CARLIN COMING TO FRONTON

By Jim Harris
Staff Writer

On Sunday, November 13 at 7:30 p.m. the investment,3
revolutionary and sometimes obscene George Carlin will be
in Daytona Beach at the AAI Fronton.

George Carlin, being many different things is always one of the things
-being funny. He identifies our clothes, our institutions, our mores,
one small life style, and a great many other things all of which
like to ridicule, if it weren't seriously unapproachable 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 Hellsangel's ethnic ghetto. He was
exposed to all the traditional influences of his audience backgound,
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 Fifteens," two court-
martial, and ultimately became an Air Force drop-out. It was in
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 Biber. They formed a comedy team, did very well in local clubs, and decided to invade Los Angeles. There they found an elderly morning radio job, doing a very bad comedy routine, and
they played a coffeehouse, where they met theatrical agent Murray Bergin.

Becker invited Lenny Bruce and Mort Sahl to catch the act, and
they loved it. Lenney 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 career and Carlin drop-out. Jack Biber went on to the
high level successful team of Burns and Beadle, and Carlin went
his solitary way as a one man, and a highly successful one.

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 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
dominant feature in that while he was on the night club circuit in the
Midwest, he met a girl in Dayton, Ohio, married her, and fathered a
smiling daughter named Barbara, a sort of teenager. They moved with
her in New York. The Carlins are happily, and conventionally,
married, just like any normal married couple living, and
in a suburban Los Angeles home.

But George Carlin is not outrageous. He still likes to "shock" his audiences with some of what he calls "clean:" language, but cannot be prevented from it.

Reserved seat tickets are $7.50, and are available at:
Daytona Beach AAI Box Office; Steeple Mouse Co.; Bryan and Rose Center; Daytona Beach and Merritt Island; Suntan 7
Tunes; South Daytona and New Smyrna Beach; Alliance Mall
Ticket Agency; and Parker Music Co. (Volusia Med).

NOTICES

SBA HOMECOMING CONTEST

Michael Marhe: a swimmers jupiler also
RANDALL AND CC, the
Daytona Rain Man.
Saturday, Nov. 12 at 8 p.m.
At AAI Beach
AII WOMEN ARE WELCOMED.

ATTENTION:

SBA Homecoming Contest.

Three winners will be chosen:

1. A male winner.
2. A female winner.
3. A couple winner.

ATTENTION:

Daytona Beach College Homecoming Dance
The Saturday night goes on Tundays
From 7:00 p.m. until 12:00 midnight.

INSIDE

CLASSIFIEDS

CLUB NEWS
FRATERNITY COP.
SPORTS
SURF
UPWIDE
WRITTEN ON TUESDAY

Following the lead in roller skating (as opposed to skiing)
and in the business of underwater photography, he has
worked with sharks in open water.

But Carlin will be entering Los Angeles on the comedy circuit
with Murray Bergin's group, and will appear on his national shows.
The live audience will be the new business rather than poetry of the
old business. At heart, he is a solo performer, and his act is
doctored to be seen by the world as a kind of "show business" sort of
thing. For instance, he will be appearing at the Greek Theater in
October, playing one of the night clubs in the San Fernando Valley, then
in San Francisco, followed by a tour of the Midwest, which
includes his native Ohio. He will then move on to New York City,
where he will appear at the Improv, the Comedy Store and other local
clubs.

The Royal Scottish Inn accepts
DORM CHALLENGE

By Jim Tactics

In the Anything But Dorm orchestra, he will
perform, and become a middle

The old symbols will take place in
the center, where the,
and other unique
activities and respect of and touching
of Hollywood, Stan Waterman can live comfortably and
pursue his career as a photographer without a cage or
need to fill his stomach. For this reason, he is not yet ready
to meet the $12.50 a day face to face with a cage for
production. As he photographed the Peter Boyle show (and a $14
flat white show) he had a lot of fun, as he did a
clip-up of the legendary movie studio.
It was a unique presentation which kicked off the entire
show, it was an underwater show, and the audience was
on its feet.

By Jimmy Hiltburger

The most important thing Stan Waterman
has been up to is, he is working on his
caption for the Scottish Inn
Dorm Challenge.

