

3-1-1978

Avion 1978-03-01

Embry-Riddle Aeronautical University

Follow this and additional works at: <https://commons.erau.edu/avion>

Scholarly Commons Citation

Embry-Riddle Aeronautical University, "Avion 1978-03-01" (1978). *Avion*. 316.
<https://commons.erau.edu/avion/316>

This Book is brought to you for free and open access by the Newspapers at Scholarly Commons. It has been accepted for inclusion in Avion by an authorized administrator of Scholarly Commons. For more information, please contact commons@erau.edu.



Getting The Vote Out

By John L. Schaffer

This year's Student Government Association (SGA) elections will be held next month, March 15. Under the newly activated Constitution, terms of office begin with installation after the election and extend until the following Spring term elections. The incumbent President, Bob Allen, has appointed with Senate ratification, an election committee consisting of Dave Schreiber, Paul Warns, Dave Gallagher and this writer as Chairperson. I shall discuss how to run for the upcoming GSA vacancies, voting procedures and campaign restrictions.

Everyone is encouraged to run for the elected offices of President, Vice-President or one of the 10 Senator positions. To do so, candidates must fill out a petition to run for office obtained in the Student Activities office and get the required number of signatures. This petition should be returned to the SGA and the election committee will verify all information through student records. After this authentication, the candidate may actively campaign for election. All petitions are due back to the election committee by noon, Monday, March 6. Committee release will take less than one day and campaigning is allowed immediately thereafter until the election Wednesday, March 15. A 20

GPA is needed to run (2.5 for President).

Voting by every member of the student body is encouraged also. This is the one opportunity each student has to state a strong opinion. No "special interests" hold more than one vote and each student has an equal say. Don't abrogate this right and responsibility. The election committee will not endorse a particular candidate but we will strongly urge everyone to vote for ONE of the petitioned persons. Less than one-third of the student body voted in the last SGA election - let's do considerably better this time. To aid in this, voting this term will be as convenient as possible. We will have four voting machines, three in the University Center and one in the AMT complex for AMT and flight line students. A student must have both his E-RAU ID card and registration certificates to vote. The registration card will have one hole punched in it as voting time. Booths will be open from 1000-1700 hours (airplane time) and votes tabulated by 1900 hours with announcement of the winners at that time. Students will also be required to sign a roster as they vote. The entire procedure should take no longer than two minutes. Committee students will assist others

with operation of the voting machines. Do not forget your ID/registration cards on March 15.

Few restrictions are placed on the campaign itself. Good taste and judgement should prevail on posters, billboards, etc. The regulations of the Student Activities Office with respect to posters are to be followed, that is, each poster or "thing" hung up must have their stamp and meet other regs. No "things" may be erected on or around the air conditioner cooling tower in front of the U.C. The most important restriction is that campaign materials be taken down within three days of the election by each candidate election or campaign committee (or the candidate himself) whether that student won or not.

The Election Committee needs volunteers to assist with the voting booths and student ID/registration cards. Those who are interested (about 10 students are needed, more would be appreciated) should leave their names and E-RAU box numbers with the SGA secretary, Ms. Piercy, as soon as possible.

Once again, all students are encouraged to run for office and every student should be interested enough in the school and SGA to see how each candidate presents a platform and then GET OUT AND VOTE March 15!!

The Citation Arrives



Photos by Henry

Embry-Riddle is now offering a Citation typetraining. The aircraft being used is the Cessna Citation - I.S.P. (single pilot). It is being leased from Tilford Aviation, a Cessna Sales representative.

According to Bob Miller of Flight Technology, the course will consist of two weeks of ground school for three hours daily and 10 hours of flight time in the Citation, including the two hour check-ride. The cost for the ground school which includes the Citation manual, check list and ground instruction is \$325.00. The flight training will cost \$5,350.00. You can take the ground school without the flight training if you like.

The course is FAA and VA approved for all currently enrolled Riddle students and three academic credit hours may be obtained along with the rating by submitting a paper on the program to Bob Miller.

The ground school will be conducted from 4-7 p.m. in the evening and will contain from four persons minimum to a maximum of 20. Motivation is the word here, as there will be two quizzes and a daily test given, so be prepared to work at it. Most of the study will be on the aircraft's systems, emergency procedures, flight characteristics and weight and balance computations, the basics for any advanced aircraft.

The flight training will begin with basic airwork at 17,500 feet, progress to instrument work and approaches, then to single-engine work and emergency procedures. After four days of flying at two hours daily you will be prepared for the FAA checkride. The ride will consist of approximately two hours of oral covering systems, emergencies performance and weight and balance computations. The ride itself will cover airwork, emergencies, and all engine-out possibilities as well as instrument procedures utilizing the flight director and HSI. An understanding of the annunciator panel will also be required.

The entire flight course will utilize the Gemini concept just like the rest of Riddle's flight courses.

Bob Miller stressed that "instrument proficiency is a must" and to be eligible you must hold a commercial pilot's license with multi-engine and instrument ratings. He also added that a CFI and II would be a valuable asset. If you have the requirements for the ATP met you may also take that check-ride as part of the typetraining.

The first class has already begun ground instruction on the 27th of January and the next will begin March 13.

If you have any questions about the course you can contact Bob Miller at Flight Tech in the Parkinson Hangar.

Allen And Graves: Have They Kept Their Promises?

Last September, the Avion printed a question and answer article on the campaign promises made by the running parties for President and Vice President of the S.G.A. The winners, Bob Allen and Al Graves, have been in office for around five months. Have they indeed lived up to their promises?

To find out, I questioned three people about these promises. The three are: Smokey Stover (you'll remember Stover ran against Allen for President), Jeff Ledewitz (Vice President of Student Affairs), and Bob Allen (present President of S.G.A.).

It's quite obvious that he would be the wrong one to ask as he could just as well tell me what I want to hear in only a positive sense. I don't know him personally, but he does come across as someone who is honest so I'll just assume he's on the up and up. Stover was chosen for a sort of "utopian side of the coin" opinion. Dr. Ledewitz was questioned as being in an objective and unbiased position.

The promises made follow with the opinions of each below.

(continued on page 3)

INSIDE

CLASSIFIEDS	7
CLUB NEWS	4
OPINION	2
SPORTS	5

NOTICES



NOTICE:
The person who left the letter to the editor, without leaving his name, I cannot print your letter without knowing who you are. It does not have to be printed, but I have to have it for legal purposes.

Jim Harris, News Editor

STUDENT ACTIVITIES

"FOR WOMEN ONLY"

Want to get in shape and feel better? From Wednesday, March 1 and continuing through Monday, April 10, a women's physical fitness and conditioning program will be directed by a professional in the field.

If you are seriously interested, please contact one of the following people today or meet in the Common Purpose Room at or before 7:00 p.m. tonight for the first session.

Peggy Foyler - Royal Scottish Inn
Kathy Von Stettin - Dormitory East, 436
Student Activities Office
If unable to attend and you are interested leave message in PO Box 4017.

