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Embry-Riddle Aeronautical University

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CARLIN COMING TO FRONTON

By Jim Harris
Staff Writer

On Sunday, November 13 at 3:00 p.m. theinsertment, chucking, revolutionary and sometimes osten
tious George Carlin will be in Daytona Beach, at the Air Aids Fronton.

Carlin, being many different things is always one of such things - being funny. He ridicules our clothes, our institutions, our moods, our single life styles, and a great many other things all of which are fun to ridicule, if it weren't so unacceptably so to do so.

But perhaps the most prodigious 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 store's throw from Flaherty's ethnic ghetto. He was exposed to all the traditional influences of his outside street back
ground, and rejected them. He was a high school drop-out, a Catholic drop-out, and after joining the Air Force like many other good citizens, he got a couple of "Article Fifteen's" two court
camped, and ultimately because an Air Force drop-out, it was in
evitable that he would finally have a middle class drop out.

It was while he was working as a radio DJ in Louisiana that he met Jack Bittman. They formed a comedy morning radio job, doing very busy shift. There they played a coffeehouse, where they met theatrical agent Murray Becket.

Becker invited Lenny Bruce and Mort Sahl to catch the act, and they loved it. Lenny got them a contract with Creative Manage
ment 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 Bertan and Carlin drop-out. Jack Bittman went on to the high
successful career of Bertan and Shoehelm, and Carlin went to his solitary way in a voice single, and a highly successful career emerged. At last count, he had appeared on NBC's Tonight Show, with Jack Paar and Johnny Carson, four-two times; thirty
times with Merv Griffin; and on all the network shows where young talent get 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 pleasing flaw. In while he is one of those idealistic citizens who think it's no
crime to say no to modern conveniences, he has another black mark on his record. He still like to "shock" his audiences with some of what he calls his "material", and there is no material that cannot be printed here.

Reserve seat tickets are $8.00, $7.50, and are available at Daytona Beach Air Aids Office; Steven Music Co.; Brian and Richard; Melbourne Beach and Merritt Island; Tann's Tunes; South Daytona and New Smyrna Beach; Alliance Mall Ticket Agency; and Parker Music Co. (Velasco Blvd).

NOTICES

ROYAL SCOTTISH INN ACCEPTS

DORM CHALLENGE

By Jim Turner

STAN WATERMAN SHOW A SUCCESS

By Danny Hildinger

Last Wednesday, Embry-Riddle was host to a truly
amiable and pleasantly unad
venturous Mr. Stan Waterman. Fish, being the first stop of a 17 date lecture tour, Mr. Waterman's occupation as an underwater photographer was both describ
ed unprecedentedly, and document
ed with films, to a full house
in the University Center.

The day began with a team
match between he and our own Carl Brown, with a watch
ning victory of 6-0, 6-2, 6-2. Mr. Waterman analogized the situation in a rhyme of a righter pilot in the air and on the tennis court, and admitted he received a good lesson.

Later in the day, Mr. Water
man sat in on the meeting of E-R's Student Club. After getting through the old business and new business rather quickly, Stan took the spot
light for the next hour and 15 minutes. He clearly showed his elegances and some set humor as he described his shenanigans and respect of others, specifically in the film
ning of The Deep. It was initially a question of a newer period, but the questions were answer
ed at length as he made his exposures from being a blue
kenter fisher in Maine, where he had the first underwater experience of the U.S. back in 1932, to the pressures of working in Hollywood. By today's standards, he's been part of a struggle to some being because of a limited market. But after the recent success of Boulevard, Mr. Waterman can live comfortably and put up with the cost of a photography without (14 hours 7 days) 7 weeks for making a film, as well as a clear up view of the legendary sea creature. Mad cow, he received.

That evening the U.C. ca
feteria and pub were packed as

The Royal Scottish Inn "Man-Machine" will clash against the Dormitory "Davita
tions" during November 19th's field day events. This all day activity was created when dorms Red resident, Mike Greening, chal
lenged the Dorm of ASI as a challenge be
tween the dorms and the U.S. Victors are sure to be
turned out in Match Point, his former
days of college, he has now

The events of the day are

ping pong, tennis, volley
ball, weightlifting, handball, pitch

ning, running, tug-of-war, and

Gymnastics. Four gyms will be

locating for these activities.

