Mean Machine Falls To Devastators In Field Day Events

By Jim Zumbro Staff Writer

"The Devastators are here to stay!" dorm head resident Mike Gearing proudly stated after he had witnessed the Royal Scottish Inn Mean Machine in November 1977's field day events.

The weather was beautiful as the hometown event kicked off the day's activities. In doubles, the Mean Machine took the title by winning two straight games on pick up two points. The Devastators claimed one point by winning the singles match.

The dorm's singles ping pong player, Jim Burwick, made a grand entrance into the arena wearing a top cloth suit and dark sunglasses. He was closely followed by his bodyguard dressed in a black suit and top, who was carrying a guitar case which held the "golden" paddle. Burwick then proceeded to win two games, clunking up another point for the dorm. The Devastators also won the doubles match for two more points.

Futuristic competition and lots of action took place in the volleyball event. There was a great deal of spirited competition and checking as both teams exchanged spikes. The tension and excitement reached the third game progressed. Pulling ahead, the Devastators picked up the six points as they let out their battle cry, "Why We Gonna Devastates! MEAN MACHINE!" Bill head resident, Dan Furrish, commented, "The volleyball team just got together and wasn't able to get much practice, but we gave them a little more of a fight than they expected." A great team effort was demonstrated on the part of both teams.

The weight room was crammed as the Devastators won the weight and bench press competition. The event was split in the Mean Machine grabbed the other two points in the weight press and leg press. Some of the competitions were so psychotic that they left entire stacks of weights after the event.

Next came the outrageously funny "Anything Goes" event. The first consisted of arm wrestling each competitor with a motorcycle handle, volleyball, and an automobile. Each team rolled its tube down to a hat where the competitors had to place their foreheads on the "Cartoon hat" and spin around for ten revolutions. Then free generally proceeded to fall on the ground while trying to pick up the volley ball, and he's assigning their inner tube back to the starting line. Once on their feet (tightly), they "whip" their tubes in the general direction of their teammates and often directly inside the laughing crowd. The Mean Machine came in first place in this hilarious and enjoyable event.

FREE SYMPHONY TICKETS

Sunday, December 4 at 5:00 p.m. in the Student Activities Center. Free entry. The symphony will be held at the University of Illinois at Urbana-Champaign. The event will be open to all students and faculty.

ATTENTION:

All those interested in programming social events for next semester, please attend an informal discussion in the Conference Room, Wed., Nov. 20 at 5:00 p.m.

SPECIAL SPEAKER

Monday, December 5 at 3:00 p.m. in Room 409 C, the Chief Umpire in the National Basketball League, Harry Wenseltein, will be giving a talk on "Sticking Instant Defense Under Pressure." The talk is open and free to all interested people.

Captain Scribner To Speak Here

Capt. Kenneth J. Scribner, who holds the E-RAU student, faculty and staff on Monday, Dec. 5, 1977 at 8:00 p.m. in the University Center Dining Area. Capt. Scribner will have a slide presentation on the topic: "Adventures in Flying." Captain Scribner became the first civilian pilot to fly as a Pan American Airways copilot. The factory driver ture member retired from that long and rewarding career when he landed at New York with Pan Am's Flight 202 from Rio de Janeiro.

In the years between, Scribner has logged an outstanding service record both for the Airline and the Daytonian Beach community.

Scribner, 50 years young, retired from Pan Am in one of the air carrier's highest ranking Master 700s. He has commanded Pan Am's aircraft ranging from the "Flying boat" of the 1940's to the today's huge Boeing 747 "Jumbo" jets.

Captain Scribner is a member of the Explorer's Club New York, and appears before the Random Digest Foundation as a speaker. He was nominated by Lowell Thomas, Honorary President of Eastern Airlines, to present the demands of the Foundation in funding a youth student expedition group that resulted in many high school and college students being transported throughout the world to actually participate in exploration field projects.

All students, faculty and staff are invited to meet and hear Captain Scribner on Dec. 5th.
Now that everyone is back from Thanksgiving vacation, it’s time for the final push before Final Exams. I hope everyone had an enjoyable time over the four-day weekend. I know that those of us that stayed in this area had enough to do. And now that the Cotton Classic Concert Saturday in Orlando is over, all weekend at the Speedway, I anticipate a lot of students getting ready to assess a few exams.

