michael Taylor, who has absolutely nothing to do with aviation, managed for 10 years to travel around the world at the 90% fare discount accorded pilots. Michael filled out a form - by pretending he was a pilot - and said he worked in the flight operations department. He finally was caught after enjoying cheap air fares for a decade, and is facing charges filed by British Airways at Southampton, England.

The Con Edison Utility Company in New York has just sent out a pamphlet to its customers warning them in

case a major black out happens again. The booklet is titled, "Your Rights as a Utility Customer" and the inside pages are blank!

Sending beer to Germany may seem as unusual as sending rice to China. But, according to Rep. Paul Simon (D-Ill.), that is exactly what the Pentagon does. It spends almost \$1 million a year sending beer to Germany just to quench the thirst of the GI's over there. Simon says he has not complained officially because the beer industry in the United States and the unions in that industry will object.

It is almost sure that Earl Deering, of Kingman, Arizona, did not give any present to his mother-in-law last Sunday October 23, on Mother-in-Law's Day. What happened is that Earl's wife celebrated the arrival of her mother last month by cooking biscuits in the oven at 1 a.m. That's where Deering had been keeping his \$4,200 savings in bills.

So long.

Media Center

Attention E-RAU students! We need your help! It seems that we are having a big problem with materials being "ripped off" from the Media Center. When something is taken and not returned, that means everyone suffers except the one person who has it. Considering there are about 2,700 students, it really does not seem fair for one person to get exclusive rights to something that is here for all students to use.

Besides valuable issues of magazines that periodically disappear, we are now missing the "Newsbank Index", a red notebook kept on the microfilm cabinets. THIS IS the only index to the microfiche covering transportation articles from major newspapers across the U.S. We would appreciate this returning to it's proper place.

You can anonymously place it in the book drop!

Help us! Help yourself! Remember, the Media Center is for everyone.

STUDENT ACTIVITIES

Student Activities and the E-RAU Board of Visitors will sponsor a lecture/presentation on "Everything You Need to Know About Cancer" by Dr. Charles S. Cameron on Tuesday, November 1 at Noon in Room A-105.

Dr. Charles S. Cameron, vice president for Development at the Papanicolaou Cancer Research Institute, is a distinguished educator and former medical and scientific director of the American Cancer Society.

Dr. Cameron, during his decade in the American Cancer Society, was more responsible than anyone in bringing Dr.

George N. Papanicolaou to the attention of the scientific community and gaining approval of the Pap test, as the most significant development in the fight against cancer in the 20th century.

Dr. Cameron began his distinguished medical career as an intern in the Philadelphia General Hospital in 1935, becoming surgical resident in 1937. He was vice president of the Philadelphia Board of Health, a member of the National Board of Medical Examiners. He served with the U.S. Navy, chief of tumor service, Brooklyn Navy Hospital. He is a fellow

member of the American Medical Association and the American World Medical Association, the New York Medical Society and the author of "Truth about Cancer," which has been published in eight languages. Dr. Cameron has been the recipient of many honors for his distinguished service to medical education and research, particularly in cancer.

This lecture/presentation is being presented courtesy of Mr. and Mrs. L. Vagnozzi, members of the E-RAU Board of Visitors. All students, faculty, and staff are encouraged to attend.

SAFEGUARD YOURSELF

This is to introduce you, the students living in the Scottish Inn and also the Dorm, to Mr. Paul Sharpe, your ERAU Security Guard. According to A.G. Moccia, chief of Security here, Sharpe is doing a fine job and according to Moccia, "I must commend him on his performance of duty and cheerfulness."

He turned in a 75-48 report this last week stating that on Monday, Oct. 17 at 1:15 a.m., he found 29 autos with either doors unlocked or windows open. He states that the objects left in these cars are numerous; ranging from clothing, books, cameras, C-B sets and car radios."

Sharpe needs your cooperation; and you may help and at the same time help yourself by locking your autos up. Also a reminder - some students are deliberately removing all the light bulbs out of the hallways. This is needless for it makes it easy without light for thefts to occur and we recommend that you students help Security by reporting the person or persons responsible for this.

Moccia added, "I would also like to add that these unknown persons are wearing ski masks to avoid identification."

Security strives to assist you

in all ways, but there are times when we need your assistance also. Remember - be proud of your residence and take pride in it and don't let a few ruin things for all. The pinball machines are being smashed in and

these are acts of "kids", not grown-up men. Report all these incidents at once to your Dorm Advisor and Security. We thank you.

A.G. Moccia
Chief of Security



Halloween Bash!

SATURDAY
8:30 P.M.

Best Couple/
Group - \$30

Male - \$25 & \$15
Female - \$25 & \$15



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FRA TERNITY CORNER

AHP

PROFESSIONAL AVIATION FRATERNITY
By Ken Morse - Historian

There was plenty of beer, soda, and rain for the AHP's at the Central Florida Air Fair at Kissimmee on Sunday. Despite the rain, the show continued and all had a good time.

Events coming up are the Halloween Hayride on Friday and a seafood picnic on November 6th. Our second Annual Hayride will start at the Flying W Ranch in Ormond Beach at 10 p.m. Ray and Marj Ketz will again host the Seafood picnic at their home in Deland. The picnic this summer included clams, crabs, shrimp and steak.

Congratulations go to the new Mr. and Mrs. Graig Hildebrandt who were married last Saturday.

Also due congratulations is Bob Gordon who received his multi-engine rating last week.

DELTA CHI



By "P.J." Lee

The brothers of Delta Chi basically took it easy this past week and weekend. Most everyone spent the time studying in order to rescue their mid-term grades. Finally, the end of the week rolled around, and that means happy hour. Several brothers, little sisters, and friends attended this TGIF event.

We had our second beach party of the trimester Saturday night. We started things off in the late afternoon while there was still enough daylight to play a few rounds of volleyball. Later in the evening, everyone did their own thing—some tried to play with the frisbee in the dark, some chose to finish off the clams, others sat around the fire singing songs, and Jimbo attacked Nancy. And then the rains came. In true Delta Chi spirit, we quickly policed

the area and the threw the party into various trucks and cars and moved the good times to the fraternity house.

Despite the enthusiastic cheering of Chi Delphia, we were soundly defeated in Sunday's football game. Maybe next weekend we'll send the football team to bed early! Congratulations to the Miller Boys.

Brothers, don't forget about the chapter meeting tonight at 9:00. Let's have a good showing for the field secretary. Also, make plans to attend this Friday's Halloween party at the house.

Chi Delphia would like to thank everyone for their support at last weekend's car wash. Thanks to their hard work and your support it was a profitable day for them.

AFROTC

By Oz Alfert

This past Saturday, the Cadets of Det 167 awoke bright and early for the long awaited one and one-half mile aerobics run. It was really so much fun. Everyone had a great time. Especially those who had made the run the night before.

A special reminder to all you cadets out there. Coming up on Saturday the 29th is the field trip to MacDill AFB. Also, on Friday the 28th, at 4:30 p.m. is the second pretzel hour of the trimester. Let's have a real good turn out from all you P.O.C.'s and G.M.C.'s.



By the Bee Dee Jive

a fine turnout by local residents for the event. The drive for sponsors and donations has been very successful due to a fine effort by Gary Loff in a tenacious telephone campaign, having raised undoubtedly the largest number of contributors by an individual this year. The club would also like to thank the Student Government Association for their endorsement and their donation of the trophies for the race.