The day began at 10:30
a.m. with the first activity, and double matches. 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
tourn.

For information, contact Pat Hanton, east. district commissioner, box 2287.

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It has come to my attention that there is one question regarding The AVON's policy on photographs. I would like to take this opportunity to express my opinion on the subject. The AVON and PHOENIX use the same darkrooms 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 two outcomes 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 AVON and PHOENIX have 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 holding true in the case of AVON photograph covering a local event.

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

A recent article published in the News Journal under the byline 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 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 citizens, even if they are substituted by their government, does not mean approval of either their governments or their leaders. The United States is currently engaged in numerous educational exchange programs with countries whose political systems are equally as oppressive as Uganda's and whose international power is much more substantial. It is felt that the risk of possibly supporting an oppressive regime is balanced by the opportunity for increased mutual understanding. However, the leaders of these countries are not as necessarily at fault. Again, they do not present a larger than life perception of evil and therefore do not provide an opportunity for "how evil men were." For example, the total import of this "how evil men were" is much less than the Soviet Union's appearance of its own citizens and those of national minorities.

The second reason I support our education foreign students without restriction is that the best way we can nurture the spread of liberal political institutions is to show parents from other countries how our political system works at the citizen level. Exposure to our citizens and our ethic through our educational system then counterbalances the political坏 that may arise if E-RAU graduates were somehow to work for the government of a dictatorship.

Third, the object of our academic existence is to educate students in the use of collective nations. I would hope, though, that the ethical implications of a nation's possible use will be studied as well. Assuming that we continue to deal in a relatively low level of technology without problems of classified material or military training, the Administration's position that the Department of State should determine which can enter the United States for university study, and that E-RAU should close its doors to students from this country is justified from both behavioral and social viewpoint.

Paul Hansen

The opinions expressed in this paper are not necessarily those of the university or all members of the student body. Letters appearing in the AVON 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. Levesle

CAR SAFETY HOUTLINE 800-246-4050

For some reason, so many various makes or models of automobiles have been recalled by the manufacturers for one thing or another, it's difficult to tell if you may be the owner of one such "recallable" vehicle. Now, there's a government "Auto Safety Hotline" you can call 24 hours a day, any day of the week to report safety problems with your car, pickup or other vehicle and also get information about what vehicles have been recalled. The number is 800-424-3651.

The National Highway Traffic Safety Administration says the hotline (one of the emergency stages) is a permanent facility set up for people to use.

Letters to the editor should be provided to the editor, mail and marked of their vehicle, and its vehicle identification number.

By Ray D. Katz

By Ray D. Katz AVON Editor

TO THE ADVISOR

DO WE REALLY HAVE TO WORRY ABOUT THIS?

A recent article published in the News Journal noted that E-RAU is new terrain, and has treated in the past, Ugandan students. The article's overall tone implied disparagement 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 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 citizens, even if they are substituted by their government, does not mean approval of either their governments or their leaders. The United States is currently engaged in numerous educational exchange programs with countries whose political systems are equally as oppressive as Uganda's and whose international power is much more substantial. It is felt that the risk of possibly supporting an oppressive regime is balanced by the opportunity for increased mutual understanding. However, the leaders of these countries are not as necessarily as fault. Again, they do not present a larger than life perception of evil and therefore do not provide an opportunity for "how evil men were." For example, the total import of this "how evil men were" is much less than the Soviet Union's appearance of its own citizens and those of national minorities.

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The Avion Staff

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BOOK REVIEW
By Ken Madson
FLYING SAFELY
By Richard L. Collins
276 pages. Delacorte Press. $6.95.

Flying safely by Richard Collins is a valuable addition to any pilot's library - from student to instructor. It covers both the practical and theoretical aspects. It is well written and is an excellent guide for students and instructors.

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Instructors please be sure your students are aware of this.

