

11-9-1977

Avion 1977-11-09

Embry-Riddle Aeronautical University

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VOLUME 27, ISSUE 9

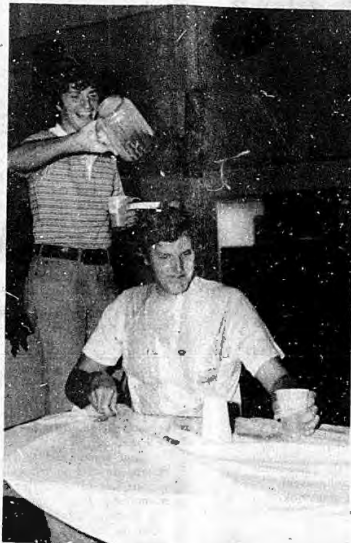
EMBRY-RIDDLE AERONAUTICAL UNIVERSITY

NOVEMBER 9, 1977

ROYAL SCOTTISH INN ACCEPTS

DORM CHALLENGE

By Jim Zurales



The Royal Scottish Inn "Mean Machine" will clash against the Dormitory "Devastation" during November 19th's field day events. This all day activity was created when dorm Head Resident, Mike Gearing, shoved a pie in the face of Dan Furnish, Resident Director of RSI as a challenge between the dorm and the RSI. Furnish accepted by pouring a pitcher of beer over Gearing's head!

The events of the day are ping pong, tennis, volleyball, weightlifting, horseshoe, pitching, running, tug-of-war, and Anything Goes. Ping Pongers will start ponging at 11:00 a.m. with a singles and a doubles match. Points will be awarded to the winning teams in all the events.

A singles and a doubles match will be held on the courts at 3:00 p.m. for the tennis stars.

For horseshoe fanatics, competition will start at 10:30 a.m. in the rear of the dormitory. Points will be awarded to both, singles and doubles teams for the best horseshoeing.

At 12 o'clock high, the ferocious volleyball match will commence. The best team

will win two out of three games.

Four musclebound people will make up each weightlifting team who will have their showdown in the dorm annex at 1:00 p.m. The Atlases will compete in the benchpress, leg press, military press, and pull ups.

For those who like to swim, or make others swim when they don't want to, a tug of war will take place in or around the dormitory moat.

At 4:30 p.m., the two 10-man teams will try to heave the other into the crystal clear waters for 10 points.

Two 12 member teams will not know what the heck they'll be doing til the 19th in the Anything Goes competition. This mysterious event is a multiple of unique (?) events which should prove quite entertaining. Antics for the Anything Goes event will kick off at 1:30 p.m.

This is the chance to see some Devastation and Mean Machine's so, competing or not support your home team. That's Sunday the 19th, a week from this coming Sunday. Who will win? The Scottish Inn or the Dormitory? Place your bet!

MR. LEGG'S CONTEST



FOLLOW THESE LEGS AND KEEP UPDATED ON INFORMATION CONCERNING THE FIRST ANNUAL "MR. LEGG'S CONTEST!"



CARLIN COMING TO FRONTON

By Jim Harris
Staff Writer

On Sunday, November 13 at 7:30 p.m. the irreverent, shocking, revolutionary and sometimes obscene George Carlin will be in Daytona Beach, at the Jai Alai Fronton.

Carlin, being many different things, is always sure of one thing - being funny. He ridicules our cliches, our institutions, our mores, our smug life styles, and a great many other things all of us would like to ridicule, if it weren't socially unacceptable to do so.

But perhaps the most predictable thing about George Carlin is that he is confusingly 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 Harlem's ethnic ghettos. He was exposed to all the traditional influences of his middle class background, and rejected them. He was a high school drop-out, a Catholic drop-out, and after joining the Air Force like any other good citizen, he got a couple of "Article Fifteen's", two court-martials, and ultimately became an Air Force drop-out. It was inevitable that he would finally become a middle class drop-out.

It was while he was working as a radio D.J. in Louisiana that he met Jack Burns. They formed a comedy team, did very well in local clubs, and decided to invade Los Angeles. There they found an early morning radio job, doing their zany comedy. At night, they played a coffeehouse, where they met theatrical agent Murray Becker.

Becker invited Lenny Bruce and Mort Sahl to create 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 Burns and Carlin drop-out. Jack Burns went on to the highly successful team of Burns and Schreiber, and Carlin went his solitary way as a stand-up 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 12 minute spot on the Ed Sullivan Show.

George's image as an anti-establishment crusader has one very pleasant flaw in it. While he was on the nightclub circuit in the Midwest, he met a girl in Dayton, Ohio, married her, and fathered a stunning daughter named Kelly, now a teenager. They moved in with his mother in New York. The Carlins are happily, and conventionally married, just like any normal middle-class family, and living in a suburban Los Angeles home.

But don't let that fool you. George Carlin is still outrageous. He still likes to "shock" his audiences with some of what he calls "the seven abominable words" that cannot be printed here.

Reserved seat tickets are \$7.50 and \$6.50, and are available at: Daytona Beach Jai Alai Box Office; Streep Music Co.; Brass and Reed Music Centers (Daytona Beach and Merritt Island); Tones n' Tunes (South Daytona and New Smyrna Beach); Altamonte Mall Ticket Agency; and Parker Music Co. (Volusia Mall).

STAN WATERMAN SHOW A SUCCESS

By Jimmy Hillburger

Last Wednesday, Embry-Riddle was host to a truly amiable and gentlemanly adventurer, Mr. Stan Waterman. This, being the first stop of a 17 date lecture tour, Mr. Waterman's occupation as an underwater photographer was both described extemporaneously, and documented with film, to a full house in the University Center.

The day began with a tennis match between he and our own Carl Brown, with a wopping victory of 6-0, 6-2, 6-0. Mr. Waterman analogized the similarities in strategies of a fighter pilot in the air and on the tennis court, and admitted he received a good lesson.

Later in the day, Mr. Waterman sat in on the meeting of E-RAU's Scuba Club. After getting through the old business and new business rather quickly, Stan took the spotlight for the next hour and 15 minutes. He clearly showed his intelligence and sense of humor as he described his adventures and respect of sharks, particularly in the filming of The Deep. It was basically a question and answer period, but the questions were answered at length as he related his experiences from being a blueberry farmer in Maine, when he had the first underwater mask in the U.S. back in the 30's, to the pressures of working for Hollywood. Until recently, it's been sort of a struggle to earn a living because of a limited market. But after the recent interest of Hollywood, Stan Waterman can live comfortably and pursue his hobby, underwater photography without 14 hour days, 7 days a week for months at a time, but documenting the beauty of the sea and the connection of man and the ocean.

That evening the U.C. cafeteria and pub were packed as Mr. Waterman once again held a captive audience. His presentation of three films supported his being one of the best known diving pro, and dean of underwater photography in the world.

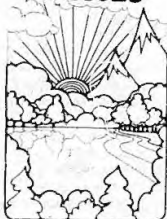
The first film dealt with the filming of sharks off the coast of Australia for "The Deep." This was the first time actors and cameramen have worked with sharks in open water. Needless to say, it was quite exciting as sharks were swimming and darting all around the divers. Stan said he is in constant fear, but he and his fellow divers are taking calculated risks, and so far, there hasn't been any injury.

The next film showed the poetry of the sea, as the leading lady took the shape of a humpback whale. A very romantic picture of the sea, music, man, and nature were documented in a very serene and touching sequence which touched the hearts of all in attendance.

After a brief intermission in which our guest was surrounded by autograph seekers, Stan then described his encounter with the great white shark. Because the white sharks can and do swallow seals whole, their attitude toward man would not be one of fear but something to fill their stomachs. For this reason Stan is not yet ready to meet the 12-18 ft. shark face to face without a cage for protection. As he photographed Peter Benchley (Jaws) and a 14 ft. white shark, one could see a close up view of the legendary killer of the sea, teeth and all.