YESTERDAY

The first film dealt with the

ROYAL SCOTTISH INN ACCEPTS
DORM CHALLENGE

MR. LEGG'S CONTEST

FOLLOW THESE LEGGS AND KEEP UPDATED ON DORMATION CONCERNING THE FIRST ANNUAL "MR. LEGG'S CONTEST"

ROAD RALLY

By Jimmy Hiltburger

The most important thing Stan Waterman
has been up to is, he is working on his
caption for the Scottish Inn
Dorm Challenge.

YESTERDAY

The first film dealt with the

ROYAL SCOTTISH INN ACCEPTS
DORM CHALLENGE

MR. LEGG'S CONTEST

FOLLOW THESE LEGGS AND KEEP UPDATED ON DORMATION CONCERNING THE FIRST ANNUAL "MR. LEGG'S CONTEST"

ROAD RALLY

By Jimmy Hiltburger

The most important thing Stan Waterman
has been up to is, he is working on his
caption for the Scottish Inn
Dorm Challenge.

YESTERDAY

The first film dealt with the

ROYAL SCOTTISH INN ACCEPTS
DORM CHALLENGE

MR. LEGG'S CONTEST

FOLLOW THESE LEGGS AND KEEP UPDATED ON DORMATION CONCERNING THE FIRST ANNUAL "MR. LEGG'S CONTEST"

ROAD RALLY

By Jimmy Hiltburger

The most important thing Stan Waterman
has been up to is, he is working on his
caption for the Scottish Inn
Dorm Challenge.
It has come to my attention that there is one question regarding The AVON's policy on photography. I would like to take this opportunity to express my opinion on the subject. The AVON and the AVONFAX 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 organizations or club events, and so on, 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, regarless of the content or religious of the picture and story to the entire campus. If I feel that the picture and story are of interest to the whole student body then the AVON takes the picture 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 AVONFXH photographers covering a club event. In addition, where a club wants photos for its scrapbook then they will be charged for those photos as well.

A recent article published in the News Journal noted that ERAU is new thinking, and has trained in the past, Ugandan students. The article's overall tone implied disparagement of 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 the philosophy that ERAU is new thinking, and has trained in the past. Ugandan students. The article's overall tone implied disparagement of 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 the philosophy that ERAU is new thinking, and has trained in the past.
BOOK REVIEW
By Ken Hadden

FLYING SAFELY
By Richard L. Collins
276 pages. Delacorte Press. $9.95

Flying safely by Richard Collins is a valuable addition to any pilot's library. From student to ATP, it covers both what is presented in class and what steps must be taken to maintain that knowledge. A buffet dinner and entertainment is planned. If you are an international student and have not received your personal invitationment of Jet... contact Mrs. Nar Green, International Admissions extension 120, 904-382-1200.

AVION PIZZA CONTEST

THE WEEK'S PAPPY - 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.

AVION PIZZA CONTEST

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 prison in Italy and it is located in the industrial city of Trient. It employs 1,300 men and women. The female agents from Piemont are employed mainly in luxury shops and to accompany wealthy women on the street.

According to the Commerce Department the ready consumption in the U.S. increased last year for the first time since 1965. The average American ate 16.8 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 production decreased 20.5 pounds of confectioner goods in 1968.

Chelsea Low, 24, of Wellington Falls, N.Y., says he will go to court to protest an order sending him from his apartment because of drugs. He will then go through an alibi test for drugs.

The out of flying is the only part of the week when you compare it to the cost of transportation from the airport to the city. A taxi at Monterey Airport, Liberia, costs $15 for a distance of 4 miles. It costs $10 to travel from Tokyo's Airport, 11 miles, and the trip from Venice Airport, Brazil, to San Paulo - 6 miles - is free at all times you have a plane ticket.

Stead, in an effort to cut down alcoholism, has raised the price of a bottle of social from approximately $16 to $25. 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 3.8 percent to 2.8 percent.

The cost of flying is the only part of the week when you compare it to the cost of transportation from the airport to the city. A taxi at Monterey Airport, Liberia, costs $15 for a distance of 4 miles. It costs $10 to travel from Tokyo's Airport, 11 miles, and the trip from Venice Airport, Brazil, to San Paulo - 6 miles - is free at all times you have a plane ticket.

Stereos and CBs for your cars

Stead, in an effort to cut down alcoholism, has raised the price of a bottle of social from approximately $16 to $25. 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 3.8 percent to 2.8 percent.

