

11-30-1977

Avion 1977-11-30

Embry-Riddle Aeronautical University

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Mean Machine Falls To Devastators In Field Day Events

By Jim Zurales
Staff Writer

"The Devastators are here to stay!" dorm head resident Mike Gearing proudly stated after his team defeated the Royal Scottish Inn Mean Machine in November 19th's field day events.

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

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

Ferocious competition and lots of action took place in the volleyball event. There was a great deal of spirited screaming and cheering as both teams exchanged spikes. The tension and excitement mounted as the third game progressed. Pulling ahead, the Devastators picked up the six points as they let out their battle cry: "2-4-6-8 WHO WE GONNA DEVASTATE? MEAN MACHINE, MEAN MACHINE!" RSI head resident, Dan Furnish, commented, "Our 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 pulldown and bench press competition. The event was split as the Mean Machine grabbed the other two points in the military press and leg press. Some of the competitors were so psyched that they lifted entire stacks of weights after the event.

Next came the outrageously funny "Anything Goes" events. The first consisted of arming each competitor with a motorcycle helmet, volleyball, and an innertube. Each team rolled its tube down to a bat where the competitors had to place their foreheads on the "Dizzy bat" and spin around for ten revolutions. They then generally proceeded to fall on the ground while trying to pick up the volleyball, and begin navigating their inner tubes back to the starting line. Once on their feet (barsly), they wobbled their tubes in the general direction of their teammates and often directly into the laughing crowd. The Mean Machine came in first place in this hilarious and enjoyable event.



ABOVE: RSI falling down on the job...



RIGHT: The Devastator "Ape Man"



ABOVE: RSI goes up for a spike!

Next came the timed "relay race". The first person carried the baton while riding down the sidewalk (and sometimes into the bushes) on his back on a mechanics creeper. He handed off the baton to the next team member, who jumped into the moat, onto an inner tube and paddled to the bridge where the baton was handed to a rope climber who proceeded to shimmy across the moat. Yes, one competitor fell in! The baton was then carried to a point behind the bike cage by jumping into the water, running across and around the cage to the next team member riding a ten-speed bicycle. He proceeded to tear around the parking lot, which the dorm rider, completed with a spectacular stop by making a skidding crash into a trash can! A skateboard transported the next link in the chain to the bridge where the baton was sent across to three people who formed a human wheelbarrow. After they attempted to run a pattern around two pylons, the baton was then run back across the bridge to stop the clock. This breathtaking sight was completed in three minutes by the Devastators to give them the win.

The egg dropping event was the final "Anything Goes" extravaganza. The skateboard carried a team member down the sidewalk while carrying an egg on a spoon. The egg was passed to the spoon of a blindfolded person who climbed a ladder and then dropped the egg onto a blindfolded team mate laying on the ground. Occasionally, the egg dropped into the bucket which that contestant was holding. The RSI dunked seven out of 12 yolks into the



RIGHT: Which way do I go?



FREE SYMPHONY TICKETS

Through the courtesy of Mrs. Vagnozzi and the E-RAU Board of Visitors we have Symphony tickets that are free to E-RAU students on a first come, first serve basis. The first symphony will be held on December 15 at the Feabody Auditorium in Daytona Beach. If you are interested, please sign up with the Student Activities Office. You can pick up the tickets at this office on the day of the symphony.

ATTENTION:

All those interested in programming social events for next trimester, please attend an informal discussion in the Conference Room, Wed., Nov. 30 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 Baseball League, Harry Wendelstedt, will be giving a talk on "Making Instant Decisions Under Pressure." The talk is open and free to all interested people.

Friday, at 8 p.m. in the U.C. Grapefruit Production will present their version of some fractured fairy tales. Should be pretty funny.

COME AND ENJOY THIS SPECIAL EVENT!!

SPORTS EDITOR NOTICE:

Would all flag-football team captains come by the AVION office to identify players on your team pictures for the year-book.

Captain Scribner To Speak Here

Captain Kimball J. Scribner will speak to E-RAU students, 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 Kimball Scribner became the first civilian pilot to fly as a Pan American Airways copilot. The Embry-Riddle trustee 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 Daytona Beach community.

Scribner, 60 years young, retired from Pan Am as one of the air carrier's highest ranking

Master Pilots. He has commanded Pan Am aircraft ranging from the "flying boats" of the 1940's to today's huge Boeing 747 "jumbo" jets.

Captain Scribner is a member of the Explorer's Club of New York and appeared before the Readers Digest Foundation as a speaker. He was invited by Lowell Thomas, Honorary President of Eastern Airlines, to interest the directors of the Foundation in funding a youth-student exploration project that resulted in many high school and college students being transported throughout the world to actually participate in exploratory field projects.

All students, faculty and staff are invited to meet and hear Captain Scribner on Dec. 5th.



INSIDE

CLASSIFIEDS	9
CLUB NEWS	4
FRATERNITY CORNER	4
OPINION	2
SPORTS	7
WISE UP!	2
WRITTEN ON SUNDAY	3

OPINIONS

THE OPINIONS EXPRESSED IN THIS PAPER ARE NOT NECESSARILY THOSE OF THE UNIVERSITY OR ALL MEMBERS OF THE STUDENT BODY. LETTERS APPEARING IN THE AVION DO NOT NECESSARILY REFLECT THE OPINIONS OF THIS NEWSPAPER OR ITS STAFF. ALL LETTERS SUBMITTED WILL BE PRINTED PROVIDED THEY ARE NOT LEWD, OBSCENE, OR LIBELOUS, AT THE DISCRETION OF THE EDITOR, AND ARE ACCOMPANIED BY THE SIGNATURE OF THE WRITER. NAMES WILL BE WITHHELD FROM PRINT IF REQUESTED.

EDITORIAL

By Ray D. Katz
AVION Editor

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 -- Rock Concert, Saturday in Orlando; IMSA races, all weekend at the Speedway; Antique Car Show, Saturday and Sunday in Ormond; just to name a few.

The point of all this is to point out that for the person who wants to get involved there is plenty to do. The AVION is getting up new for the Spring trimester. If you would like to get involved with an organization that can be educational as well, then the place to be is the AVION. I might add, that there are other benefits as well, such as, press passes to get into various events. So, if you would like to work on your school newspaper, come in and see us. We are in the AVION office from 8-5, Monday thru Friday.

And for added income and much needed help, we need additional advertising salespeople to sell and resell advertising for the Spring Trimester. You can get 10-20% commission for taking a few hours a week and having an automobile and good sales ability. So consider the AVION and help make this paper the best!



WISE UP!

A few 'words of wisdom'. - Dr. Jeffrey H. Ledewitz

It has come to my attention that many lost wallets are reported to the Lost & Found Department and, consequently, lost licenses, I.D.'s (both of which can be fairly easily replaced), money and credit cards.

All credit card holders would be 'wise' to protect themselves. Even though the Truth-in-Lending law attempts to protect consumers against unauthorized use of credit cards, the best policy is the safest. Attention should be given to the following:

- * Make a list of all your credit cards (even better - make two identical lists and keep each copy in a separate, safe place). You should list the account numbers and the addresses of the issuers.
- * Never lend to credit card to anyone not included in your original contract as a co-holder.
- * You do not leave cash lying around, so don't leave your credit card(s) in a conspicuous place, i.e., the glove

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

* Dishonest employees are the most frequent fraudulent credit card users. When you use your credit card make sure it is returned to you each time.