It was a unique presentation which held the audience captive the whole evening. Stan Waterman is truly an adventurer, romanticist, and one heck of a nice guy.

NOTICES



ATTENTION: Halifax District needs scout leaders and unit commissioners. From eagle scouts to new members, all are invited.

For more information, contact Pat Hassett, asst. district commissioner, box 2287.

ATTENTION:

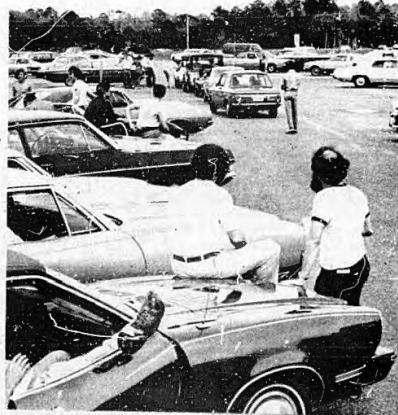
Daytona Beach Composite Squadron of the Civil Air Patrol meetings are on Tuesdays, at 7:00 p.m. next to Nova Flite Center. All are welcome. For more information contact Pat Hassett at Box 2287.

SGA HOMECOMING CONCERT: with Michael Marlin: a super juggler also RANDALL AND CC, the Dynamic Duo. Saturday, Nov. 12 at 8 p.m. to 11 p.m. in the Pub.

SGA HOMECOMING DANCE: Friday Nov. 11, U.C. 8:30 p.m. Midnight with "Rambo Street"

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ROAD RALLY

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.



WISE UP!

A few 'words of wisdom'... Dr. Jeffrey H. Ledewitz
CAR SAFETY HOTLINE
800-424-9393

EDITORIAL

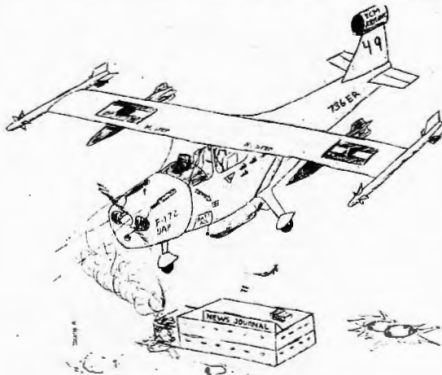
By Ray D. Katz
AVION Editor

It has come to my attention that there is some 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 photographers 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 can also cover organization or club events, and activities, 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, regarding the newsworthiness 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 foots the bill for the expense of laying out the picture. If I feel it isn't, then the club or organization is charged for this expense. The same holds true in the case of AVION photographers covering a club event.

In addition, where a club wants photos for its scrapbook then they will be charged for these photos as well.

Ray D. Katz



DO WE REALLY HAVE TO WORRY ABOUT THIS?

A recent article published in the News Journal noted that E-RAU is now training, and has trained in the past, Ugandan students. The article's overall tone implied disapproval of E-RAU's educational philosophy if a foreign student with an approved student visa is accepted for enrollment, he should be allowed to pursue an education here regardless of his country of origin. I strongly support this philosophy for several reasons. First, and most obviously, no university has, or should have, the ability to properly or accurately determine which citizens of which particular country are morally or politically "acceptable" to share in our educational sys-

tem. Our acceptance of individual citizens, even if they are subsidized by their governments, 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 repressive as Uganda's and whose international power is much more influential. It is felt that the risk of possibly supporting an undemocratic regime is balanced by the opportunity for increased mutual understanding. However, the leaders of these countries are not as newsworthy as Idi Amin - they do not present a larger than life personification of evil and therefore do not provide

an opportunity for "hot" media usage. For example, the total impact of this "hot" media villain is much less than the Soviet Union's oppression of its own citizens and those of its satellite nations.

The second reason I support our educating foreign students without restriction is that the best way we can nurture the spread of liberal political institutions is to show persons from other countries how our government works at the citizen level. Exposure to our citizens and our values through our educational system more than counter balances the potential harm that may arise if an E-RAU graduate were someday to work for the government of a dictatorship.

Third, the object of our school's existence is to educate its students in the uses of commercial aviation. I would hope though, that the ethical implications of aviation's possible uses 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 E-RAU should choose its students from this group is justified from both a practical and moral viewpoint.

Paul Hansen

Letters

EDITORIAL LETTER

During this weekend's intramural football games, previously unexpressed opinions of many of the players surfaced. A lot of these opinions were angrily displayed because some of the games involved, that day, were playoffs for first place, so naturally emotions ran higher than usual.

Many complained that the athletic director in charge did a poor job of organizing and maintaining this trimester of flag football. Others complained of the inability and/or consistency of the referees to make important judgement calls.

As a long-time football player, including 3 tris of flag football, and team captain that the players were partially justified in their gripes. But I also feel, as a referee, that many of the players, even at the season's end, didn't know or understand some of the simplest rules involved in the game.

This is the responsibility of the team captain! Not that of the referee during the game. So when a team captain or players complain that the referees are against a team, based on the amount of penalties called against or for a team, I can't justify this. Most penalties are a result of a player not actually understanding the rules of playing flag football. And during the emotion of the game mistakes are made because of this.

I do feel, however, some of the referees objectives and interest in the games should be increased to the level where players won't feel cheated by the lack of consistent officiating.

It is my understanding that everyone involved in the organization and officiating of the games are paid to do so. There should be no hard feelings between player-referee, player-director, or referee-director if everyone involved does his best

to fulfill his positions' responsibility and to put forth the effort that is expected of them. This includes everyone in the spectrum, from the players following the rules to the officials enforcing them, to the director who has the final say.

There has been a communication breakdown from the season's beginning. The blame can not be placed on one or a few individuals. But can be spread out to include anyone who had different opinions but never expressed them in a formal manner. To change things maybe needed changing. In this letter I hope to stir the motivation of some involved to the point of writing to the editor and expressing your opinions where everyone can see, whether for, or against something at least it has been written and said, not blurted out in the heat of competitive emotion.

Chuck Henry

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Volume 27, Issue 8

Wednesday, November 2, 1977

Published weekly throughout the academic year and bi-weekly throughout the summer and distributed by The AVION, Embry-Riddle Aeronautical University, Daytona Beach Regional Airport, Daytona Beach, Fla., 32014. Phone 252-5561 extension 313. Trimester Subscriptions - \$3.25.

Media Center

By David Mann

We appreciate the response to last week's reminder about the Suggestion Box. The day after the article came out, several requests were turned in. All have been ordered on student recommendation and will be placed on the NEW BOOK truck as soon as they arrive. Thanks again for making your needs known.

This situation allows us to make a point about Media Center Services. Everyone here works to help you find what you need in the way of information and resources. If you have any questions, ask us. Who was it who said, "Distractions are my business."

Two books of interest have been placed on Reserve at the front desk. Both are excellent sources to use for the Airport Master Plan papers as well as other aviation research reports.

ALFA Guide for Airport Standards

Airport Terminals Reference Manual.
International Air Transport Association.

REMEMBER MEDIA CENTER WEEK - Nov. 28 through December 2.

BOARD OF VISITORS' PROGRAMS

Julia Vinson, Chairman of the Board of Visitors of E-RAU has announced several upcoming events for the student body.

Art exhibits are scheduled in the University Center Lobby, prominent Americans will appear on campus from the sports world, political structure and the arts, and live stage presentations in a dinner theatre atmosphere will be presented.

Also, an International Student Reception is scheduled on Nov. 13, from 3-5:00 p.m. The purpose of this welcome reception is to assist foreign students in adjusting to their new environment and culture and to invite many of the students to homes of the mem-

bers of the Board of Visitors for holiday dinners.

The Board of Visitors is comprised of some 60 local residents from all walks of life, including professionals, business leaders, government officials and others who are interested in Embry-Riddle and its student body.

The Board of Visitors is organized to bridge the community and the University and to help in the development of the University and the students. Mrs. Vinson advises that members of the Board of Visitors are available to help students with any need or problem in the community and can be contacted through the Marketing and Development office.