Adantic S.C.U.B.A. Academy and Sports Center

PADI
PROFESSIONAL ASSOCIATION OF DIVING INSTRUCTORS
INSTRUCTION
BASIC - ADVANCED - RESCUE - PRIVATE
ALL COURSES CERTIFIED INSTRUCTORS

Emory-Riddle Aeronautical University PAGE 3

WRITER

"B" TERM PROLONGED

It is anticipated that flight students enrolled in Flight courses during the second half of the fall trimester course complete prior to the publication of this Alumni. How- ever, it is possible that due to some weather or individual student problems, that some students will not complete their course requirements by that date. Flight scheduling these students will be continued through December 25, 1977, and they will be expected to be available in more than scheduled flight activities dur- ing the winter break, controlled exclusively by the Flight Supervisor or Chief Flight Instructors. Instructors please be sure your students are aware of this.

R.R. Lewis

EDITOR'S NOTE: A copy of the following letter was received by the E.R.A.U. It is reprinted to give the students involved recognition of the good job they did in producing the image of Student E.R.A.U. Efforts such as this one make it easier for instructors to be accepted here in Daytona Beach. The A.T.F. would like to add that same note of thanks to that of the Grinnell Club. To E.R.A.U., keep up the good work!

To John Schaffter
Radio Station WEAR
B.E.R.
Dear John:

To applaud the performers in the only way an audience can show its appreciation. On Oc- tober 22, at the Florida Dis- trict Optimist Club's O.B. Ball & Roll Party, the audience was most appreciative. The Op- timist Club of Halife, Day- tona Beach, as the host of the party also extend their thanks and appreciation to WEAR for its part.

The Optimist Club members heard personal remarks on your show such as "Better than a professional Band!" "This is the best Optimist Par- ty I was ever to!" and "The Gifts were really real-

WHERE YOU ALWAYS GET A FAIR STAKE

SPECIALIZING IN DRIVE-IN SERVICE

Stereos and CBs for your cars

Stead, in an effort to cut down alcoholism, has raised the price of a bottle of social from approximately $16 to $25. 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 3.8 percent to 2.8 percent.

The cost of flying is the only part of the week when you compare it to the cost of transportation from the airport to the city. A taxi at Monterey Airport, Liberia, costs $15 for a distance of 4 miles. It costs $10 to travel from Tokyo's Airport, 11 miles, and the trip from Venice Airport, Brazil, to Sao Paulo - 6 miles - is free at all times you have a plane ticket.

Stead, in an effort to cut down alcoholism, has raised the price of a bottle of social from approximately $16 to $25. 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 3.8 percent to 2.8 percent.

The cost of flying is the only part of the week when you compare it to the cost of transportation from the airport to the city. A taxi at Monterey Airport, Liberia, costs $15 for a distance of 4 miles. It costs $10 to travel from Tokyo's Airport, 11 miles, and the trip from Venice Airport, Brazil, to Sao Paulo - 6 miles - is free at all times you have a plane ticket.

Stead, in an effort to cut down alcoholism, has raised the price of a bottle of social from approximately $16 to $25. 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 3.8 percent to 2.8 percent.

The cost of flying is the only part of the week when you compare it to the cost of transportation from the airport to the city. A taxi at Monterey Airport, Liberia, costs $15 for a distance of 4 miles. It costs $10 to travel from Tokyo's Airport, 11 miles, and the trip from Venice Airport, Brazil, to Sao Paulo - 6 miles - is free at all times you have a plane ticket.

Stead, in an effort to cut down alcoholism, has raised the price of a bottle of social from approximately $16 to $25. 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 3.8 percent to 2.8 percent.

The cost of flying is the only part of the week when you compare it to the cost of transportation from the airport to the city. A taxi at Monterey Airport, Liberia, costs $15 for a distance of 4 miles. It costs $10 to travel from Tokyo's Airport, 11 miles, and the trip from Venice Airport, Brazil, to Sao Paulo - 6 miles - is free at all times you have a plane ticket.

Stead, in an effort to cut down alcoholism, has raised the price of a bottle of social from approximately $16 to $25. 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 3.8 percent to 2.8 percent.