R.R. Lewis

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To John Schleiffer
Radio Station WERU

Dear John:

To apply the pressure is in the only way an audience can show it's appreciation. On Oc-
tober 22, at the Florida Dis-

tional Optimist Club of WERU's Gas & Roll Party, the audience was most appreciative. The Op-

International Students Reception
On Sunday, November 13, the Board of Visitors are planning a reception honoring international students at the President's Residence from 5 to 7 p.m. All international students and their spouses are invited to attend. The members of the Board of Visitors will be present to talk to you about them and their experiences in the United States. A buffet dinner and entertainment is planned. If you are an international student and have not received your personal invitation, please contact Mrs. Nan Green, International Student Advisor, extension 230.

Look Here
The movie "Le Mans" will be shown tonight at 8:00 in the E-RAU Student Home for Student Activities.

Avion Pizza Contest
This week's Avion contest picture will give two of you lucky people a chance to win free pizzas at E-RAU's just show us your mug and a pizza coupon is yours.

Adantic S.C.U.A. Academy and Sports Center
PADI
Professional Association of Diving Instructors
Basic - Advanced - Instructor - Private
All courses taught by certified instructors

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PAPPY'S PAPPS GOES TO COLLEGE AND EMBRY-RIDDLE AERONAUTICAL UNIVERSITY GOES TO PIZZAS

Have a REAL "END OF TERM" BASH
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AND DROP BY PAPPY'S FOR AN EVENING OF RELAXING, ENJOYABLE EATING TIMES.

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

WERNER
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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.

"MEMORIZE MEDIA CENTER WEEK" Nov. 20 through December 6.

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The Optimist Club members here heard personal remarks on your show such as "Better than a professional Band!!" "This is the best Optimist Party I was ever to!" and "These fellows were really real.

Thanks John.

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"MEMORIZE MEDIA CENTER WEEK" Nov. 20 through December 6.
For the Friday night concert:

This weekend had to be one of the most memorable and enjoyable of the whole semester.

On Friday night, the chapter prepared for Friday's opening of the chapter month at the Student Union. The concert was well attended by a crowd of diverse ages and backgrounds. The performance was a success, with everyone enjoying the music and the atmosphere.

On Saturday, the chapter hosted a formal dance at the Student Union. The dance was attended by many members of the fraternity and sorority community. The event was a success, with everyone having a great time.

This weekend was filled with great experiences and opportunities to make new memories. We are looking forward to next weekend's events, including the fraternity's annual fall picnic and the sorority's annual fall dance.
U.S. AIRPLANE MFG. Co.

The Whirlwind Waco... an exciting new plane...

The Whirlwind Waco was introduced last year by the Wright Airmail Co., in conjunction with the Embry-Riddle Aeronautical University. It was designed to be a fast, comfortable, and efficient airplane. The Whirlwind Waco had a top speed of 180 miles per hour and could carry two passengers or one passenger and two baggage bags. It was powered by a 200-horsepower engine, making it ideal for both private and commercial use.

The Whirlwind Waco was sold for $13,960 and became popular among aviation enthusiasts and pilots. It was used in various aerial surveys, including the 1927 New York-to-Paris flight by Charles Lindbergh. The Whirlwind Waco also contributed to the advancement of aviation technology and played a significant role in the early years of commercial aviation.

Based on the preceding information, answer the following questions:

1. What was the top speed of the Whirlwind Waco?
2. Who designed the Whirlwind Waco?
3. Who was the first pilot to fly the Whirlwind Waco?
4. What was the cost of the Whirlwind Waco?
5. What were the primary uses of the Whirlwind Waco?
COTTMAN OFFERS A "PREVENTIVE MAINTENANCE SERVICE" (P.M.S.) FOR AUTOMATIC TRANSMISSIONS. THE P.M.S. PROGRAM CONSISTS OF A CLEANING OF THE SUMP AND SCREEN, ADJUSTING BANDS AND LINKAGE, REPLACING GASKET AND OIL SEAL, TESTING AND VISUAL INSPECTION. ON A YEAR-ROUND BASIS, THEIR SERVICE IS AVAILABLE FOR $2.50. FROM TIME TO TIME, THE SERVICE IS OFFERED AT A SPECIAL PRICE OF $1.45 PLUS TAX. E.R.A.U.D. I.D. WILL RECEIVE THE $1.45 PLUS TAX ON A YEAR-ROUND BASIS.

