CARLIN COMING TO FRONTON
By Jim Harris
Stud Weiser

On Sunday, November 12 at 7:00 p.m. the investment, checking, revolutionary and sometimes obscene George Carlin will be in Daytona Beach, at the Air Club Fronton. Carlin, being many different things is always one of such things — being funny. He ridicules our clothes, our institutions, our morals, our snob life styles, and in a great many other things all of which we'd like to ridicule, if it weren't so unacceptably done to us.

But perhaps the most predictable thing about George Carlin is that he is consistently unpredictable. Born on the Upper West Side of Manhattan, he grew up in a middle class family environment, but less than a stone's throw from New York's ethnic photon. He was exposed to all the traditional influences of his middle class background... and rejected them. He was a high school drop-out, a Cathobic drop-out, and after joining the Air Force like so many other good citizens, he got a couple of "Article Fifteen's". Two court martialled, and ultimately became an Air Force dropout. It was inevitable that he would finally have a middle class drop out. It was when he was working as a radio D.J. in Louisiana that he met Jack Bittner. They formed a comedy team, did very well in local clubs, and decided to invade Los Angeles. They found an early morning radio job, "doing" very nicely at night. When they played a coffeehouse, where they met theatrical agent Murray Brown.

Becker invited Lenny Bruce and Mort Sahl to catch the act, and they loved it. Lenny got them a contract with Creative Management Associates, and they were off to Chicago on the night club circuit. But George Carlin has always been a loner, and in due time, he became a Watts and Carlin dropout. Jack Bittner went on to the "high" successful team of Bittner and Selbohr, and Carlin went his solitary way in a two man and a single, and a highly successful career emerged. At last count, he had appeared on NBC's Tonight Show, with Jack Paar and Johnny Carson, forty-two times; thirty-one times with Merv Griffin; and on all the network shows where young talent gets national exposure, including an unheard of 15 minutes spot on the Ed Sullivan Show.

George's image as an anti-establishment crusader has one very pleasant flaw in it. In his days as he sat on the northwest corner in the Midwest, he met a girl in Dayton, Ohio, married her, and fathered a winning daughter named Babs, a tennis player. They married in his new mother in New York. The Carlins are happily, and conventionally married, just like any several normal married families, and living in a suburban Los Angeles home.

But George Carlin is very outrageous. He still likes to "shock" his audiences with some of what he calls "the truth". The truth that we don't want to hear but cannot be prevented from hearing.

Reserve next tickets are $8.50, $6.50, and are available at Daytona Beach Air Club Box Office; Studio Music Co; Ben and Richard Productions; Daytona Beach and Merritt Island; Tunes n' Tunes (South Daytona and New Smyrna Beach); Alliance Mall Ticket Agency; and Parker Motors Co. (Variety Mail).
It has come to my attention that there is one question regarding The AVION’s policy on photographs. I would like to take this opportunity to express my opinion on the subject. The AVION and PHOENIX use the same darkroom and photographs for all assignments, and as can be seen they have been able to cover almost all the events occurring here at Embry-Riddle this year. They also cover organizations or club events, and on occasion, where there is a news story involved.

This is where the question has occurred: what happens when a club submits a picture to go with a club news story? First, I make the decision, regardless the circumstances of the picture and story, to the entire campus. If I feel that the picture and story are of interest to the entire student body then the AVION takes the bill for the expense of laying out the picture. If I feel it isn’t, then the club or organization is charged for the expense. The same holds true in the case of AVION photography covering a club event. In addition, where a club wants photos for its scrapbook then they will be charged for those photos as well.

A recent article published in the News Journal stated that ERAU has new imaging, and has trained the past, Ugandan students. The article’s overall tone implied disappointment of ERAU’s educational philosophy if a foreign student with an approved student visa is accepted for enrollment, she should be allowed to pursue education here regardless of his country of origin. I strongly support this philosophy for several reasons. First, and most obviously, no country owns us, or should force, the ability to properly or adequately determine which citizens of which particular country are morally or politically “acceptable” to share in our educational system. Our acceptance of individual citizens, even if they are subsidized by their government, does not mean approval of either their governments or their leaders. The United States is currently engaged in numerous educational exchange programs with countries whose political systems are equally as oppressive as Uganda’s and whose international power is much more substantial. It is felt that the risk of possibly supporting an oppressive regime is balanced by the opportunity for increased mutual understanding. However, the leaders of these countries are not as necessarily as this. At least they do not present a larger than life personification of evil, and therefore do not provide an opportunity for “too” much harm. For example, the total impact of this “bad” media image is much less than the Soviet Union’s impression of its own citizens and those of its satellite nations.