The point of all this is to point out that for the person who wants to get involved there is plenty to do.

The AVON is going to save time for the typing time. If you would like to help edit with an organization that can be utilized as well, the plan is to have the AVON. I might add, that there are other benefits as well, such as, your pass to get into various events. So, if you would like to work on your school newspaper, come on in and see us. We need the AVON edit from 8-6, Monday through Friday.

And for added income and much needed help, we need additional advertising personnel to sell and sell advertising for the Spring semester. Training is held for jobs in a few hours a week and having an automobile and good sales ability. So consider the AVON and help make this paper the best.

By Ray B. Katz
AVON Editor

Feedback Column

QUESTION:
The way it might be given to bring the honor to the Media Center is open (particular weekends) for the students may use the facilities for work on reports. If so, I recall, a survey was taken this fall for students to indicate.

Signed,
Vaughn Watkins, Box 5005

ANSWER:
from Judy Lusher, Media Center Director
The results of the survey were fairly evenly divided between Saturday and Sunday. At this time we do not have sufficient personnel to expand our hours to cover both days. We are considering a shift to Friday night for extra income. Best assured that we will have longer hours for final exam week in December.

QUESTION:
Last night at 4:45 p.m.
while I was coming out of Hillcrest Hospital, I noticed a small aircraft. This aircraft was flying over the hospital. My question is, is there a low in the weather which governs flight over hospitals, there are a few times it is coming to be close. I am not saying that it was a Factory aircraft. My concern is the flight over hospital and safety to the low. I would like to see this in the "AVON".

Answer:
From Leon Lewis
The first sentence in FAR 91.70 answers your question. The pilot altitude is 800 ft above Davenport Beach. The downwind leg to runway 34, and 24 right is over Volusia Avenue which passes close to the hospital, which, legally according to the FAR's, E-RAI has a restriction of 1,000 ft to 1,500 ft except for the purpose of takeoffs and landings which far exceeds the FAR requirements. An additional requirement of the 800 ft minimum altitude is to fly at the number of requirements over 1,500 ft. This altitude is intended for the student and I am completely uninterested in doing anything about it unless it is too late.

79.75 Minimum safe altitude; general.

Except when necessary for takeoff or landing, no person may operate an aircraft below 1,500 ft except for the purposes of takeoffs and landings which far exceeds the FAR requirements. An additional requirement of the 800 ft minimum altitude is to fly at the number of requirements over 1,500 ft. This altitude is intended for the student and I am completely uninterested in doing anything about it unless it is too late.

1500 ft minimum safe altitude.

QUESTIONS:
What is the meaning behind these numbers? This is a mystery for our students.

Answer:
Robert W. Phillips
Dean of Registration & Enrollment
The students are interested in a variety of things, from the beginning of a course in a formal manner. Full length of time for this is FAR 1.75 in its entirety.


2. Except when necessary for takeoff or landing, no person may operate an aircraft below 1,500 ft except for the purposes of takeoffs and landings which far exceeds the FAR requirements. An additional requirement of the 800 ft minimum altitude is to fly at the number of requirements over 1,500 ft. This altitude is intended for the student and I am completely uninterested in doing anything about it unless it is too late.

"A UNIVERSITY LIKE NO OTHER"

Dr. Jeffrey H. Ludewig
compartment of your car (one of the first places a credit card thief will check).

"Disenfranchise" is the most frequent innuendo credit users. When you use your credit card make sure it is never to be used by anyone else.

"Be alert in situations where a dishonest employee might have the opportunity to run an extra blank charge slip through the machine with your credit card and charge such 'extra' slips (showing your credit card imprint) can be filled in later for his own use, i.e., at service stations where you usually remain in your car during the transaction and usually remember the exact dates of your "E3charge."

"Using COMMON SENSE and CAUTION (the key words, again) can prevent you from an embarrassing, time consuming and, perhaps, an expensive situation because if a credit card is stolen the maximum maximum $50.00 per card (regardless of how extensively it is misused) . . . $50.00, however, it is.