Written On Sunday

By Ignacio Falco
Columnist

The demand for bodyguards is so great in Italy that women who can handle a gun have no trouble in getting a job immediately. There are more than 100,000 private security guards in Italy and the demand for more of them is growing. The reason is because of Italy's catastrophic economic situation where any person with a moderate income is a potential victim of kidnapping. The largest private police bureau is Mondipol and it is located in the industrial city of Turin. It employs 1,300 men and women. The female agents from Mondipol are employed mainly in luxury shops and to accompany wealthy women on the street.

According to the Commerce Department the candy consumption in the U.S. increased last year for the first time since 1968. The average American ate 16.6 pounds of candy in 1976, compared with 16.3 pounds in 1975 which represents a slight increase by two per cent after eight years of declining consumption per person. The average person devoured 20.3 pounds of confectionery products in 1968.

Charlie Lew, 24, of Wappingers Falls, N.Y., says he will go to court to protest an order evicting him from his apartment because of Simba. He bought Simba as an anniversary present for his wife. Simba is 20 weeks old, cute friendly, weighs only 30 pounds, and it is a lion.

Sweden, in an effort to cut down on alcoholism, has raised the price of a bottle of scotch from approximately \$26 to \$29. However, to reduce alcoholism among the young the approach was not to increase the price of beer but rather to cut its alcohol strength from 3.5 percent to 2.8 percent.

The cost of flying is only part of the story when you compare it to the cost of transportation from the airport to the city. A taxi at Monrovia Airport, Liberia, cost \$15 for a distance of 45 miles. It costs \$10 to travel from Tokyo's Airport, 11 miles. And the trip from Viracopos Airport, Brazil, to Sao Paulo - 65 miles - is free - as long as you have an airline ticket.

So long.

INTERNATIONAL STUDENTS RECEPTION

On Sunday, November 13, the Board of Visitors are 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 for the purpose of meeting members of the community and E-RAU staff members to promote programs to benefit these students.

One item being promoted at this reception is the holiday dinner program in which community members will invite one or two international students to their home for a holiday dinner.

A buffet dinner and entertainment is planned. If you are an international student and have not received your personal invitation as of yet, please contact Mrs. Nan Green, International Student Advisor, extension 320.

BOOK REVIEW

By Ken Madden

FLYING SAFELY

By Richard L. Collins
276 pages. Delacorte Press.
\$8.95

Flying Safely by Richard Collins is a valuable addition to any pilot's library - from student to ATP. It covers both what is generally known to students at E-RAU and also contains much new and original safety information.

The purpose of the book is not to make flying perfectly safe (an impossible feat), but to minimize the risk of flying. It is a known fact that the pilot is usually at fault in most accidents and accordingly, Mr. Collins has concentrated on the Pilot Factor in his book.

First, VFR and IFR weather related accidents are discussed in relation to their most common causes. Then, the problems of night flying are discussed at length. Other topics include: How wind affects aircraft (including a section on wind shear), the stall-spin accident, weight and balance, mid-air collisions, alcohol and drugs, and even a chapter comparing the various classes and types of aircraft and their accident histories.

Overall, an excellent book on the subject of safety and worthy of every pilot's reading.



LOOK HERE

The movie Lemans will be shown tonight at 8:00 in the U.C.



"B" TERM PROLONGED

It is anticipated that flight students enrolled in Flight courses during the second half of the fall trimester will course complete prior to the published end of the trimester, which is December 16, 1977. However, it is possible, due to adverse weather or individual student problems, that some students will not have completed their course requirements by that date. Flight scheduling for these students will be continued through December 22, 1977, and they will be expected to be available to meet their scheduled flight activities during this period, unless excused by the Flight Supervisor or Chief Flight Instructor.

Instructors please be sure your students are aware of this.

R.R. Lewis

WERU

EDITOR'S NOTE: A copy of the following letter was received by the AVION. It is reprinted to give the students involved recognition of the good job they did in promoting the image of Embry-Riddle. Efforts such as this one make it easier for all students to be accepted here in Daytona Beach. The AVION would like to add their vote of thanks to that of the Optimist Club. To WERU, keep up the good work!

to John Schaffer
Radio Station WERU
ERAU

Dear John:

To applaud the performers is the only way an audience can show its appreciation. On October 22, at the Florida District Optimist Club's '50's Rock & Roll Party, the audience was most appreciative. The Op-

timist Club of Halifax, Daytona Beach, as the hosts of the party also extend their thanks and appreciation to WERU and its staff.

The Optimist Club members have heard personal remarks on your show such as: "Better than a professional band", "This is the best Optimist Party I was ever to" and "Gee. The fifties were really good years."

John! You and Dave Liljegen, Duane Judy, Randy Ralston, Bob Terrill, Jim Burns, Frank Park and our own member Mike Jaworski got to the audience with your enthusiasm and spirit.

Enclosed is our check for \$150 and again thanks.

Sincerely,
Richard Durrbeck
President, Optimist Club of Halifax

AVION PIZZA CONTEST



THIS WEEK'S PAPPY'S - AVION CONTEST PICTURE WILL GIVE TWO OF YOU LUCKY PEOPLE A CHANCE TO WIN FREE PIZZAS AT PAPPY'S. JUST SHOW US YOUR MUG AND A PIZZA COUPON IS YOURS.

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10% DISCOUNT TO ALL E-RAU IN PAPPY'S RESTAURANT

FRA TERNITY CORNER

DELTA CHI



By PJ Lee

Well, another week in the '77 Fall Trimester has gone by. The house was full of brothers, pledges, and friends for the Friday night happy hour. The evening provided a good release for the tensions that were built up over mid-term grades.

Jim Wait, Crazy Paul White, and the Blue Flame represented Delta Chi at Saturday's Road Rally. Driver Jim and Navigator Paul showed some good teamwork during the rally and claimed to be only 28 seconds off the mark. This is probably the only time they've ever been close to on time! We'll find out how well they really did when the results come out.



ARNOLD AIR SOCIETY
BILL ROSS WILSON, ESQ.

By Kitty Blaisdell

Last Saturday was a good day for a drive through unknown back roads and swamps. Our Road Rally was a success with 49 cars starting and 44 finishing. Car 24 raised a turn half way through but they were persistent and finished in three hours while a couple gave up.

The 49 mile course ended at the Bulow Park near Flagler.

Also, Saturday, another brother and little sister sowed some class by going to the art festival at Ormond Beach. They also spent some leisurely time sightseeing from the air.

Halloween night, we spent a few hours trick or treating in the Daytona area. As soon as everyone had filled their bag, the brothers took the treats to the children's ward at the Halifax Hospital. As could be expected the treats made some youngsters very happy. It was a very rewarding night for us. Helping others who are less fortunate than we are is all a part of being a Delta Chi.

Our Palm Coast retreat is planned for this weekend. We have several activities planned including swimming, golf, tennis, seminars, and, of course, the Saturday night keg. Already several of the brothers have set up some championship tennis matches and rounds of golf. It should be a fun and working weekend that will be beneficial to us all.

Order your mugs from Paul Warns!

Everyone had a good time and awaited the announcement of the winners on Monday. Congratulations to those drivers and their navigators.

Tonight is the final interview for the pledges. All members and pledges will wear class "A" Uniforms. This interview and the final test are the deciding factors of becoming a member. Good luck to the pledges. This weekend is the Commander's Call at Valdosta, Georgia. We have six members going. One thing members should think about is possibly hosting it next year.

Next week will tell the results of pledge interviews, the happenings at the Commander's Call, and information on the Dining In.

LAMBDA CHI

By J.R. 2

Well, a short article this week, we are continuing our "Fine Beer Raffle" this week. The drawing will be held this coming Saturday at the Homecoming Dance. Look for our table in the University Center.