The Vets club has issued a challenge to all the campus organizations to try and defeat the Big Blue in the one remaining championship not yet secured by the club. This year the club will be putting their finest on the Halifax to bring home the trophy in every category, anticipating a sweeping victory in not only the team entry, but also the one and two man entries. The finest of our engineering students has set to the task of designing the ultimate in inerte-rafts. No mercy this year!

Though the regatta has been foremost in the activities planned for the fall trimester, the membership took advantage of another fine excuse to get together last weekend. The Vets Club caravan wound its way down to Kissimmee to take in some of the finest aerial exhibitions expected this year in central Florida. Undaunted by overcast and drizzly skies, the club got down to some outstanding partying while watching some of the masters of the art of flying. A real fine show and a really great time was had!

Another of the club's major interests each fall is its outstanding football team. This year should be another in the never ending string of great performances by the club in intramural competition. The team added another victory last weekend in a 21 to 0 game over its competitor, bringing the Vets record to 3-0-1.

During the game last Sunday, in the interest of good sportsmanship, our own Mike Drake spared his opponent a more humiliating defeat by tearing the flags off his teammate, as he tried to run back an interception for a Vet's club touchdown.



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E.R.A.U. NGT CLUB

By Patricia Nouxi
Publicity Chairman

Don't forget the Riddle Regatta this Saturday where our club will be rowing for 1st place. Come out and watch them paddle for their lives, depending on the amount of beer consumed! The objective is to have a good time and I'm sure they will.

This is a beach party scheduled for Nov. 5. You should be receiving the news in your mailboxes and read next week's article for specific details.

Our next meeting will be on the 16th of Nov. Our speaker will be a chief pilot for Eastern Airlines.



ARNOLD AIR SOCIETY
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By Kitty Blaisdell

There is just one week and a few days to get the show on the road -ROAD RALLY that is; featuring you and your car as the show. So far we have the support of the AFROTC Corps with Squadron 2 challenging Squadron 1. This is not just an AAS and ROTC event, it is open to everyone. Come and have a good time, maybe even start a friendly inter-trimster competition.

Brad King, Brian Herbes, and myself went to the Detention Center last Monday and told them a little about our organization and E-RAU. Many showed some interest in flying, so Thursday some more

members went to show movies. We hope to keep them busy and interested in various activities. Members will be going there on weekends to play football and other sports.

The tour with Deland's Jr. ROTC went well. The Deland students were shown a Thunderbird's movie at the Riddle Theater and then were shown around campus. We would like to thank those who explained things at the Flight Line and Maintenance Buildings.

The Commander's Call is coming up in a couple of weeks; November 11-13, in Valdosta, Georgia. Don't forget to bring your deposit to the meeting tonight.

See you at 6:30 tonight at Sir Sleak

Pledge Progress by Bob Terbetaki

This week has found the pledgers searching for the "Crimson Glory Rose" and learning of the customs of the AAS. We also gained an insight to the duties of our national officers. Karl Johnson is chairman of our committee and assigned to develop a plan for a tutoring service for the Cadet Corps. We are all working hard and looking forward to seeing everyone at tonight's meeting.

Sigma Phi Delta

By Joe Biebel

Even with the crunch of this week's mid-terms, the engineers of SPD kept chugging along. There's been a lot of midnight oil burning at the SPD Castle. This keeps the academic side of life alive, but that's not to stop the other activities of Sigma Phi Delta.

Last weekend's turnout for the very prosperous for the SPD football team as it rolled over the 69'ers 20-0. After a scoreless first half, the SPD offense went to work with Tony Phillips connecting a TD pass to Rick Larsen, and then throwing another one to Pete

Garnevicus. With time running out, George Frawley decided he wanted a more respectable score, so he ran 40 yards for the third TD of the game. The SPD defense was also geared up for second half action as Oz Alfert and Bill Hemmen each grabbed an interception.

On Sunday the impossible happened, our flag football squad did something never expected of them, they won. Even though our most loyal fans will say the only reason why we won was because the other team forfeited the game by not showing up. We like to think it was because of our superior organization, and coaching (yuk,yuk,yuk).

Next weekend will be the regatta and we will be there in force. Also, Saturday we will finish cleaning out the storage, so I ask that all brothers try to attend our next business meeting, time and place will be announced during the week.

Lambda Chi

By J.R.

This past weekend was a busy one for us. Saturday, most of the brothers, associates, and a few new faces went to the Central Florida Air Show. A good time was had by all until, on the way home one of the associate members had a small traffic accident. Well, Glide, better luck next year.

On Sunday the impossible happened, our flag football squad did something never expected of them, they won. Even though our most loyal fans will say the only reason why we won was because the other team forfeited the game by not showing up. We like to think it was because of our superior organization, and coaching (yuk,yuk,yuk).

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Teamwork Shown in Model Airplane Club

By Jim Zurales
Staff Writer

Lined up on the runway. Slowly advance full throttle. Ease the stick back and point the nose for the sky. The pilot of this plane won't feel any turbulence because he's controlling the aircraft from the ground with an odd looking box with an antenna sticking out. This pilot is a radio control modeler and a Screaming Eagle.

The Screaming Eagles Club was formed for RC, control line, and free flying model airplane enthusiasts. Bob Ruff, president of the Screaming Eagles has been flying RC planes since he was fifteen. He tried to learn flying RC's by himself and went through a good many planes. Now, while still flying, Ruff instructs new RC pilots how to fly. "There is an instructor-student relationship just like in flying real planes," he commented. Ruff continued, "If the student does something wrong, I just grab the transmitter, correct the situation, and tell him what he did wrong. Instructing is fun and I also get to fly other planes." Occasionally, an RC flyer gets thrown into the showers when he first soles.

There is a sense of teamwork within the club. Just breaking into RC flying this trimester, Steve Maksymowski had his Midwest Attacker built in just a few days with the help of experienced clubmembers. On weekends, Maksymowski learned to fly his plane under Ruff's direction.

Most weekends, a group of flyers gather up their planes and go to the Kirkland sod farm for a day of relaxing flight. Large aircraft with steerable nosewheels take off like a real plane and lighter ones may be hand launched. From there, on the meadows do everything a real plane can do. An aircraft may have several channels to operate different control surfaces. Single channel radios operate only the rudder but advanced models may have operating ailerons, elevator, retractable landing gear, or even the capability to drop small bombs or launch missiles!

"It's the next best thing to real flying," Ruff pointed out. "When flying models, you can see the maneuvers the plane is doing, unlike flying a real plane," he added.

The club's vice presidents are Joe Rotunda (control line flight), Chris Cochran (RC flight), and Gary Underwood (free flight). Greg Stoka is the treasurer and Debbie Redhed is the club's secretary. Also, any artwork needed by the

club is done by Margaret Rodolphi.