* Be alert to situations where by a dishonest employee might have the opportunity to run an extra blank charge slip through the machine with your credit card and charge slip. 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 rarely remember the exact dates of your "fill-ups".

* 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 card is stolen you are liable for a maximum \$50.00 per card (regardless of how extensively it is misused). . \$50.00, however, is \$50.00!!

PRESIDENT'S CORNER

Bob Allan
SGA President

Many of you have probably noticed some new faces on campus. These new people are the Libyan Students who have just arrived, and the S.G.A. extends a warm welcome to them.

The Homecoming was nicely received by all, although SOME of you DID get carried away Saturday night. It's fine to enjoy the festivities to the max, as long as you don't strip enjoyment from those around you.

The S.G.A. is promoting a Christmas dance with DBCC on December 10th. The place is tentatively scheduled as the Treasure Island Inn. With many girls from DBCC planning to be there, a good time should be had by all.

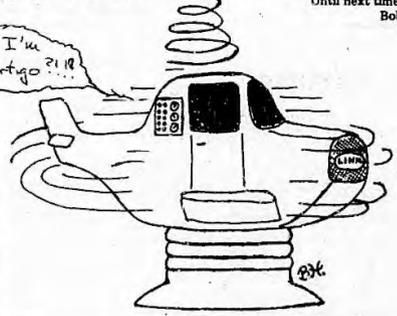
The trimester, it seems, has slipped by rather quickly. Those of you who are graduating this December should be availing yourselves of career and planning information. Please contact Jan O'Steen at the career office upstairs in the University Center. The job you have been waiting for may be ready for you.

I would, finally, like to offer a public Thank You to Gary Gross. Gary has been the SGA representative to E-RAU's Board of Trustees, and has done a superlative job. His dedication to that position has won him high regard from the Board, and should be publicly acknowledged to the student body. Thanks again, Gary.

Until next time,
Bob

A UNIVERSITY LIKE NO OTHER

SIR... I think I'm experiencing vertigo...!



Feedback Column

QUESTION:

Has any thought been given to increasing the hours the Media Center is open (particularly on weekends) so that the students may use the facilities for working on reports, etc.? As I recall, a survey was taken this fall asking for students' reaction.

Signed:

Vaughn Watkins, Box 3035
ANSWER:

from Judy Luther,
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 alternatives for next semester. Rest assured that we will have longer hours for final exam week in December.

QUESTION:

Last night at 8:42 p.m., while I was coming out of Halifax Hospital, I noticed a small 172 aircraft flying over the hospital. My question is, is there a law in the FAA rules which governs flight over hospitals. If not, there needs to be one. I am not saying that it was a Riddle aircraft. My concern is the flight over hospitals at a low altitude. P.S.: I would like to see this in the "AVION".

ANSWER:

From Russ Lewis

The first sentence in FAR 91.79 answers your question. The pattern altitude is 800' at Daytona Beach. The downwind leg to Runway 6L and 24 right is over Volusia Avenue which passes close to the hospital, which is legal according to

the FAR's. E-RAU has a restriction of 1,500' AGL East of I-95 except for the purpose of takeoffs and landings which far exceeds the FAR requirements. An additional requirement is that we allow no practice of flight maneuvers east of I-95 no matter what the altitude. Listed below for your information is FAR 91.79 in its entirety.

91.79 Minimum safe altitudes; general.

Except when necessary for take-off or landing, no person may operate an aircraft below the following altitudes:

- Anywhere. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
- Over congested areas. Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.
- Over other than congested areas. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In that case, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.
- Helicopter. Helicopters may be operated at less than minimums prescribed in paragraph (b) or (c) of this section if the operation is conducted without hazard to persons or property on the surface. In addition, each person operating a helicopter shall comply with routes or altitudes specifically prescribed

for helicopters by the Administrator.

QUESTION:

What is the reasoning behind having drop-add deadlines before mid-term grades come out??? This whole system seems to put the student into a state of unawareness about his affairs at school and completely unable to do anything about them until it is too late.

Pierce, Box 5003

ANSWER:

Robert W. Pihlaja,
Dean of Registration & Student Records

The add/drop deadlines for each term are set by the Academic Division of the University. The last day to add courses is usually one week from the beginning of classes in a normal, full length trimester (Sept. 12 for Fall 1977). The reasoning in setting this date is that it would be an unreasonable demand to place upon a student to allow a student to begin a course a week after the course has started and expect the student to catch up and maintain the other courses the student is registered in. If the instructor attempted to teach the course so that the add deadline could be later than one week, it would be unfair to the students who registered for the course on time, and were in the course from the first day of class.

The drop deadline is usually set at the end of nine weeks of a normal full length trimester (November 4 for Fall 1977). This normally allows the student to obtain midterm grades from the 8th week of the trimester and obtain any neces-

sary academic advising before the drop deadline. However, due to data processing problems, midterm grades were not available until the actual drop deadline of November 4 this term. Because of this, the drop deadline was extended one week to November 11. The extension was for this term only, and will be the end of nine weeks in future terms. I personally believe that midterm grades should not come as a complete surprise, and if the conventional faculty/student communication is established, the student should have a fair idea where he stands in the class before the grades come out. If not, it is a good opportunity to establish communication by asking the instructor.

If I can provide additional information, or answer any other questions, please contact me.

QUESTION:

Would it be possible to institute a policy of "Quiet study" or "Silence" in the Library? I think there should be some place for students to do their studying since there are numerous places for those wishing to talk to do so.

ANSWER:

Judy Luther,
Director of Media Center
The back area of the Media Center is generally more quiet for serious studying. Since we don't police the area, we depend on cooperation of the student body in making this a useful place to work. Study carrels designed for quieter individual study are planned for next year when we have more available space.

The Avion Staff

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Graduation Reminder

November 17, 1977 will be the deadline to be measured for your cap and gown, so you've already missed it. If you did, and you still want to participate, hustle yourself to the Dean of Students' Office and get measured - you might make it!

The graduation ceremonies will be held at the University Center on Saturday, Dec. 17, 1977 at 10:00 a.m.

Graduates may pick up their caps and gowns at the Guidance Office in the University Center on Thursday, December 15th from 1:00 p.m. to 4:00 p.m. and on Friday, December 16th from 9:00 a.m. to 12:00 noon.

On Saturday, December 17th, assemble in caps and gowns by the Shipping Dock on the East Side of the University Center no later than 9:00 a.m. Graduates are requested to wear shirt/blouse, trousers/skirt, dark shoes, and the men are to wear tie and dark socks.

Procedure Briefing: Dean Smith (Student Marshall) will give instructions on name cards, marching, seating, photographs, turn in of caps and gowns, and diplomas.

When the ceremony has been completed return caps and gowns to the Guidance Office. Diplomas will not be released until caps and gowns are returned.

President's Reception for family and friends will be held immediately following the ceremony. Family and friends who desire to take pictures during the ceremony should be advised that seats are provided in the front row and that they should not stand in the traffic pattern.