This weekend four men were initiated into the brotherhood of Lambda Chi Alpha. Those four are: Dave Krol, Bill Prescott, Jim McDebe, and myself, John Rourke. We would all like to say thank you to the brothers, and let's keep at it!

Our next business meeting will probably be Saturday in the University Center, but this is tentative so we'll be in touch during the week.

AHP

PROFESSIONAL

AVIATION FRATERNITY

By Ken Morse, Historian

Congratulations to the Embry-Riddle flight team! I understand that the eight representatives from E-RAU placed high in all of the events and brought home an award in one. At this time I do not have specific data on the results; however, they should be elsewhere in this issue of the AVION. Thanks to Randy, Jeff, Stew, Jack and others for organizing the team.

Members of AHP feasted on fresh seafood last Sunday at our Seafood Picnic hosted by Ray and Marjorie Katz at their home in Deland. Everyone stuffed themselves on shrimp, crab, clams, oysters and corn. A few brave souls worked off dinner with a swim in Lake Ruby. We all had a good time and look forward to another in the future.

Happy Birthday, Ray!

SIGMA CHI

Pete Egler

This weekend had to be one of the most memorable and enjoyable of the whole trimester. On Friday night, the chapter went to Rosie O'Grady's in full force and really got things rolling with singing and dancing all night long. On Saturday night we held the initiation of 22 little Sisters who became "Little Sigmas" after a meaningful and touching ceremony. Afterwards, we got together and hit the Top of the Surf in first-class style. Everyone danced and partied the night away. The next morning our Little Sisters treated us to breakfast, and in appreciation to the brothers presented us with a coffee table for the chapter room with the signatures of each engraved into it. Once again we'd like to congratulate them and thank them for all that they've done.

This weekend Brothers Dave Campbell and Vinnie Parninello got to log some time in a flight to the Bahamas with a night stopover in wild Palm Beach. They made it back fine but reported some heavy overcast early the next morning. We got some good news from recent graduate Mark Eberle. He is now instructing in California and has a student named Pappy Boyington, better known as Robert Conrad. He hopes to plan a cross-country flight out here and bring his new student along.

This weekend we've got our annual campout planned with the brothers and pledges. There will be plenty of beer and an all around good time. We are really looking forward to it.

PLEDGE CLASS

We want to thank everyone who came to our first Friday Happy Hour. We hope you all had a good time. As a pledge class we are all proud of the pledge brother Pau Jensen and Dickson Pearce for winning first place in the two man category at the Saturday Regatta.

That's all for now. Party on!

P.S. Who's C.A.?

E-RAU



MGT. CLUB

By Patricia Neuzil



Quad A has been caught up in something of a social whirl. Last week's Halloween party was a success, as the abundant supply of bleary eyes the next could attest. Our Marine brothers will be celebrating the founding of the Corps at the Hilton next weekend. If they hold true to form, the evening will start out with resplendent officers in dress uniforms conducting a solemn ceremony commemorating the Marine Corps and then they will loosen up significantly as the evening goes on. It will not be unusual if some of these "fast mover" pilots even demonstrate their proficiency in bartop carrier operations.

December's graduation will see several of us leaving for Korea, Japan, and Europe. There will soon be enough E-RAU grads in Germany to have yearly conventions. However, at least three of our members' wives are hoping the stork lands before they take off for parts unknown. Congratulations are in order for our members selected for Who's Who.

AFROTC

By Oz Alfert

Last Saturday witnessed the Arnold Air Society's second Annual Road Rally. Once again, it was a very big success. Congratulations to the winners. Also, inside sources have informed this reporter that our own Bob Hubiak took second place, and he's never going to let Jim Young forget it.

A reminder to Sophomores: We still have PILOT SLOTS awaiting you. Make the right choice with the US Air Force.



Our beach party last Saturday was a great success. There was plenty of volleyball, beer, food, and fun, and everyone seemed to really enjoy themselves.

Don't forget our meeting next Wednesday. Our speaker will be the Chief Pilot for Eastern Air Lines. Make your reservations now!

To have pictures in next year's Phoenix our club needs a photographer. The club will pay for the film and getting it developed but we need someone with a good camera and a steady hand (hopefully). Please contact me at Box 3358 or call if you would like to volunteer or have any questions.



By Debbie Redhead

A big "Thank you" to all who participated in the Static Display and helped make it a success. We had a lot of student interest and gained several new members for the club. Next on the agenda is the Control-Line Fun Fly. Because of a conflict with another activity, we are changing the location to Kirkland's sod-farm. The entry fee is \$1.00 and there WILL be trophies. If you know how to fly but don't have an airplane, you can use the one that has been donated to the club. We will be meeting in front of the dorm at 9:00 a.m. Saturday the 19th. All RCers are invited to bring their aircraft and make a day of it with us.

The RC Fun Fly will be the next day at Spruce Creek, with registration starting at 9:00 a.m., competition at 9:30. We have decided to keep this a beginner's meet, so don't be bashful! The entry fee is \$3.00; remember, you need an FCC license and proof of AFA membership (get a receipt).

At our next meeting (the 17th) we will be taking nominations for next tri's officers. After the meeting, all those who will be officiating at the Fun Fly will get together to discuss procedures for the two events. Be looking in next week's AVION for a list of events and rules. Thanks again for all the support at the Static Display.

AVROC

By Mike Hayden

On Wednesday Oct. 26, the AVROC Club held its elections for the offices of vice president, and president. The results were Bob Larson-Vice President and Mike Hayden - President!

This past Saturday, Oct. 29 the club met outside the University Center at 6:15 a.m. and left for Jacksonville Naval Air Station for a tour of the base. We got a first hand look at the A-7 Squad (VA-174), S-3 Squad (AS-32), and we each got some simulator time in the A-7.

The trip lasted all day and we arrived back to Daytona around 6:30 p.m. It turned out to be very interesting trip. Another trip is being scheduled for December. It will be a tour of the aircraft carrier Saratoga and a tour of the P-3 Squad.

Our next meeting is scheduled for November 9. See you there!

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Air Force ROTC

The EMBRY-RIDDLE SKY TRAFFIC

Vol. 1

SEPTEMBER 1928

No. 1

EDITOR'S NOTE: The following article is the first in a series on the history of the Embry-Riddle Company. The story was written by Dave Bastacky and submitted as a term paper in his History of Aviation course.

In 1926, thirteen years after the first powered flight by the Wright brothers, Mr. Talley Higbee Embry, a bus line operator, and Mr. John Paul Riddle, a barnstormer, joined together and signed a contract to sell five Waco airplanes for the Waco Aircraft Company of Troy, Ohio, thus forming the Embry-Riddle 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 base of the Embry-Riddle Co. The Waco was available with three different engines: the OX5 which sold for \$2,960, the Ryan Siemens selling for \$5,500, and the Whirlwind which sold for \$7,700. Embry-Riddle advertised this plane as being ideal for sport and general passenger carrying, and claimed it outsold any three other planes in 1927.

However, at first, business was slow and things began to look dismal as Embry reflected later in Sky Traffic, the official publication of the Embry-Riddle Co. "... So I turned to aviation. My friends laughed. I wept a little when the first five Wacos Paul Riddle and I had contracted to sell, sat silently in the hangar and stared at us. I began to think maybe my friends were right."

The following year, business began to look better; the Embry-Riddle Co. not only sold their Waco planes, but also expanded to become distributors of the Monocoupe and the Fairchild. The Monocoupe, a side-by-side two-seater manufactured by the Mono Aircraft Co. in Molene, Illinois, was available with the Velie motor only and sold for \$2,675. The Fairchild, with folding wings and manufactured by the Fairchild Airplane Mfg. Co. in Farmingdale, New York, was available with the Whirlwind engine which sold for \$13,960 or with the Wasp engine, selling for \$19,800. Their sales

for 1927 totaled more than \$30,000. As business was now going well, Embry recalls later in Sky Traffic: "... But now, these same friends drive up to the entrance to the airport and sit in their cars and watch the planes go around. They'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 me."

