CARLIN COMING TO FRONTON

By Jim Harris
Staff Writer

On Sunday, November 13 at 7:00 p.m. the improvement, check-

ing, revolution and sometimes obsolete George Carlin will be in

Daytona Beach, at the Air Allied Fronton.

Carlin, being many different things is always one of such things
-being funny. He ridicules our clothes, our institutions, our mone,
our snobby life styles, and a great many other things all of which
like to ridicule, if it weren’t sorta unacceptable to do so.

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 Cheek’s athletic ground. He was
exposed to all the traditional influences of his midtown back-
ground...and rejected them. He was a high school drop-out, a
Catholic drop-out, and after joining the Air Force like so many
other good citizens, he got a couple of “Article Fifteen’s”, two
marriages, and ultimately became an Air Force dropout. It was in-
evitable that he would finally have a middle class drop-out.

It was while he was working as a radio D.J. in Louisiana that he
met Jack Bitt. They formed a comedy team, did very well in local
clubs, and decided to invade Las Vegas. There they found out they
were an opening act radio joke, doing very very, very, very well,
they played a coffeehouse, where they met theatrical agent Murray
Becker.

Becker invited Lenny Bruce and Mort Sahl to catch the act, and
they toured it. Lenny got them a contract with Creative Manage-
ment Associates, and they were off to Chicago on the night club

But George Carlin has always been a loner, and in this ve-

mention, he became a Harry and Carlin drop-out. Jack Bitt went on to

The successful team of Bitt and Schenkel, and Carlin went

his solitary way in a two person single, and a highly successful

Here comes Carlin in his outrageous, He still likes to “shock” his audiences with some of what he calls

ATTENTION:

Riga Homecoming Con-

cess: Michael Mar
er: sniper jugular also

Randall and CC. 89. Dy-

From eagle scouts to new

ATTENTION:

Daytona Beach College

Homecoming meet-

ing are on Tuesday,

From more information contact

Pat Haswell, ass. district

commissio

11:30 a.m. at the

20th Armory.

Pat Haswell at Box 2327.

SRA HOMECOMING DANCE:

Friday, Nov. 14 at 7:30 p.m. Midnight with “Bamboos”

SRA HOMECOMING CON-

cess: Michael Mar
er: sniper jugular also

Randall and CC. 89. Dy-

From eagle scouts to new

members, all are invited.

For more information, con-

Pat Haswell, ass. district

commissio

this year. But at last he

took his turn in the

Pitts is awarded the

Division’s double track

The Royal Scottish Inn

“Maniac Machine” will clash

against the Dormitory “Desen-

sations” during November 13th

field events. This all day

activity was created when dorms

Room Resident, Mike Gerig,

showed a pie in the face of

Dan Pitts, Junior Director

of ASI as a challenge be-

tween the dorms and the ESL.

Pitts accepted by pouring a
gallon of beer over Gerig’s

The events of the day are

ping pong, tennis, volleyball,

weightlifting, horseback rid-

ning, running, tug-of-war,

shooting, and bowling. Pitts

will start matches at 11:00

. In the afternoon, the

classrooms for 30 points.

Two 12 member teams will

not know what the break-

they’ll be doing at the 10:00

in the Anything Games com-

petition. This mysterious event

is a multiple of unique (7)

events which should prove quite

erating. Aries for the

Anything Games event will

kick-off at 1:30 p.m.

This is the chance to see

some Devastation and Mean

Machine, no, competing or

support your home team.

That’s Sunday the 19th, a

week from this coming Sunday. Who

will win the Scottish Inn or

Dormitory? Place your best

## MR. LEGG’S CONTEST

POLL

STAN WATERMAN SHOW A SUCCESS

By JIm Zilio

The film that started with the

flaming of sharks off the coast

of Australia for “The Deep.”

This film dealt with the

story of shark attacks, the lead-

ing lady took the shape of a

bounced, whole. A very

romantic picture of the

sea, stars, and nature were

documentary in a very revere-

ing and touchless expression

touched the hearts of all in

attendance.

After a brief introduction in

which our guest was surrounded

by photgraphers, Stan then

described his encounter with the

great white shark, that the

white sharks can be de-

scribed as white, whole, that

the white shark consumed a

leadership that would not

be able to fill their stomachs. For

this reason, Stan is not yet ready
to meet the 12 1/4 ft. shark

that face free without a cage for

protection. He described the

Peter Beardley (show) and a 14

ft. white shark that was a

close up vision of the legendary

Shark. This was about the only

thing that was a problem.

It was a unique presentation

where the audience could

witness the entire soaring Stan

waterman face, a true story, and

cat back of a never-
EDITORIAL

By Ray D. Katz
AVION Editor

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 can also cover organization or club events, and activities, where there is a news story involved.

That is the question the AVION has asked—what happens when a club submits a picture to go with a club news story? First, I make the decision, regarding the functions of the picture and story to the entire campus. If I feel that the picture and story are of interest in the whole student body then the AVION has the right to use the picture for the exposure of putting out the picture. If I feel it isn’t, then the club or organization is charged for the expense. The rules hold true in the case of AVION photographers covering a club event. In addition, when a club wants photos for its scrapbook then they will be charged for these photos as well.