A WISE UP!

A new 'word of wisdom': it has to do with your attention. Many lost wallets are never claimed by their lost and found department and, consequently, lost, license, L.D.'s (both of them it is hardly safely placed), money and credit cards.

All credit card holders will be "alert" to protect themselves. Even though the Traveling-Lending law attempts to prevent unauthorized use of credit card, it has not had the success it was anticipated. Attention should be given to the following:

1. List all of your credit cards (even better - make two identical lists and keep each copy in a separate safe box. You should list the account numbers and the address of the issuer.

2. Never lend credit card to anyone not included in your original contract as a co-borrower.

3. You do not leave cash lying around, so don’t leave your credit card(s) in a conspicuous place, i.e., the glove box.

Dr. Ludewig
Christmas vacation soon will be here. If you’re planning to travel to visit East Coast or Western Airlines from Daytona Beach, you can avoid long lines at the airport during Christmas break, by making a dinner reservation. To make a dinner reservation, you will need to call the airline’s reservation office or visit any local travel agency. There is no extra charge to the passenger for making a dinner reservation. Additional items, properly stored, can also be carried on domestic flights at no extra charge. The charge for each piece of excess baggage is $6, regardless of weight or measurements. Baggage on most intercontinental flights is governed by the number of pieces, rather than by weight. Most major airlines now require a total of three pieces of baggage to be carried at no additional cost. Two of these pieces may be checked. The third must be carried on hand, and be able to fit underneath the passenger’s seat (maximum size). If more than three pieces are taken or if more than two are checked, a charge may be made from $10 to $15 per piece (depending on destination). It can be determined in advance what your excess baggage charge would be, by calling the appropriate airline reservation office.

In some cases, it may be more economical to stop off on your home airline (either Domestic or Foreign) via Doral, Miami. This will reduce the cost of your ticket, and you can pick up your baggage at the airport. The extra cost for using this service is $25.00 per piece. The maximum number of pieces allowed is 40. In some cases, this will save you money. You can also notify the airline that you are carrying excess baggage (foreign or domestic), and they will issue a receipt for the pieces so they can be picked up at the airport.

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The Thanksgiving holiday weekend seemed to be the perfect time to hit the books for the final two weeks of the trimester. Many of the brothers and pledges were away for the weekend, visiting family and friends, some fortunate enough to attend the classic Army-Navy game. But for those of us who remained, either work or school, the Little Sisters cooked as huge turkeys with all the trimmings and a little wine the meal was complete. After completely stuffing ourselves, we moved out back and sent out for some more wine. Everyone was drinking and talking into the night before we decided to move the party into the hotel. After the final song was sung, the party was over. Thanks for a great Thanksgiving dinner!

For those who may not know, the date of the first annual Phi Delta show was 1954. We have recently paid tribute to this event with the Phi Delta show two weeks ago. It was better than anticipated and will be talked about for many moons. Congratulations to all the pledges on putting up an excellent show and also successfully making it through the fraternity.

For the coming two weeks, the brothers of Sigma Chi will have two special events. The first is tonight Saturday, when the Phi Delta will be hosting a potluck dinner. Many alumni from all over the country will be here from the evening to help celebrate the brotherhood after all, it was led by one of the brothers of Sigma Chi who graduated from the E-R-A-U Chapter.

With Thanksgiving over, so is the end of the trimester, the time to stop the BOP.

Now, 15 proved to be quite the number of BOP. Though Sigma Chi took the day off from the Bar from Lyon Beach for a four-hour tour of the Piper Corral, the night was interesting and lot of fun. Two brothers ended up in jail, three at FTU. All had a good time out and we can’t wait until the brothers from the other fraternities come to visit us during the Dean’s DJ Competition. Sunday we will be having a phonewash and ritual dinner, hope to see you all then.

Riddle Packers
This past Thanksgiving weekend the Packers went on a cross-country trip to Daytona Beach. We left Daytona on Thursday morning and arrived at 9:25 p.m. at mid-afternoon. After crossing for a couple of hours on the Wishcocoacc, the Packers and our ever present “J” arrived at the hotel. A quick night of beer, wine, 7 and 7, popcorn, junk food, and pizza was followed by a fantastic Thanksgiving dinner.