The second reason I support our educational foreign students without restriction is that the best way we can nurture the spread of liberal political institutions is to show partners from other countries how our government works at the citizen level. Exposure to our citizens and our culture through our educational system may thus counter balance the potential harm that may arise if an ERAU graduate were somehow to work for the government of a dictatorship.

Third, the object of our academic evidence is to educate students in the use of democratic activism. I would hope, though, that the ethical implications of activism’s possible use will be studied as well. Assuming that we continue to deal in a relatively low level of technology without problems of classified material or military training, the Administration’s position that the Department of State should determine who can enter the United States for university study, and that ERAU should close its doors to students from this point is justified from both moral and societal viewpoint.

Paul Harris

DO WE REALLY HAVE TO WORRY ABOUT THIS?

For sometime now, so many various models of automobiles have been recalled by the manufacturers for one thing or another, it’s difficult to tell if you may be the owner of one such “recall” vehicle. Now, there’s a government “Auto Safety Hotline” you can call - just dial the number or write a letter to the government or your local government. The government hotline should be provided to provide the alert, as well as and for these vehicles, and their vehicle identification numbers.

The National Highway Traffic Safety Administration says the hotline (one in the case of an emergency) is a permanent facility set up to make sure people to use it.

Newspaper calling the hotline should be prepared to provide the year, make, model and version of the vehicles, and their vehicle identification numbers.

This is the responsibility of the team capital but that of the game is expected during the game, so when a team captain or player asks the question of the referee, the amount of penalties called against or for a team, it can’t justify this. Most penalties are a result of a player not actually understanding the rules of playing flag football. And during the emotions of the game mistakes are made because of this.

I do feel, however, some of the referees objectives and consistency in the game is supposed to be increased to the level, where players aren’t needed to be CST 1st. Therefore in the case of this year, players won’t feel cheated by the lack of consistent enforcing of the rules involved in the game. It is my opinion that everyone involved in the organization and officiating of the games are paid to do their job. There should be no need for better scrutiny from any of the referees, director, or refined directing if everyone involved does that bit not to fulfill his positions’ responsibility and to put forth the effort that is expected of them. This includes everyone in the spectrum, from the team captain following the rules to the officials enforcing them, to the director who has the final say.

There has been a communication breakdown from the year’s beginning. The hotline can’t be placed on one of a few individual. But one who had different opinions but never expressed them in a formal manner. To change this a need for better communication. In this issue I hope to offer the organization and expressing your opinions which everyone can work to the point of writing to the editor and expressing your opinions which everyone can work with.

Chuck Henry

The

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800-424-0393

The National Highway Traffic Safety Administration says the hotline (one in the case of an emergency) is a permanent facility set up to make sure people to use it.

Newspaper calling the hotline should be prepared to provide the year, make, model and version of the vehicles, and their vehicle identification numbers.
BOOK REVIEW

By Ken Madden

FLYING SAFELY
By Richard L. Collins
276 pages. Da Capo Press. $6.95.

Flying safely by Richard Collins is a valuable addition to any pilot's library - from student to instructor. In an effort to control the public's untoward behavior in AT, it covers both what is and what is not expected from students at E-RAU and all new students will now receive this book

On Sunday, November 13, the Board of Visitors is planning a reception honoring international students at the President's Residence from 2 to 5 p.m. All international students and their spouses are invited to the reception to meet and mingle with the other members of the community and E-RAU staff who are here in their honor.

A buffet dinner and entertainment are planned. If you are an international student and have not received your personal invitation letter, please contact Ms. Nancy Green. International student extension, 320-1311.

WURU

EDITOR'S NOTE: A copy of the following letter was received by WURU, it is reprinted to give the listeners informed recognition of the good job they did in promoting the image of Embry-Riddle. Efforts such as this one make it easier for incident to be accepted here in Daytona Beach. It is a "first" to announce this on WURU, etc. RURAL, etc.