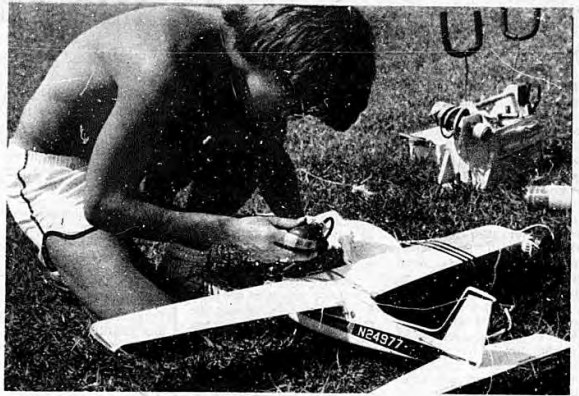
Three events are planned by the Screaming Eagles for this trimester. On Wednesday, November 2, a static display will be held in the Common Purpose Room in the UC. A radio controlled funfly contest is scheduled for November 20th at Spruce Creek Airport. In this activity, events will include a balloonbust, most loops or spins in three minutes, spot landings, and oval races. A control line funfly will be held here on Nov. 19.

Two clubmembers, Larry Manofsky and Kurt Homburg, built an aircraft two years ago called the "Eye in the Sky." The reason for its name is that they mounted a movie camera in the RC plane and got about five minutes of movies while it was in flight. Unfortunately, the "Eye" crashed but they're hoping to get the design perfected for next tri. This just goes to show what the advanced modeler can do. Scale modeling is a very involved area where

the miniature rudder pedals, stick, and even instruments can be made to move. A nearby off-campus organization members may join is the Daytona Beach Radio Contr. 1 Club at Spruce Creek airport. A concrete runway is available there.

To get started with an inexpensive transmitter and airplane would cost approximately \$100. Inexpensive radio transmitters are available from Ace or Mattel. Airplanes range from \$3 on up to the area of \$400 and can be made of balswood, foam, fiberglass, hardwood, or plastic. Some aircraft brands are Bridl, Midwest, Sureflight, and Royal. Learning to fly is not hard but takes practice. The plane flies like a real one but you don't experience the forces of flight. All in all, RC flying is a very enjoyable hobby that one can really get involved in.

If you are interested in RCs, stop by Bob Ruff's and Joe Rotunda's "hangar" in 314 in the dorm and find out what the Screaming Eagles are all about.



REFUELING his aircraft, George Feise prepares for another radio controlled flight. (Photo by Jim Zurales)



GEORGE FEISE hand launches his model Cessna Centurion into the wind while Bob Ruff takes the control. (Photo by Jim Zurales)

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18 Airlines Select 49 G-E CF6 -

Powered Wide Bodied Jetliners in 1977

EVENDALE, Ohio - Through July 15, 1977, 66 wide-bodied commercial aircraft have been selected by firm order, intent to order, or lease by commercial airlines this year. Of these, 49 will be powered by General Electric CF6 engines.

In addition, the 18 airlines that have selected CF6 engines for their McDonnell Douglas DC-10, Boeing 747, and Airbus Industrie A300 wide-bodies placed options on another 31 aircraft.

Recently three airlines announced orders or intent to order CF6-powered aircraft. All Nippon Airways has announced plans to order three Boeing 747SR aircraft with CF6-45A engines, a derated CF6-50, and options for eight additional aircraft. Singapore

Airlines has ordered four McDonnell Douglas DC-10 Series 30 aircraft powered by CF6-50 engines and options for four additional 747s.

Among the 49 new wide-bodied aircraft are five JC-10 Series 10 trijets powered by the CF6-50 engine, 15 DC-10 Series 30 trijets, 15 747-200 quadjets, and 14 A300 twin-jets, all powered by versions of the CF6-50 high bypass turbofan engine.

Lower maintenance costs, lower shop visit rates, and higher reliability are among the reasons cited by customers for selecting the CF6 in 1977.

The more than 250 CF6-powered DC-10, A300 and 747 aircraft in service with 41 airlines have accumulated more than seven million engine flight hours.

MAINTENANCE TECH NEWS

By John Atkins

Several changes are being made in the manner in which students will be tested, graded and certified. The entire new program, if approved by the FAA, will be implemented in various stages over the next two years.

The first changes were implemented in September of this year, when the cost of the Oral and Practical examinations were included in the tuition fees. There were rumors that there would be only one Designated Maintenance Examiner (DME) on the staff, but this is completely in error. At the present time there are five DME's on the staff and one more will be hired starting in January. The other change implemented this fall is the administration of Orals and Practicals during class hours, as well as on weekends, at the option of the students.

In the near future test questions for all AMT courses will be taken from the FAA master question file. As the result of a recent law suit, the FAA must make all its test questions available to the public. As soon as the school receives its copy from the Government Printing Office, a course test will be made up from these questions. Hopefully, this system will be in effect with the start of the Spring Trimester. The staff is also considering changes to the grading criteria.

Under consideration are the following changes:

- A) Counting the final examination grade less than 50 % of the final course grade as is the present policy.
- B) Giving letter/number grades on shop projects in lieu of the present Pass/Fail grades.
- C) Counting shop project grades as a part of the final course grade.

Mr. Olson is in the process of co-ordinating with the FAA to obtain approval for the school to administer written examinations. This would allow more flexibility and be more convenient to both the students and the staff, as the tests could be administered at anytime instead of waiting for the FAA to come from St. Petersburg. Due to the planning and coordination required before the FAA will approve this plan, it is anticipated that this program will not be available to students until September 1978.

Further in the future, perhaps by September 1979, the students may be exempted from taking both FAA written examinations and Oral and practicals. Under this system, students would be issued their FAA certificate on the basis of satisfactory course completion. Notice I say "May," as this is all predicated on FAA approval.

Blue Angels Basketball



(Photo by Butler)

On Tuesday, Oct. 18th the Blue Eagles basketball team made it 6 in a row. They improved their record to 6 and 1. The Eagles only loss of the season came in the opening game to a tough Bellmead team. After their first game, Coach All Nassar recruited heavily and came up with: forward - Rick "Spaceman" Dyer, guard - Phil Sekora, and 6'8" Pete Scrivano. This new

crop of talent mixed well with last year's returning varsity players: last year's leading scorer - Earl "the Pearl" Holmes, Frank "Hondo" Lee, Nassar. All this talent blended in with a strong bench consisting of Scott "Ready Whip" McGregor, Gus Conner, Jerry "Starchild" Doyle, and Jim Branch has been responsible for the Blue Eagles success.

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Dallas Love Field Wins NBAA Service Award

Washington, D.C., July 19 -- The National Business Aircraft Association's Commendation Certificate for outstanding service to business aviation has been presented to Cooper Air motive, Inc., Love Field, Dallas, Texas.

The NBAA award to Cooper Air motive was the Association's third this year, based on receipt of service report forms from pilots of business aircraft who have actually visited the facility.

The Commendation Certificate was presented to Walter C. Herter of Cooper Air motive by John A. Pope, NBAA Director of Membership Services, in a special ceremony attended by Cooper employees. Commenting on the award, Pope said,

"In virtually every award we have made, the operator's reputation among professional pilots and users of business aircraft was made by the attitude and performance of the line crew at the facility. In the case of Cooper," Pope said, "we received such comments as, 'Even during periods of rush business, service is always good, prompt, and accurate'... 'Everybody seems to be well-informed about what is going on'... their handling of odd and unusual requests is outstanding."

"An operator does not have to have a huge work force, or a big investment to get compliments like those," Pope added, "they just have to have heads-up people who care."