NOTICE:
Our ears sprout wings! Come

to the organizational meeting of the E-RAU Roadable Aircraft Club, March 6, 6:30 p.m. in the Faculty/Staff Lounge.

FLIGHT RESERVATIONS MUST BE GIVEN

Reservations for flight courses for summer 1978 and Fall 1978 trimesters are being taken now in the Flight Records Office, (G104). A deposit of \$100 is required for each flight course reserved. Stop by the Fl. Records office for more information.

NOTICE:

According to Mike Nichols, air conditioning and heating supervisor here, any clubs who are planning to decorate the water tower outside the U.C. must contact Mike no later than this week if you plan on decorating. If not, he will begin to refill the fountain area with water.

AFROTC PRESENTS

AFROTC continues its presentation of the history of the Air Force. This Friday, in conjunction with the Media Center, AFROTC will show two films: "D-Day" and "The Invasion at Schweinfurt". The films will be shown at the Riddle Theater at 3:00 p.m. AFROTC looks forward to seeing you all there. The films are very interesting and include actual shots of the battles as they occurred. So come on down to the Riddle Theater on Friday and see the History of the Air Force.

Noise Abatement

By Daniel Karger
Staff Reporter

This article discusses the noise situation of your friendly neighborhood airport. Quite truthfully, it is extremely biased. Partially because it is written by someone who knows a superior means of transportation when he sees one, but mostly because it is written by a recently certified private pilot who drinks 100LL instead of beer.

Daytona Beach airport does not receive a tremendous amount of noise-complaint telephone calls. Aside from one man venting his anger by shooting at Cessnas on final to 8-right, there aren't too many noise complaints. This is due mostly to an effort by all involved in Daytona aviation, to abate noise as much as possible. Faster climbs, delayed departure turns and arrival descents, even newly designed, quieter aircraft engines help the situation.

Of course I've always wondered why anyone who disliked aircraft noise that much would move into a house 2,500 feet from the departure end of a runway, and then complain to the airport authority about the bad location of the airport. It makes me wonder what density altitude these people's minds are functioning at. Unfortunately these same people can have an amazingly terminal or restrictive effect on certain airport operations.

Example: A bill was recently introduced in the Ohio legislature to ground air traffic between the hours of 11:00

p.m. to 6:00 a.m. This bill, if passed would affect 15 airports. It would also affect jobs and airport revenue.

Example: Airport neighbors of Santa Monica field (rated the 41st busiest airport in the U.S. for 1977) continue to campaign against the airport. Having already terminated ALL jet traffic and helicopter training they are now trying to close the airport at night and displace the threshold of the 5,000 ft. runway.

The examples go on, and on luckily aviators, various aviation organizations, and some concerned politicians are there to fight the bills. But if more of the uninformed public could learn of the many qualities of aviation and air transport then maybe there would be fewer complaints.

If more Daytona Citizens would realize that: Dayton airport yields over 200% profit return in taxes (much more than Daytona Speedway and they still owe back taxes). Without Daytona Airport there would be no Embry-Riddle students to spend money. (Don't laugh. E-RAU students and employees spend an annual average of \$15,138,032 on consumer goods and services). If they would realize that without Daytona Airport, the tourist flow would be a profitless trickle. If they would realize that the fastest, cheapest, and safest way into and out of this strange little town was the airlines, then maybe their attitudes would change.

(continued on page 7)

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.

OPINIONS

Letters to the editor

LETTER TO THE EDITOR

It is painfully obvious to many students enrolled in the Flight Technology ground school that a majority of the material which is taught in class can be learned as quickly and efficiently on one's own time. The books available for achieving this are numerous, including Jeppesen, Kershner, and FAA publications to name but a few.

Granted without the structural rigidity and demands of the classroom environment, many students would not be motivated to study material which, if not learned, could cause them potentially dangerous in the air. But what of the student who recognizes the importance of learning these necessary facts and is willing to take it upon himself to learn them. Why should this student be herded into a class for hours each day only to have the frustrating experience of going over material which he already understands.

It is E-RAU policy that even if a student has passed the FAA written examination for a flight certificate or rating he must still take the academic ground school. This means, for example, that if a student takes it upon himself to prepare

for the FAA commercial examination prior to entering the commercial flight course, he must still spend \$650 as well as four hours a day in class for six consecutive weeks, even if he made 100% on the FAA exam! This is a blatant waste of time and money. Furthermore, this time spent in class could be devoted to flight instruction, thereby allowing the student to finish much more quickly of prime importance to the Flight Technology student in the first place.

Clearly, most students would prefer the special attention afforded them in ground school. Many would not have the motivation or initiative to learn on their own. But it seems fair that the student should at least be given a choice.

The only reply given by the University which gives credence to their rather closed minded position, was that the student would cram to pass the FAA exam in some three day ground school and not remember the material a week later. Also, the FAA exam does not cover all of the material which would be covered in ground school here at Flight Tech. These are

both valid points, therefore, I suggest the following: If a student has passed the FAA examination and does not want to take the ground school course he must first pass the same final exam given to the ground school students. If this is deemed as insufficient then it might be required that the student pass all of the tests during the ground school student. If he receives a passing grade, he may then be exempt from ground school. Note, this must be done before entering a flight course which would put the student in a much better position to correlate his practical experience with his book learning. The way the ground school is set up at present this is not possible.

Again, this would appeal to but a very few and those few will be able to save vast amounts of money and time and also complete their flight courses much more quickly.

Of course, this argument falls on deaf ears if the University policy was initiated so that even more profit could be squeezed out of the already financially harassed student.

Sincerely,
Frank Wortham
Box 7214

TO THE EDITOR:

Dear Ray,
Embry-Riddle, as you know, is the world's leader in aviation education. Therefore it commands a high tuition which for the most part we all find justified but where are the administration's priorities when it comes to spending. No I'm not talking about more aircraft we have too many already when they start trying to occupy the same space at the same time. But I am talking about something as simple as a mere \$200 bill to make perhaps the school's most important course, soon to become a graduate course, better. Of course I'm referring to the four credit Flight Engineer prep course.

Plans and arrangements were made to make available to the students a realistic paper trainer through the use of photography much the same as the photos that were taken of our other aircraft found in the tutor rooms. But it seems that Dean Motzel didn't see his way clear to authorize the \$200 to be spent.

If the University can afford to hire a bartender to serve drinks on a bus recently occupied by the Board of Visitors on a trip to Jacksonville at a cost of ??? God only knows (not to mention the free lunches given every month). It seems to me that they can appropriate a couple hundred bucks to something worth while that will benefit the students rather than fill the Board of Visitors bellies.

While I'm moaning and complaining, what has happened to WERU? Yea, I know they're still doing Disco engagements but are they still on the air?

The SGA gave them an awful lot of money and I'd hate to see them disappear into the woodwork after that big investment in them (even though they do part quarters on those expensive cartridges - what if Engineers!)