To John Schaffler
Radio Station WURU

Dear John,

To applaud the performances in the only way an audience can show its appreciation. On October 22, at the Florida District Optimist Club's 50th Anniversary, the audience was most appreciative. The Optimist Club of Haltifas, Daytona Beach, as the host of the party also extended their thanks and appreciation to WURU and its staff.

The Optimist Club members were most appreciative. This week, the Optimist Club of Haltifas, Daytona Beach, as the host of the party also extended their thanks and appreciation to WURU and its staff.

Thank you and Dave Little, Dana Judy, Sandy Rine, Bob Trammell, Jim Burner, Frankie Pack and our own members Mike Jaworski get to the WURU and share your enthusiasm and spirit.

The number is our check for $100 and again thanks.

Sincerely,
Richard Osterhout
President, Optimist Club of
Haltifas

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All Courses Taught by Certified Instructors
Next year you could be on a scholarship.

An Air Force ROTC two-year scholarship pays your tuition and gives you $100 a month, as well as all meals. It pays for books and tuition as well.

After college, you'll receive a commission in the Air Force. There are two different paths you can take - one to go on active duty and the other to go into the reserve. There'll be good pay, good benefits, and the opportunity to travel and see places.

The program is open to all students who have completed their first year of college. If you're interested, please see your advisor or the ROTC office for more information.

Don't forget, our meeting next week will be the Chief pilot for Eastern Airlines. Make your reservations now.

To have pictures in next year's yearbook, please bring a photo; the club will pay for the film. The pictures will be developed for you, and a hard copy (hopefully) will be returned by November 15th or 20th or call if you would like to volunteer or have any questions.

SIGMA CHI

By Patric Sheeley

Congratulations to the End- Kaye’s Flight leader in the American Society for Experimental Aerodynamics, a group that promotes flight research and development.

FRATERNITY CORNER

By PJ Lee

Well, another week in the 75 Full Throttle Sea Projects. The house was full of new members, pledges, and friends for the Friday night happy hour. The evening proved to be a great success for the 75s, who were scattered around the house, plotting and scheming for the betterment of the chapter. The house proved to be a great place to hang out and socialize with others.

New York Pizza
(VOLUSIA ACROSS THE BRIDGE)
OPEN TO 3 A.M. 220 BROADWAY
In 1926, thirteen years after the first powered flight by the Wright brothers, Mr. Taylor Higbee, a barnstormer, joined the Wright brothers and signed a contract to sell the Waco aircraft for the Waco Aircraft Company of Troy, Ohio, thus founding the Waco Aircraft Company.

The two of them went to Troy, picked up the second plane ever manufactured by Waco, flew it to Cincinnati, and landed in a cleared strip of cornfield at what later became Lunken Airport. They chose to establish this site as the home of the Waco Aircraft Co.

The Waco was available with three different engines: the OX5 which sold for $2,700, the Ryan Siemens selling for $5,000, and the Whirlwind which sold for $7,700. Waco Aircraft advertised this plane as being ideal for sport and general passenger carrying, and claimed it outsold any of the other planes in 1927.

However, at first, business was slow and began to look forlorn as the Waco had a longer takeoff run than its competitors. The Embry-Riddle Co. did not sell Wacos Paul Embry and Fannin, who had a 200-mile range on the Whirlwind and was making them available at $18,000 apiece, with the Whirlwind engine, which sold for $33,000.

But now, those same friends drove up to the entrance of the airpark and sat in their cars and watched the planes go around. "You're afraid to come in, because they know good and well I'll point out a few things to them and laugh at them as they used to laugh at us."  

"... my Whirlwind Waco. We claim ours here as the finest sport plane in the country. It has everything on it that steam heat and hot air could do. It makes me comical. I believe, to add my personal appeal to that of thousands of others in this country. Flying is the greatest hobby of all of you. If all you are able to have a few plane fly, by all means get it and find out what it really is all about. If you can only afford a cheaper plane, get that. It has no sport, no romance, the like. I would give up my plane for three of yours if I could."  