A recent article published in the News Journal noted that ERAU is new tissue, and has treated the past, Ugandan students. The article’s overall tone implied disapproval of the ERAU’s educational philosophy if a foreign student with an approved student visa is accepted for enrollment, he 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 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 system. Our acceptance of individual students, 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 substantial. 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 necessarily as Ud. Asim they do not present a larger than life personification of evil and therefore do not provide an opportunity for “bad” media notoriety. For example, the total impact of this “bad” media milieu is much less than the Soviet Union’s perception 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 others from other countries how our government works at the citizen level. Exposure to our citizens and our culture through our educational system more than counter balances the potential harm that may arise if an ERAU graduate were somehow to work for the government of a dictatorship.

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.

CAR SAFETY HOTLINE
900-424-0390

For sometimes, no matter how many books or travel guides have been perused by the manufacturers for everything or everywhere, it’s difficult to tell if you may be the owner of one such “scraped” vehicle. Now, there’s a government “Auto Safety Hotline” you can call by the day or night to report safety problems with your car, pickup or other vehicle and also get information about what vehicles have been recalled. The number is 900-424-0390.

The National Highway Traffic Safety Administration says the hotline (one in the event of an emergency) is a permanent facility and is there to help people use it. Meanwhile calling the hotline should be prepared to provide the year, make, model and serial number of their vehicle, and its vehicle identification number.

The

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July 1977

On July 1977
BOOK REVIEW
By Ken Haddad
FLYING SAFELY
By Richard L. Collins
276 pages. Delacorte Press. $29.95

Flying safely by Richard Collins is a valuable addition to any pilot's library - from student to instructor. It covers both what is required and what you need to know for the knowledge test. The book 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 dying. 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.

"B" TERM PROLONGED

It is anticipated that flight students interested in Flight courses during the second half of the Fall semester will complete course requirements before the publication of the fall study schedule, which is December 16, 1977. However, it is possible that due to some weather or individual student problems, that some students will not complete or be enrolled in their required courses by that date. Flight scheduling and these students will be contacted directly through the Flight Department. Instructors please be sure your students are aware of this.

R.R. Lewis

AVION PIZZA CONTEST

This week's Avion Contest Picture will give two of you lucky people a chance to win FREE PIZZAS at Papa's. Just show us your mug and a Pizza coupon is yours.
SIGMA CHI
Peter Ekler

This weekend had to be one of the most memorable and enjoyable of the whole semester.
On Friday night, the chapter celebrated Roxy's O'Drury in full force and really got things going and dancing all night long. On Saturday night, we held the initiation of 22 little Saints who became "Sigmas" after a meaningful and touching ceremony. Afterwards, we got together and hit the Top of the Club in downtown style. Everyone danced and partied to the night away. The next morning our Little Saints2 were (breakfast, and in appreciation to the brothers and presented each of them with a coffee table for the plaque with their signatures of each regressed into. Once again, we want to congratulate them and thank them for all that they've done.

Next weekend, brothers Dave Campbell and Vincent Portillo were able to get some time in a flight to the Bahamas with a stopover in wild Daytona Beach. They made it back fine but reported some heavy seas early the next morning. We got some news from our recent graduate Mark Ebel. He is now instructing in California and has a new girlfriend and baby boy. He was able to have a chat with him as part of the Saint's trip to the Bahamas. He plans to plan a cross-country flight and bring his family along as well.

We look forward to this trip and hope that everyone has a good time. As always, we will be back together for the next weekend's festivities, and hope to see you all there.

Happy Birthday, Ray!
The call expanded to Flychild Co., available with the Whirlwind or several other planes in OXS which actually sold for $2,676. The Whirlwind was ideal for sport and general passenger commuting and claimed it easily exceeded any other plane in its class.

However, at first, business was slow and teething troubles began to emerge. In January, the company was acquired by the Embry-Riddle Co., with C. A. M. 24 (Contract Air Mail). The new company was to carry mail between Cumberland, Illinois, and New York. The original service provided was mail delivery, which was handled by the Embry-Riddle Co., now known as the Embry-Riddle Aircraft Co., founded by Daniel C. Embry, who had been a pioneer in the aviation industry.

As the company grew, it expanded its services to include mail delivery and express delivery. The company continued to grow and became a major force in the aviation industry, providing mail delivery services and expanding its services to include air transportation and cargo delivery.

The company's success was due in large part to the leadership of Daniel C. Embry, who was a visionary in the development of the aviation industry. He was a pioneer in the development of the aviation industry and was instrumental in the growth of the company.

The company continued to grow and expand its services, becoming a leader in the aviation industry. It provided mail delivery services, cargo delivery, and personal transportation services, and it played a major role in the development of the aviation industry in the United States.
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October 6,
RIDDLE SPORTS

SOCIAL CORNER

By Jim Zumbes
Staif Writer

EAGLES RIP FLAGLER

By John Butler
& Jim Zumbes

After the Eagle's 3-2 loss at the hands of Stetson University, the Eagles in their next match came back with vengeance. Flagler overwhelmingly were the victims of some great soccer by the Eagles. Tugler took the full bite of the offensive line and went home with a 9-0 defeat.

