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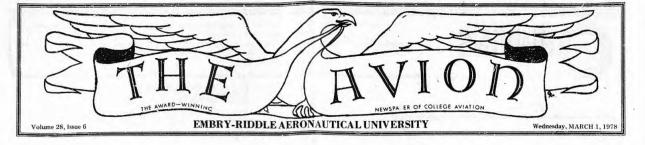
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Getting The Vote Out

By John L. Schaffer

This year's Student Govern-ment Association (SGA) elec-tions will be held next month, March 15. Under the newly activated Conscitution, terms of activated Conscitution, terms of office begin with installation after the election and extend until the following Spring term elections. The incumbent Presi-dent, Bob Allen, has appointed with Senate ratification, an election committee consisting of Dave Schreiber, Paul Warns, Dave Gallacher, and this writer Dave Gallagher and this writer as Chairperson. I shall discuss how to run for the upcom-ing GSA vacancies, voting pro-cedures and campaign restric-

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 re-turned to the SGA and the election committee will verify all information through student records. After this authentica-tion, the candidate may ac-tively campaign for election. All petitions are due back to the election committee by noon, Monday, March 6. Com-mittee release will take less than one day and campaigning is allowed immediately thera-efter until the election Wed-nesday, March 15. A 2.0 all information through student

GPA is needed to run (2.5 for President)

Voting by every member of the student body is encour-aged 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 petition-

vote for ONE of the petitiondepends. Less than onethird 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 Cenplex for AMT and flight line
students. A student must have students. A student must have both his E-RAU ID card and both his E-RAU ID card and registration certificates to vote. The registration card will have one hold punched in it as voting time. Booths will be open from 1000-1700 hours (airplane time) and votes tabu 1900 hours 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 long-er than two minutes. Com-mittee students will assist others with operation of the vot-ing machines. Do not forget your ID/registration cards on March 15.

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 on or around the 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 to reampaign committee (or the candidates himself) when that student wan or not.

ther 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

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 SG 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 CUT AND VOTE March 15!!



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

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 quizes and a daily test given, so be prepared to work at it. Most of the study will be contained to the study will be set the study will be s

be on the aircraft's systems,

be of the antract of the characteristics and weight and balance computations, the basics for any advanced aircraft.

The Citation Arrives

Embry-Riddle is now offer Emory-Riddle is now other-ing a Citation type-rating. The aircraft being used is the Cess-na 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 highly the control of the cost for the ground school which includes the Citation According to Bob Miller of Flight Technology, the course which includes the Citation manual, check list and ground instruction is \$325.06. The flight training will cost \$5,350.00. You can take the ground school withou flight training if you like. without the

The flight training will begin 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 delive you will be proposed for daily you will be prepared for the FAA checkride. The ride the FAA checkride. The ride will consist of approximately two hours of oral covering systems, emergencies perfor-mance and weight and balance computations. The ride itself will cover airwork, emergencies, and all engine-out possibilities as well as instrument procedur-st utilizing the flight director as wen as instrument procedures utilizing the flight director and HSI. An understanding of the annuciator panel will also be required.

The entire flight course will

utilize 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 inthat a CFI and II would be a valuable asset. If you have the requirements for the ATP met you may also take that met you may also take that check-ride as part of the type-

rating.
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 con-tact Bob Miller at Flight Tech in the Parkinson Hangar.

OTICES

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

Jim Harris, News Editor STUDENT ACTIVITIES

"FOR WOMEN ONLY"

Want to get in shape and feel better? From Wednesday, 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 interest-ed, 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 Pouyer -Royal Scottish Inn Kathy Von Stetina Dermitory Ext. 436 Student Activities Office If unable to attend and you are interested leave message in PO Box 4017.

Our cars sprout wings! Come

to the organizational meeting of the E-RAU Roadable Air-craft Club, March 6, 8:30 p.m. in the Faculty/Staff

FLIGHT RESERVATIONS MUST BE GIVEN

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
but the Et. Records office for the Ft. Records office for more information. NOTICE:

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

AFROTC PRESENTS



AFROTC continues its pre AFROTC continues its pre-sentation of the history of the Air Force. This Friday, in con-junction with the Media Cen-ter, AFROTC will show two films: "D-Day" and "The In-vasion at Schivenfurt". 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 in-

are very interesting and in-clude 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

This article discusses noise situation of your friendnoise situation of your relat-ly neighborhood airport. Quite trutifully, it is extremely bi-ased. Partially because it is written by someone who knows a superior means of transportation when he sees one, hut mostly because it is written by a recently certified private pilot who drinks 100LL instead

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 shooting at Cessias on that to 6-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 climburch outs, delayed departure turns and arrival descents, even newly designed, quieter aircraft en-gines help the situation.