"... my Whirlwind Waco. We claim down here it's the finest sport plane in the country. It has everything on it but steam heat and hot and cold running doorknobs. It makes me competent, I believe, to add my personal advice to that of thousands of others in this country. Flying is the greatest hobby of them all. If you are able to own a fine plane, by all means get it and find out what it means to fly. If you can only afford a cheaper plane, get that. There is no sport, no recreation like it. I wouldn't give up my plane for three times what it cost me."

On December 2, 1927, the Embry-Riddle Co. was the successful bidder on the airmail contract between Cincinnati and Chicago, including a stop at Indianapolis in between. On December 17, they inaugurated the first airmail service for Cincinnati, the route being named: C.A.M. 24 (Contract Air Mail). The first flight was made by Stanley C. "Jiggs" Huffman, manager of operations and maintenance for Embry-Riddle, piloting a Whirlwind Waco. It so happened on this particular date the weather in Cincinnati, Indianapolis, and Chicago placed almost insurmountable difficulties in the operation of mail planes, but due to the never-give-up qualities of the Embry-Riddle pilots and personnel, the mail was delivered successfully, far ahead of the train schedule, despite the delays caused by the blizzards. That month, there were 1046 pounds of mail carried by the Embry-Riddle Co.

Using the Waco 10, the front seat was filled with airmail bags and a cover was laced over the seat much as a shoe is laced. This secured the mail. No passengers were taken at first.

Along with their regular route between Cincinnati and Chicago, the Embry-Riddle Co. soon began to transport passengers and cargo along with the mail, to become America's first air express line. They also established air taxi routes over mid and eastern U.S. from as far west as Omaha to New York City on the east coast. One-way prices ranged from \$17 to Indianapolis to \$765 to Boston, Mass. They advertised air taxi trips to anywhere in the U.S., Canada or Mexico at any time. Rates would be figured according to distance. Each passenger was allowed 25 pounds of baggage free; additional could be taken at 50 cents per pound.

The Embry-Riddle Co. having been closely connected with and taken their share of the burden during the developmental stage, was now prepared to take an even larger role in the expansion and advancement of civil aviation. With the assistance and close cooperation of the Department of Commerce and the Aeronautical Chamber of Commerce, the Embry-Riddle Co. put into effect one of the most comprehensive and thorough student training programs ever attempted. Hence, the formation of the Embry-Riddle School of Aeronautics was formed.

The scope of training as given by the school was worked out to take the student step-by-step through various phases of training. The first step was the Primary Ground Course, giving thirty lessons from the Embry-Riddle copyrighted text covering: Department of Commerce Rules and Regulations, Aeronautics Terminology, six in Aerodynamics and Theory of Flight, six lessons in Construction of Airplane Propellers, eleven lessons in Power Plant, Meteorology, Navigation, Aerial Photography and Mapping.

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MAINTENANCE TECH NEWS

By John Atkins

The policy paper governing the designated Maintenance Examiner program has caused confusion 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 will be an equal distribution of students among the available DME's. The Chairman, 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 students will have a choice of which examiner will administer their Orals and Practicals or which student they will be teaming up with for the Practicals. After the merit selection system is established students with the highest G.P.A. will have first choice of DME's and those with the lowest GPA will have last choice.

Before condemning Mr. Olson and the policy, let's examine how it came into existence. As we all know, the tuition for AMT students was increased this fall. After the announcement of the increase, Mr. Olson requested that the

\$25 license testing fee for AMT students be eliminated. This request was approved on September 2, by the Administrative Council and subsequently approved by Pres. Hunt with the following stipulation: "Is approved with the assurance from VA (vice President of Academic Affairs - Dr. Motzel) that the compensation for Examiners will be in the form of salary adjustments designed to minimize personal inequities and favoritism in exams." The chairman of the administrative council, in a memorandum to Dr. Motzel, dated Sept. 27, directed that: "In preparing your policy paper to eliminate these fees, the above assurance (Pres. Hunt's stipulation) should be included."

In implementing the new policy, each DME will receive an annual salary increase of approximately \$900.00 and each will administer exams to an equal number of students randomly assigned by Mr. Olson.

We know know the basis upon which the new policy was formulated. In next week's article, we will examine how the students and DME's feel about the new system.



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ACCIDENT AT PAGO PAGO

By Ken Madden and the National Transportation Safety Board

On October 6, the National Transportation Safety Board, after reconsidering its findings of cause on petition by the Air Line Pilots Association (ALPA), amended its report and agreed with the pilots that wind shear was encountered by the Pan American World Airways Boeing 707 which crashed on approach to Pago, Pago, American Samoa, January 30, 1974.

The Board adopted the amended report on a 3 to 1 vote. Members Francis H. McAdams, Philip A. Hogue and William R. Haley were in the majority. Acting Chairman Kay Bailey 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 air with the actual 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 pilot to fly a stabilized approach, the Board concluded in its amended report.

(*) The following is taken from another major airline's flight operations manual: "After leaving 500 feet (on an approach), any sustained deviation from target airspeed and any sink rate in excess of 1,000 feet per minute will be called out by the first officer. The aircraft must be stabilized in the landing configuration no later than 500 feet or a go-around MUST be executed."

An unstabilized approach will involve one or more of the following conditions when inside the final approach fix:

- 1) An excess of one dot's deviation in the localizer and/or the glide slope needles;
- 2) A descent rate in excess of 1,000 feet per minute; and
- 3) An excessive or deficient airspeed relative to the computed target airspeed.

Since the approach was not stabilized, it should have been

discontinued and a go-around executed.

* The Safety Board did not agree with ALPA, however, that the accident was inevitable once the wind shear was encountered. The Board found that the evidence still supported as a probable cause the flightcrew's apparent lack of recognition and obvious lack of action when their rate of descent reached nearly twice the normal rate. The Board said this resulted from a breakdown in flightcrew coordination and failure to adhere to prescribed callout procedures after the initial phase of the approach.

* The paragraph above indicates that the flightcrew was not giving due attention to the flight and navigation instruments and were probably relying, to a great extent, on visual cues. Further evidence to the end is revealed by the lack of call-outs by the first officer (airspeed, altitude, glide slope, localizer, and sink rate).

*The Board's amended report answered all major contentions of the ALPA petition. Ninety-six of the 101

persons aboard Pan American's flight from New Zealand died in the crash and post-impact fire when the 707 struck trees 3,865 feet short of Runway 5 at Pago Pago International Airport. The crew was making a nighttime Instrument Landing System (ILS) approach.

*Judging from Photographs, the fuselage was remarkably intact (breaks in several places), indicating that most of the occupants were killed by smoke inhalation and/or fire that spread rapidly after impact.

*In its original report on the accident, issued December 19, 1974, the Safety Board did not cite wind shear as a causal factor. On May 6, 1976, ALPA formally petitioned the Board for reconsideration of its findings of cause. Because of technical advances made after the Pago Pago investigation, the Board was able to detect and measure the wind shear effect on the accident aircraft.

In Oct. 6th amended report, the Board conceded that the Pago Pago weather environment was unfavorable. The Board found that the 707 had encountered a wind shear, about three nautical miles from the airport, which caused a deviation above the ILS glide slope. Power was reduced to counter the effect of the shear. About 1/4 miles out, the shear's effect diminished, and the aircraft began a 1,500 feet per minute descent.

This excessive descent rate was not corrected for 15 seconds — it came just before impact — although power was increased during the last four seconds, the Board found. "The accident could have been avoided had the crew recognized the onset of the high descent rate and taken timely action," the Board held in its amended report.

The excessive length of time the flight crew took to recognize the decreased airspeed/increased sink rate further indicates the crew's probable preoccupation with visual clues outside the aircraft. While power was increased during the last four seconds, it was not totally effective due to the

inherently slow acceleration characteristics of jet engines. On a typical approach when wind shear is encountered, the pilot will decrease power and/or pitch attitude in an attempt to stay on the glide slope in an increasing headwind condition; when the headwind decreases at lower altitudes (it may even become a tailwind), the pilot will find himself sinking very rapidly, slow, and below the glide slope. The jet aircraft will not respond as quickly to a throttle change as a piston aircraft. The jet engine needs time to accelerate — this time may be very substantial if the pilot has throttled back into the "slow acceleration" range.