\$500 Prize for Best Paper

NEW YORK CITY - A \$500 cash prize is to be awarded by the American Health Foundation's quarterly journal, PREVENTIVE MEDICINE, to the student author of the best original paper on the subject of preventive medicine. A runner-up prize of \$200 is also being awarded. Winning papers will be published in the Journal.

The deadline for receipt of papers is January 31, 1977, and the contest is open to any student (except postdoctoral students) currently enrolled in undergraduate or graduate courses in medicine, dentistry, public health, epidemiology, pharmacy, life sciences, nutrition, the social and behavioral sciences, economics, law or business.

For entry forms and information, students should write to: The Editorial Office, PREVENTIVE MEDICINE, American Health Foundation, 1370 Avenue of the Americas, New York, New York 10010.

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RIDDLE SPORTS

Intramural Football

E-RAU's Varsity Baseball

By Jim Harris
Staff Writer

Embry-Riddle's varsity baseball team, hoping for an outstanding season, has already begun practice for its 1978 Spring season.

With returning letterman Joe Golinski, (who is also coach this year) John Long, Ken Hauser, Ken Holgard, Steve Leanos, and last year's M.V.P. Nelson Solari, the team hopes, along with the newcomers to have a strong enough team to compete with Florida's best teams this year.

The team began working out on the baseball field (located on Catalina Drive) three weeks ago, but their outdoor training has been hindered because of the break-in in their storage shack and cooler weather. During this break in all their practice balls were taken.

The team now works every day on the new universal weight machine, trying to get themselves in as best shape possible by Spring.

With Riddle's baseball team being as eager as it is to do well for the school, hopefully come Spring, they will see many new faces spectating and pushing them on.

BOWLING

The Pins A Go-Go and their sixteen game winning streak finally came to an end last Thursday night and The Imperial Storm Troopers picked up three games. We now have a two way tie for first place and a close battle for the number two and three slots.

Special congratulations for last weeks bowling goes out to Joe Golinski for his fantastic bogus 202. The High Sets for the week go to Terry Shalon 582, Oscar Torrealba 559, and Dave Warner 535. High games went to Terry Shalon 235, Dave Warner 209, and Oscar Torrealba 203. High sets for the women this week went to Marilyn Sills 424 and Mary Lapick 410.

STANDINGS

Won	Lost
1. Imperial Storm	17 3
2. Pins A Go-Go	17 3
3. One More	
Time	13 7
4. Gavilanes	12 8
5. Horse Pullers	
6. 3 Dee's	12 3
7. Tropical	
Punch	11 5
8. Pirates	10 10
9. Fighting Irish	10 6
10. KAD	
Kuovon Vans	9 11
11. Grease	
Monkeys	9 11
12. Mosquitos	8 12
13. NDB's	8 12
14. No Names	8 12
15. Short	
Circuits	8 12
16. Flying Eagles	7 12 1/2
17. SoHoGo	7 13
18. 172's	6 14 1/2
19. Animals	6 14
20. P-Funk	5 15

HIGH AVERAGES

MEN
MIKE DRAKE - 169
GARY SANDERS - 166
TERRY SHALON - 164
BOB ALLEN - 164

WOMEN
MARY LAPICK - 139
TRISH WESTOVER - 139
MARILYN SILLS - 131

The first game of the day was a nonleague game between the Raiders and Farrah's Favorites. The Raiders came out on top 12 to 6 scoring on a TD pass to Dennis Mattson from Dave Woolstrum and a TD run by Woolstrum. Farrah's scored on a punt return.

In the second game Sigma Phi Delta defeated the 89's 20 to 0. Scoring for Sigma Phi Delta were two TD passes from QB Tony Phillips to Rick Larson and Pete Armeic and a run by George Frawley. Phillips connected a pass to Garnicus for the extra point.

In the third game the Vikings scored in the second half to squeeze by the Dirty Birds 7 to 6. John Bruno ran a QB draw for the Dirty Birds score while John McCarthy scored on a TD run for the Vikings

and picking up the extra point with a pass from Bill Slaughter to McCarthy.

In the fifth game the Falcons rolled over the Marauders 25 to 7. The Falcons got tallies from two QB runs by Don Waits and a pass from Waits to Jeff Worsham. They picked up two extra points with passes from Waits to Worsham. The Marauders only tally came on a TD pass from Jim Harris to Howard Griffin. Extra point Griffin to John Wansmaker.

In the sixth game the Miller Boys picked up their fourth straight victory defeating Delta Chi 30 to 4. Delta Chi scored on two safeties - one by Jim Dykes. The Miller Boys scored on runs by Ray Woldwicz, Shawn Timothy, and Ross Windom and 2

interceptions by Frank Alioto.

In the seventh game the Vets Club upended ROTC 21 to 0. The Vets tallied on runs by Rick Koester and Stu Pollak and a pass from Pollak to Marv Metcalf. Extra points were picked up by Ken Holgard (2) and Koester. ROTC threatened to score against the Vets but 3 key interceptions by Mike Cherman-sky, John Richard and Joe Golinski held them short.

In the eighth game the Beach Boys continued their undefeated season by beating the Breumasters 19 to 0. Scoring for the Beach Boys on TD Runs were Jerome Yates and Berrae Meixsell and a pass from Meixsell to Keith Johnson. They picked up the extra point on a pass from Meixsell to Mike Knauss.

STANDINGS

Week Ending Sunday, Oct. 21

BLUE DIVISION												
EAST CONFERENCE			WEST CONFERENCE									
W	L	T	PF	PA	W	L	T	PF	PA			
Brothers of the Wind			4	0	0	78	10	Dirty Birds				
Miller Boys			4	0	0	62	10	Vikings				
89's			1	3	0	6	79	Falcons				
Delta Chi			1	3	0	10	49	Marauders				
Sigma Phi Delta			1	3	0	36	28	Lambda Chi Alpha				
GOLD DIVISION												
EAST CONFERENCE			WEST CONFERENCE									
W	L	T	PF	PA	W	L	T	PF	PA			
Beach Boys			2	0	1	39	0	Northeast Express				
Vets Club			3	0	1	55	0	Genesis				
Raiders			3	1	0	48	52	Wolverines				
Brewmasters			1	3	0	18	43	Farrah's Favorites				
AFROTC			1	3	0	18	53	Playboys				
								Steelers				
								0	3	0	6	73



(Photo by Butler)

2nd MATCH FOR GOLF TEAM

By Rick French

In its second match of the season, the E-RAU Golf Team was defeated by Stetson University. Stetson turned in an excellent 292 score which included an even par round of 71 by Gary Sasu. Embry Riddle's score was a somewhat higher 320. Watson and Rick French shot identical 78's and Jim Singletary shot 79. The other 2 players, DAN Baddeley and Chuck Brick's scores were in the 80's.

Friday marked the second time this season that E-RAU lost to Stetson. In an earlier match, Stetson won by a slimmer margin. At present, the team has not scheduled any more matches until after

the Florida Intercollegiate Golf Championships. This tournament will be held November 9-12. Due to a drastic cut in the Golf budget by the Athletic Department, the team has been forced to raise the money required for this trip. Approximately \$100 was raised October 22. Unfortunately, about \$300 more is required.

If the team continues to play like Friday, a respectable season can be expected. There are many teams out there that would like to play us. Only two spectators have shown up for the matches, Pete Ellenwood and Robert Martin. More support will help the team in their quest for victory.