Ladies and gentlemen! Notice that we are smack dab in the middle of MEDIA CENTER WEEK. Every evening, at 7:00 p.m. this week, TERM PAPER ASSISTANCE will be available from the librarians in the Media Center. Also, each evening at 8:00 p.m., two fantastic

Christmas Air Travel

Christmas vacation soon will be here. If you're planning to travel on board Eastern or National Airlines from Daytona Beach for the Christmas break, you can avoid long lines at the airline ticket counters and speed up your departure in the following ways:

(1) Make your reservation by telephone, and well in advance of your planned departure date. Reservations can be made either by calling the appropriate airline Reservations Office or visiting any local travel agency. There is no extra charge to the passenger for travel agency ticketing services.

Reservations Office telephone numbers are: Eastern 253-6541; National (domestic flights) 252-0563 and (international flights) 1-900-432-97-61 (toll free). Also, Eastern Air Lines reservations can be made at the airline's city ticket office in the Security First Federal Building, 501 N. Grandview Ave.

If you wish, tickets for either airline can be mailed directly to your local address. (2) Plan ahead for baggage handling and shipment. On all domestic flights, you are allowed to carry a total of three pieces of luggage - up to certain sizes and weights - at no extra cost. The largest piece cannot exceed 62" combined measurements (length + width + height). The second largest piece cannot exceed 55" combined measurements. The third largest piece cannot ex-

ceed 45" combined measurements. Maximum weight for each piece is 70 pounds. Hanging garment bags are included in these limitations.

Additional bags, properly sealed cartons, etc. can be carried on domestic flights as excess baggage. The charge for each piece of excess baggage is \$6, regardless of weight or measurements.

(3) Baggage on most international flight is governed by the number of pieces, rather than by weight. Most foreign destinations now permit a total of three pieces of luggage to be carried at no additional cost. Two of these pieces may be checked. The third must be carried on board, and be able to fit underneath the passenger seat (maximum 45" combined measurements). If more than three pieces are taken or if more than two are checked, a charge ranging from \$30 to \$95 per piece can be made. To determine in advance what your excess baggage charge would be, call the appropriate airline reservation office.

In some cases, it may be more economical to ship excess baggage (foreign or domestic flights) via air freight. Florida Air Freight is the exclusive firm serving the Daytona Beach Regional Airport, and offers pickup and delivery service. For more information, call 252-8531, or the appropriate airline.

1st Annual Christmas Party

By Dan Karger

E-RAU was formed in 1926 but the growing process of the university is still on full force. As Father Keller pointed out to me, "tradition is an important aspect in the growth of a university." Thinking on these lines, the Campus Ministry came up with the idea of our first annual Christmas party. They hope to strengthen the structure of our school and our faculty/student relationships.

Well under the planning and direction of Nena Frost (Director of Student Activities) and Marty Keller (Director of Counseling Center), we will be having tree-trimming, Christmas services, a sing-along, choral skits and the DBCC choral group here on campus. There will also be refreshments for everyone, provided by the faculty and staff!

The party will be held December 8 (Thurs.) at 7:30 p.m. in the U.C. with the work being done by Father Keller and Nena Frost. It should be a good time and something to look forward to in December. If you have any ideas, questions, or cookies, please call Nena Frost at ext. 300 or Marty Keller, ext. 320.

Written On Sunday

By Ignacio Falco
AVION Columnist

Before Jimmy Carter became President Robert Muldoon's opinion about him was not too nice. He dismissed Mr. Carter as "just a peanut farmer." However, Mr. Muldoon's opinion made a 180 degree turn last Nov. 18 when he talked to the President at the White House. He said "He's a warm and charming person with whom it's possible to establish a personal relationship very easily." By this time you have probably guessed that Muldoon is a politician. He is the Prime Minister of New Zealand.

Hotels in Jamaica, in an effort to attract more tourists (and sinners), are offering three and six nights honeymoon packages at luxury resorts at fabulous bargains. What makes the packages different (and other honeymoon packages is that you don't have to produce a marriage certificate to qualify for them.

Wayne M. Janick, a graduate student of University of Chicago, has used all his spare money for the last 22 years to buy recordings. He owns 30,000 singles and 25,000 albums. There is nothing spectacular about that, what is spectacular is that he remembers every record title, artist, year, label

and flip side in his collection!

People are doing all sorts of weird things to earn a niche in the Guinness Book of World Records, which seems to be the secular equivalent of sainthood these days. A good example was the attempt of Betty Miller and her son who tried to establish a record driving a power mower for about 800 miles last November. Asked why they wanted to do it, the son said, "there are lots of people doing stupid things like this." If the Guinness Book of World Records keeps publishing things like that it will pretty soon look like the printed edition of the Gong Show.

Win Parker, of San Francisco, has an answer for everybody. Parker has a staff of 28 eggheads from all over the U.S. whose job is to answer questions. Parker says that if anybody has a question and the answer is printed in any book or magazine of the Western World, his staff will find it. The company was formed two years ago, and has answered about half-million questions for about 20,000 clients. There is a minimum charge of \$13.50 for one question. O.K., Parker, who was first the chicken or the egg?

So Long.

Media Center

films will be shown at various locations for your convenience.

THE UNIVERSE, narrated by William Shatner, explores the evolutions of the stars and planets in our Milky Way. Produced by NASA, this award-winning film details astronomical wonders in beautiful color. TO FLY, shows daily at the National Air and Space Museum in Washington, D.C.,

describes the fulfillment of man's dream to leave the world of the horizontal and enter into the world of flight.

FILMS SHOWING:

M Riddle Theatre 8:00 p.m.
T So-Hist Inn 8:00 p.m.
W Dorm Annex 8:00 p.m.
Th Riddle Theatre 8:00 p.m.
And, remember, NO OVERDUE FINES charged for all books returned during Media Center Week!!



UNIVERSITY-WIDE CHRISTMAS PARTY

7:30 PM

8 Thursday
December
1977

University Center
Refreshments

DBCC CHOIR

TREE TRIM



Readings

Carols

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Tickets will be sold until Dec. 2 in the U.C. by the AFROTC Drill Team. The drawing will be in the afternoon of Dec. 2. Do not miss out on this rare chance.

PAPPY'S

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FRATERNITY CORNER

HEADING FOR THE HOLIDAYS?



By P.R.

AFROTC

By Oz Alfert

Greeting, Earthlings. Once again, I am back to tell you of the events in AFROTC. They think they can escape me, but with my Moleculator Vision, I see all.

Last Saturday, a strange event called Field Day was held. My scanners indicated a variety of games being played. Some were conventional: softball, volleyball, football throw. Others were very bizarre indeed: egg toss, egg relay, "dizzy-hat" relay, tug-a-war. These may sound easy, but just ask a cadet how easy it is to spin around a hat ten times and then run in a straight line without falling. And the tug-a-war, how peculiar! A group of people grab one end of a rope, and another group grabs the other end. They pull. But not in the same direction; in OPPOSITE directions. What a waste of energy. Eventually, one group starts to moan louder than the other and it falls to the ground, and the other group jumps up and down while cheering. I think I will have to study this planet more carefully.

Beer, soda, and hot dogs were served during the games. But best of all were the hamburgers. With the fantastic Puerto Rican seasoning supplied by one of our GMC cadets, they were out of this world. Very close to my world, actually.

At the end of the day, the winning Flight was announced. Congratulations to all of you. And now I will blast off until the next time; when I will once again take control of your TV sets and take you on a journey to the Outer Limits.