Of course I've always won dered why anyone who disliked aircraft noise that much would move into a house 2,500 feet from the departure end of a rrom 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 are functioning at. Un fortunately these same people can have an amazingly terminal or restraintive effect on cer-tain airport operations.

Example: A bill was recent-ly introduced in the Ohio legislature to ground air traffic was the airlines, then maybe between the hours of 11:00 their attitudes would change.

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

in both and airport revenue.

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

and displace the threshold of the 5,000 ft. runway. The examples go on, and on luckily aviators, various organizations, and aviation aviation biganizations, 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 then maybe there transport

transport then maybe there would be fewer complaints.

If more Daytona Citizens would realize that: Daytona 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 es spend an annual of \$15,138,032 on 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 profiless trickle. If they would realize that the fastest, cheaped to the profiles trickle if they are and out of this strange little town was the airlines, then maybe

Allen And Graves: Have They Kep! Their Promises?

Last September, the Avion printed a question and answer article on the campaign pro-mises made by the running parties for President and Vice 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

sident), Jeff Ledewitz (Vice President of Student Affairs), and Bob Allen (present Pres-ident of S.G.A.). It's quite obvious that he would be the wrong one to ask as he could just as wel', 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 who is nonest so I it just assume he's on the up and up. Stover was chosen for a sort of "uther side of the coin' opinion. Dr. Ledewitz was questioned as being in an objective and un-

The promises made follow with the opinions of

PROMISE 1: To hold open

PROMISE 1: To hold open and publicized meetings - form of "sunshine law." STOVER: Meetings have been held in the open and I'm glad to see it. There is a lack of student interest chough.

LEDEWITZ: I have noticed the meetings held in the open and sympathize with the pro-blem of the lack of student

ALLEN: We first started holding meetings in the U.C. Pub. The T.V. and Pinball machines were turned off durmachines were turned off during these meetings and students felt they were being
infringed upon. Theywere turned back on and due to the
noise, nothing was accomplished. On the whole, only a handful of students showed up
for these meetings.

PROMISE 2: To unite all

student elements - academic, flight, and maintenance tech. STOVER: Instead of 'clicks' in clubs, frats., etc. represent-ing people we now have 'clicks' from the various elements -academic, flight, and mainten-ance. Improvement is needed here.

LEDEWITZ: To my know-ledge this is an improvement.



PINIONS

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 IT'S 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.



EDITORIA

By Ray D. Katz AVION Editor

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 dropout 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 verse. 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 worstened for the "B" 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 pl-ilosophy 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 critificates. In academic light, he has two goals to attempt to reval simultaneously. And if the student is a 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.

what is being taught, and get good grades. When you are ready, then, do the other.

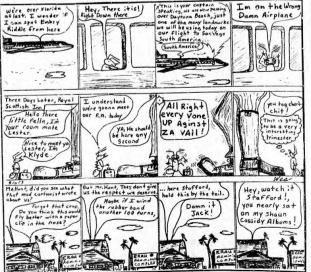
If you must attempt both programs simultaneously, then alternate trimesters. Take it from me: you'li get more out of your courses (because you can put more in), you'll get better grades, an enjoy both far more, because you can concentrate on what you are doing. But remember, it's your education and you're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

Ray D. Lats

Klyde Morris

TOTAL.

wer oleszewski



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

Granted without the struc-tural rigidity and demands of the classroom environment, many students would not be motivated to study material which, if not learned, could make them potentially danger-ous in the air. But what of the ous in the ar. 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

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 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 evam! This is a blatant waste of 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

would prefer the special atten-tion 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

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 given 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 ret up at present this is not possible.

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 harrascent student. financially harrassed student.

Sincerely. Frank Worsham

Bear 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 adjustified but where are the ac-ministration'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

Plans and arrangements were 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

If the University can afford If the University can afford to hire a barrender 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 funct to mention the free luncheons given every month). It seems to me that they can appropriate a couple hundred by the seems to me that they can appropriate a couple hundred to something worth whell

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 happended to WERU? Yea, I know they're still doing Disco engagements but are they still on the

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 -

on those expensive cartridges -what Hi Fi engineers! Anyway the reason I bring it up is there is another or-ganization 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 light team and these declicated flight team and these declicated 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?"

Thanx for listening, Ray, flight team and these dedicated

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

the ground school is ret up at present this is not possible. Again, this would appeal to hut a very few - but those few will be able to save vast amounts of money and time and also complete their flight

Box 7214

TO THE EDITOR:

TO THE EDITOR:

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

One of the Top Five Name withheld on request

**** The Avion Staff

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ATTENTION FORMER AND FUTURE AVION AD SALES-

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 If you still have AVION contracts and rate brochures please do one of two differ-

everal students have walked into the AVION office requesting to sell ads. With great naivi-te we have believed that some financial benefit would come of their presense. Ad brochures and contracts have been given out but very few have returned. This cost of reproducing contract forms and especially brochures cost you the student MONEY.