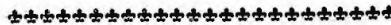
Anyway the reason I bring it up is there is another organization on campus that has continued to bring home

honors to E-RAU without the financial support of any one on campus except AHP. I'm speaking of the FLIGHT TEAM. We've pumped a lot of money into WERU with little to show for it and we've pumped no support into the flight team and these dedicated individuals have brought back trophies from every meet they attend. Perhaps the students also ought to reevaluate their priorities as to where their SGA money goes. It's a sad state of affairs when everyone on campus knows about WERU but when you ask for some support for the Flight Team everyone says, "What Flight Team?"

Thank for listening, Ray,
Cap'n Stu' White

It has come to my attention that not much has been done to interest the students of this college about the University Center. For instance, there are alot of people playing pool these days, and a pool tournament every Friday night would go over BIG. If you charged a dollar entry fee and made first prize \$15, I'm sure you would make money every night. Even a Backgammon or a pin ball tournament every week or two weeks would be very helpful to the students and the extra money could go to the AVION or the U.C. or whatever. I think if you take a close look at it, it would work!

One of the Top Five
Name withheld on request



The Avion Staff

- EDITOR: Ray Katz
- NEWS EDITOR: Jim Harris
- BUSINESS MANAGER: Bill Hume
- LAYOUT EDITOR: Ellen Nagourney
- SPORTS EDITOR: Chuck Henry
- PHOTO EDITOR: Dick Butler
- STAFF REPORTERS: Mark Shumway, Randy Cheshire, Daniel Karger, Jonathan Bailey, Jeff Newlin
- LAYOUT ARTISTS: Dennis Mitchell, Keith Kolarik
- PHOTOGRAPHERS: Dick Butler, Chuck Henry
- COPY READER: Randy Cheshire
- SECRETARY: Jean Snyder

MARCH 11, 1978
Volume 28, Issue 6

Published weekly throughout the academic year and bi-weekly throughout the summer and distributed by THE AVION, Embry Riddle Aeronautical University, Daytona Beach Regional Airport, Daytona Beach, Fla., 32114. Phone 252-5561 extension 313. Trimester Subscriptions - \$3.25.



EDITORIAL

By Ray D. Katz
AVION Editor

There is one last problem I must discuss before I quit harping on the problems of the flight line. It is one that covers the most significant difference between Academics Flight and Flight Technology. This is the problem of flight and academics interfering with each other, and centers on the most basic premises of academic flight itself. The Administration's position is that the students want to fly at the same time they are in academic courses.

From my own personal experience this is extremely difficult not only financially, but also from the standpoint of learning as well. It would be interesting to compare completion and drop-out statistics between the students enrolled in the two different programs. Let me discuss some of the problems of a student in academic flight. First, the flight program gets forgotten as he concentrates on an academic course in preparation for a big exam, or vice versa. Then academic course is skipped, completely on the day that the weather finally clears, and the student gets to go on the cross country that he's been waiting two weeks (and three weekends) for. And the confusion is worsened for the "B" term student - he can't start on time because all the "A" term students haven't completed their courses, it's at the end of the trimester and all of his academic instructors are playing catch-up, and, not to mention, the final exams are much harder to study for than mid-terms.

All of which leads me over to Flight Tech where the philosophy is simple and single minded - get the student prepared and through the FAA exams and checkride. For the student, it means that he has one goal, and that is to get his certificates. In academic flight, he has two goals to attempt to reach simultaneously. And if the student has any problem at all, then one suffers.

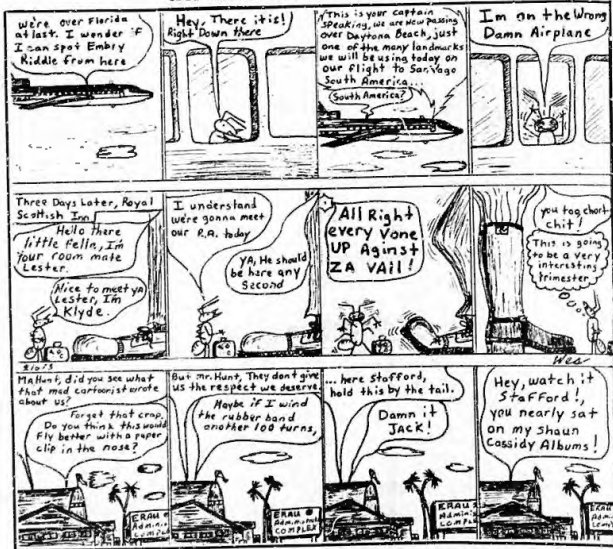
Having taken courses in both programs, my advice to the entering student is -- make a decision! One or the other. If you want to fly, then do that to the exclusion of all else. But if you decide to take academics, then concentrate on them, make sure you learn what is being taught, and get good grades. When you are ready, then, do the other.

If you must attempt both programs simultaneously, then alternate trimesters. Take it from me: you'll get more out of your courses (because you can put more in), you'll get better grades, an enjoy both far more, because you can concentrate on what you are doing. But remember, it's your education and you're the boss, so do it whatever way you feel is best and don't let anyone tell you different.

Ray D. Katz

Klyde Morris

was oleszewski



ATTENTION FORMER AND FUTURE AVION AD SALES-MEN

Advertising for the AVION helps you the student as well as the AVION organization by lowering the total costs requested from the Student Government Association.

However, in recent months several students have walked into the AVION office requesting to sell ads. With great naivete we have believed that some financial benefit would come of their presence.

If you still have AVION contracts and rate brochures please do one of two different things 1) (and this is preferred)-take some time and go out and sell ads to fill up those contracts and constructively utilize those ad brochures or 2) please drop off the brochures and contracts so others may use them and this will not be an exercise in tree-pulping and trash disposal.

It's your money - Signed, Jean Snyder AVION Secretary

LETTER FROM THE NEWS EDITOR:

I would like to put out an apology to Bill Fimble for a mistake for not putting his name under pictures he took which were printed in the AVION. Bill has taken pictures for us in the last two issues on his own and because of unknown reasons he was not listed as the photographer.

I would also like to put out a request for any people interested in working on the AVION staff. Writers, copy readers, and layout artists are still needed. The paper is

being put out by only a few people who are working very hard to keep ERAU's students pleased.

Another item I would like to cover is apologizing to social events for not covering their Max Conrad presentation. Our writer was unable to attend because of car trouble and the paper was scheduled for printing early the next day, making it unable for us to find a writer in time.

These problems could probably be stopped if we had more people taking an interest instead of just criticizing.

Jim Harris News Editor

TO THE EDITOR:

In regards to the dismal appearance of the air conditioning tower in front of the Union Building, what better way to symbolize Man's struggle and challenge in his conquest of the skies, than to depict each particular side as an achievement in aviation history... For example: The Wright Brothers: the pioneers of early flight, the airplanes of World War II, the jets used in modern day tactics, and possibly even an artist's conception of the aircraft of the future. In this respect all who participated are represented, rather than just those who piloted these aircraft.