SCUBA CLUB

By J. Wilson

Well the Thanksgiving weekend proved to be an extra bonus for those divers who made the trip to Port Salerno. Despite a noticeable chill in the air with sea running from 4-8 feet, the intrepid nine plunged into the briny deep in search of food. On the first tank, the only catch was one red big-eye, but the elusive lobster was sighted. On the second tank "Seahawk Fred" came up with two beauties while Gary, Greg, Karen, Jesse, Charlie, Lee and Steve supplied more fish for the Fire. Naturally "Seahawk" was the only one to also catch a sea-bass.

That night everyone dined on seafood and hamburgers. Then we all started to attack that monster - the beer cooler and quite successfully. Late that evening after the Bud and Busch creatures had subdued our group, we phased out for the coming day.

Sunday saw the group make a beach dive with the catch this time a bag full of sand dollars and one overboard prop.

All in all a very good dive and fun time for all who participated. This Wednesday is election of officers, so all members show up. For non-members, come on over and meet the group. So long until next time.

SIGMA CHI

Pete Egglar

The Thanksgiving holiday weekend is over and its time to hit the books for the final two weeks of the trimester. Many of the brothers and pledges went 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, in other words, stuck down here, it turned out to be a great weekend. On Friday afternoon we had our Thanksgiving feast at the house. The Little Sisters cooked us three huge turkeys with all the trimmings and with 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 to Big Daddy's and finish off the evening. Thanks again to the Little Sisters for a super Thanksgiving dinner.

For those who may not have heard, we held our Captain America party two weeks ago. It was better than anticipated and will be talked about for months to come. Congratulations to all the pledges on pulling off an excellent party, and also successfully making it through the second pledge review.

Within the coming two weeks the brothers of Sigma Chi have two special events to look forward to. This coming Saturday is the wedding of alumnus Steve Whiteck and the following weekend is the annual White Rose dinner. Many alumni from all over the country plan to join us on that evening to help celebrate the brotherhood we all feel and share; the perfect way to close out the trimester before Christmas vacation.

Sigma Phi Delta

By Joe Biebel

With Thanksgiving over, so is the end of the trimester, but that's not to stop the brothers of SPD.

Nov. 15 proved to be quite interesting as the brothers of SPD took the day off from school and went to Vero Beach for a four hour tour of the Piper Corporation. The tour was interesting and lot of fun, after all, it was led by one of the brothers of SPD who started the E-RAU Chapter.

Friday night's bar-night turned out to be a little different as Delta Chi came over for a few drinks and a little straubum. It was a fun evening as the bar kept hopping, and there were no casualties in the straubum game. We play the game with bottles, making it more challenging (avoiding glass from broken bottles).

AE

By Chris Ruksnaitis

On Friday, November 4th in the Common Purpose Room, we held our first annual wine and cheese party. The atmosphere was great and we think it was a success. We have several prospective members. Our thanks and appreciation go out to FPM who catered our party. They really did a beautiful job.

For those women who still have not heard about AE (heaven forbid), we hold our business meetings on Thursdays at 7:00 p.m. in the Conference Room. If you have any questions about the organization, feel free to come by. We have a few up and coming activities that you might be interested in.

AHP

PROFESSIONAL AVIATION FRATERNITY

By Ken Morse Historian

I hope all of the brothers had an enjoyable Thanksgiving weekend. With only three weeks left to the trimester, we still have plenty to do. The next two business meetings will be concerned with the pledge class project for the fraternity and final pledge interviews. On Saturday Dec. 10, our final activity will be pledge initiations and ritual dinner. Hope to see all the brothers at each of these functions.

LAMBDA CHI

By JR 2

Another weekend and we draw closer to the end of the trimester. I hope everyone has a nice Thanksgiving vacation, last weekend we acted diversely. Two brothers ended up in Stetson, three at F.T.U. All had a good time partying with the brothers from the other campuses. Saturday we were around during the Dorm-RSI Competition. Sunday we had our regular business meeting at Swedes House, and spent the afternoon watching television on the big screen in the Surf Lounge.

Not much happening in the immediate future but we are looking for people to join Lambda Chi. If anyone is interested in Lambda Chi or just talking about fraternity get in touch with one of our brothers.



DELTA CHI

By "D" Lee

Sunday night we held elections for new chapter officers. Congratulations go to Jim Dykes as "A", Bill Gregory as "B", Dave Wright as "C", Mark McKean as "D", and Jim Wait as "E." I would like to extend sincere thanks from the entire chapter to the outgoing administration who did an outstanding job this trimester. Thanks Paul, Tony, Bill, Jim and Pete for putting more than your share of time and effort into the school's best fraternity!

The pledges' Daytona 500 raffle is well under way. As advertised, the pledges are raffling off two box seats to February's Daytona 500 stock car race. Tickets are available from any Delta Chi brother or pledge. If you want a couple of tickets and can't find a brother or pledge, feel free to stop by the fraternity house at 538 S. Ridgewood Ave. for your tickets. The drawing will be held on Friday, December 9th at 9:00, at the house. A \$1 donation for \$70 worth of seats for this world wide event is not a bad deal!

Last Friday night, Sigma Phi Delta showed some of the brothers a pretty good time at their happy hour, too good of a time for a couple of the brothers. Even though they beat us at strum baum, beer chugging and football, we enjoyed their hospitality. Sigma Phi Delta has been invited to our happy hour this Friday for a rematch on our turf.

Some announcements to the brothers. A tentative date of December 5 has been set for pictures for the fraternity composite. Keep in touch for more definite details. This Sunday's chapter meeting has been postponed until Monday because of the holidays. The meeting will be at 9:00. Also, there will be a "pot luck" night. The beer mugs are in, so if you ordered one see Paul Warns.

Delta Chi wishes everyone a good and safe Thanksgiving holiday.

New Director of Office of Contract Services

Santo Irandi, a Flight Instructor here for two years, has been appointed as Director of the University's Office of Contract Services. In his new position, Irandi is responsible for coordinating organization of E-RAU's educational programs to serve specialized markets in the U.S. and abroad. Also, he is administrative assistant to the Dean of E-RAU's College of Aviation Technology. Irandi has pilot ratings including ATP (Airline Transport Pilot), ASMEI (Airplane Single Engine and Multi-engine Land) and Multi-engine Instructor. He earned his BS degree in Aeronautical Engineering from the University of Michigan, and his MBA degree from Nova University in June, 1976. He was in the U.S. Navy from 1950 to 1970 and retired as a lieutenant commander. Before coming to E-RAU, Irandi was Central Florida Service Manager for Volkswagen of America for 5 years. He lives in Daytona Beach.