With the JT-3D, it will take approximately 6 seconds to accelerate from idle to 50% thrust (the slow-acceleration range). The acceleration from idle to take-off thrust (18,000 lbs.) will take approximately 8 seconds. However, a JT-3D already developing 50% thrust will take only 2 seconds to accelerate to take-off thrust. Therefore, if the aircraft is decelerating at, say 2 k. per second, the aircraft will continue its deceleration after throttles have been advanced until the thrust output is enough to stop the deceleration. The thrust required to accelerate back to target airspeed and regain the glide slope is substantial. Therefore, when sink rates are high, excess airspeed is desirable.

*The amended report's majority finding of probable cause was "the flight-crew's late recognition and failure to correct in a timely manner an excessive descent rate which developed as a result of the aircraft's penetration through destabilizing wind changes. The winds consisted of horizontal and vertical components produced by a heavy rainstorm and influenced by uneven terrain close to the aircraft's approach path. The captain's recognition was hampered by restricted visibility, the illusory effects of a 'blackhole' approach, inadequate monitoring of flight instruments, and the failure of

the crew to call out descent rate during the last 15 seconds of flight."

*Two illusory effects may have deceived the flight crew: "black hold effect" and light refraction from rain on the windshield.

"Black Hole Effect" — This phenomenon produces an illusion of height and distance which occurs on a night approach to a runway which is situated in an area with little or no illumination on the approach end, but has many lights off of the departure end. This illusion results in a higher than normal sensation.

Rain on the windshield refracts light rays at up to a 5 degree angle making the runway seem lower than it actually is. The error may be as great as 200 feet in one mile.

*Acting Chairman Bailey, in her dissent, cited first the aircraft's encounter with the wind shear and, secondly, the flightcrew's late recognition and failure to correct the resulting excessive descent rate. "I believe we should look at the whole picture when determining probable cause," she said. "Our vision becomes too narrow when we adhere to the 'last possible chance to prevent the accident' as the ONLY probable cause."

Her dissent held that the first sentence of the finding of probable cause should have cited "the aircraft's penetration through destabilizing wind changes and the flightcrew's late recognition and failure to correct in a timely manner the resulting excessive descent rate."

*My conclusions: While there were a multitude of factors contributing to the accident (crew coordination, wind shear, visual illusions, lack of attention inside the cockpit, etc.), the crew should have executed a go-around shortly after the approach became unstabilized.

(All paragraphs with * are Ken Madden's written statements. All others come from the National Transportation Safety Board.)

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RIDDLE SPORTS



BOWLING

Into the seventh week of bowling in the Riddle Bowling League, and things finally start to thin out a little in the team standings. The Imperial Storm Troopers bombed out of a tie for first place by dropping four games to the Fighting Irish and The Pins A Go-Go are back on top again.

We had some real fine bowling last week with Bruce Morrin and Mike Drake coming out of their slump and rating sets of 590 and 577 respectively. Ken Kolgard had a high set of 535. For the women, Caroline Cash had a 468 and Mary Lapick a 417. High games were held by Mike Drake-225, Ken Holgard-225, and Bruce Morrin-223.

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

WON	LOST
22	6
20	8
19	9
19	9
17 1/2	10 1/2
16	12
15	13
14	14
13	16
13	15
13	15
12	16
11 1/2	16 1/2
11	17
11	18
10	14
9	19
7 1/2	20 1/2
5 1/2	22 1/2

High Average

MEN

Jeff Marks	172
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EAGLES RIP FLAGLER

By John Butler
& Jim Zurales

After the Eagle's 3-2 loss at the hands of Stetson University, the Eagles in their next match came back with vengeance. Flagler unwittingly were the victims of some great soccer by the Eagles. Flagler took the full bite of the Eagle's 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 Donovan Lyn-shue. The Eagles needed to win this match as last year, Florida Southern thrashed the Eagles in their first match of last season 7-2.

The Eagles traveled on Oct. 29 to the University of Tampa only to come away with a 2-2 tie. Soccer coach John Butler when interviewed was still hot under the collar about the poor decisions given against the Eagles by the referees. 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 adversities. They kept their cool." The University of Tampa soccer team has a return date with the Eagles on November 12 at Catalina Drive. Kickoff will be at 2:00. 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.



SOCCER CORNER

By Jim Zurales
Staff Writer



NIKOLA MILADINOVICH

(Photo by Zurales)

As a sophomore in the aeronautical engineering program, Nikola Miladinovich came to Riddle from Paterson, New Jersey. He plays fullback and also his favorite position is goalie because, as he pointed out, "I like pressure situations." When he was nine years old, Miladinovich started playing soccer in Yugoslavia then lived and played in France for a while. His high school didn't have a soccer team so he didn't play on a regular team for six years. "Soccer is always moving and there is plenty of action and speed. I also like the physical side of the game," he stated. Speaking about the Eagles, Miladinovich commented, "I feel we can get into the playoffs. We never give up even when we're down." The player also mentioned that the team parties a good deal and he has made several new friends on the team. Miladinovich, in the future, hopes to become a Marine pilot or an engineer or designer for an aircraft company.



THOMAS MONTROYA

(Photo by Zurales)

Playing left half for the Eagles is aeronautical engineering sophomore Thomas Montroya. "I like teamwork and I like to compete," he stated. Montroya 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 get enjoyment out of it," Montroya 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." Montroya 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, Montroya would like to become an aeronautical engineer.



(Photo by Zurales)

DON RANKE

Playing forward line positions for the Eagles is Don Ranke. Coming to Embry-Riddle from Freehold, New Jersey, Ranke is currently a sophomore in aeronautical science. He has been playing soccer since sixth grade and also played on his high school team. "The game of soccer takes a great deal of skill," Ranke commented. "It's not a contact sport like football but it could get rough," he continued. "I get enjoyment from playing soccer. And when you get on a winning team, that just makes it better," he pointed out. About the Eagles, Ranke commented, "We've got a lot of spirit and a lot of talent from all over. I'm glad to be a part of it and will be next year. I'd like to see the team go all the way and it's got the talent," he concluded. Ranke would like to become a pilot with Eastern Airlines.



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By V.L. Van Growski

The new Dean of Aeronautical Studies is Dr. Ronald E. Wiley. He received his Bachelor of Science Degree from the University of Cincinnati and in 1968, 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 then organized a consulting firm that worked in gov-

New Faces At E-RAU



ernment research developing and improving training aids for the Navy at the Orlando Naval Training Center and NAS Pensacola, Florida. In Daytona Beach the firm concerned itself with financially disadvantaged adults, retarded children, and young adults with learning and motivational problems.

Now that he is here at E-RAU, Dr. Wiley is directing all of his talents and experience into his job as Dean of Aeronautical Studies. He finds it rewarding to take part in the continuing growth and development of this uni-

versity. Dr. Wiley's chief concern is that the methods of instruction will continually improve and that E-RAU will progress and continue to be a leading academic institution in the field of aviation. To do this successfully, Dr. Wiley said, "The students should take 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 students' needs in improving the education, and he is looking forward to a long and successful stay at E-RAU.

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(This is the second part of a two-part soaring story written by Warren Messner, Career Placement Director here.)

Flaps are set in the 8 degree position when taking off at max gross weight or in cross winds. This unusual flap setting enables the pilot to more quickly use aileron control once under way. The water ballast tanks located just forward of the gear on each wing are also critical to the control ability of the aircraft, and especially so on take off. The pilot carefully checks the ground crew's procedures as they fill the tanks. Carelessness, or improper leveling of the aircraft during this phase of the pre-flight preparations can lead to a nasty ground loop on takeoff.