(Photo by Chuck Henry)



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LOCKHEED P-3A to VISIT E-RAU



LOCKHEED ORION U.S. NAVY P-3

By Mark McKean

On Friday October 28, a P-3 Orion from Patrol Squadron Sixty-two, NAS Jacksonville will visit Embry-Riddle. The aircraft will be on display from 10 a.m. to 2 p.m. at the Riddle ramp.

Everyone is welcome to come aboard and encouraged to ask questions about the

aircraft. The P-3 is a four-engine, low-wing aircraft designed for patrol and anti-submarine warfare. It is in the 127,500-135,000-pound gross weight class and is powered by four turbo-prop engines. The P-3A is powered T56-A-10W engines.

Maximum rated power out-

put for takeoff is 4,300 shaft horsepower. The wing span of the plane is 99 ft., 8 in., length -116 ft., 10 in., and height to top of fin -33 ft., 8.5 in. Take a few minutes of your time Friday to come over and see the sub-hunter which is designed to detect, locate and destroy submarines with maximum efficiency.

Woll Elected to Nat'l Academy of Engineering

LYNN, Mass. - Edward Woll, Vice President and General Manager of General Electric's Aircraft Engine Group's Advanced Engineering Division, has been elected to membership in the National Academy of Engineering of the United States of America.

Woll was elected for membership by the Academy for his contribution to the pioneering development and evolution of aircraft gas turbines.

Election to the Academy is the highest professional distinction that can be conferred on

an engineer, who has made important contributions to engineering theory and practice or who has demonstrated unusual accomplishments in the pioneering of new and developing fields of technology.

Woll is a graduate of the Massachusetts Institute of Technology with a degree in Mechanical Engineering and holds a Masters Degree in Aeronautical Engineering from Rensselaer Polytechnic Institute. He holds several patents and is the author of numerous papers.

He began his career with General Electric in development engineering for the Aircraft Gas Turbine Department in 1946 at General Electric's Lynn, Massachusetts facility. Following subsequent project and managerial assignments in engineering, Woll became General Manager of the Small Aircraft Engine Department in 1961.

In April 1968, Woll was elected a Vice President of the General Electric Company and was subsequently appointed head of the Group's Engineering Division in 1970.

Delta Publishes 'Most Important Position'

ATLANTA, GA. - Delta Air Lines mailed to the nation's editors, publishers, broadcast news directors, members of Congress and members of the financial community what it called, "A position paper, on airline 'deregulation,' one of the most important documents we have ever published."

Delta's position paper, signed by W.T. Beebe, its Chairman, called the aviation regulatory legislation now being considered a U.S. Senate Committee "an ill-conceived and potentially ruinous bill." Delta's paper said also, "It could bring about nationalization of the airlines, once the public is faced with the chaos, disruption of service, economic demoralization of the carriers, and concentration of service in the hands of a few remaining carriers, all of which is threatened by this legislation."

Delta's position paper stated, "The bill proposes to scrap the Aviation Act under which our nation's airlines operate today and replace it with the untried concepts of academicians and political theorists, few if any of whom have ever had any real airline experience. . . The United

States is witnessing nothing less than a determined assault on its airline industry, cleverly conceived and disguised. It is an assault dressed in the 'clothing' of 'free enterprise' and 'less government regulation,' but one which really promises more regulation and threatens nationalization."

Delta's paper emphasized, "The 'deregulation' legislation now being proposed would not bring about 'deregulation' at all. Instead, it would create new tiers of more government regulation. . . while inviting a return to the aviation chaos which existed prior to the Aviation Act of 1938. It would increase, not decrease, the size and authority of the Federal Government. It would add regulation, not 'deregulate.' It has the potential for increasing the (Federal subsidy bill, not decreasing it."

Noting that the Carter Administration is "proceeding with all due speed" to support the "deregulation" legislation, Delta pointed to what it called "serious inconsistencies" in the administration's "drive" to push through the legislation. Delta's paper listed five of what

it called the "most serious inconsistencies," and stated that all would thwart the very goals for which Pres. Carter campaigned. One "inconsistency points directly to political expediency," while others involve energy, safety, competition, and federal regulation and federal expenditure.

"The public," Delta's paper observed, "is not demanding 'airline deregulation.' There simply is no real complaint by the consuming public concerning the quality, quantity, or price of airline service. That leaves the 'deregulation' movement as one not founded on arguments, but only upon the arguments of those who will not have to bear the heavy cost of the damage which their untested theories, if adopted, could inflict on the American public and the U.S. air transportation industry. America's airline industry is an extremely complicated, interrelated, and technological business. It is a quasi-utility. It is a business wherein if any 'cog' in any of its 'wheels' is broken, the entire apparatus is jeopardized. The (Kennedy-Cannon) bill threatens the entire machine."

DEATH OF A THUNDERBIRD

Kevin Quinn

The speakers roared over the crowd. "The Thunderbirds are forming their diamond now. They'll make a low pass from right to left and climb straight up, demonstrating the vertical climb abilities of the McDonnell Douglas F-4 Phantom."

From each other, passing slowly, almost too slowly, seemingly right over head. Unconsciously my hands gripped my camera, something was telling me that the unusual was about to happen. Adding power, afterburners roaring to life, the five Thunderbirds started to pull up. Even in this high-g pullup the

five red, white, and blue birds remained in perfect formation. Wait a minute? That middle plane is doing . . . no . . . he can't be doing a loop now, he's too close to the ground! I gripped my camera all the harder. "Did you see that flash-what was that?" The words were thought but never spoken. My hands would not move, I knew he was going to crash, but couldn't bring myself to snap the picture. I simply stood there frozen by the sight of twenty-eight thousand pounds of aircraft falling through the air like a feather, flipping over one, two, maybe three times. The plane hit the ground and exploded with a flash. In that same instant, I snapped my picture, the crowd surged forward, and I saw the pilot's chute just above the flames. The flash I had seen was the pilot's ejection system, and now only seconds later he and his chute were being sucked in by the heat, towards his burning plane. He was found crushed and burned only feet from his aircraft. Whether he died from the fall or the fire, will never be known. Crash trucks were rushing to the sight and an Army helicopter circled the spot trying to find a place to land in the trees. "The Thunderbirds will pass from left to right now. . . in their missing man formation."

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UC

General Aviations' Fuel Consumption Low

(Editorial comments are mine)

AIRLINE DEREGULATION: Pros and mostly Cons

(This article is reprinted, courtesy of the National Business Aircraft Association).

General aviation, encompassing all civil flying except airlines, provides transportation for over 100 million Americans a year. This represents one-third of all intercity air passengers, and provides them access to all of our nation's 13,200 airports. In comparison, less than 425 airports (down from 660 ten years ago) are now served by scheduled airlines.

General aviation has been highly instrumental in helping industry decentralize throughout America - it has helped put the jobs where the people are.

Of the three categories of aviation activity - scheduled airlines, general aviation, and the military - general aviation with some 181,600 aircraft, uses slightly less than 7% of all fuel consumed by aviation.

The military, with about 20,000 aircraft, uses 25 percent of the fuel, and air carriers, with only 2,500 aircraft, use approximately 68 percent.

On a daily basis, general aviation consumes approximately 28,000 barrels of gasoline, and 38,500 barrels of jet fuel.