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Bee Dee Jive

If you left the Special Business meeting before 11 o'clock last Saturday night you were wrong. What might have been an uneventful evening at the movies was transformed at the last minute into a rowdy time by the die-hards who stuck it out until the end. The social committee in a last ditch effort to save face came up with a substitute entertainer which ably appeased the threatening throng. Once "Marie" hit the stage things started to click. The audience was already fixed by Art Brooks' outstanding chili, complete with an old nasty sweat sock for added flavor, and ready to get down to the business they came for. While Gary "Photoplay" Loff was making his in-depth pictorial account of the festivities, Stu Pollak and Ken Holgard gave demonstrations on remaining conspicuously nonchalant, Stu being the undisputed master of the art. Not to be out done, Rick "Butkis" Gill, getting a little behind in his viewing pleasure, was able to coax Marie into puckering up for a quick kiss. The evening ended with John Atkins' paper bag surprise, with time and the beer kegs running out almost

E-RAU MGT. CLUB

Last Wednesday was our third dinner meeting of the trimester. Although the meeting started a little late we accomplished a great deal. With Bill Dove as chairman we decided to undertake the Muscular Dystrophy fund-raising campaign. ALL members are urged to participate and volunteer a few hours of their time per month to help accomplish our worth-while project. This will take much coordination and everyone's help!

A club photographer is still needed to take pictures for the yearbook. If you'd like to volunteer, contact me at Box 3358. All you need is a camera and a steady hand.

Questionnaires were filled out concerning our dinners and meeting place. The responses were overwhelmingly in favor of having our dinner meetings at a restaurant next trimester.

It was also decided to have members pay for their dinners in advance. We have had problems with people making reservations and then not showing up for the dinners. Pre-paying should eliminate the problem of the club having to pay for dinners that were signed up for but no one showed.

Our speaker for the evening was Mr. Bob Hanson from Eastern operations at the airport. He was an excellent speaker, especially considering the fact that he was asked less than a week ago due to a misunderstanding. Mr. Hanson talked about his job and what he has accomplished, and about Eastern in general. It was a very interesting speech and I'm glad we had such a good turnout.

simultaneously, leaving every-one primed for the championship flag football game held Sunday.

The Big Blue Wrecking Crew brought home the championship trophy once again. After an undefeated season of play, the Vets took on the Brothers of the Wind for the championship. The Vets defense, aided by the outstanding performance by Joe Golinski and two interceptions by Mike Drake and Ken Hauser, held the Brothers to the only two real scoring bids. The Vets offense, marred by a safety resulting in the only two points gained by their opponents, came through with a perfect Stu Pollak to Mary Metcalf touchdown pass for the only touchdown scored in the game. A well deserved victory celebration was held following the game, a fine end to a fine season by the team, a great Vet weekend all around.

The only events remaining on the social calendar to date are the business meeting scheduled for December 2, and the Christmas party scheduled for December 10. A list of nominees for the new club officers has been put out in the mail boxes, check with the book-store if you haven't received a list and would like to know who is running. Nominations are open until one week before the elections, if you are interested in running you can nominate yourself if you are an eligible member of the Vets club. Eligibility requires that you will be a student enrolled at E-RAU for at least eight months after taking office.



MAINTENANCE TECH NEWS

By John Atkins

In the last article we examined the new DME program from the administration viewpoint. In this article we will present and comment on the students' views.

The majority of objections to the new program have been voiced by the students in the old MT program and centers around the fact that they want a choice of DME's. In exploring their rationale, I found that a feeling exists that two of the examiners on the staff are easier than the others. In the past two years, approximately 700 students have been examined and only two have failed. Ironically, the same examiner failed both students, and is one of the examiners considered to be easy. Mr. Olson pointed out that the FAA has been critical of this low failure rate and would like to see the pass/failure rate more in line with that of written exams.

The other, and perhaps more important concern is that of personality conflicts between the student and examiner. In most cases, if the student

goes into the exam with an open mind, this will be no problem. However, if a documented case of conflict does exist, Mr. Olson will insure that the student is scheduled with another examiner.

From my observations, I can find little difference among the examiners. The only possible exception is one examiner, who shall remain nameless. He shows no prejudice, he dislikes everyone equally.

Like it or not, we will have to live with the new program, so let it be open-minded and give it a chance to work. For those who can't or won't accept it you have two alternatives. You can either go to the FAA for the Orals and Practicals, and still not have a choice of examiners, or you can pay an independent examiner of your choice.

To those of you who are unwilling to accept the new system, how about keeping your opinions to yourself and quiet making life miserable for those of us who are willing to give it a chance to work.

Aeronautical Engineering Dropout Rate

By Mark Shumway Staff Writer

The Department of Aeronautical Engineering here has quite a high drop out rate. Dr. Donald J. Ritchie, who is the head of the engineering department has kept careful records and observed that only 25 out of every 100 students actually finish their engineering degree. Out of the 75 who drop out, approximately 50 leave school altogether, and the other 25 switch to another degree program, such as management. When asked why so many students drop out of engineering, Dr. Ritchie replied that because of E-RAU's open door policy, any high school graduate can get into the program.

When comparing the number of students who take Engineering Graphics I to those who enroll in Graphics II, it appears that 55% of all first trimester students drop out of the engineering department. Perhaps this can be a lesson for all of us, none should start something that they have no qualifications for, or the ability to finish. It can mean wasted time, money, and effort.

Safety Representation

WASHINGTON, D.C., Nov. 17, 1977 - A new industry safety program was launched today, with a premier showing at the National Air and Space Museum. The program, sponsored by the General Aviation Manufacturers Association (GAMA) and its member companies, consists of fifteen (15) new slide-tape safety presentations.

An overflow audience of over 700 people attending the premier, which was held in conjunction with an FAA Safety Seminar, were welcomed by Michael Collins, Director of the National Air and Space Museum. In opening remarks, Quentin Taylor, Deputy Administrator of the FAA, stated that the program is, "as fine an example of government/industry cooperative ventures in pilot education into aviation safety as I have ever seen."

Corwin H. Meyer, President of Grumman American Aviation Corporation, and Chairman of GAMA's Safety Affairs Committee, reviewed GAMA's involvement in accident prevention and said that the new program had been a major effort within GAMA and its member companies for the past year. He stated, "We believe that the FAA Accident Prevention Program is an extremely important program and has played a major role in the improvement of general aviation safety."

The safety programs will be distributed through FAA General Aviation District Offices (GAEO) nationwide. A number of presentations are currently being scheduled throughout the nation. Each slide program is supplemented by a printed brochure, which summarizes and complements the safety presentation.

RC Fun-Fly

By Jim Zurales Staff Writer

The sky was clear and bright for November 20th's Radio Controlled Fun-Fly at Spruce Creek Airport. Members of E-RAU's Screaming Eagles model airplane club participated along with Daytona Beach Radio Controlled Association (DB-RC-A) members.

The winds picked up and were gusting as the day's events began. The first event was doing the most spins or loops in three minutes. Screaming Eagle president, Bob Ruff, flew first and the winds caused an unsuccessful takeoff. With the clock still running, the Super Sport was retrieved and hand launched. He peeled off five loops before the clock was stopped.

Ric Aspludh was next, flying a Piper Super Cruiser. The winds were so strong that there was practically no ground-speed when the plane was headed upwind. He did 38 spins and while pulling out too low the ground, the aircraft disappeared into a large bush which produced a three piece airplane.

After other DBRCA members competed, Screaming Eagle Kurt Holmberg flying his Quickie 500 peeled off 42 loops. Barry Squire then flew his aircraft into 63 spins in the three minutes time period. E-RAU freshman Mike Hatcher was one of the judges for the day's events.