The proper procedure on takeoff is to have crewmen run beside the ship to steady the wing tips as the takeoff roll begins. The crew will do this until the sailplane steadies herself, and then breaks ground and flies along at two or three feet as the tow ship itself gathers enough speed to takeoff. If

SOARING (PART II)

an improperly balanced aircraft were to suddenly dip one of its wings at this point in the flight, a safe recovery would be most unlikely, even if the towrope could be immediately released.

I stay at two or three feet until the tow plane is well off and then transition into the high tow position. The landing gear stays down until we have climbed to release altitude, although it can be raised at about 300 feet - this gives me an extra margin of safety in case the tow rope breaks on climbout. We use tow speeds from 60 to 75 mph, depending upon the weights of the sailplane as well as the towship. Once I release the tow rope, I raise the gear and am on my way.

Approaching a thermal or a likely looking cloud mass noticed on climbout is done at the best L/D of 39 at 53 knots with no ballast, or 42 at 57 knots, the fully loaded combination. A flap setting of eight degrees for a light gross weight up to 12 degrees for a fuel weight condition is used

to achieve the best thermal rate of climb. The PIK performs best at 47 knots in a 45 degree bank in smooth thermals, up to about 51 knots when on a broken or ill-defined thermal. The greater the lift, and the smaller the core of the thermal, the tighter the bank angle and higher the airspeed is the technique I use. It is a matter of experimentation to see how different flap, bank, and airspeed combinations work in different thermal conditions. Lift drops about 30 percent at the top of the useful altitude band, so I neutralize flaps and tighten my turn radius so as to quickly return to the lifting portion of the thermal.

I try to gain airspeed as I as I do this, because there is often a tendency to start high sink rates beside thermals and I try to get through this area quickly and reenter the lifting portion with as little altitude loss as possible. Airspeed is then reduced to achieve the desired rate of climb. Airspeeds from 75 to 85 knots are normally

used, but speeds in the 110 knot range are effective in super hot lift conditions. However, control movements are limited to 30% of full travel at speeds past the maneuvering range to prevent overstressing the airframe. A friend of mine has flown the PIK at 200 mph with no instability or flutter.

Adherence to the airspeed limitations is critical in this fiberglass aircraft, since high speed flutter can cause catastrophic airframe failure. Pitch pressures can be trimmed to give fingertip control at all but the highest speed ranges.

The PIK is very comfortable to fly, and is especially stable when fully loaded.

When I reach the bottom of the altitude band I planned to fly in, I search out the lift portions of the thermal and slowly pitch the nose up, trading speed for altitude. The aircraft climbs quickly in the thermalling configuration. Once at altitude again, I start the ride once more. One thing should be remembered, though - it's not as easy as it sounds.

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FOR SALE - AUTO

FOR SALE: '71 Ford Galaxie 500 P/S. AC Good transportation Best offer. Contact Paul Box 4256.

FOR SALE: '63 Chevy Belair 4 Dr. 8 - Truck/FM Stereo. Frontal crash. In and out. Box No. 5573.

4 1976 Rally Wheels, 16" X 16 1/2" only been used for 6 months. \$50. One corvette hitch. \$30. Ask for Pat at Ext. 351.

FOR SALE: Camper shell for Lav, Courier, Datsun type pickups. 3 plezidias windows. CHEAP! 13" Portable Panasonic TV good condition, best offer. 761-4341 after 5 p.m.

110 Horsepower - Corvair powered beach buggy red metal/make fiberglass body. Chrome reverse drum, new seat/track. 60% AM Radio, hard-top and side curtain. Roll bar - \$2,500 or best offer. Call 761-3174 between 5 and 7 on weekdays. Walt Schaefer. ERAU Box 4192.

FOR SALE: '74 Mustang II Ghia. Only 42,000 mi. has A/C, PS, new brakes, new sun-up, real clean. Asking \$2,300. Call Bill after 7 p.m. at 253-7963.

FOR SALE - 60' Camaro 2-88 Good condition. Brand new engine. Call Julie at 253-7701 or 253-0471 (at night).

FOR SALE: 4 Seax 078-15 three only 1,000 miles on them have to junk car. \$80.00 call 253-5435 ask for Sue or Ken 5063.

1968 Chevrolet V-8 good running. Everything new. Call after 5 p.m. 8650. 253-5285 or Box 2187 ask for Jodi.

FOR SALE - 1976 MG - Midget convertible, bright racing green, AM-FM radio, 4-speed, 15,000 miles, excellent condition with Tonneau Cover, \$3,500. If interested contact 761-2106 after 5 p.m.

FOR SALE BIKES & SCOOTERS

'74 KAWASAKI 750. 12,600 miles, new pipes and tires. Price negotiable. Call Chas at Dorm Room 219 or 253-9649 after 4 p.m.

FOR SALE - Huffy desperado 10-Speed. good, clean, cheap. Need rear rim straightened out. Has rack and pouch. Must sell. Only \$30.00. Contact Pat Hammett, Box 2187 or call 253-9647.

FOR SALE: 1973 Harley Davidson 1250CC with only 6,000 miles. 3 stroke, black, super nice shape. Needs repair. I have all necessary parts to do it through. Must sacrifice for \$250.00 or best offer. Drop note in Box 2287 or call 253-9647. Ask for Pat.

Honda 750 CC K3 - rebuilt engine. 5,000 miles on it. New tires, batteries, hooker header, clean no rust. Asking \$1200. Contact Glenn Box 5092 or Call 253-9484 after 5 p.m.

WANTED - MISC

ROOMMATE WANTED: Share expenses 1972 Purchased Mobile Home, 2 bedrooms, 1 bath, dining room and living room. 6 mi. from ERAU \$80. monthly + utilities. Hurry! Contact Box 4471.

NEED: 1st Lieutenant - in Army MP's. Will take person not bunnish quality. For Daytona Beach Military reserve - weekend job. Contact Arden Kelley - 1-437-1326.

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 Potts at 253-2177.

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

FOR SALE: Hewlett Packard 25 Programmable Calculator. 8 addressable memories, scientific, engineering, and standard notation, charger/AC, owner's manual, program manual plus locking security code, soft carrying case. \$100. Contact: Rodney Box 3185 or Room 129.

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 Lola Stuart, ERAU ext. 329 or 253-9281 after 5 p.m.

WINCHESTER MODEL 94: lever action carbine. 30-30 cal. Solid Walnut stock. Subot capacity magazine, balanced, lightweight, easy to handle. Brand-new condition. Must sell. Asking \$95.00. Call Dave at 253-3245 (preferably after 6:00) or drop a note in Box 1082.

19" Black & White T.V. for Sale. 2 years old. Excellent condition. \$50 or best offer. Contact Randy Bowser Box 3243 or 253-4912.

Have 8 ft. bed pickup truck, will trade. Also do automotive maintenance and lubrication service. Low rates, good work. See Rod Roberts in dorm room 245 or drop a note in Middle Box 8604.

FOR SALE: Craftsman Chest. 3 drawer chest. Like new with 2 keys. Old color - red drawers and gray frame. \$40 or best offer. Walter Schober. Box 4192 or 761-3174.

FOR SALE - PROGRAMMABLE CALCULATOR: Texas Instruments SR-52. Aviation Library for SR-52. Statistics Library for SR-52 and Finance Library for SR-52. Bookstore price is \$154.80. Asking \$245.00. SAVE: \$109.80. Call John Schaefer, evenings, 751-1810 or put note in Box 1327.

FOR SALE: Surfboard, 6'8" round pin wing, excellent condition. \$65. Contact Mack, Box 2537.

FOR SALE: Complete Dark Room set up. Including Peterson color & BW 11 x 15 enlarger, timer, safety light traps, lens, and paper box. Contact Don Box 4055 or 253-6303.

FOR SALE - AUDIO

Pioneer Stereo - tunable, receiver, speaker, 8-track recorder. Best offer over \$150. Ellen 253-5746, Box 1291.