This amounts to four-tenths of one percent of all gasoline consumed in the U.S. by

ALL USES	PETROLEUM	TRANSPORTATION	AVIATION	G.A.
17,300,000 BBL/Day	9,400,000 BBL/Day	9,400,000 BBL/Day	1,023,000 B/D	66,000 BBL/Day

Chart shows relative consumption of petroleum in the U.S. on a barrel-per-day basis.

all sectors, and approximately 3.9 percent of all U.S. jet fuel.

In terms of national energy usage, general aviation accounts for only seven-tenths of one percent of all fuel used in transportation in the United States. And, while general aviation is growing at almost twice the rate of the GNP, fuel consumption is not. Our industry has contributed - and will continue to contribute - to America's conservation effort with a number of measures that have been proven to save fuel.

For the short term, steps have been taken to increase the fuel efficiency of general aviation aircraft through design changes primarily oriented to cleaning up aerodynamic drag.

New jet engines (those in-

duced in the last few years) are up to 30% more fuel efficient than previous engines.

A number of trade associations publish and distribute techniques for improved aircraft operating procedures to save on fuel.

Manufacturers distribute information on how to get the best fuel economy from aircraft to aircraft owners.

A general aviation Fuel Reservation System was implemented by NBAA to minimize "tankering" of unnecessary fuel.

"However," says John H. Winant, president of NBAA, "We believe that conservation alone does not guarantee long-term sufficiency, nor does it provide a basis on which to sustain a growing economy. American producers of

energy must be given adequate incentive to aggressively explore for new sources of petroleum. We must accept the fact that the costs of energy will increase to that point - and that point only - at which willing purchasers will begin to leave the market place.

"We believe," Winant says, "that allocation and price controls should be removed from aviation fuels at the earliest possible date. Naptha-based jet fuel controls were scrapped some time ago; controls on diesel fuel and home heating oils have also been removed.

"The cumulative effects are that, as other products are removed from controls, the incentive for refiners to produce additional jet fuel is diminished.

"We have, then, an emerging situation in which the demand for other products is more important to the supply of aviation fuels than any other factor. Removal of controls on aviation fuels would remove that factor as a potential problem area.

"There is," Mr. Winant said, "a sufficiency of supply for all types of aviation fuels today. We believe that refiners will meet the challenge of maintaining that sufficiency in the future if the Federal government will let them get on with the job."

By Kenneth Madden
Senators Kennedy and Cannon have proposed legislation dealing with deregulation of our nation's airlines, which is unfortunately being strongly supported and advocated by President Carter and his democratic cabinet.

Deregulation has the potential to ruin the system of free enterprise upon which our country is based. "The 'deregulation' legislation now being proposed would not bring about 'deregulation' at all. Instead, it would create new tiers of even MORE government regulation in a number of areas, while inviting return in other areas to the chaotic conditions that existed prior to the passage of the Aviation Act in 1938." (This passage was quoted from Delta Air Lines "Deregulation" - A Statement of Position paper.)

Airline industry nationalization would be a real possibility if the deregulation bill passes Congress. Financially unstable carriers would drop out first, leaving a few large air carriers; possibly only one large carrier to serve major cities, and many small commuter airlines; one for each metropolitan area.

To many people, deregulation means efficiency, higher frequency, lower fares due to more competition and, in all, better service for the traveling public. In reality, this couldn't be farther from the truth. Total deregulation would have ruinous effects on all but a few airlines and would provide the traveling public a great disservice. Some of the effects would be as follows:

1. A decrease in the number of airlines.
2. Production of HIGHER fares in the long run.
3. Abandonment of service altogether in smaller communities.

About fares: Deregulation,

in the long run, would not produce any lower fares, because:

- a. The price of kerosene will not go down, b. Airline employees will not work for less, c. Airports will not lower their landing fees (i.e. fixed and fixed-variable costs will remain fixed). At first, fares would be very competitive; the airlines with the strongest financial resources would undercut (possibly at a loss) the less efficient or weaker airlines until those airlines are either bankrupt or move on to other routes. Mergers would take place at an unprecedented rate. The airlines left with the routes would increase the fares far above today's levels.

Of course, the airlines haven't been faring very well financially for the past few years. This is not due to economic regulation but to unregulated fuel prices which have more than tripled.

On the other hand, a limited amount of deregulation could be an asset. Airlines should set their own fares on specific routes by convention, but the fare set must be utilized by all airlines operating that route. This would preclude any ruinous competition on any level other than in-flight service. Remember, for the traveling public, the vacation is the most expendable item in the budget. Therefore, the airlines will be prevented from making unreasonable fare adjustments. Also, red tape in the regulatory procedures (delays) should be held to a minimum.

In these ways, we can work to improve airline efficiency and service to the public without destroying the healthy competitive ways that characterize America. Without regulation, we would soon turn into a one-airline nation not too far removed from the communist airline, Aeroflot.

Arnold Air Society Helps Local

On Wed. Oct. 19th Beginner's Class (age 2) of the Ormond Beach Child Development Center had a field trip at Flight Tech.

VISTA Carol Simmons and her husband, Instructor Greg Simmons arranged for the children to have a picnic lunch next to the flight line. They delighted at watching the planes come in and take off.

After lunch, they were given a demonstration on "What Makes a Plane Fly?"

They binged on the pro-peller, p.t. the wings, and jumped for joy in the cockpit. Afterwards they all received certificates for their GP rating (Ground Pilot).

The Ormond Beach Child Development Center is part of United Child Care.

This program is made available to families of low income to encourage mothers to work.

While working, mothers can rest assured their children are in good care.

The fees are very reasonable, based on the family's income.

IF YOU CARE

If you care about the many problems in today's society, you can do something about it.

VISTA (Volunteer in Service to America) Carole Simmons works in the HRS (Health and Rehabilitative Services), Volunteer Service Center of Volusia County.

HRS is composed of eight agencies, youth services, social and economic services, adult and aging, retardation, mental health, children's medical, health services, and vocational rehabilitation.

Carole's job is finding Volunteers who are willing to help clients learn to cope with problems in order that they may overcome some of them, leading to self sufficiency.

YOU DON'T HAVE TO BE A PROFESSIONAL

You don't have to be a professional such as a social worker or psychiatrist, etc., to figure out some of the clients' problems, and do something about them.

Their problems are various; poverty, lack of self concept, critical illness, or injuries resulting in handicaps, any of these and more...

VOLUNTEERS HELP

Volunteers help by adding individual attention and care to clients who otherwise wouldn't be available. There is not, nor will there ever be

enough money, or staff to provide the proper individual care clients need.

EMBRY-RIDDLE STUDENTS ARE FANTASTIC

In the past and present, ERAU students and organizations have been very active in youth services.

They serve as volunteer friends to kids in Prep (like the Big Brother Program), and Probation, assist counselors with groups, and following up on cases.

They have planned activities with children living in facilities and work as tutors and more.

THE ARNOLD AIR SOCIETY

The ERAU Arnold Air Society recently joined the program in a big way. They are planning activities such as football, volleyball, indoor games and movies to be held weekly or bi-weekly at the Juvenile Detention Center. The Center is a lock-up facility for boys and girls ages 13 thru 17.

These activities will help the children burn off some of their energy, and will show them that they are cared for.