The wings and propellers were taken off the aircraft for the oval races. In this event, the competitors run to their planes, put on props, hand start it, and then must taxi it around two pylons approximately 100 feet apart. It's not as easy as it sounds. It was ground loop city as the 10 minute time limit ran out in the first heat. Aspludh's plane had a great time despite some plane was still in condition

for this event and his propeller took several bites at the ground. In the next heat, Ruff tried to nurse his aircraft around the pylons while Holmberg made it around to finish. Squire earned three points in the oval race, also.

The most touch and goes in three minutes was the next event. The hairy crosswinds caused the heaviest casualties of the day. The first contender wiped out into a bush after his second landing and second did a nosedive straight into the asphalt and practically disintegrated the front half of the plane. Holmberg's Quickie 500 was the next casualty as the engine quit after takeoff and glided into a tree. Ruff's light aircraft was buffed around by the wind and crashed about a quarter mile away with a cracked wing and dislocated landing gear.

Obviously, fewer competitors were entered in the spot landing contest. The winds made this event very difficult, however, a few aircraft did land very close to the mark.

The next event was the pylon bust. A pylon was set up on the runway with a balloon attached at the top. Busting the balloon takes a lot of skill and is very difficult due to winds, speed, and depth perception. Nobody burst the balloon but a few aircraft broke the stick which held it up.

In the end, Barry Squire earned a third place trophy, Kurt Holmberg won a sixth place trophy, and Bob Ruff won the seventh place trophy. The Decorative homemade trophies consisted of beer cans on a piece of wood with miniature model airplanes mounted on top of the cans. Everybody had a great time despite some wounded aircraft.

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WASHINGTON, D.C. - Allegheny Airlines has asked the Civil Aeronautics Board for permission to offer a "Winter White Sale" discount fare designed to stimulate weekend traffic during the traditionally low-traffic first quarter of the year.

"Winter White Sale" travelers would be given a 50 percent discount under normal round-trip fares if they started their trips anytime on a Saturday and returned before 12:01 p.m. the following day, or, if no applicable flights are scheduled before that time, on the first available direct or connecting flights. Fare would be effective January 7 through March 19, 1978.

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SGA Survey

By Mark Shumway
 Staff Writer

What really happened to our \$11 student activities fee that was collected during registration? This was just one of the many questions that were asked by students on the AVION's survey of the SGA during the first few weeks of school this Fall. Out of 1,000 blue sheets that were distributed in campus mail boxes, 9.1% responded. In case you don't remember, or never did get one, I'll list the eight questions asked on the survey:

1. Are you involved in the SGA now?
2. Would you like to be?
3. What do you think the SGA does?
4. What do you think it should do?
5. Do you think we should continue to have an SGA?
6. Did you know that the SGA's constitution was being rewritten?
7. If you could make any changes in the SGA operation, what would they be?
8. If there anything you'd like to see the SGA do?

The responses were many and varied of the yes-no questions, on number 1, 2 answered yes and 85 said no. On question No. 2, 26 answered yes, 55 no, 3 maybe, and 4 left it blank. On question 5, 66 answered yes, 15 no, and 1 left it blank. And on question six, 58 said yes, and 28 answered no. As for the other four questions the answers came as many and as varied as tourists in Daytona Beach.

The biggest issue that seems to be getting the average student riled up, is a confusion over the \$11 student activities fee and the \$50 student services fee. These two fees

cover completely separate areas and are handled differently, they are not to be confused.

The total budget allocation proposed by the SGA for the Fall trimester came to a total of \$28,230.40. That sum consists of all the \$11 fees collected from students. Now for all you skeptics who are reading this, here is how it is broken down: The school newspaper, the AVION, requested \$3,998.01 towards their total Fall operating expenses of \$6,198.01. The school yearbook, the PHOENIX, requested \$15,853 towards a total yearbook cost of \$18,553. They were allocated \$3,890.39 plus any accrued revenue from November and December. The social functions committee, that arranges all the movies, shows & performers, requested \$13,000, they received \$10,397. The SGA office operating expenses came to a sun of \$5,000. WERU requested \$4,069 over and above their normal operating budget of \$895, as a one time only outlay to improve station operation. Any student who wishes to see detailed budgets of any or all of the above, is welcome at any time in the SGA office, their books are always open.

The \$50 student services fee is in no way connected with the SGA office. The SGA does not receive any part of the fee, nor is it used in any way to subsidize operations of the cafeteria or Pub. Jeffrey Ledewitz, vice president of Student affairs, explains the purposes and benefits for which the money is spent:

Although there is no specific breakdown as to exactly how much of the fee is used where, it benefits "in many areas

These include assistance in paying for, and defraying the expenses of the University Center and its operations, and the elimination of Graduation and add/drop fees. The former charge was \$20 for each diploma and \$2 each for all ad/drops. These were the source of constant student complaints, which were eliminated when the student service fee was established. Other areas covered by this fee include increased placement and more responsive counseling assistance. Expansion of health and improved postal service are also partially covered by the student services fee.

Some of the survey sheets had request for the elimination of these "useless" fees. And there has been some talk of making the student activities fee optional at registration. If this is to be the case, it will be necessary for each student to pay admission for all movies, and other extra activities such as the Stan Warner lecture, Randall & CC, Loco-motion circus, etc. The general idea is that you can pay now, or pay more later. It might be a good idea to give it close thought before any drastic measures are made.

Because of the multitude of complaints, comments, and observations throughout the blue-sheet survey, there just isn't enough room to cover everything in one article, in fact, it will probably take two.

And that is just what is going to happen, so keep an eye out for part two, with an interview with Bob Allen, the SGA president and his views on the SGA and answers to the survey questions, in a later issue of the AVION.

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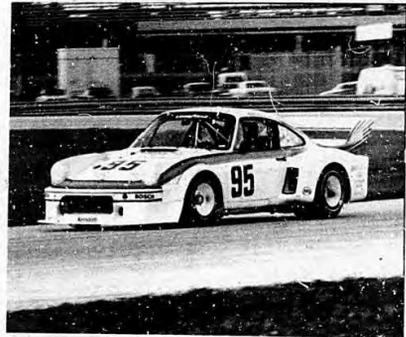
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(Photo by Chuck Henry)

ISMA-Camel GT 250

by Chuck Henry

For those of you who weren't around this holiday weekend you missed a great weekend of ISMA-Camel GT racing at Daytona Speedway.

The main race field consisted of Porsche's, BMW's, Corvette's, and Monza's whipped around the 2.64 mile course that included the infield portion of the track.

The beginning of the race was marred with accident in the sixth lap. Under the red flag a chain reaction of incidents happened when some drivers stopped and others didn't causing cars to spin off everywhere. Knocked out of contention were 4th, 5th, 6th place cars, all Porsche 934's, along with a few other cars.

The pole setting No. 95 Porsche 934RSR driven by Hurley Haywood, of Jacksonville, Florida, won the 65 lap -250 mile race. With an average speed of 114 mph in a time of 2 hrs. 15 min. Second place was awarded to John Paul, driving a BMW.

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RIDDLE SPORTS



SOCCKER CORNER

By Jim Zurales
Staff Writer



MAJED ABDULLA RASHEED

Playing the center half position for the Eagles is aeronautical science freshman, Majed Abdulla Rasheed. He came to Embry-Riddle from Kuwait in the Middle East, and can play any position on the team in addition to center half. "I've played soccer ever since I started walking," Rasheed commented. The center half's past soccer experience is very broad. He's played in an Arabian club in Kuwait in addition to playing in England against German and English teams. Rasheed also participated in the Organization of Arab Students in Miami and was a member of a third division soccer team in Dallas, Texas. "I can't live without soccer," Rasheed mentioned. He continued, "It keeps me in good physical shape and helps me forget my problems. On the team, there isn't complete understanding between team members because of all the different ways of playing. We need more team member understanding to become better and stronger." Rasheed would like to become a co-pilot for Kuwait Airways in the future.