For those women who still have not heard about all (thankfully), we held our first ever (and not our last, by the way) “pot-luck” profit-raffle dinner. We had a good group of people, and a really good job! We even managed to pull down quite a few names for our annual Christmas Giving.

AHP
Aviation Fraternity
By Pete Eggler
I hope all of the brothers had an enjoyable Thanksgiving weekend. With only three weeks left until the end of the trimester, we still have plenty to do.

The next two brother’s meetings will be Wednesday of this week at 7:30 p.m., with a class project for the fraternity. Also, I final pledge celebration. On Saturday Dec. 10, our final meeting will join us on the beach, along with us the rest of the brotherhood.

On Saturday night, lights shine down from the tampa, blue and red stars, and once again America tried her hardest to get one half-dozen ponchos from the whole brotherhood.

A brother without a fast is like a day without sun. All of it did seem from something on a trip through: Mike found that no matter how many times he has been he will still have to handle a discovery that has been discovered by others. But in the end, this trip really can be summed up in a few words: it will make sure to bring more merit. And afterwards, after seeing that it is so fun, to get stuck on EVERY right turn. Mark believes “we didn’t see without Carl Lott, Fred” but really does hate KP duty. KP can still do this and the end with a break of the wind, and Fred found out there weren’t enough horses though.

In all, it was the best trip in the history of Phi Delta. Our next meeting will be in the Phi Delta Lounge. Sunday night we will be off to Ronnie O’Nally’s.

Daytona Beach Aviation
We carry a complete stock of pilot supplies...special orders available if needed! Starting July 1st, new charter service price comparison. We rent:

- Cardinal RG
- Aztec
- Cesna 172

If you are checked out at an Embry-Riddle instructor and are current, no check-out is required by Daytona Beach Aviation in the C172’s.

No alcohol allowed in planes. Contact Phil Dyler for further information.

Bien on you all and have a happy New Year!...
If you left the Special Business meeting before 11 o’clock, you missed the great deal. What the others were talking about was the price of an ounce of gold. Mrs. Adams was the only one who didn’t know the price. The others talked loudly about the prices of gold and how they were going to invest. Mrs. Adams didn’t seem to be interested at first, but as she continued to talk, she began to listen more closely.

The meeting was called to order by Mr. Johnson, who served as the moderator. Mr. Johnson opened the meeting by asking for a moment of silence in memory of Mr. Brown, who had passed away last week. The attendees observed a moment of silence in honor of Mr. Brown.

Mr. Johnson then introduced the next speaker, who talked about the current market trends and the impact of the recent economic events. The speaker emphasized the importance of diversifying investments to protect against market volatility.

After the main speaker, several attendees shared their personal experiences and opinions on the matter. The meeting concluded with a vote on the proposed investment strategies, which was approved by a majority of attendees.

In conclusion, the meeting was a successful platform for discussing important financial topics and fostering a sense of community among the attendees. It was an opportunity for learning and dialogue, which is crucial in navigating the complex world of finance.

The next meeting will be held on the first Tuesday of each month, at the same time and location. All attendees are encouraged to attend and participate in these discussions.

Thank you for your attendance and for your contributions to the meeting. We look forward to seeing you at the next meeting.

Sincerely,
[Your Name]
GS3A Survey
By Mark Blanchard
Staff Writer

What really happened to our student activities fee that was collected during registration? This was just one of the many questions that were asked by students on the AYON’s survey of the GS3A during the first few weeks of school this fall. Out of 1,000 blue sheets that were handed out, 91 sheets were returned by students. Of the 91 sheets returned, 11 were left blank; 80 were filled out.

In an attempt to find out what the students felt about the student activities fee, the AYON, on Friday, November 3, returned the filled out sheets to the student administration. They were told that they would be anonymous, and that the AYON would not keep track of who answered each question.