On December 2, 1927, the Reader's Digest bought the successful holder on the air contract between Cleveland and Chicago, and contracted to sell at Indianapolis in between. On December 17, the inaugural flight to Cleveland was made. The flight was made by Stanley C. "Gage" Huffman, manager of pensions and maintenance for Embry-Riddle, piloting a Whirlwind Waco. It was so popular on this particular date in weather conditions, Indianapolis, Indiana, the flight took place in Chicago and placed almost impossible difficulty in the operation of real planes, but the on-the-spot evaluation of the Embry-Riddle pilots made it possible. The trip was delivered successfully, far ahead of schedule. In fact, the delays caused by the blizzards that month, there were 1,046 pounds of mail and carried by the Embry-Riddle Co.

On October 1, the first seat was filled with airliner bag and a cover was seated over the mail such as a shoe is laced. This secured the mail. No passengers were taken at first. Along with their regular route between Cleveland and Chicago, the Embry-Riddle Co. began to transport mailbags and carry along with the mail, to become America’s first air express line. They also established six air routes over mail and used them successfully as far west as Chicago to New York City on the east coast. One-way rates ranged from $17 to $765 to Indianapolis in 1927. They advertised this fact to anyone anywhere in the U.S., Canada or Mexico in any larger or smaller route. Each trip was figured according to distance. Each passenger was allowed 50 pounds of baggage free; additional could be taken at 50 cents a pound.

The Embry-Riddle Co. having been closely connected with and taken their share of the handling during the development and growth of mail, was now prepared to take an even larger role in the expansion and advancement of mail aviation. Their ability and close cooperation of the Department of Commerce and the Aeronautical Chamber of Commerce, the Embry-Riddle Co. had grown from a main office to the most comprehensive and thorough student training, mail plane operations. In 1927, the formation of the Embry-Riddle School of Aeronautics was formed.

The scope of aviation as a service to the country was constantly expanding. The small airplane was being replaced by the larger, stronger, faster airplane. The school was working out to take the student step-by-step through various phases of training. The first step was given at the Ground Course, giving theory, followed by the Embry-Riddle compulsory text course, explaining the various rules and regulations, and applications of the airframe and engine of the airplane, the science of aerodynamics and theory of flight. Here the student learned the art of flying, and was tested in every way, from Physicals, Math, Science, English, History, Geography, Navigation, Aeronautical Physics and Mapping.

The policy paper governing the designated Maintenance Engineer program has caused conclusion and controversy among students within the AMT Division. The major objection to the new program centers around the portion of the policy which states: "There shall be an examination to test the distribution of students among the available AME's. The Chairman of the AMT Division will make assignments randomly until an academic merit selection program can be established."

This means that, until the merit selection program is established, no student will have a choice of which examiner will administer their Child or Franchise and which student they will be testing up with for the practical. After the merit selection system is established, students with the highest GPA's will have first choice of the examiner and those with the lowest GPA will have last choice. Following an opinion by Mr. Ols, the program is not yet written. In the meantime, the AMT students are permitted to eliminate those from the above list (Pres. Hunt's selection) should be done by the AMT Division.

In the implementation of the new policy, the AMT will receive an annual salary increase of $30,000 and graduate students with the lowest GPA's will be the last choice. Following an opinion by Dr. Ols, the program is not yet written. In the meantime, the AMT students are permitted to eliminate those from the above list (Pres. Hunt's selection) should be done by the AMT Division.

We know the basis upon which the new policy was formulated, in next week's article, we will examine how the student's opinions will be heard.

Did you know...?}

The Career Center has updated listings of career-hire opportunities which the following daily:

A copy of the Quarterly Bulletin of Student Employment Report is available to you which contains undergraduate and graduate work with job openings.

The Career Center will continue to post new opportunities throughout the year.

STOP BY THE CAREER CENTER AND UTILIZE THE EMPLOYMENT ASSISTANCE OFFERED TO YOU!
By Ken Madden and the National Transportation Safety Board

On October 5, the National Transportation Safety Board, after recon sidering its findings of cause in a previous Air Line Pilot Association (ALPA) complaint, issued its report and agreed with the pilots that wind shear was encountered by the Pan American World Airways Boeing 707-330 which crashed on approach to Pago Pago International Airport, American Samoa, January 30, 1974. The Board adopted an amended report on a 3 to 1 vote. Members Franck H. McAdam, Philip A. Hugo and William R. Hely were in the majority. Acting Chairman Key Ballentine dissented from the finding of probable cause. The Board said the wind shear—a change in wind velocity and/or direction—was caused by a heavy rainstorm close to the aircraft's approach path. It determined this by comparing the theoretical performance of a 707 in stable and in unstabilized conditions, the latter representing the performance of the accident aircraft as shown by flight recorder data.