The cost of flying is the only part of the week when you compare it to the cost of transportation from the airport to the city. A taxi at Monterey Airport, Liberia, costs $15 for a distance of 4 miles. It costs $10 to travel from Tokyo's Airport, 11 miles, and the trip from Venice Airport, Brazil, to Sao Paulo - 6 miles - is free at all times you have a plane ticket.

Stead, in an effort to cut down alcoholism, has raised the price of a bottle of social from approximately $16 to $25. 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 3.8 percent to 2.8 percent.

The cost of flying is the only part of the week when you compare it to the cost of transportation from the airport to the city. A taxi at Monterey Airport, Liberia, costs $15 for a distance of 4 miles. It costs $10 to travel from Tokyo's Airport, 11 miles, and the trip from Venice Airport, Brazil, to Sao Paulo - 6 miles - is free at all times you have a plane ticket.

Stead, in an effort to cut down alcoholism, has raised the price of a bottle of social from approximately $16 to $25. 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 3.8 percent to 2.8 percent.

The cost of flying is the only part of the week when you compare it to the cost of transportation from the airport to the city. A taxi at Monterey Airport, Liberia, costs $15 for a distance of 4 miles. It costs $10 to travel from Tokyo's Airport, 11 miles, and the trip from Venice Airport, Brazil, to Sao Paulo - 6 miles - is free at all times you have a plane ticket.

Stead, in an effort to cut down alcoholism, has raised the price of a bottle of social from approximately $16 to $25. 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 3.8 percent to 2.8 percent.

The cost of flying is the only part of the week when you compare it to the cost of transportation from the airport to the city. A taxi at Monterey Airport, Liberia, costs $15 for a distance of 4 miles. It costs $10 to travel from Tokyo's Airport, 11 miles, and the trip from Venice Airport, Brazil, to Sao Paulo - 6 miles - is free at all times you have a plane ticket.
**AFROTC**

By Joe Afflitto

Last Saturday afternoon the Air Force ROTC's second Annual Road Rally. Once again, we were successful. Congratulations to the winners. Air Force ROTC has informed us about this report that our own Bob Holbrook took second place, and look really going to get his. We're just happy for our men. We will be the main event, and we're not afraid of the challenges that will come our way. We'll be there to show the other clubs what we're made of. We'll be back for more.

**AFROTC**

By Joe Afflitto

Next year you could be on a scholarship.

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

After college, you'll receive a commission in the Air Force, go on advanced technical training — as you get your start at an Air Force base. You'll get a commission in the Air Force, go on to advanced technical training, and then get your start at an Air Force base. You'll get a commission.

This starts right here — in college — in the Air Force ROTC. Look out... we're coming for you. 

Captain Richard H. Martin
Embry-Riddle Aeronautical University
Daytona Beach, Florida 32105 253-4089

**AIR FORCE ROTC**

By Mike Hayden

On Wednesday, October 20, the AVROC Club held its elections for officers and executive board president. The results were Rob Zaleski for Vice President and Mike Hayden for President.

The meeting began with announcements of the election results and the introduction of the new officers. The Executive Board President, Rob Zaleski, addressed the membership.

"I want to thank everyone who participated in the election," Zaleski said. "It was a great turnout, and I'm looking forward to working with the new officers to continue to grow the club and make it the best it can be."
In 1926, thirteen years after the first powered flight by the Wright brothers, Mr. Walter H. Beech, a shoe line operator, and his two sons, joined together and signed a contract to sell Beech-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 $5,000, 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 excelled any three other planes in 1927.

However, first, business was slow and then began to look dim in the History of Aviation magazine. An article later in Sky Traffic, the official publication of the Embry-Riddle Co., said I turned to aviation in 1924. I had never been in a plane and was not sure I would like it.

Graduating in December or April? Have you registered in the placement office? If not, stop by the career center, today!

Seniors Have YOU BEGUN YOUR JOBSEARCH?

Did you know...?

"This plan of advancement into the professional ranks is designed..."
The accident report is presented in a format that is typical for such documents, including headings, tables, and technical jargon. The text is dense and technical, focusing on the details of the accident, the investigation process, and the conclusions reached. The report is a comprehensive analysis of the incident, providing insights into the causes and implications of the event.

### Accident at Pago Pago

**By Ken Madden and the National Transportation Safety Board**

On October 5, the National Transportation Safety Board, after reconducting its findings of cause, certified Airline Pilot Association (ALPA), amended its report, and agreed with the pilots that what show was excited by the Pan American World Airways Boeing which crashed on approach to Pago Pago International Airport, American Samoa, January 30, 1974.