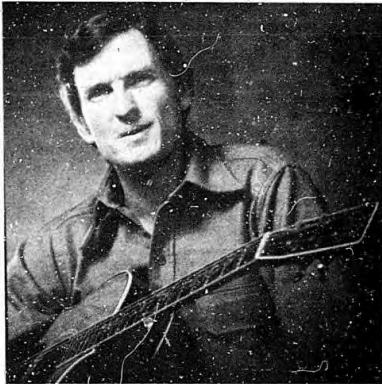
James J. Williams

mid



terms

SGA Presents: Gamble Rogers



Appearing here, at ERAU's University Center, Saturday night, March 4, is Gamble Rogers. A teller of tall tales, spinner of fantastic stories, singer, writer, poet, musician, Gamble is one of the original 'good ol' boys who has found his true reward in what he calls "Southern Gothic Art Songs."

Gamble's recently released album, GAMBLE ROGERS (MR 52779), features precise finger-picked guitar and evocative vocals. Here are found traditional as well as original compositions. In addition, Gamble's widely acclaimed

comic monologues - side-splitting stories based on personal experience - are also featured.

For the past seven years, Gamble has been traveling all over this good land performing on national television, in concert, and at colleges and clubs. His delightful ability and rise to popularity were praised in "The Rolling Stone," "The Chicago Sun-Times and Daily News" and "Billboard." "Performance Magazine" wrote, "... Gamble Rogers is the sort of experience that I like to share with friends. ... all it takes is listening - one time." TRY IT, YOU'LL LIKE IT!!!

Allen And Graves

(continued from page 1)

I don't see any more clicks in the senate and there is less difficulty this year in the form of representation from different areas.

ALLEN: We no longer have the so-called 'clicks' from clubs and frats. Instead we have representatives from the different areas mentioned who are appointed by application and selected through executive cabinet. By these reps we can get info to the students and also get feedback from them.

PROMISE 3: Increase the flow of communication to the students from the school hierarchy to give students a chance to react to ERAU proposals.

STOVER: I haven't seen an increase in the flow of communication. A student can go to S.G.A. and dig out info. Why dig? Get it out in the open so they don't have to.

LEDEWITZ: Feedback from hierarchy still needs to be improved. Not enough info put out for anyone to take notice. Here again, only those students who care will notice what's going on anyway.

ALLEN: We've had positive results with this. Nothing happens on campus without going through S.G.A. (i.e. new pool, new dorm). A student can go through S.G.A. to find answers on anything.

PROMISE 4: Publish minutes of meetings and financial statements in AVION.

STOVER: I haven't seen where the minutes have been thoroughly taken and publicized. They should be put out in the AVION every time a meeting is held. The same with financial statements!

LEDEWITZ: I noticed they were published in the fall of last year, but so far I haven't seen them. They should be publicized so as to let people know what's going on.

ALLEN: Yes, we publish minutes of meetings in either the AVION or on the bulletin board outside the S.G.A. office. Financial statements are also listed.

PROMISE 5: Weekly AVION reports written by S.G.A. President or Vice President containing detailed feedback of S.G.A. projects and assignments brought by students as well as how such undertakings are progressing - status reports.

STOVER: No, I can't say I've seen where they've been published. I looked forward to a weekly report in the AVION by either Bob or Al. Surely they have something to report concerning what's going on. I can see where only those who are concerned would read it though.

LEDEWITZ: No reply taken.

ALLEN: We did put an article in the AVION at first but found it took up too much space due to the amount of info involved. To remedy this we now make reports available through the bulletin board outside S.G.A. offices or through the secretary in the S.G.A. office.

PROMISE 6: Active and personal contact with students to elicit opinions on upcoming issues. Ask students directly what they want/what's wrong.

STOVER: No personal contact, not enough anyway to really be noticed. I think it's good that senators are urged to get out and find out what the students feel and want.

LEDEWITZ: I don't really know about the questioning of students by actually going to them. It's a good idea though, it should be emphasized.

ALLEN: Yes, I have gone out on numerous occasions. I find however, that only a few are willing to really give an opinion on what's happening. I encourage the senate to get out and find what's happening with students and how they feel. Usual replies concern parking, food and dormitories.

PROMISE 7: Promote S.G.A. as total student outlet giving it the ability to meet its purpose as stated in the ERAU catalog "... to promote the welfare and represent the interests of the student population in relations with the university and other organizations."

STOVER: Yes in the sense that they represent those who care and voice their opinions. You can't represent the whole by the opinions of only a few, but how do you solicit the whole if there's no cooperation.

I can't see where they've done any more than former administrations due to the apathy on campus.

LEDEWITZ: This has been a bright spot. Students are now on committees and have full voting privileges on all matters (i.e. pool construction, advanced registration). I didn't see this before present administration. They couldn't get enough people to attend meetings before. S.G.A. is stronger for sure.

ALLEN: S.G.A. is now a credible voice of the student body, when asked by administration, the S.G.A. is in the position to state what the students want by info gathered by senators, committees, etc.

AF ROTC

By Oz Alfert

Last weekend was a very active and rewarding one for AFROTC Detachment 157. Saturday, the cadets caravaned out to FTU in Orlando for Field Day competition. The day was a success, and we came out victorious. FTU won the following events: basketball, softball throw. Our ERAU detachment won the tug-of-war, egg toss, racquet ball, three-legged race, and the softball game. In the end, the total points gave us the undisputed victory. The entire day was lots of fun, with everyone giving their best in the games. For lunch, we all had plentiful helpings of chicken, beans, potato salad or french fries.

and beer unless you wanted soda pop. And the lunch hour was, of course, highlighted by Matt Jones on the piano. All in all, it was a fantastic day. Those who couldn't make it missed out on quite a bit.

But now moving on to Sunday. The AFROTC softball team scored its first win of the season by beating Quad-A by a score of 14-13. Congratulations to the team. It was a hard fought game with some outstanding hitting. For AFROTC, John Henkus hit a three-run homerun in the second inning, and Dave Freilinger belted a two-run homer in the fifth. It looks like the team is really shaping up. They should be a red hot contender for the championship this year.

Community Culture Free To ERAU Students

Through the courtesy and generosity of a member of the ERAU Board of Visitors, ERAU students have the opportunity to attend performances of the Civil Music Concert Series and the Florida Symphony Orchestra free of charge. Mrs. Lawrence Vagnozzi has donated the tickets which are issued to students in the Office of Student Activities. The response to early performances has been very encouraging with about 40-50 students attending the events. Future performances include:

- The Florida Symphony Maureen Forrester, Contralto Wednesday, March 1, 8:30 p.m. Civic Music Concert Series Piedmont Orchestra Denis Brot, Cello Soloist Monday, March 20, 8:00 p.m. The Florida Symphony Eugene Podor, Violinist Friday, March 31, 8:30 p.m. Civic Music Concert Series James Dick, Pianist Saturday, April 15, 8:00 p.m.

All performances are held at the Peabody Auditorium. Students who wish to reserve tickets may sign up in the Student Activities Office. Tickets may be picked up on the day of the performance (or on Friday for weekend performances). Tickets must be presented with a current ERAU identification card. Many thanks are due to Mrs. Vagnozzi for making these outstanding activities available to ERAU students.