A total of 80 sheets were returned and asked what the students felt about the student activities fee. They were asked a variety of questions to find out how much they thought the fee should be, and what the fee would be used for. The students were also asked to comment on the fee, what their opinion was, and what they thought the fee should do.

The results of the survey were then tabulated and are shown above. The results show that the students believe the fee is too high and that it should be reduced. The students also believe that the fee is not well-spent, and that it should be used for student activities.

The AYON is one of the student organizations that is responsible for the student activities fee. The AYON is responsible for the student activities fee, and they are the ones who decide how much the fee should be and how it should be spent. The AYON is also responsible for the quality of the student activities that are offered.

The results of the survey show that the students are not satisfied with the student activities fee. The students believe that the fee is too high, and that it should be reduced. The students also believe that the fee is not well-spent, and that it should be used for student activities.

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**RIDGE SPORTS**

**SOCCER CORNER**

By Jim Zimmerman

**1,000 Frisbee Golf Tournament**

Frisbee Golf is an exciting, challenging new game that has gained popularity all over the entire country. We are so fortunate here in the Southeast to have one of the most beautiful Frisbee Golf Courses ever developed, complete with the newest innovation in Frisbee Golf, the Disc Fair Hole. This 18 hole course is located in the heart of southern sunshine, on I-10 between Pensacola and Mobile Ab. on the St. Mary's River KOA.

Not only will you have the opportunity to play this fine course and a bit of camping at this exciting KOA, but you will also have a chance to win some money and fabulous prizes. The entire course carries a prize of $1,000 for men, women, juniors and seniors.

Take a break and see something different this Christmas. Enter the St. Mary's River KOA, Frisbee South Christmas Classic. Be sure to send your entry fee ($10.00, $5.00) or to get more information write or call Frisbee South, FL 4T Clement Dr. E., Huntington, Alabama 35581, (205) 281-7726.

WHERE: St. Mary's River KOA
doors for tournament and prizes.
WHERE: Judy Reynolds, Manager

WHEN: December 17-18, 1977

The competition will be on Saturday and Sunday, and a winner will be decided Saturday night. The winner will be flown to your choice of the following clubs: the Embry-Riddle Golf Club in Yulee, Florida; the University of Florida Golf Club in Gainesville, Florida; the University of Alabama Golf Club in Tuscaloosa, Alabama; and the University of Georgia Golf Club in Athens, Georgia.

DORM-RSI Challenge

booked to win the 15 points for winning out of the three events.

In the 100 yard dash, the Devastators won two out of three. However, the RSI came in first place in the three mile run as Tom Brown and Glenda rallied strong and took the lead.

Some very competitive games were played in the tennis match. The dorm team came out on top 4-2 in the tennis doubles, winning both singles to claim three of the four points.

In the 4x100 yard relay, the RSI team finished second and tied for third place in the javelin with a distance of 52 feet.

The Dormitory Devastators claimed the field day victory.

The morale factor of theDevastators then went in search of the tennis court. After a hard day of competition all the players contributed to the victory.

The Dormitory Devastators finished second in the tennis match with a score of 4-2, winning both singles to claim three of the four points.

In the 4x100 yard relay, the Dormitory Devastators finished first place with a time of 1:10.

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Weather Radar Interpretation

By Kenneth Madden

The primary purpose of airborne weather radar is to avoid turbulence and other hazards associated with thunderstorm activity. Basically, there are two types of turbulence—convective (thunderstorm) and clear air (or drizzle, rain, or sleet) turbulence. Convective radar is only effective in detecting and avoiding large storms. The use of airborne weather radar becomes increasingly important as the most advanced ATC ground radars are incapable of detecting weather. Dayton's radar, incidentally, is an older type and 25 percent effective in detecting turbulence.

Radar does not directly show areas of turbulence. Instead, it shows areas of precipitation (wet or dry) which are associated with turbulence. The best reflection is found with raindrops—their reflective nature increases with the size of individual drops. During high precipitation intensity, wind and turbulence tend to be minimal. A steady, high-intensity turbulence will be identified as an area isolated from the rainwater area. Unfortunately, it is impossible to determine the precipitation intensity for these areas.