NATIONALLY, WE HAVE INSTITUTED A PROGRAM FOR THE EMPLOYEES OF LARGE COMPANIES LOCATED NEAR OUR CENTERS. THE PROGRAM OFFERS A 10% DISCOUNT ON ALL INTERNAL TRANSMISSION REPAIR WORK, AS WELL AS ANY SIZE REPAIRS. FREE ESTIMATES ARE AVAILABLE AT OUR CENTER AT 820 W. MASON AVE., DAYTONA BEACH, AND WILL ALSO BE GIVEN A RIDE TO WORK IN OUR COURTESY CAR.

TAKE GRANNY'S ADVICE, GIVE US A CALL TODAY. WE'LL BE LOOKING FOR YOU.

SINCERELY,

DAN DAGLACHER

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SINCERELY,
EAGLES RIP FLAGLER

By John Butler

& Jon Zumber

After the Eagles’ 3-2 loss at the hands of Stetson University, the Eagles in their next match came back with vengeance. Flagler University were the victims of some great soccer by the Eagles. Flagler took the full bite of the Eagles’ offensive line and went home with a 5-0 defeat.

The Eagles continued their winning streak with a great 2-0 win over Florida Southern, both goals coming from Don-

NOVEMBER 9, 1977

EAGLES RIP

FLAGLER

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New Faces At E-RAU

By V.L. Van Wormuth

The new Dean of Astronautical Science is Dr. R. W. 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 one year at Stetson University. He organized a research team that worked in psy-

armament research and developing and improving training aids for the Navy at the Orlando Naval Training Center and M.A.P. Pensacola, Florida.

In Daytona Beach the firm concerned itself with financially disadvantaged adults, retarded children, and young adults with learning and non-
tional problems.

He finds it rewarding to take part in the continuing growth and development of this un-

itary.

Dr. Wiley's chief con-

cern 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 education. To do this successfully, Dr. Wiley says, "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 stu-
dents needs in improving the education, and he is looking forward to a busy and successful fall stay at E-RAU.

SOARING (PART II)

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

Flag is set in at the alv. degree position when taking off at max gross weight or in cross winds. This unusual flag setting enables the pilot to more quickly use allowed control areas under way. The water ballast tanks located just forward of the spar on each wing are also critical to the control ability of the aircraft, and especially so on takeoff. The pilot carefully checks the ground crew's procedures as they fill the tanks. Carelessness, or improper loading of the aircraft during this phase of the pre-flight precautions can lead to a nasty ground loop to himself and others.

The proper procedure on takeoff is too have crewmen run beside the ship to steady the wing tip at the takeoff roll begins. The crew will do this and keep the tail wheel steady, and first brakes ground and then along at 20 or 22 feet as the low ship itself with an enough speed to takeoff. If

an improperly balanced air-

craft was to suddenly dip one of its wings at this point in the flight, a wing recovery would be most unlikely, even if the leverage could be immediately relieved.

I stay at two or three feet just until the low parcel is well off and then transition into the high (low) position. The leading gear stays down until we have climbed to release altitude, although it can be raised at about 500 feet--this gives me an extra margin of safety in case the low rope breaks on climbout. We use two speeds from 40 to 75 mph, depending upon the weight of the sample as well as the tow rope. Once I release the tow rope, I raise the gear and am on my way.

Approaching a thermal or a likely looking cloud area motivated on climbout is done at the best L/D of 28 at 5 knots with no ballast, or 42 at 57 knots, the fully loaded combination. A flag setting of eight degrees for a light gross weight up to 12 degrees for a light weight condition is used to achieve the best thermal rate of climb. The PIF performs best at 47 knots in a 45 degree bank in smooth thermals, up to about 53 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 speed is in the technique I use. It is a mat-
ter of experience to see how different flag, back, and thermal combinations work in different thermal conditions. Lift drops about 20 percent at the top of the world altitude, so I minimize flags and tighten my tow rope radius as to quickly return to the lifting portion of the thermal.