BOB SPENARD

As the trainer for varsity sports, Bob Spenard basically looks after the medical fitness of the team. "I take care of emergencies, and help with physical problems like sprains, broken bones, and taping before games," Spenard pointed out. He came to Embry-Riddle from Stamford, Connecticut and is a junior in the aeronautical science program. Spenard was on a paramedic team for four years and is a Florida State Certified emergency medical technician as well as being a Connecticut State EMT for four years. Commenting about the team, he said, "I've watched the team for three years and the Eagles took runner up in the conference the last two years. The team has more spirit than ever before and I feel they look stronger than ever. I feel they have a good chance of going all the way." Spenard continued, "The coach is doing a good job and the team is working together a lot more than before. The team is in good health and there have been no serious injuries this season. I attribute the lack of injuries to good physical training."



SIAVASH POURSAARTIP

"I like the teamwork and the challenge involved in soccer," Iranian Siavash Poursartip stated. A senior in the aircraft engineering technology program, he has been playing for the Eagles for three years. Poursartip has played on local teams since he was twelve. He played in second division and junior teams in Iran also. "It's a very active game and you must be in good shape to play it," he commented. "Our school is mostly academic with hardly any physical education programs and our practices are not as good since classes often last till 5 p.m.," he said. Continuing, "The team had a lot of potential at the beginning of the season. Other teams had a great deal of support and we didn't and we didn't improve as much as the other teams. I hope more students from Riddle get into sports to give more choices for team members." In the future, Poursartip would like to become a successful businessman.

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DORM-RSI Challenge

bucket to win the 12 points for winning two out of the three events.

In the 100 yard dash, the Devastators won two races out of three. However, the RSI came in first place in the three mile run as the dorm placed second and third.

Some very competitive games were played in the tennis match. The dorm team came out ahead in the third set in both singles and doubles to claim three points.

The deciding event was the tug of war as the score was 22-21. A large crowd gathered as the dorm Devastators psyched themselves up by doing jumping jacks and singing war chants. Finally, the rope was stretched across the moat and after each team had dug their trenches, the event began. The air was full of voices shouting "PULL, PULL, DIG, DIG!" The dorm musclemen pulled and dug to a victory. After switching sides, the next grinding tug was again too much for the RSI who put up a good fight as the Dormitory Devastators claimed the field day victory.

The savage tribe of competitors then went in search of housing director, George Smith. As the rowdy mob packed into the lobby of the office, Smith was captured and hauled away for a dunking in the Riddle River's glistening green waters.

Later that night at the outdoor barbeque, Mike Gearing and Dan Furnish gave a recap of the day's events. As a kind gesture, all the Devastators then got together for their last chant: "2-4-6-8 WHO DO WE APPRECIATE? RSI, RSI!" Then as the Riddle Radio turned up it's next song, Gearing was lifted off the ground and carried to a cool splash in the moat.

Later, the dorm head resident commented "I'd like to thank everybody who helped and participated in the field day and am happy at the fact that some of the staff showed up to witness the events. I'd like to give special thanks to Mr. Cooper and Jeff Yates from Material Management for refereeing the horseshoe event. Also, thank you to WERU for providing music for the day and to PFM for arranging the barbeque. Also to Jimmy Hilburger for providing music for the evening and to the girls from DBCC who refereed the volleyball match." Gearing continued, "The Devastators are here to stay! Our volleyball and tug-of-war teams will challenge any Riddle team and our tennis team is yet to be beaten. The Mean Machine did a fine job. I give them a lot of credit for being well organized and getting it all together but they were not good enough to beat the Devastators. If the Mean Machine wants to come back next tri, the Devastators are willing to take them on again and win."

RSI head resident, Dan Furnish, stated, "I'd like to congratulate Mike for the win. However, I guarantee that next tri, we'll have that trophy. They had cheap, painted on T-shirts while ours were made up at the T-Shirt store in the Volusia Mall! It was, all in all, a great day of events. Nobody really ran away with any events and it was close right up to the finish."

The day proved very entertaining for the many spectators and participants. With the field day's tremendous success, we may be seeing more field days in the future. We'll have to if Dan Furnish wants the Mean Machine to get the trophy!

BOWLING

I hope everyone remembered to bowl last night because last week was Thanksgiving.

Well, there are only two weeks to go in the Riddle Bowling League and its a battle for second and third place. The Pins a Go-Go won four games last Thursday night and just about have first place wrapped up. The Imperial Storm Troopers won three and One More Time won four putting those teams in a tie for second.

Special congratulations last week went to Bruce Morrin coming on strong after a slow start and ending up with a 358 set and games of 220 and 205. Other high sets went to Duve Warner 539 and Bob Allen 531. Ralph Toles had a nice game of 212 and Bob Allen a 205. High set for the women was 438 by Caroline Cash.

The Bowling Banquet will be held Saturdays, December 10, at the Treasure Island Inn. Members may bring guests and the cost for each guest is \$7.50. Please reply by November 22.

HIGH AVERAGE

- MEN**
Mike Drake 169
Bruce Morrin 167
John Keek 165
Gary Sanders 165
- WOMEN**
Caroline Cash 155
Mary Lapick 138
Marilyn Sills 131

STANDINGS

	WON	LOST
1. Pins A Go-Go	30	6
2. Imperial Storm Troopers	24	12
3. One More Time	24	12
4. Tropical Punch	22	14
5. Horse Pullers Inc.	21	15
6. KAD Kustom Vans	20	16
7. 3 Dee's	19 1/2	16 1/2
8. Nu Names	19	17
9. Mosquitos	18	18
10. Fighting Irish	18	18
11. Gavilanes	18	18
12. Pirates	18	18
13. Animals	18	18
14. So Ho Go	18	20
15. Flying Eagles	15 1/2	20 1/2
16. Short Circuits	15	21
17. Grease Monkeys	15	21
18. NDB's	12	24
19. 172's	11 1/2	24 1/2
20. P-Funk	5 1/2	30 1/2

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Rock & Roll Needs Hot Boggie Bands To Keep Audience Warm

By Jean Snyder
AVION Secretary

The Gettin' Down '77 Rock Concert in Orlando's Tangerine Bowl rolled along as hundreds kept warm by boogieing the day away. The concert, an all weekend event provided all-day, all-night rock entertainment on Saturday, Nov. 26. With the heavy hard rock sounds of Asbury Park, the fans were blasted clean off their Army blankets as monolithic speakers quaked your whole being.

Finishing their numbers with their standard and popular firey blast, the audience had to shake or dance around to recorded sounds for over an hour most of the time until the next band was set up to perform. But the sun was still high and so were most of the audience.

The long-haired youth of Florida, and some of us who must now be considered over-the-hill hippies expectantly awaited Jay Boy Adams Band, but got the extra loud strains of The Winters Brothers Band.