The further the echo is from the aircraft, the lighter the intensity will appear due to attenuation. Culls observed at extended range will always appear as almost circular; the aircraft noise is "looming through" cells at closer ranges. Echo avoidance planning should be done as far as possible.

All echoes that can be confirmed should be avoided by AT LEAST the following distances:

- 5 miles when the OAT is above freezing
- 10 miles when the OAT is below freezing

At altitudes of 500 feet or less, turbulence is always present.

Hail. Hail is generally identified with angry-looking echo shape (although not limited to these). Hailstone size varies from large egg-shaped to large and lumpy shapes and/or other closed rounded echoes (add 4 millimeters to echo edge of 7.4 millimeters across). Hail echoes tend to appear suddenly and change shape and/or intensity rapidly. A 20-mile range is best for hail detection and use up-to-date forms to determine new shafts of hail (especially when considering flying under an older radar).

Hail will not be detectable only when a liquid water particle has formed from a cloud's frozen form. Perceptively dry hail (at higher altitudes) may not show up on the radar screens at all.

Thunderstorms. Although thunderstorms themselves are undetectable on reflectivity, the shape of their water droplets, the shape of echoes that they have been known to form, and hot rainbands are noteworthy.

A back-shaded pedestal 5 or more miles long and in the shape of the number six strongly suggests the possibility of a Thunderstorm. Especially if it is bright and projects from the southwestern quadrant of a strong cell. See Figure 6.

A densely shaded indication on the side of a strong echo to 3 or 7 miles in width can be associated with thunderstorm activity.

Extra margins should be added to the noise areas to allow for error.

Bow. Dry snow will not return any echo; however, the situation that could be expected. The hail echo should not be spotted, the ground within 50 feet of an aircraft being located. Since such data does not operate radar when snow may not exist under 30 feet or 90 miles either side of the nose of the aircraft. It may not account for the best friend.

Bow. Radar how to become aware of the primary purpose of airborne weather radar is to avoid turbulence and other hazards associated with thunderstorm activity. Basically, there are two types of turbulence—convective (thunderstorm) and clear air (or drizzle, rain, or sleet) turbulence. The use of airborne weather radar becomes increasingly important as the most advanced ATC ground radars are incapable of detecting weather. Dayton's radar, incidentally, is an older type and 25 percent effective in detecting turbulence. The best reflection is found with raindrops—their reflective nature increases with the size of individual drops. During high precipitation intensity, wind and turbulence tend to be minimal. A steady, high-intensity turbulence will be identified as an area isolated from the rainwater area. Unfortunately, it is impossible to determine the precipitation intensity for these areas.

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- 10 miles when the OAT is below freezing

At altitudes of 500 feet or less, turbulence is always present.

Hail. Hail is generally identified with angry-looking echo shape (although not limited to these). Hailstone size varies from large egg-shaped to large and lumpy shapes and/or other closed rounded echoes (add 4 millimeters to echo edge of 7.4 millimeters across). Hail echoes tend to appear suddenly and change shape and/or intensity rapidly. A 20-mile range is best for hail detection and use up-to-date forms to determine new shafts of hail (especially when considering flying under an older radar).

Hail will not be detectable only when a liquid water particle has formed from a cloud's frozen form. Perceptively dry hail (at higher altitudes) may not show up on the radar screens at all.

Thunderstorms. Although thunderstorms themselves are undetectable on reflectivity, the shape of their water droplets, the shape of echoes that they have been known to form, and hot rainbands are noteworthy.

A back-shaded pedestal 5 or more miles long and in the shape of the number six strongly suggests the possibility of a Thunderstorm. Especially if it is bright and projects from the southwestern quadrant of a strong cell. See Figure 6.

A densely shaded indication on the side of a strong echo to 3 or 7 miles in width can be associated with thunderstorm activity.

Extra margins should be added to the noise areas to allow for error.

Bow. Dry snow will not return any echo; however, the situation that could be expected. The hail echo should not be spotted, the ground within 50 feet of an aircraft being located. Since such data does not operate radar when snow may not exist under 30 feet or 90 miles either side of the nose of the aircraft. It may not account for the best friend.
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