The Eagles continued their winning streak with a 2-0 win over Florida Southern, both goals coming from Don- ney, Lavreck. The Eagles needed to win this match as last year, Florida Southern thinned the Eagles in their first match of last season 7-2.

The Eagles traveled on Oct. 19 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 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 Coconut Drive. Kickoff will be at 7:00. This match is the Eagles' homecoming game which should be a delight. The Blue Mahaines is keyed up for this one. So come on out and cheer the Eagles on to a victorious Homecoming game.

Nikola Miladinovich

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 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 new friends on the team. Miladinovich, in the future, hopes to become a Marine pilot or an engineer or designer for an aircraft company.

Don Ranks

Playing forward line positions for the Eagles is Don Rank. Coming to Embry-Riddle from Preble, New Jersey, Rankie is currently a sophomore in aeronautical science. He has been playing soccer since fifth grade and also played on his high school team. "The game of soccer takes a great deal of skill," Rankie 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 a winning team, and that just makes it better," he pointed out. About the Eagles, Rankie 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 I'm getting the talent," he concluded. Rankie would like to become a pilot with Eastern Airlines.

Thomas Montoya

Playing left half for the Eagles is aeronautical engineering sophomore Thomas Montoya. "I like teamwork and I like to compete," he stated. Montoya lived in Florida 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," 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 aeronautical engineer.

UNOFFICIAL STANDINGS

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High Average

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New Faces At E-RAU

By V.L. Van Dam 

The new Dean of Astronautical Science 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 Physics from the University of Kentucky.

Following the completion of his education, Dr. Wiley taught psychology for 6 years at Stetson University. He organized a group of students that worked in government research and developing and improving training aids for the Navy at the Orlando Naval Training Center and M.A.J., Pensacola, Florida.

In Daytona Beach the firm concerned itself with financially disadvantaged, retarded children, and young adults with learning and motivational problems. He finds it rewarding to take part in the control, flight and development of this unique.

SOARING (PART II)

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

Flaps are set at the 8 degree position when taking off at more gross weights or in cross winds. This universal flap setting enables the pilot to more quickly use elevator control once under way. The water balloon tasks located just forward of the spar on each wing are also critical to the control utility of the aircraft, and especially so on takeoff. The pilot carefully checks the ground crew's instructions 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 bounce to itself.

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, too, with the windmilling propeller, and then breaks ground and then along at two or three feet as the total ship itself with enough speed to takeoff. If improperly balanced aircraft were to suddenly dip one of its wings at this point in the flight, a tail recovery would be most unlikely, even if the leverage could be immediately released.

I stay at two or three feet high until the plane is well off and then transition into the high (low) 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 low rope breaks on climbout. We use low speeds from 60 to 70 mph, depending upon the weight of the airplane as well as the tow rope. Once I release the tow rope, I raise the gear and go on my way.

Appreciating a thermal or a likely looking cloud more oriented on climbout is done at the best L/D of 15 mph loss or 6 knots, or 6 knots, fully loaded combination. A flap setting of six degrees for a light gross weight up to 12 degrees for a fuel weight condition is used to achieve the best thermal ratio of climb. The P.I.K. performance at 47 knots in a 65 degree bank in smooth thermals, up to about 35 knots when on a broken or ill-defined thermal. The greater the lift, and the smaller the rate of the thermal, the tighter the bank angle and higher the speed is in the technique I use. It is a matter of expediency to see how different flap, back, and speed combinations work in different thermal conditions. Lift drops about 20 percent at the top of the world, and thus, I normalize flaps and tighten my tow radius as soon as it approaches the lift of the thermal. I try to gain speed as I go up, and to maintain a steady and highly balanced airplane.

Lifted 500 feet, I try to get through this area quickly and return to the lift zone at the highest speed range. I don't want to lose altitude or foot range. If I can't achieve adequate rate of climb, I use speed and let the P.I.K. perform well.

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The first person calling 253-0621, Ext. 5 with the correct name will receive a $50.00 Gift Certificate from HOLTEN VOLKSWAGEN, AUDI, MAZDA, INC.

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The second person calling the above number and extension will receive a $5.00 gift certificate. Answer to show will be published in next issue.

THE PROCEEDING ISSUE NAME THAT PLANE WAS A **NEAPORT 18**. NO WINNERS ON THIS ONE!

LAST WEEK'S NAME THAT PLANE WAS A **LOMBER D1**

---

**HOLTON**

**VW**

**AUDI—MAZDA**

600 Ballough
Daytona Beach, Fla.

Phone: 253-0621

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

An Interview with Franz Hauck, Engine Designer

---

**LOST & FOUND**

Lost code numbers. Any help in recollection will be appreciated. Bumper sticker from Chaparral. Phone: 253-0621.

**STOOLS & BLACK FLOOR CASE WITH THE ROOMS ALL FURNISHED AND DECORATED.**

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**1987 RENNER TRACTOR**

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**HOLTON**

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