Because of the nature of the wind shear, it would have been very difficult, if not impossible, for the flight crew to have avoided it. On this approach, the Board concluded in its amended report: (*) The following is taken almost word-for-word from another major aircraft's flight operations manual: "Flying in a wind shear (as an approach), any sustained decrease in indicated airspeed and, or, any sink rate in excess of 3,000 feet per minute will be called by the captain of the aircraft. The airplane must be stabilized in the leading configuration no later than 500 feet or a gs 15 Kt must be maintained. An unstabilized approach will involve one or more of the following conditions when inside the final approach: 1) An excess of one knot's deviation in the longitudinal axis or the glide slope needles; 2) A sink rate in excess of 1,000 feet per minute; and 3) An excessive or deficient sink rate relative to the computed target sinked.

(*) The wind shear was not stabilized, it should have been discontinued and a go-around executed.

The Safety Board did not conclude with ALPA, however, that the accident was invariable since the wind shear was encountered. The Board found that the evidence still supported at a probable cause the flightcrew's apparent lack of recognition and obvious lack of action when their rate of descent exceeded 2,500 feet per minute.

Aircraft's normal descent rate was about 1,000 feet per minute. Because of the nature of the wind shear, it would have been very difficult, if not impossible, for the flight crew to have avoided it. On this approach, the Board concluded in its amended report: About 200 feet above the normal descent rate which developed after the 707 struck trees, 3,500 feet short of scoring 8 & 9 at Pago Pago International Airport. The crew was making a nightflight Instrument Landing System (ILS) approach.

"Failing from FlightDeck", the handwriting wasremarkably illegible (texts in several pages, indicating that most of the occupations were killed by smoke inhalation and/or fire spread promptly after impact.

The accident occurred on the island of Tutuila, December 19, 1974, the Safety Board did not conclude on the cause as a causal factor. On May 6, 1976, ALPA formally petitioned the Board for the determination of its finding of cause. Because of the Board's amended determination, the Board was able to elicit and present the wind shear evidence on the incident aircraft.

On Oct. 5, amended report, the Board concluded that the Pago Pago weather environment was not conducive to wind shear. The Board found that the 707 had encountered a front which had caused a descent rate of 2,500 feet per minute. Power was reduced to conserve the thrust of the aircraft. About 1,100 miles out, the ship's effect diminished, and the aircraft began a 2,500 feet per minute descent.

This excessive descent rate was maintained for 10 seconds— it came just before impact— although power was supposed to be increased. About 1,000 feet above the surface, the Board found, "the crew had probably had the chance recognition of the onset of the most rapid descent rate and taken timely action, the Board had an extended report.

The extended length of the fligh crew took to recognize the increased descent rate and further rate of descent would indicate the crew's probable proximation with initial contact outside the aircraft. While power was increased during the last four seconds, it was not sufficient to prevent the crew to call out descent rate during the last 15 seconds of flight.

*Two illusory effects may have been created by the flight crew: "Black hole effect" and light reflection from rain on the airplane.

"Black Hole Effect" - This phenomenon produces a "dis appearances, and distance which occurs on a night ap- proach to a marine which is situated in an area filled with lens or no illumination on the approach end. The illusion results in a greater than normal sound.

Rain on the windshield reflects light rays at an up to 5 degree angle making the airplane appear lower than it actually is. The error may be as great as 200 feet in case.

"Acting Chairman Ballentine, in his dissent, said that the aircraft's encounter with the wind shear and, secondly, the flight crew's lack of recognition and failure to correct the resulting excessive descent rate, "I believe we should look at the whole picture when determining what caused the accident" she said. "Our vision becomes too narrow when we allow to the 'last minute' or the 'accident' as the ONLY possible conclusion.

The dissent held that the flight crew's recognition of the probable cause should have a description of height, and projected time through dissipating wind changes and the flight crew's lack of recognition and failure to correct in timely manner the excessive descent rate which developed after the 707 struck trees, 3,500 feet short of scoring 8 & 9 at Pago Pago International Airport.