MGT. CLUB

By Linda Mayberry

Well, Management Club members, our third meeting for the trimester will be on Friday March 10, at the Treasure Island Inn. You all should be getting notices in your boxes with all the specifics. The speaker for this meeting will be one of the managers from Sears. Reservations should be in to John Webber by this Tuesday, March 7.

Mid Term grades go in today. I want to wish you all, and myself, alot of luck. (I know I need it!) Think positive! Graduation is in sight.

ALUMNI NEWS

Michael Bus, a 1975 Aeronautical Science graduate, has been selected by the FAA for Controller Training in Oklahoma City and assignment to the Miami, Florida Traffic Control Center.

Mike has been employed in Daytona Beach as a vehicle inspector for Volusia County.

MEDIA CENTER

The results of the MEDIA CENTER WEEKEND HOURS SURVEY have indicated a 2 to 1 preference for Sunday over Saturday. Many people commented that they would rather work or play than study on Saturday. Any change of hours will probably not be effective until the summer term.

Thank you one and all for your responses and comments. We hope to see each of you in the Media Center soon.

PONG NIGHT IS COMING

Lately there have been articles in the AVION saying that there are not enough extra curricular activities planned at Embry-Riddle. For all of you who feel this way, here is a chance for you to show to the school your talent is. Anyone interested in entering a table tennis competition is welcomed. It will be singles competition on a knock-out basis. Preliminaries for this competition will be held in the Dorm Annex on Monday March 6 and

Wednesday, March 8 at 5:00 p.m. After these elimination matches, 16 top players will play in the finals in the University Center on March 10 starting at 7:00 p.m. Trophies will be awarded to the top three players.

For those interested, you can sign up in the Student Activities Office or fill in the entry form below and return it to the Student Activities Office no later than 12 noon on March 2. THERE IS NO ENTRY FEE.



COMEDY TEAM

By Jim Harris News Editor

On Feb. 17, Edmunds and Curley amused an ERAU audience with what was another fantastic show put on by our social events committee. These two men kept all who attended with a smile on their faces for the two hours of their show. They started the show with a skit complete with sound effects, about an airline pilot who had gone to a party just before his flight. You can imagine what went on from

there! The two then went on to do skits on rest rooms, family dentists, and more. The shows that have been put on for us this year have all been of an excellent quality. There will still be more events this year. You have already paid for these shows, so why not spend an inexpensive night in the U.C. and view a play that I'm sure everyone will enjoy.

ENTRY FORM

ERAU Table Tennis Competition

NAME: _____

BOX NO.: _____

ARE YOU REPRESENTING A CLUB OR AN ORGANIZATION? _____

YES NO

NAME OF CLUB OR ORGANIZATION: _____



RIDDLE SPORTS



Eagles Lose To Florida Bible; Win Against Flagler College



Eagle's second baseman, Greg Fieth, tags out a Fla. Bible runner. Photo by Henry.



File up at home plate by Eagle Bob Jenkins. (Photo by Harris)

Last Friday the Eagles visited Flagler College to play in their dedication ceremony game.

The game produced timely running, hitting, and scoring as the Eagles routed the Saints for a 9-6 win. With ace pitcher Nelson Solari on the mound the Eagles tallied a 3 run lead scoring single runs in the second, third and fourth innings. Solari breezing through the first 3 innings striking out six of the nine batters developed a sore arm as Flagler fought

back to even the score 3-3. In the fifth the Saints went on top 4-3 scoring one unearned as Steve O'Sullivan took the hill to relieve injured Solari. In the top of the sixth the Eagles came right back tying the score 4-4. Catcher Jerf Dougherty lead off the seventh with a walk; Jim Barwick pinch running stole second and then third on his way to five for the day as the Eagles set a school record of 10 stolen bases for one game. Barwick then scored on Joe

Golinski's sacrifice fly to take the lead again, but the Saints again tied the score 5-5 in their half of the inning. In the big eighth inning with two out Ken Hauser walked, stole second and scored on Greg Feith's double; Kevin Lavannah came to the plate next and slammed a game winning 375 foot home run over the left field fence which proved to be the turning point of the game for the Eagles. The Saints scored one more in the eighth but the Eagles got

that run back in the top of the ninth as pitcher O'Sullivan scored on Golinski's single - to take a commanding 9-6 lead in the ninth. O'Sullivan retired the side in order in the bottom of the ninth for his first win.

This week the Eagles play on Field 6 against Bethune-Cookman (March 1) then go on the road to FIT (double Header March 2), St. Petersburg CC (March 3 & 4) and the University of Tampa (March 6).

Scoreboard Results

1978 SCHEDULE EMBRY-RIDDLE VARSITY TENNIS

DATE	COLLEGE	SITE	TIME	DEPARTURE TIME
Mar. 22	Florida So.	Away	1:30	10:30 a.m.
Mar. 4	Stetson	Away	1:00	12:00
Mar. 7	N. Michigan	Home	2:00	
Mar. 8	Rose-Hulman	Home	2:00	
Mar. 16	Stetson	Home	2:00	
Mar. 31	St. Leo	Away	1:00	10:00 a.m.
Apr. 1	FIT	Home	1:00	
Apr. 6	St. Leo	Home	1:00	
Mar. 9	Bellarmine	Home	2:00	

TENNIS RESULTS FEB. 22, 1978

RIDDLE VS. FIT



SINGLES: (E-AU left, FIT right)

- Mike Isaacs lost to Larry Hall 4-6
- 6-4
- 6-1
- Bill Davies lost to Greig Pifat 6-1
- 6-2
- Tom Montoy won over Fred Storm 7-5
- 3-6
- 6-3

Buck Cross lost to Mark Gardiner 6-4

DOUBLES:

- Isaacs - Davis lost to Hall, Gardiner 8-3
- Montoya, Cross lost to Joe Moss, Storm 8-0

SOFTBALL RESULTS OF FEB 26, 1978

Joey's Geese Patrol	17	Barnstormers	16
Foul Balls	18	Playboys	6
ROTC	14	AAA	13
Hang Ten	10	Mad Dogs	1
The Latins	15	The Team	11
Ten Stogies	12	Miller Boys	11
Outlaws	13	Mustangs	5
Blue Chips	25	AHP	2
Sigma Chi	15	Lambda Chi	4
SC's	14	Delta Chi	13
Sigma Phi Delta	26	Arnold Air	4
Pumas	15	Rebels	5
Veterans Club	19	Heller Skelter	3
Vets Club	14	Bigdads Express	0

TIME	FIELD 7	FIELD 8
8:30 AM	Pumas - AHP	AVROC - Ball Busters
9:45 AM	Tomcats-69er's	
11:00 AM	Snowblind vs. Joey's Geese Patrol	SC's - Flight Tech
12:15 PM	Outlaws-Rebels	
1:30 PM	Blue Chips-Mustangs	Heller Skelter - Bigdads Express
2:45 PM	Sigma Phi Delta - Barnstormers	Landside - Latine
4:00 PM	Chandelles - Northeast Express	The Team-Veterans Club.