Ronald Cambridge, one of the members of the Arnold Air Society is also doing indi-

vidual volunteer work at the Volusia House, (a halfway house for boys, ages 13 through 17).

Starting with the next trimester, (when his dorm contract breaks) he will be a live-in volunteer, in exchange for helping out, he will get his room/board and meals free.

The Center is real happy with The Arnold Air Society, they're all terrific guys, (KID'S the one gal and is terrific!) YOU CAN HELP TOO!

Call Vista Carole Simmons at 252-9646, or stop in and visit her at HRS Youth Services, 2200 Volusia (across from the Speedway).

She has lots of needs you can fulfill. Whatever your interests or abilities are, there is a worthwhile place to apply them to.

YOU CAN EVEN EARN CREDIT! Before you make out your schedule for next tri, check out the applied psychology course with Ken Diesel.

Your volunteer service can be applied towards college credits!

So don't delay, do it now, somewhere, someone needs you.

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PLACE: 6109/112

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FLIGHT SAFETY - T. DIGIROLANO
HOW & WHY AIRPLANES FLY - T. CONNELLY
WEATHER - F. WENZEL

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The Appreciation

FLY THE PIK-20 B



Six Whiskey Mike is better known to those soaring the skies of central Florida by her competition letters Yankee Hotel. A 15 meter competition prepared PIK-20B with carbon fiber wings to improve stiffness and reduce weight produced in the Spring of 1976 by EIRI-AVION Lahti Finland this sailplane is world class competitor.

Warren Messner, Career Center Director to most of you, owns Yankee Hotel and provides this pilot report on what it is like to fly the PIK-20B.

As background I have a gold C soaring badge with altitude and goal diamonds plus some 300 hours flying 2-33s, T-26s, and a Ka6-E I owned before buying the PIK-20B. Included in these hours is a flight to 31,000 ft. in a I-34 in the Pike's Peak Wave, in January, 1974.

Some vital statistics of the PIK-20B are:

Wingspan 15 meters (49.2 ft.)

Wing area 107.2 sq.ft.

Aspect ratio 22.5

Empty weight 509 lbs.

Full weight with pilot and water ballast

990 lbs. (wing loading of 9.2 lbs./sq.ft.)

Interconnected flaps and ailerons plus and

and minus 8 degrees

Flaps go to plus 90 degrees for glide path

control

Maneuvering speed 100 kts.

Red line rough air 131 kts.

Red line smooth air 143 kts.

The picture above shows the ship being dismantled at the end of a contest day this August at the Southern Region 5 contest at Cordelle, Ga. You can imagine my feelings when I saw her the first time is a crate on the dock at Miami. She had been flown in the 1976 Worlds in Finland brand new from the factory by John Firth the Canadian national pilot and shipped to me by Finn Lines. With a light blue tinted canopy, pristine white fuselage, tapered nose and "T" tail, the PIK-20B is an enormously beautiful sailplane. I don't know of any sport

where form and function are as beautifully blended as they are in soaring. Incidentally, if you are unfamiliar with what the terms glider and sailplane mean I have had them explained as follows: A glider simply glides to earth when released while a sailplane is designed to soar and gain altitude.

The PIK-20B is stable throughout its speed range and has no bad habits while stalling. Pitch axis pilot induced oscillations dampen out although not as fast as a medium performance sailplane, and stalls occur without the noise of air turbulence associated from a stalled wing on some other ships I've flown. Since I have not spintested the ship yet I'll take the factory's word that spins are also normal to enter and to recover from. Roll rate is good and in the range associated with a 15-meter sailplane is about 4 seconds with a 45 degree left to 45 degree right roll.

I have found nothing I could not handle when transitioning from my Ka6-E except a scare or two forgetting to put the gear down a couple of times until the gear warning horn and light were hooked up. The only other area I spent time becoming familiar with before taking the ship up for the first time was the correct technique for landing a really slippery bird. That is, with its high L/D in the landing speed range getting down where you want to be takes some getting use to.

Cockpit instrumentation consists of altimeter, compass, air speed indicator in knots, a Bendix 360 channel transceiver, and two variometers one electric with audio and one mechanical both in knots. Using the airspeed reading divided by the vario reading gives the pilot in air L/D as long as both instruments are in knots. OK lets go for a flight.

(Soaring enthusiast Warren Messner will continue talking about his in-flight experiences next week. Be sure and read this next portion, a most creative and visual portrayal of soaring.

EDITOR'S NOTE

DORM CHALLENGE



(Photo by Chuck Henry)

CIVIL AIR PATROL

W.O. Liz Vola

Civil Air Patrol is the civilian auxiliary of the United States Air Force. All members are volunteers and receive no pay for the job they do. C.A.P. was established in the Office of Civil Defense on December 1, 1941, to organize and direct the activities of volunteer civilian airmen who made their time, airplanes, and equipment available for wartime task. Mr. Gil Robb Wilson was appointed the Executive Officer at that time. C.A.P. volunteers flew sub-marine coastal patrol, target towing, search and rescue, cargo missions, courier service, and performed other National Defense services during W.W.II. C.A.P. was transferred to the War Department in 1943. On July 1, 1946, C.A.P. was chartered by Congress as a benevolent, non-profit, private corporation by Public Law 476. In 1948, Congress made Civil Air Patrol a permanent civilian auxiliary of the U.S.A.F. under the provisions of Public Law 557.

Headquarters C.A.P. - U.S.A.F., located at Maxwell A.F.B., Alabama, is composed of some 130 professional Air Force staff officers, airmen, and Department of the Air Force civilians. In addition, there are over 200 U.S.A.F. officers, airmen, and civilian employees assigned in Region and Wing liaison offices. The National Commander is an U.S.A.F. Brigadier General. Finally, C.A.P. is split up into 8 Regions and 52 Wings (each state being a Wing, Puerto Rico and the District of Columbia). It is further split into Groups and one of three types of Squadrons (Cadet,

Senior, and Composite).

C.A.P. members wear the basic Air Force uniform, the difference being that distinctive C.A.P. emblems, buttons, insignia, and badges are employed to identify the wearer as a C.A.P. member. All personnel are required to wear the uniform properly. New members may keep their long hair up to three weeks after joining, but then it must be cut to the C.A.P. Regulations.

The C.A.P. program includes many forms of training for the members. Once in the C.A.P. you will learn how to operate a radio, pitch a tent, pack a backpack, and the art of survival in the woods. You will also learn how to search for a missing airplane, and how to safely evacuate victims from crash sites. You will learn about First Aid, teaching, training, helping, and caring. These are all a part of the Civil Air Patrol training program.

Often, when you hear that an aircraft is missing or overdue, you will also hear the name of the C.A.P. mentioned. We are the ones who train to go and search for the missing plane, and to "rescue" the pilot and passengers if the plane has crashed. All of this doesn't just come naturally. We must train many long hours. We are taught how to be an Observer when looking for a missing plane. And, if we are a pilot, we are taught the various search patterns, and how to circle a crash site to lead in a Ground Rescue Team. We must also learn how to do all of the paperwork that goes with each area. We have to or-

ganize and train a Ground Team who has to go into the crash site, and take care of the victims. But, more than anything else, we must learn to work as a team. No one person can do a job alone. This takes practice and skill. We do not sit around and talk about how things should be, but we go out and do it!