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- Dynaco 410 Power AMP 200 Watts Per Channel
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- Technics SL-1500 Turntable.
Drop note in Box 3422.

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LOST: Car calculator. Any leads in whereabouts will be appreciated. Reward for return of calculator not damaged. Box 3054 or 253-8225 after 10 a.m.

STOLEN: BLACK PILOT CASE WITH THE BOOKS AS FOLLOWS:
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Anyone with info leading to the discovery of this property please contact Walter Heller Box No. 3261.

Found a calculator in Room W-308. Identify and its your - Contact Keith Box 5093.

ATTENTION AFROTC CADETS: I have both summer and winter mess dress officer uniform jackets, pants, and suspenders. Size 38R on jackets and 34 on pants. Have enough cloth to be tailored.

Cost new would cost close to \$450.00 for both. Almost new (worn once) \$235 or best offer for both. Contact Pat at Box 2287 or Call 253-9647.

AVAILABLE DGC 1st: 2 Bedroom. Nicely furnished Apt. 2 Blocks off the Beach \$225.00 per month. Call 761-2653.

TO THE SECRET ADMIRER: Thank you for the 1967 maple snow-berry you left on my '67 Chevy. I'd like to thank you personally and you can contact me at Ext. 360.

NAME THAT PLANE



The first person calling 253-0621, Ext. 5 with the correct name will receive a \$10.00 Gift Certificate from HOLTZ 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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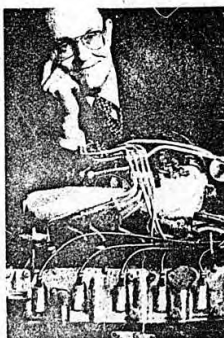


"WHEN I PROPOSED A 5-CYLINDER ENGINE FOR THE AUDI 5000, THEY SMILED."

AN INTERVIEW WITH FRANZ HAUKE, ENGINE DESIGNER

HOLTZ
VW
AUDI--MAZDA

600 Ballough
Daytona Beach, Fla.
Phone: 253-0621



Why a 5 cylinder engine? Our new model being larger & requires more power than a 4. Also, we wanted a very quiet car. But I felt it unnecessary to start with the extreme of a 6. So everything pointed to a 5.

Was the big problem keeping the engine in balance?

Hauck: No, why? Because of the odd number? Nowhere is it written that an engine must have an even number of cylinders in order to be balanced. The plan fact is that engineers just automatically think in terms of 4, 6 or 8, or 12. Our engine is balanced, as sure you. And it wasn't so difficult, really.

Were there any advantages to dropping a cylinder?

Hauck: I didn't drop a cylinder. I wanted 5-cylinders from the start. But yes, there were several other advantages.

For one thing, the shorter engine allowed for a lower hood up front. A lower hood also has the advantage of cutting wind resistance and putting less strain on the engine. One less cylinder also means less weight and greater efficiency.

It's well known that the U.S. and Canada for so many months, we learned to "under-egg" over easy. To my knowledge, no imported car manufacturers have done much testing on such a large scale before. It was the only way we could truly know how the engine and the entire car perform under all your driving and weather conditions.

Why would Americans drive a car that's so much more expensive than the Audi 5000?

Hauck: Well, see all American drivers would. But we feel sure that there are enough Americans who have come to know craftsmanship, fine machinery and clean design when they see it. They will recognize that the Audi 5000 is the largest German car for the money. Yet, for all its size, it is surprisingly lively. Also, there's the room and comfort and quiet that Americans traditionally appreciate.

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FOR SALE - AUTO

FOR SALE: '71 Ford Galaxie 500 P/S - A/C Good transportation Best offer. Contact Paul Box 4256.

FOR SALE: "63" Chevy Bel Air 4 Dr. S - Truck/P/M Sure. Fantastic cond. in and out. Box No. 5073.

4 1975 Rally Wheel, 16" X 16 1/2" only been used for 6 months. \$50. One convertible hitch. \$50. Ask for Pat at Ext. 291.

FOR SALE: Camper shell for Luv, Cooler, Dettus type pickup. 3 plexiglas windows. CHEAP! 13" Portable Panasonic in TV good condition. Best offer. 761-4341 after 5 p.m.

110 Horsepower - Corvair powered beach buggy and metalike fiberglass body. Chrome reverse shift, new seat-track 60% AM Radio, hard-top and side curtains. Roll bar - \$2,500 or best offer. Call 761-3174 between 6 and 7 on weekdays. Walt Schuber, ERAU Box 4192.

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FOR SALE - 69' Camaro 2-28 Good condition. Trend new engine. Call Judy at 253-7701 or 255-0471 (at nights).

FOR SALE 4 Seat 678-15 Use only 1,000 miles on them have to junk car. \$60.00 call 252-5435 ask for Bob or Box 5065.

1969 Chevrolet V-8 good running. Everything new. Call after 8 p.m. 6560. 258-5389 or Box 2107 ask for Ted.

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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 Potts 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

FOR SALE: Hewlett Packard 25 Programmable Calculator, 8 addressable memories, scientific, engineering, standard notation, charges/AC, owner's manual, program manual plus locking security code, soft carrying case, \$100. Contact: Rodney Box 3185 or Room 129.

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Have 8 ft. bed pickup truck, will haul. Also do automotive maintenance and substitution service. Late rates, good work. See Rod Roberts in dorm room 345 or drop a note in Biddle box 2506.

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FOR SALE - AUDIO

Pioneer Stereo turntable, receiver, speaker, Betamax recorder. Best offer over \$150. Call 258-9746, Box 1191.

FOR SALE: Marantz 4230 Receiver, Wollensak 8-track recorder-player & Jensen - Minwood turntable. Best offer. Call Russell at 767-2423.

- Dynaco 410 Power AMP 200 Watts Per Channel
- Dynaco Pat 5 Pre AMP
- Technics SL-1500 Turntable.
Drop note in Box 3422.

LOST & FOUND

LOST: Gado calculator. Any leads to whereabouts will be appreciated. Reward for return of calculator not damaged. Box 3554 or 255-6525 after 10 nights.

STOLEN: BLACK PILOT CASE WITH THE BOOKS AS FOLLOWS: Behavior in Organizations Practice & Process of Management World Since 1950 (History) Epic of Modern Man (History) ALSO PERSONNEL PHOTOS & NOTES
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Found a calculator in Room W-306. Identify and it's yours. Contact Keith Box 5662.

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AN INTERVIEW WITH FRANZ HAUR, ENGINE DESIGNER

HOLTON
VW
AUDI-MAZDA

600 Ballough
Daytona Beach, Fla.
Phone: 253-0621



Why a 5 cylinder engine? Haur: Our new model being larger requires more power than a 4. Also, we wanted a very quiet car. But I felt it unnecessary to resort to the extreme of a 6. So everything pointed to a 5.

Was the big problem keeping the engine in balance?

Were there any advantages to dropping a cylinder?

It's still early, now this engine. How do you know the bugs are out of it?

Why would Americans buy an imported car?

Why would Americans buy an imported car?

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Why would Americans buy an imported car?

Haur: No, why? Because of the odd number? Nowhere it is written that an engine must have an even number of cylinders in order to be balanced. The plain fact is that engineers just automatically think in terms of 4, or 6, or 8, or 12. Our engine is balanced. I assure you. And it wasn't so difficult, really.

Haur: I didn't drop a cylinder. I wanted 5 cylinders from the start but there were several other advantages. For one thing, the shorter engine allowed for a lower look up from. A lower nose also has the advantage of cutting wind resistance and putting less strain on the engine. One less cylinder also means less weight and greater efficiency.

Haur: Well, not 100 cars in the U.S. and Canada for so many months. We learned to walk again "over easy." To my knowledge, no imported car manufacturer has ever done smooth testing on such a large scale before. It was the only way we could truly know how the engine and the entire car perform under all your driving and weather conditions.

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