FLIGHT INSTRUCTORS

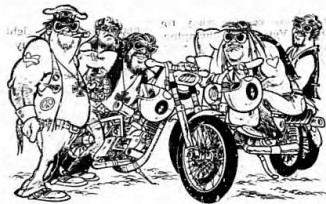
* AEROBATIC INSTRUCTORS COURSE *



MAKE YOURSELF MORE VALUABLE TO YOUR EMPLOYER AND YOUR STUDENT. ENROLL IN OUR FEDERALLY APPROVED AEROBATIC INSTRUCTOR COURSE

CONTACT: THE MARK RIDEN SCHOOL OF AERBATICS 1225 WILD CAT STREET DAYTONA BEACH, FLORIDA

252-2565 WED THRU SUN. 10 AM - 3 PM



Daytona 200 Most Competitive Ever

DAYTONA BEACH, Fla. - A record purse of over \$100,000 awaits the most competitive racing field in the history of the world-famous Daytona 200 motorcycle road race Sunday, March 12, 1978.

And, according to one of the events most successful riders, more riders than ever before will be capable of winning the nation's biggest international sports event.

Gary Nixon, winner of the race in 1967 and a two-time American motorcycle champion, made his observations after three days of testing carburetor restrictor plates at Daytona International Speedway - plates designed slow the bikes down slightly and provide better tire wear.

During the tests on his Yamaha, the various plate sizes evaluated cut less than 2 seconds from the lap speeds, a matter of less than 4 mph on the average lap, yet gave the bike more stability and handling in the turns.

"We had no wheel spin whatsoever coming out of the chicanes," Nixon reported. "This should bring everyone closer together and make for a lot better race."

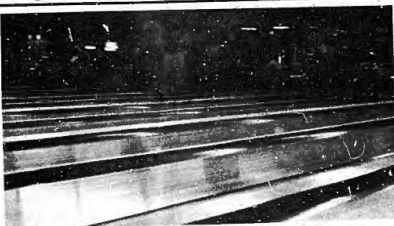
The Daytona 200 was divided into two 100-mile legs in 1977 because excessive horsepower caused wheel spin and tire wear. Use of carburetor plates, similar to those used in NASCAR a few years

ago, will enable the race to be run 200 consecutive miles in 1978.

The event, the first in the AGV Trophy series, is expected to attract a record number of foreign competitors including the champions of several European countries.

Steve Baker was winner of the \$30,000 1977 international AGV Trophy with wins at Daytona and Paul Ricard and a 2nd place finish at Imola. Another American, Kenny Roberts, was runnerup.

Daytona Speedway officials report record interest in the 1978 Motorcycle Classics with reserved seat ticket sales for both the Daytona Super-Cross on Saturday, March 11 and the Daytona 200 on Sunday, March 12, ahead of 1977. CYCLE WEEK '78 gets underway on Monday, March 6.



Embry-Riddle bowlers in action. Photo by Henry

Gutter Talk

By Trish Westover

The Embry-Riddle Bowlers are back in black and white again. The last few weeks were slow but it seems the pace has picked up again.

February 9 was a definite slump night. No one reached the two hundred mark. Coming close were a few gentlemen - Bruce Morrin tallied a 198 and a 569 series. Mike Scott was just one pin behind with 197. Jeff Marks and Rick Freeborn both contributed their 194 games to the pot. The females didn't feel the hesitancy of the pins to fall. Caroline Cash led them with 184 and 469 for series. Sally Silliman and Marci Shumate respectively won 194's and 142's. Show them how girls!

February 16 proved only one better than last week. Terry Shalan singled himself out with 206. Close to the draw were Dave Warner and David Mulhall who scored 199. Doug Baldauf rolled 194 while

Rick Freeborn showed his 190. The opposite sex was still letting those pins down gently. Trish Westover had a nice 178 with Caroline Cash's 177 hot on her trail. Tanya Baldauf accompanied her husband with a fine night. Her 144 and 420 for series will definitely boost her team morale.

Thank heavens someone finally brought a new deck of cards. The halls must have been falling in place on the 23rd. Mike Scott showed us how to bowl with his 256. NICE JOB!! A 212 was a common score for Bill Konrad and Rick Freeborn. Terry Shalan drew the lucky 200/547 card. The females were playing hard to get this night, so hard that I'll just leave them alone.

This has been your Thursday Evening Report. Hope you have enjoyed the game and I will return next week. Good day!

SORRENTO DELICATESSEN, INC.

Within Walking Distance of School In the K-Mart Shopping Center

DELI, SUBS, PIZZA DAILY SPECIALS



MONDAY TUESDAY WEDNESDAY THURSDAY FRIDAY INCLUDES

Baked Ziti - \$1.59
Pizza - See Coupons
Baked Lasagna - \$2.19
Spaghetti - \$1.19
Ravioli - \$1.59
Bread & Butter

This coupon worth 50¢ off on a small 75¢ off on a med & large Homemade Pizza

OPEN 8 AM TO 10 PM Phone 255-1817

Noise Abatement

(continued from page 1)
There would be less opposition to general aviation and maybe some more support.

It is suggested to all people involved with general aviation to inform the unknowable people of the practicality of aviation. And it is the duty of all people involved to legally fight all citizens and bills which try to govern aviation in an impractical and unsafe way.

Well now, having discussed the noise complaint versus the practicality of aviation I can go on to speak of a few helpful hints on the problem. Most of these hints are general knowledge taken from aviation magazines and applied general usage.

NOISE ABATEMENT HINTS:

1. Avoid low flight over noise-sensitive areas such as ground reference maneuvers over residential areas, hospitals, libraries, etc.
2. Fly your pattern close in to the field and high.
3. Depart from end of runway rather than intersections to cross airport boundary as high as possible.
4. After lift-off climb at Vx until airport boundary than climb at Vy.
5. Climb straight out as long as possible since a turn reduces climb performance.
6. Try to use power-off or low-throttle approaches and especially avoid dragging it in low with power while over residential area.
7. Avoid departures late at night and early morning because these times are especially noise-sensitive.

Going To The Bahamas?

By George Bernard
I would like to share my experiences on a trip to Trinidad via Apache with fellow Riddle pilots. I left Daytona about a three hour leg to Rock Sound Bahamas, three hours to Grand Turk-Caicos, three hours to San Juan, Puerto Rico for overnight. A six hour leg permitted most of the windward islands to be overflown on the way to Port of Spain, Trinidad. Return after Carnival was via four hour leg to Aruba, four hours to Port of Prince, Haiti, slightly over one hour to Inagua, Bahamas, and island-hopping to Freeport and West Palm Beach, hence home.