This semi-country, very loud hard rock group provided limited audience participation and had very little group magnetism but were better, I suppose for the average rockster to enjoy.

Then after another very loud break, Jay Boy Adams Band came on and reinforced the fact that quality rock bands are alive and well and are living in Texas.

The band had good melody, fine drum quality and reasonably effective musicianship.

But the lights of the afternoon were beginning to wane

ed it's part in the day's event.

For nearly two hours we waited for Canned Heat to come and warm our spirits. During this waiting period two apparently young, hard-booze drinking audience members started a minor skermish which was neither squashed nor even calmed down. Several concerned by-standers were socked in their mouth or jaw and the end result was a rather large mulling around of bored youth.

The afternoon was getting very cool and many had left or wrapped up in their Army blankets and winter coats.

Even with all this added covering only the beautifully hard and heady rock strains of Canned Heat fanned the embers of the body fire and kept people on the bowl field from turning blue.

The ever present lead singer of Canned Heat did his best to provide a heavy addition to the day's musical montage. But the topper on the rocking cake was the improvisational drumming sensation of Canned Heat's drummer. His excellent and consistently foot-stomping drum concert set the field ablaze with rhythm and for a short time you forgot that you were freezing the very skin off your bones.

An entire evening was just awaiting the ardent rock enthusiast but as for this oldie-but-goodie, Sea Level, Atlantic Rhythm Section and Joe Cocker were coming on too late for my companions and I to handle the wait.

The show was great and it brought back some good times of other days in the late-rocking 60's.

Weather Radar Interpretation

By Kenneth Madden

HAIL ECHOS

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 turbulence (cat). Radar is only effective in detecting and avoiding the former.

Today, the use of airborne weather radar becomes increasingly important as the most advanced ATC ground radars are incapable of detecting weather. Daytona's radar, incidentally is of an older type and is capable of weather detection.

Radar does not directly show areas of turbulence. Instead, it shows areas of precipitation (water droplets) within clouds that are associated with turbulence.

The best reflection is found with raindrops - reflectivity (and echo brightness) increases directly with the size of individual drops. This is an indication of the severity of the turbulence to be expected if the area is penetrated (larger drops must be sustained by stronger drafts which means increased turbulence).

Precipitation Gradient - A change in precipitation intensity laterally within a thunderstorm and may be gradual or steep; flight through the latter will usually involve severe or possibly extreme turbulence.

Contour Dome - in this mode, areas of precipitation above a certain level will be "blacked out" to enable easy determination of the precipitation gradient. See Figure 1.

The farther the echo is from the aircraft, the lighter it will appear due to attenuation. Cells observed at extended ranges will almost always contour as the aircraft nears them (especially if the radar is "looking through" cells at closer ranges). Echo avoidance planning should be done as soon as practicable.

All echos that can be contoured 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
20 miles when at or above FL 250.

Departure Considerations. When lined-up on the runway, select a 25 to 50 mile range, tilt antennae slightly upward to clear ground clutter, and plan the take-off and climb-out route accordingly. Re-evaluate the weather in the climb and modify the departure route as needed.

Hail. Hail shafts are usually identified with four possible echo shapes (although not limited to these): 1) hooks 2) scalloped edges; 3) fingers and/or other protrusions; and 4) a u-shaped echo edge (3-7 miles across). See figures 2 through 5.

Hail echos tend to appear

suddenly and change shape and/or intensity rapidly. A 50 mile range is best for hail detection and use up-tilt frequently to determine new shafts of hail (especially when considering flying under a CB's anvil).

Note: Hail will be detectable only when a liquid water jacket has formed around the stone's frozen core. Perfectly dry hail (at higher altitudes) may not show up on the radar screen at all.

Tornadoes. Although Tornadoes themselves are undetectable on radar (due to the small size of their water droplets), the shapes of echos that they have been known to form from are noteworthy.

A hook-shaped pendant 5 or more miles long and in the shape of the araci numeral 6 strongly suggests the possibility of a Tornado. Especially if it is bright and projects from the southwest quadrant of a strong cell. See Figure 6.

A crescent shaped indentation on the side of a strong echo 3 to 7 miles long may be associated with tornado activity.

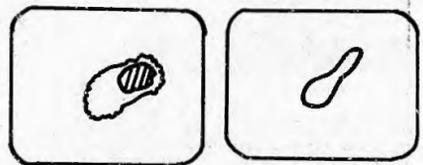
Extra margins should be added to the avoidance criteria stated previously when operating in areas of suspected tornado activity.

Snow. Dry snow will not return any echo; however, moderate to heavy wet snow will yield a light sandy or grainy echo.

Radar should not be operated on the ground within 100 feet of an aircraft being fueled. Also do not operate radar when people are within 15 feet and 60 degrees either side of the nose of the aircraft. You may sterilize your best friend.

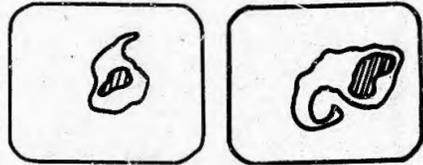


USE OF CONTOUR FUNCTION
Figure 1



SCALLOPED EDGES
Figure 3

FINGER
Figure 4



HOOK
Figure 5

Possible Tornado Producing Echo
Figure 6



CANNED HEAT jams the day away at the Tangerine Bowl this past weekend at the Getting Down Rock Concert '77. (Photo by Jean Snyder).



JAY BOY ADAMS BAND grooves and rolls their special sounds as hundreds warm to their rock sounds. (Photo by Jean Snyder).



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ROOM MATE NEEDED: I am looking for a person who either has a place and needs a room mate or someone who is willing to help look for a place. Preferably a non-smoker (however not essential) and someone who gets along with cats (I have one). If interested contact Dave Cramer at Box 3246 or at WERAU as soon as possible.

If anyone is driving TO New York or back FROM New York (Buffalo area) and would be interested in having someone share the driver, and expenses PLEASE contact John in Dorm room 124 or Box 1266.

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Ride needed to Rochester, N.Y. or nearby (like Buffalo, Syracuse, Utica, etc.) for the Christmas return. Will share driving and expenses. Call Howard 258-0190 or Box 2327.

I have 7 copies of "Into the Wind" photographed by Max Conrad, available for \$15 per copy. All proceeds go to Max. Will increase in value. Bob Whompson - 421-372 or 370.

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FOR SALE: 15 foot sailboat Sea Snake Mach 2 includes life jackets and paddles \$325 or best offer. Contact Steve at the Pub.

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LAST WEEK'S NAME THAT PLANE WAS A BLERIOT



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AN INTERVIEW WITH FRANZ HAUKE, ENGINE DESIGNER

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

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

Is this really new, this engine, have you known the high rears are one of it? Hauke: We tested 100 cars in the U.S. and Canada for so many months, we learned to order eggs "over easy". To a knowledgeable, nonimported car manufacturer has never done so much testing on such a large scale before. It was the only way we could truly know how the engine and the entire car perform under all your driving and weather conditions.

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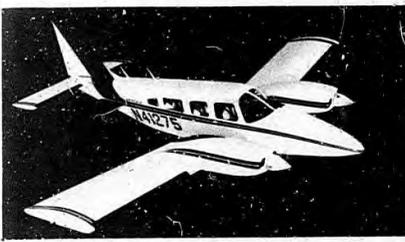
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