I try to gain speed as I know that this too is a tendency to start high and only get speed by attempting to get through this area quickly and recover the lifting part of the thermal as fast as possible. Airspeed is then reduced to achieve the desired rate of climb. Airspeeds from 76 to 85 knots are normally used, but speeds in the 110 knot range are effective in super hot lift conditions. How-

ever, control movements are limited to 30 percent of full travel at speeds past the maneuvering range to prevent overtrimming the airframe. A fraction of this airframe has flown the PIF at 100 mph with no instability or flutter.

Adherence to the airspeed limitations is critical in this fiberglass aircraft, since high speed affects controllability, trans-

verse glides, and stalling. PIFs can be enhanced to give fingertip control at all but the highest speed ranges.

The PIF is very comfort-
able to fly, and is especially stable when fully loaded. When I reach the bottom of the aerial barrier I start to fly in, I search out the lift portion of the thermal and slowly pitch the nose up, tend-
gently, then check the airspeed. The aircraft climbs quickly in the lift portion of the air, and control inputs are minor. Once at altitude again, I start the ride once more. One thing should be remembered, though: it's not as easy as it sounds.

SOARING (PART II)

If you find yourself in a position where you must takeoff from a thermal, you have to think about the best way to do it. As I have mentioned before, the PIF is not particularly well suited for this purpose. I have a number of techniques that can be used to takeoff from a thermal, but I will only mention a few of the more common ones.

One technique is to use the power system to takeoff from a thermal. This involves using the power system to gain altitude rapidly, and then releasing the power system to allow the aircraft to descend back to the ground. This technique is particularly useful in situations where the thermal is weak or intermittent.

Another technique is to use the flaps to takeoff from a thermal. This involves deploying the flaps and then releasing the power system to allow the aircraft to descend back to the ground. This technique is particularly useful in situations where the thermal is strong and consistent.

A third technique is to use a combination of the power system and the flaps to takeoff from a thermal. This involves using the power system to gain altitude rapidly, and then deploying the flaps to allow the aircraft to descend back to the ground. This technique is particularly useful in situations where the thermal is strong and consistent, but the airspeed is too high to allow for a safe takeoff.

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THE PRECEDING ISSUE NAME THAT PLANE WAS A NURSERY 10, NO WINNERS ON THIS ONE!!

LAST WEEK'S NAME THAT PLANE WAS A LOUISER, D.J.

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

AN INTERVIEW WITH PLANET WALK ENGINE DESIGNER

Huck
Huck: No, why? Because of the old saying. New cars are no longer looking for the 5-cylinder engine. It's just not as efficient anymore.

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THE PRECEDING ISSUE NAME THAT PLANE WAS A HUBERFORD 18, NO WINNERS ON THIS ONE!!
LAST WEEK'S NAME THAT PLANE WAS A LOHNER D-5

HOLTON VW

AUDI—MAZDA

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Daytona Beach, Fla.
Phone: 253-0621

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

AN INTERVIEW WITH FRANZ HAHN, ENGINE DESIGNER

Huck: Why? Because of the older number? Wouldn't it be better to use as many engines as possible if they were available?
Hahn: Yes, but the more engines you have, the more complicated it gets. For one thing, you need to have a lot of designers working on the engines, which is very expensive. But the real reason is that the older numbers are more expensive to produce. The 5-cylinder engine is a simpler, more economical design.

Huck: But you said you would like to use 5-cylinders in the next 5 years or so. Why not just stick with the older number?
Hahn: Because the 5-cylinder engine is more efficient and has less emissions. It also has better handling and a smoother ride. The 5-cylinder engine is more powerful and has better fuel economy. It also has a lower risk of engine failure.

Huck: Will you continue to use the 5-cylinder engine in the future?
Hahn: Yes, definitely. We believe that the 5-cylinder engine is the future of automobile engines. It is more efficient, has less emissions, and is more powerful. We are committed to using the 5-cylinder engine in all of our future models.
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