Planning is important for any flight, more particularly for long overwater flights in singles or light twins. You are required to carry a vest, and I strongly recommend an inflatable boat, as the reputed survival figures for downed crewmembers are about 15% with vest only and 70% with a boat. Five to one is good odds anywhere. Charts will not be available along the way and should be ordered well in advance. Your fixed based operator (FBO) should have a free Bahamas chart and can assist you with the others. If not an U.S. citizen a careful check of requirements, with a possible side trip to Miami for visas, is a must. Your passport is helpful.

One other form will be consumed in great quantities, as many as a dozen copies being needed to enter some countries and a half dozen to leave. That is the General Declaration, or DECK, a legalized document required by the U.S. of commercial carriers and universally adopted for all air movements by other governments. It asks the owner and number of your aircraft, flight number (put in private) and date, points of arrival and departure. Additional information will be requested and written in, and all the copies will be dutifully stamped and signed by all concerned, then you are on your way. Providing of course you have nothing to hide. Otherwise your craft may resemble a bullet-riddled, shotgun-pelleted Cessna 310 1 shot

seized in Inagua. Customs officers declined to elaborate on the incident.

Avgas will cost just over a dollar per U.S. gallon in most countries, though in some petroleum ports the price can be pleasingly lower. Fees for various easily misunderstood official functions will be collected as the hapless pilot is shuffled around the airport with his sheaf of DECKS. Should you wish to travel within the country a TRANSIRE or sailing permit can be issued on entry and surrendered on exit.

Airport food is universally poor, but one usually finds helpful taxi drivers (when not on strike), and a few airports have a girl from the tourist board who will find you lodging suiting your requirements. Camping out is best planned for smaller, non-airline airports with less stringent security arrangements.

A call to your insurance agent will confirm your coverage for the intended trip, and you are off. The U.S. still requires a flight plan to enter or leave, and in much of the Caribbean you are expected to stay on a "controlled VFR" flight plan, utilizing VOR and NDB aids for navigation and the frequent position reports, as there is almost no radar coverage. If in doubt about prohibited areas, ask and be sure. Cuba and most larger cities prohibit over flights except under stringently controlled conditions. It is not our business to question their policy. In general, you are legal when flying over water.

Tower and departure control frequencies not found on charts can be found on an instrument chart of the area, and many non- navigational aids (lighthouses, radio stations for your ADF) are best discovered by chatting with other pilots you meet. We all speak English, but over the radio you may hear British, Dutch, French, Spanish, Papiamentu, Russian? and Patois, so let them know in American where and how high you are. We all cooperate and every body has a safe flight.



55 MPH? HA!

By Ken Madden

The 1975 death toll of 9,400 fewer killed than the 55 MPH limit seems impressive but you must consider the figure in perspective with other considerations.

1) Increased usage of seat belts and the all important shoulder harness - air bags and GM passive restraint systems.

2) Safety Devices in automobiles designed to prevent traumatic injuries upon impact.

3) Widespread use of the radial tire with better handling characteristics and better gas mileage due to less sputum and consequently less friction.

4) Widespread use of steel-belted tires lessens chance of blowout just resulting in controllability problems if on a front wheel.

5) Better driver education - Bob Bondurant's School of High Performance Driving.

6) If an accident is imminent, most people will brake thereby reducing the speed considerably at impact.

7) Most accidents occur on surface streets at speeds no where near 55-70 mph.

8) On I.A. Freeways, the average automobile speed has increased to 62 MPH although the posted speed is still 55 MPH.

9) Cars traveling at 55 MPH WILL exhibit better gas mileage and slightly reduced cost, worth the extra time? A typical V-8 will be using approximately 5% less fuel at 55 MPH than at 70 MPH. Let's consider a trip from Daytona to Tampa (approx. 135 miles) at 55 MPH it will take approximately 2 hours 22 minutes assume a base mileage at 55 MPH of 16 miles/gallon. At 55 MPH you will use approximately 8.43 gallons and assume a gas cost of 60 cents per gallon = \$5.06.

At 70 MPH the trip from Daytona to Tampa will only take one hour 55 minutes. At a gas mileage of 15.2 miles/gallon at 70 MPH you will use approximately 8.88 gallons and at \$60/gallon will cost approximately \$5.33.

At 70 MPH, you save 27 minutes, but increase fuel consumption by only 8 gallon and increase total fuel cost by 27 cents. How much is 27 minutes worth to you? Do you work for 60 cents an hour or a penny a minute?

Let's now look at the automobile in Germany which is basically a VERY well designed freeway with NO speed limits. Cars regularly cruise at 120-130 MPH on the Autobahn, yet their safety record is superior to that on our highways. Why? Two reasons:

1) Competent drivers.
2) Competent cars (namely Mercedes Benz). It is my opinion that driver competency can and DOES make all the difference in making automobile travel safe. Approximately 55,000 people are killed each year in traffic accidents. By contrast, less than 300 people are killed in scheduled air carrier accidents for an average year. Driver experience increases with age but reaction times slows down after 40. Compare the driver training programs, with those of a professional airline pilot; needless to say, there is no comparison. In essence, what I am saying is that a car must be designed to protect the driver from himself.

Nothing's going to stop the 16 year old kid with a brand new license from laying a patch of rubber a block long in Daddy's new 280Z when Daddy's not looking.

Competent drivers are results of maturity, responsibility and good judgement.

Driver Education is high schools is on the increase, but let's look at an advanced driver training school located in

Northern California (formerly located in Ontario, California at the Ontario Motor Speedway). It is owned by former race driver Bob Bondurant and is called most appropriately "Bob Bondurant's School of High Performance Driving." Courses range from advanced highway driving for you and me to professional racing driver courses, for budding racers. All considerations in defensive driving are learned and practiced. The student first learns the proper positioning of the hands on the steering wheel which, by the way, is at the nine and three o'clock positions; not the 10 and two o'clock positions as I was taught in driver education in high school. The student goes on to learn shift recovery and control through practice on a specially designed course. He learns the proper way to enter and exit a turn, clutching and shifting techniques, and a myriad of other things. The course is expensive (approx. \$1,500 for one week) but if more people got interesting, the cost would drop considerably. This type of training would contribute significantly to lowering the death rate on the highways.

For safety in an automobile, the car that has stood out above all the others is the Mercedes-Benz. A design philosophy that Mercedes-Benz follows that very few (if any) American cars follow is "form should follow function." For example - crumple zones; padding; collapsible steering column; door latches; fuel tank location; visibility; etc.

Another safety aspect in the design of a car is performance. Disc brakes (4-wheel 456 inch square of swept area); handling; driver comfort; car's ability to accelerate rapidly when needed - Ex. the Model 6.9 can accelerate from 0-55 in less than 7 seconds.

In conclusion, competent drivers plus competent automobiles will contribute the most to safe highways. In my opinion the 10 MPH difference in speed limit does not make significant difference in the death rate. We must keep in mind the basic purpose for which the automobile was designed - to get from point A to point B in the most efficient manner possible. To deny this would be to go back to the horse and carriages.

A PILOT'S PRAYER

ALMIGHTY GOD:

At birth we were cleared for takeoff and began to practice all sorts of strange maneuvers.

Each day as we mature and take solo flights into the dimensions of life, we encounter some unexpected turbulence.