The Board adopted an amended report on a 3-2 vote. Members Francis H. McAdam, Philip A. Hogue and William R. Hoyle were in the majority. Acting Chairman Key Biddle dissented from the finding of probable cause.

The Board said the wind shear — a change in wind velocity and direction — was caused by a heavy rainstorm close to the aircraft's approach path. It determined this by comparing the theoretical performance of a 707 in stable and in a rainstorm, using the known statistics of the aircraft as shown by flight recorder data.

Because of the nature of the windshear, it would have been very difficult, if not impossible, for the crew to avoid it on this approach, the Board concluded in its amended report.

The Board recommended the Safety Board to add ALPA to its list of workable and willing carriers in its information service and to give the pilots a chance to write, or to speak, to the carrier when they feel they are not being heard.

(*) The following is taken from another major airline's flight operations manuals: Airline Pilot Association (as an approach), any unbridled situation observed in the actual performance, and any sink rate in excess of 3,000 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 of the following conditions when inside the final approach: (1) an excess of one dot's deviation in the lateral or glide slope needles; (2) a sink rate in excess of 3,000 feet per minute; and (3) an excessive or deficient speed relative to the computed target sink rate.

One aircraft was not stabilized, it should have been discontinued and a go-around executed.

The Board found that the evidence still supported a probable cause for the flight's apparent lack of recognition or obvious lack of action when their rate of descent reached an unacceptably high normal rate. The Board said this finding is in line with a flightcrew's coordination and future efforts to prevent such critical procedures after the initial phase of the approach.

The paragraph above indicates that the flightcrew was not going due attention to the flight and navigation instruments and were probably relying to a great extent, on visual cues. Further evidence in the report is the inland of the captured by the first officer (stalled, altitude, glide slope, location, and sink rate).

The Board's amended report assessed all major conditions that contributed to the accident. Ninety-six of the 101 persons aboard Pan American's flight from New Zealand died in the crash. After reconsidering its findings of probable cause, the Board said the accident was inevitable since the wind shear was overcrowded.

The Board found that the evidence still supported a probable cause for the flight's apparent lack of recognition or obvious lack of action when their rate of descent reached an unacceptably high normal rate. The Board said this finding is in line with a flightcrew's coordination and future efforts to prevent such critical procedures after the initial phase of the approach.

The paragraph above indicates that the flightcrew was not going due attention to the flight and navigation instruments and were probably relying to a great extent, on visual cues. Further evidence in the report is the inland of the captured by the first officer (stalled, altitude, glide slope, location, and sink rate).

The Board's amended report assessed all major conditions that contributed to the accident. Ninety-six of the 101 persons aboard Pan American's flight from New Zealand died in the crash. After reconsidering its findings of probable cause, the Board said the accident was inevitable since the wind shear was overcrowded.

The Board found that the evidence still supported a probable cause for the flight's apparent lack of recognition or obvious lack of action when their rate of descent reached an unacceptably high normal rate. The Board said this finding is in line with a flightcrew's coordination and future efforts to prevent such critical procedures after the initial phase of the approach.

The paragraph above indicates that the flightcrew was not going due attention to the flight and navigation instruments and were probably relying to a great extent, on visual cues. Further evidence in the report is the inland of the captured by the first officer (stalled, altitude, glide slope, location, and sink rate).

The Board's amended report assessed all major conditions that contributed to the accident. Ninety-six of the 101 persons aboard Pan American's flight from New Zealand died in the crash. After reconsidering its findings of probable cause, the Board said the accident was inevitable since the wind shear was overcrowded.
EAGLES RIP FLAGLER
By John Butler

After the Eagles' 3-2 loss at the hands of Stetson University, the Eagles in their next match came back with vengeance. Flagler University was the victim of some great scores 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 Donavan Lynche. The Eagles moved to win this match as last year, Florida Southern thrashed the Eagles in their first match of last season 7-0.

The Eagles traveled on Oct. 19 to the University of Tampa only to come away with a 2-0 score. 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 Palmetto Drive. Kickoff will be at 7:00. This match is the Eagles' homecoming game which should be a thriller. The Blue Machete is keyed up for this one. So come on out and cheer the Eagles on to a victorious Homecoming game.