Are you interested in a little adventure? Would you like to get the chance to go out and search for victims and possibly save their lives? Well, if these things create a challenge for you, then stop by your local Civil Air Patrol unit, and check it out. Remember, though, that it isn't the easiest thing you've ever done. It requires long hours of training and classes, and then many hours of practicing. If you are just in it to fly cheaply, forget it. We only want those who are willing to put in their time and effort to help us save some lives.

Interested? Then contact the Daytona Beach Composite Squadron. You can call us at 252-9158 or come by and see us at our building. We are located on Bellevue Road right beside the Nova Flite Center. If you happen to miss us during the week, just call Major C.M. Vola, Squadron Commander, at 767-6177. If you would like to attend one of our meetings and see what it's all about, just stop by the Bellevue location any Tuesday night between 7:00 p.m. and 9:30 p.m. We will be glad to show you around and explain how you can help us do our job! I hope we will be seeing you!

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FOR SALE: 1972 Triumph TRG. Custom painted nose pearl. Front Disc, perfect running condition. Excellent-poor condition in front. Call 252-2377. Ask for Giuseppe. Serious inquiries only.

FOR SALE: 1972 Fiat 124 Spider. Maroon. 46,000 miles. New paint, top. Body damaged otherwise perfect. Lots of extras. Gas save. MUST SELL. Only \$800! - Mak offer. ERAU Box 2197 or Room 144 Dorm, Dave.

FOR SALE: Camper shell for Luv, Cougar, Datsun type chassis, 3 plastic windows. CHEAP! 13" Portable Panasonic TV good condition, best offer. 761-4341 after 5 p.m.

FOR SALE: 1972 Vega Kamback GT New Shoeks 4-speed \$990 or best offer or trade for VW or VW Van. Also Triumph Guitar Amp 200 Watts. 2 1/2" speakers Excellent Condition. Contact Doug Widzal - 2243.

1973 MG Midget Conv. 4-Speed, needs new top, but otherwise in ex. cond. low miles! Approx. 41,000 miles. Includes: Tonnesse & boot covers. Just had new master cylinder & brakes. Only serious people call Ext. 432 ask for Pat Burnard, or See at 730 Reed Canal Road Apt. No.11 S. Daytona, After 9 p.m.

CAR SICK? Auto tuneups and trouble shooting done at home, office. Call Rick at 258-0514 or Box No. 7316.

FOR SALE BIKES & SCOOTERS



Honda Trail 70's. 1977 & 76's \$250. Honda 250-5593, Work 252-9522.

'74 Kawasaki 750, 12,400 Miles. \$850. See Colin Chan at Dorm Room 219 after 4 p.m.

FOR SALE: Yamaha RD-390 1973. Fading, new battery, chain & sprockets. Very good condition \$475. Call 258-8972.

FOR SALE: 1973 Honda 350 Good Condition. Low Mileage. \$300. Call 761-761-2859.

WANTED - MISC



ROOMMATE WANTED! Looking for male or female to share an apartment. Just moved to Daytona Beach and need a place to live for about one year. Contact Rick Fotts at 252-2277.

FOR RENT - ROOMS



FOR RENT: Rooms available, minutes from school, parking available, easy walking to shopping. Bo Dunn 252-0853. Hotel Troy, 217 Volusia Ave.

FOR SALE - MISC



WALLPAPER HANGING: Residential or light commercial. Free estimates. Call 252-9429 after 5 p.m. Ask for Dave S. or leave note at ERAU Box 4384.

FOR SALE: Kenmore Portable Washer and Dryer. Perfect for use in apartments or trailers in excellent condition, only 6 months old. Must sell to move. \$400. Contact Lou Stuart, ERAU ext. 320 or 252-9231 after 5 p.m.

FOR SALE: Selection Flight Watch 17 Jewel, with Omega Band. Light computer circular dial, stop watch, waterproof to 500 ft. (20 atm.) handsome dial. \$100.00 or best offer. Contact Rodney Box No. 3185 or Room 129.

FOR SALE SUNFISH SAILBOAT - 14' with Trailer. NEW. \$700.00 Call 252-0583 ask for Joan (9 a.m. - 5 p.m.)

19" Black & White T.V. for Sale. 2 years old. Excellent condition. \$50 or best offer. Contact Randy Bower Box 3243 or 252-4912.

FOR SALE: Early American Living-room set. Includes: Couch, chair, 2 end tables, coffee table and lamp. Whole set \$100. + Four Seam 4-7 1/2" VW tire. still XXX miles on them \$25. Contact: Jan EXL 130.

FOR SALE: Double-sized Water Bed. Bed frame with posts. 2 mattresses. \$60 Call 252-4192 or Box 4365.

Like New. . . Melon red, fabric upholstered swivel rocker chair. \$55.00 Naphthalene bent wood, retrol footstool, black. . . Resterwood retrol chair, green. Both pieces for \$90.00. Call New Smyrna Beach at 428-4941.

WATCH FOR SALE: Seiko, a chronograph like new, day & date display, automatic, seconds, stop watch, minutes and hours also a tachymeter. Watch sells for \$225.00 now asking \$175.00. Willing to negotiate lower price. Contact Bill at Box 7106 or Dorm Room 130.

Rust Color Spring room chair. Excellent cond was \$275.00 now asking \$95.00, magnavox digital clock radio. \$28. Call 252-7983.

FOR SALE - AUDIO



Centres by Pioneer 6161. Stereo. AM-FM, tunable, 8 track player and recorder. 1977-excellent condition. \$250.00 or best offer. Box 1191.

SPEAKERS FOR SALE: ADC 12", 3-way system. A great sounding speaker, at a great price. \$200 a pr. or best offer. Leave note in Box No. 1027 or Phone 288-0190.

KOSS HEADPHONES Model PRO-4AA. Best dynamic headphones made. Slightly used \$20. Kevin Keenan ERAU 3971 or 761-4550.

FOR SALE: Maxxide 4230 Receiver. Wolfmanak 8-track recorder-player & Benjamin - Minicord tunable. Best offer. Call Russell at 767-2423.

FACE 148 CB - features two weather bands and power mike. One year old. Price \$122.00. Contact Bob 7637 or call 252-5666.

LOST & FOUND



LOST Casio calculator. Any leads to whereabouts will be appreciated. Reward for return of calculator not damaged. Box 3564 or 258-9528 after 10 night.

HELP: The Radio Station has lost it's cat. Color: tan, model: Siamese, year 1977 (approx. February). If found, contact Dave Cramer or any other radio station type person or call 252-4032.

STOLEN: BLACK PILOT CASE WITH THE BOOKS AS FOLLOWS: Behavior in Organizations Practice & Process of Management World Since 1500 (History) Epic of Midwestern Man (History)

ALSO PERSONNEL PHOTOS & NOTES. Anyone with info leading to the discovery of this property please contact Walter Hulter Box No. 2261.

CALCULATOR FOUND: SECOND FLOOR "A". COME TO ROOM 218 AND ASK MARY IF YOU LOSE ONE. MUST DESCRIBE.



The first person calling 253-0621, Ext. 5 with the correct name will receive a \$10.00 Gift Certificate from **HOLTON VOLKSWAGEN, AUDI, MAZDA, INC.** The second person calling the above number and extension will receive a \$5.00 gift certificate. Answer to above will be published next week.

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