Often we are blown off course by the winds of hatred, prejudice, or brutal force.

Through the pressures of business, and studies, and a grade point average, we experience a vertigo as to a proper sense of values.

At times we become desperate and are caused to shout: "MAYDAY!" only to discover that there is no location or situation outside of your control save O God, let our flight plan be your will and our true course in line with your commandments.

Then, when we make our final approach in life, may we with all the angels in Heaven, be prepared to say: "I'd rather be flying with you - today, tomorrow, and forever."

Amen.

John C. McCollister

ROAD RALLY

Sunday, March 5th

Register At 12:30
Starts At 1:30

FIRST PRIZE \$30.00
2nd prize \$15.00 3rd prize \$10.00
\$3.00 Registration Fee

2 Person Teams
Are Recommended

All Vehicles Welcome!

Starts At ERAU Parking Lot

WITH THIS COUPON

\$1.00 off

ALL WASH CUT & BLOW DRY'S FROM MILITARY STYLE TO THE LONGEST HAIR

NOW TELL ST. PATRICK'S LAY

THE HANGER

IN THE UNIVERSITY CENTER

Prevent transmission trouble \$1145

- ROAD TEST
- CLEAN SUMP & SCREEN
- REMOVE PAN
- ADJUST BANDS & LINKAGE
- VISUAL INSPECTION
- REPLACE GASKETS & FLUID

- Most domestic and foreign cars.

820 MASON AVE. **Cottman** PHONE 258-7913
TRANSMISSION

LOCALLY OWNED & OPERATED BY DAN GALLAGHER



STEREO CENTER

- SONY
- NAKAMICHI
- TOSHIBA
- ADVENT
- MITSUBISHI

- MC INTOSH
- JVC
- BANG & OLUFSEN
- MAXELL
- SHURE
- AUDIO PULSE

ON DISPLAY --



PROTECT YOUR RECORDS
WITH A DISC WASHER CARE KIT ONLY - \$15.00 -

WE TAKE TRADE INS!
WE WILL GIVE YOU TOP DOLLAR FOR YOUR STEREO WHEN YOU BUY FROM HART'S. WE ALSO HAVE SOME "SPECIALS" AT LOW PRICES. A GOOD SELECTION OF USED STEREO IS ON DISPLAY.

"SYSTEM ONE"



SONY STR-1800



SONY SSU-1050

SONY STR-1800 AM/FM STEREO RECEIVER
A handsome, high quality stereo receiver, the STR-1800 offers: 12 watts RMS per channel with less than 1% harmonic distortion at 8 ohms from 20 Hz to 20 kHz; a fine FM tuner that really brings in the stations; plus all the controls and features you would expect to find only in a more expensive receiver.

MAGNASON 208 LOUSPEAKERS
A 3-way acoustic suspension speaker system with a Kach woofer, this low-cost system produces a smooth and clean quality sound when driven by a good medium output receiver, such as our recommended SONY STR-1800.

SONY PS-1100 SEM-AUTOMATIC TURNTABLE
A beautiful, quality turntable complete with magnetic cartridge. A dependable turntable that protects those valuable records.

SONY PS-1100 **THE COMPLETE \$395.00 STEREO SYSTEM**



801 MASON AVE.
DAYTONA BEACH, FLA.
Phone 255-1486

SPECIAL OFFER COUPON


SONY C-60 CASSETTE TAPE

99¢ EACH

NO QUANTITY LIMIT

COUPON MUST BE PRESENTED

Tuesday thru Friday
9:30-6:30



HONDA

Saturday 9-5

"Where Your Business Is Appreciated"

DAYTONA'S LARGEST AND MOST COMPLETE CYCLE CENTER

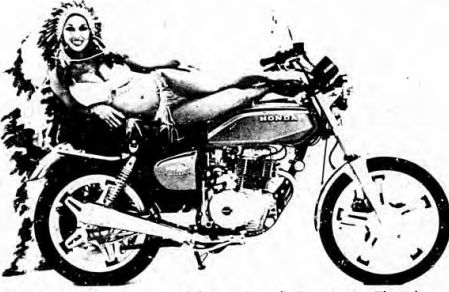
\$295
Honda Express
100 mpg
\$295

10% discount on all parts and accessories with student ID

\$25 discount coupon on purchase of any bike new or used in stock

We Service: HONDA ★ KAWASAKI ★ YAMAHA ★ SUZUKI

H
O
N
D
A



O
F
D
A
Y
T
O
N
A

2385 South Ridgewood Ave. South Daytona, Florida
(904) 761-2411

JACK IN THE BOX®

RESTAURANTS

ORANGE JUICE, A HOT APPLE TURNOVER
AND OUR **Breakfast Jack**

Deliciously different! Our Breakfast Jack sandwich a fresh egg, a slice of ham topped with cheese, sandwiched into a toasted bun, add a piping hot turnover with tasty spiced apple filling and a cup of 100% pure orange juice.

Coupon not valid in combination with any other offer. One coupon per customer.

Valid at your neighborhood JACK IN THE BOX® Restaurant.
COUPON EXPIRES 6/30/78

M
O
R
N
I
N
G
,
N
O
O
N
&
N
I
G
H
T
I
M
E
T
O
O!

open 24 hrs.

ONION RINGS, MEDIUM SOFT DRINK AND OUR **Super Taco**

Our Super Taco, authentic stone-ground tortilla with spicy taco filling, cheese, lettuce and our own taco sauce. A serving of breaded, deep fried rings of real onions and a refreshing medium size soft drink.

Coupon not valid in combination with any other offer. One coupon per customer.

Valid at your neighborhood JACK IN THE BOX® Restaurant.
COUPON EXPIRES 6/30/78

M
O
R
N
I
N
G
,
N
O
O
N
&
N
I
G
H
T
I
M
E
T
O
O!

Our Jumbo beef patty on a large sesame bun with fresh sliced tomatoes, pickles, shredded lettuce, rings of fresh onion and a special sauce. With a regular order of French fries and a medium size soft drink.

Coupon not valid in combination with any other offer. One coupon per customer.

Valid at your neighborhood JACK IN THE BOX® Restaurant.
COUPON EXPIRES 6/30/78

928 VOLUSIA

NOVA FLITE CENTER

COMING SOON!

WE HAVE CHARTS FOR THE ENTIRE U.S.



15% OFF ALL CHARTS WITH E-RAU I.D.

THE 1978 TOMAHAWK

CHECK OUT SPECIAL
Cessna 150 - 1 hour
&
Cherokee Warrior - 1/2 hour
ALL FOR \$30

OUR RENTAL LINE...

- 1 - 1977 Piper Warrior
- 2 - 1977 Piper Warriors - IFR
- 1 - 1978 Piper Warrior II
- 1 - 1976 Piper Arrow II w/Air Condition - IFR
- 1 - 1977 Piper Turbo Arrow III - IFR
- 1 - 1977 Piper Lance - IFR

255-6459

DAYTONA REGIONAL AIRPORT