NIXOLA MILADINOVICH
(Photograph by Zunael)

As a sophomore in the aeronautical engineering program, Nixola Miladinovich came to Embry 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 present 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.

DON RANKE
(Photograph by Zunael)

Playing forward line positions for the Eagles is Don Ranka. Coming to Embry-Riddle from Presbodie, New Jersey, Ranka is currently a sophomore in aeronautical science. He has been playing soccer since fourth grade and also played on his high school team. "The game of soccer takes a great deal of skill," Ranka commented. "It's not a contact sport like football but it could get rough," he continued. "I enjoy playing from soccer. And when you get on a winning team, you just make it better," he pointed out. About the Eagles, Ranka 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 teams go all the way and it's got the talent," he concluded. Ranka would like to become a pilot with Eastern Airlines.

THOMAS MONToya
(Photograph by Zunael)

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 France for ten years where, he said, "Soccer is all we used to play. The left half also played on his high school team and here at Embry-Riddle. "Soccer is fun and I enjoy 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.
New Faces At E-RAU

By V.L. Van Dornick

The new Dean of Aeronautical Education is R. E. Wiley. He received his Bachelor of Science Degree from the University of Cincinnati and in 1948, Dr. Wiley received his Master's Degree and Doctorate in Psychology from the University of Kentucky.

Following the completion of his education, Dr. Wiley sought psychology for five years at Stetson University. He organized a group of flying clubs that worked in conjunction research developing and improving training aids for the Navy at the Orlando Naval Training Center and M.A.F. Pensacola, Florida.

In Daytona Beach the firm concerned itself with financially disadvantaged adults, retarded children, and young adults with learning and other educational problems. He finds it rewarding to take part in the continuing research and development of this university.

SOARING (PART II)

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

Flaper are set in at 80° degree position when taking off at more gross weight or in cross winds. This unusual flag setting enables the pilot to more quickly use steering control over wind or cross wind. The water ballast tanks located just forward of the spar on each wing are also critical to the control stability of the aircraft, and especially so on take off. The pilot fully checks the ground crew's procedures as they fill the tanks. Carelessness, or improper handling of the aircraft during this phase of the pre-flight preparations can lead to a dusty ground tour instead of a smooth 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 on the downwind leg and then brake ground and then along at two or three feet as the low ship itself with enough speed to takeoff. It is a properly balanced aircraft to be suddenly dip one of its wings at this point in the flight, a sudden recovery would be most unlikely, even if the regime could be immediately reversed.

I stay at two or three feet until the low plane is well off and then transition into the high lift 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 two speeds from 40 to 75 mph, depending upon the weight of the sailplane as well as the tow rope. Once I release the tow rope, I raise the gear and go on my way.

Approaching a thermal or a likely looking cloud mass observed on climbout is done at the best L/D of 28 at 15 knots with no ballast, or 42 at 57 knots, the fully loaded combination. A flag setting of six degrees for a light gross weight up to 12 degrees for a feel weight condition is used to achieve the best thermal rate of climb. The PKT forms 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 g, and the smaller the area of the thermal, the tighter the bank angle and higher the speed is in the technique I use. It is a matter of experimentation to see how the various flaps, back, and trim combinations work in different thermal conditions. Lift drops about 20 percent at the top of the world, altitude base, so I neutralize flaps and lighten my ballast radius so as to quickly return to the lifting portion of the thermal.

I try to gain speed as I know that he student's keenly aware of the climb rate of the PKT. The PKT 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 g, and the smaller the area of the thermal, the tighter the bank angle and higher the speed is in the technique I use. It is a matter of experimentation to see how the various flaps, back, and trim combinations work in different thermal conditions. Lift drops about 20 percent at the top of the world, altitude base, so I neutralize flaps and lighten my ballast radius so as to quickly return to the lifting portion of the thermal.

I try to gain speed as I know that the student's keenly aware of the climb rate of the PKT. The PKT 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 g, and the smaller the area of the thermal, the tighter the bank angle and higher the speed is in the technique I use. It is a matter of experimentation to see how the various flaps, back, and trim combinations work in different thermal conditions. Lift drops about 20 percent at the top of the world, altitude base, so I neutralize flaps and lighten my ballast radius so as to quickly return to the lifting portion of the thermal.