The crew's recognition was accomplished as a result of a heavy rainstorm that produced by a heavy rainstorm and increased by an unrecorded announce words close to the airplane's approach path. The captain's recognition was increased by weather conditions, fallability, the illusory effects of a "black hole effect" and light reflection from rain on the airplane, and by failure of the crew to call out descent rate during the last 15 seconds of flight.

The illusory effect may have been two factors: "Black hole effect" and light reflection from rain on the airplane. The crew's recognition was increased by the illusory effect of a "black hole effect" and light reflection from rain on the airplane.
EAGLES RIP FLAGLER

By John Butler & Jim Zumbies

After the Eagles' 2-2 loss at the hands of Stetson University, the Eagles in their next match came back with vengeance. Flagler unselfishly were the victims of some great soccer by the Eagles. Butler took the full bite of the Eagles' offensive line and went home with a 5-0 defeat.

The Eagles continued their winning streak with a great 2-0 win over Florida Southern, both goals coming from Donny Lyle. The Eagles needed to win this match last year, Florida Southern threatened the Eagles in their first match of last season 7-2.

The Eagles traveled to New York to the University of Tampa only to come away with a 2-0 win. Soccer coach John Butler when interviewed was still hot under the collar about the poor decisions given against the Eagles by the referee. Quoted Butler, "We were robbed, the officials were intimidated by Tampa supporters which resulted in free kicks being awarded against the Eagles who proved they're a great soccer team against such adversity. They kept their cool."

The University of Tampa soccer team has a return date with the Eagles on November 12 at Culture Days. Kickoff will be at 7:00. This match is the Eagles' homecoming game which should be a thriller. The Blue Machine is keyed up for this one. So come on out and cheer the Eagles on to a victorious Homecoming game.

THOMAS MONToya

Playing left half for the Eagles is the servient engineering professor Thomas Montoya. "I like teamwork and I like to compete," he stated. Montoya lived in Spain for ten years where, he said, "soccer is all we used to play. The left half also played on his high school team and here at Embry-Riddle. "Soccer is fun and I enjoy playing out of it," Montoya commented. He continued, "Last year the Eagles should have come in first. This year, I feel we will. We've got a very good team!" Montoya likes to be around the foreign players since he, at one time, lived in a foreign country. "I'll certainly learn a lot before I leave, being around all this good talent," he concluded. In the future, Montoya would like to become an international soccer player.
New Faces At E-RAU

SOARING (PART II)

By V.L. Van Drinom

The new Dean of Astronautical Science at Embry-Riddle Aeronautical University is Dr. W. E. Wiley. He received his Bachelor of Science Degree from the University of Cincinnati and in 1946, Dr. Wiley received his Master’s Degree and Doctorate in Psychology from the University of Kentucky.

Following the completion of his education, Dr. Wiley taught psychology for five years at Stetson University. He organized a flying group that worked in connection with research development and improving training aids for the Navy at the Orlando Naval Training Center and MAF, Pensacola, Florida. In Dayton Beach the firm concerned itself with financially disadvantaged adults, retarded children, and young adults with learning and motivational problems.

Dr. Wiley is known to be an active, positive part in the school through the various clubs and associations it has to offer.

Dr. Wiley is keenly aware of his responsibilities to the student needs in improving the education, and he is looking forward to a long and successful fall stay at E-RAU.

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ARMY ROTC

CALL: DAVE SCOTT
252-8474 EXT. 279

NOVEMBER 8, 1977

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**CLASSIFIED**

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- **74 Volkswagen 300, 2,000 miles.** $750. For more information, call Milt Clark at 267-3551.
- **82 Chrysler 300, 3,000 miles.** $600. Contact John at 260-4545.

**FOR SALE - SCOOTERS**

- **1981 Honda Goldwing, 2,000 miles.** $1,200. Contact Pete at 269-5656.

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- **Boca Raton area.** Rooms available, minutes from school, parking available, enjoy walking in shopping. 321-252-2833.

**LOST & FOUND**

- **Lost: Black wallet with credit cards and identification.** Contact Don at 260-4545.

**NAME THAT PLANE**

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 50% of the phone is Plattner's Bistro Buffs!

**LAST WEEK’S NAME THAT PLANE WAS A LOUISIANA D.J.**

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**AN INTERVIEW WITH PEACE WALK ENGINE DESIGNER**

**HOLTON VW**

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