I try to gain speed as I know that the student's keenly aware of the climb rate of the PKT. The PKT 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 g, and the smaller the area of the thermal, the tighter the bank angle and higher the speed is in the technique I use. It is a matter of experimentation to see how the various flaps, back, and trim combinations work in different thermal conditions. Lift drops about 20 percent at the top of the world, altitude base, so I neutralize flaps and lighten my ballast radius so as to quickly return to the lifting portion of the thermal.

I try to gain speed as I know that the student's keenly aware of the climb rate of the PKT. The PKT 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 g, and the smaller the area of the thermal, the tighter the bank angle and higher the speed is in the technique I use. It is a matter of experimentation to see how the various flaps, back, and trim combinations work in different thermal conditions. Lift drops about 20 percent at the top of the world, altitude base, so I neutralize flaps and lighten my ballast radius so as to quickly return to the lifting portion of the thermal.

I try to gain speed as I know that the student's keenly aware of the climb rate of the PKT. The PKT 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 g, and the smaller the area of the thermal, the tighter the bank angle and higher the speed is in the technique I use. It is a matter of experimentation to see how the various flaps, back, and trim combinations work in different thermal conditions. Lift drops about 20 percent at the top of the world, altitude base, so I neutralize flaps and lighten my ballast radius so as to quickly return to the lifting portion of the thermal.

I try to gain speed as I know that the student's keenly aware of the climb rate of the PKT. The PKT 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 g, and the smaller the area of the thermal, the tighter the bank angle and higher the speed is in the technique I use. It is a matter of experimentation to see how the various flaps, back, and trim combinations work in different thermal conditions. Lift drops about 20 percent at the top of the world, altitude base, so I neutralize flaps and lighten my ballast radius so as to quickly return to the lifting portion of the thermal.

I try to gain speed as I know that the student's keenly aware of the climb rate of the PKT. The PKT 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 g, and the smaller the area of the thermal, the tighter the bank angle and higher the speed is in the technique I use. It is a matter of experimentation to see how the various flaps, back, and trim combinations work in different thermal conditions. Lift drops about 20 percent at the top of the world, altitude base, so I neutralize flaps and lighten my ballast radius so as to quickly return to the lifting portion of the thermal.
FOR SALE - AUTO

FOR SALE: 1971 Ford Galaxie 500. Ford
Galaxie 500. Automatic transaxle. 99,000
miles. $1,400 or best offer. (252) 0621.

500. Automatic transaxle. 99,000 miles.
$1,400 or best offer. (252) 0621.

500. Automatic transaxle. 99,000 miles.
$1,400 or best offer. (252) 0621.

FOR SALE - AUTO

500. Automatic transaxle. 99,000 miles.
$1,400 or best offer. (252) 0621.

FOR SALE - AUTO

500. Automatic transaxle. 99,000 miles.
$1,400 or best offer. (252) 0621.

FOR SALE - AUTO

500. Automatic transaxle. 99,000 miles.
$1,400 or best offer. (252) 0621.

FOR SALE - AUTO

500. Automatic transaxle. 99,000 miles.
$1,400 or best offer. (252) 0621.

FOR SALE - AUTO

500. Automatic transaxle. 99,000 miles.
$1,400 or best offer. (252) 0621.
SGA HOME COMING CARNIVAL

Sat.
Nov. 12 1pm - 5pm
Field # 6
Soccer Game

PRIZES, GAMES, COTTON CANDY

PROCEEDS go to the UNITED WAY

Variety of books!
Excellent service!
Terrific prices!
Student text trade-ins!

Now with pilot supplies

LOOKING FOR LATE MODEL EQUIPMENT?

77 PIPER LANCE
* FULL IFR WITH DME
* RETRACTABLE LANDING GEAR
* REFRESHMENT BAR
* SIX PLACE

TURBO ARROW III
* RETRACTABLE LANDING GEAR
* NO HOOD
* FULL IFR

SENICA II
* CHARTER AND INSTRUCTION
* FULL IFR
* RNAV
* TURBOCHARGED

CHECK OUT SPECIAL
One Hour PIPER LANCE
AND TURBO ARROW

NOVA FLITE CENTER
REGIONAL AIRPORT
255-6459

ALL THIS
FOR

15% DISCOUNT WITH RIDDLE ID ON ALL AERONAUTICAL CHARTS