LETTER FROM THE NEWS EDITOR:

I would like to put out an apology to Bill Pimble for a mistake for not putting his name under pictures he took which were printed in the AV-ION. Bill has taken pictures for us in the last two issues on his us in the last two issues on his own and because of unknown reasons he was not listed as the photographer. I would like to thank Eill and hope he continues taking his quality photos for the AVION.

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

things 1) (and this is pre-

fereil-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

It's your money -

contracts so others may use them and this will not be an exercise in tree-pulping and trash disposal.

> Signed, Jean Sayder

AVION Secretary

being put out by only a few people who are working very hard to keep E-RAU's stu-dents pleased.

Another item I would like to cover is apologizing to soc-ial events for not covering their ial events for not covering their Max Conrad presentation. Our writer was unable to attend becusse 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 pro-bably be stopped if we had more people taking an inter-est instead of just criticizing. Jim Harris News Editor

TO THE 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 strugele 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 "light, 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 furture. In this respect all who In this respect all who participated are represented, ra-ther than just those who participated are representation, ther than just those who piloted these aircraft.

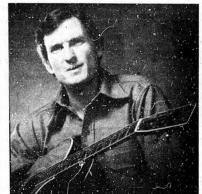
James J. Williams

mid



terms

SGA Presents: Gamble Rogers



Appearing here, at E-RAU's University Center, Saturday night, March 4, is Gamble Rogers. A teller of tall tales, spinner of fantastic stories. spinner of intesting 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 evocainger-picked guidal and evoca-tive vocals. Here are found tra-ditional as well as original compositions. In addition, Gamble's widely accinimed

comic inonulogues - side-split-ting 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 con-cert, and at colleges and clubs. His delightful ability and rise to popularity were praised in His delightful ability and rise to popularity were praised in "The Rolling Stone," "The Chicago Sun-Times and Daily News" and "Billhoard." "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!!!

(continued from page 1) LEDEWITZ: No reply ta-

more clicks I don't see any the senate and there is less fficulty this year in the form representation from differ-

areas. ALLEN: We no longer h the so-called 'clicks' from clubs and frats. Instead we have representatives from the differ-ent areas mentioned who are appointed by application and selected through executive cabinet. By these reps we can get info out to students and also get feedback from them. PROMISE 3: Increase the flow of communication to the

students from the school hier

archy to give students a chance to react to E-RAU proposals. STOVER: I haven't seen an increase in the flow of com-munication. A student can go white the state of the state of

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 hap-

pens 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

anything. PROMISE 4: Publish min-

statements in AVION.

STOVER: I haven't seen where the minutes have been thoroughly taken and publiciz-

thoroughly taken and publicized. They should be put out in he 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. office. Finance are also listed.
PROMISE

5: Weekly PROMISE 5: Weekly AVION reports written by S.G.A. President or Vice Presi-dent containing detailed feed-back of S.G.A. projects and assignments brought by stu-dents as well as how such undertakings are progressing status reports.

STOVER: No, I can't say

I've seen where they've publish I've seen where they've publishdd what's going on. 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. though.

Allen And Graves

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 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 upcom-ing issues. Ask students direct-ly what they want/what's

wrong. STOVER: No personal con-STOVER: No personal con-tact, not enough anyway to really he 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 empha-

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 concern p

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

STOVER: Yes in the sense 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 were they've done anymore 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, advanc-ed registration). I didn't see this before present adminis-tration. They couldn't get enough people to attend meet-ings before. S.G.A. is stronger

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



COMEDY TEAM

By Jim Harris News Editor

On Feb. 17, Edmunds and Curley amused an E-RAU 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 perty just before his flight. You can imagine what went on from

The two then went on

do skits on rest rooms, family

do skits on rest rooms, family dentists, and more.

The shows that have been put on for us this year have ail 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 show that I'm sure everyone will entire.

AF ROTC

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: basket-ball, softball throw. Our E-RAU detachment won the tug-a-war, egg toss, racquet ball, three-legged race, and the softball game. In the end, the total points gave us the undisputed points gave us the uncasputed 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

Those who couldn't make it missed out on quite a bit. But now moving on to Sunday. The AFROTC soft-ball 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 Renkas hit a three-run homerun in the second inning, and Dave Freilinger beited 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 champion-ship this year. A by a score of 14-13, Conship this year.

Community Culture Free To ERAU Students

Through the courtesy and generosity of a member of the E-RAU Board of Visitors, E-RAU students have the opportunity to attend performances of the Civil Music Concert. Series and the Florida Symbol Concerts the Civil Music Concert Series and the Florida Symbol Concerts the Civil Garage phony Orchestra free of charge. Lawrence Vagnozzi has donated the tickets which are issued to students in the Office of Student Activities. The reson 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

Autrent Formster Controllo

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 Fodor, 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.

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

MGT. CLUB

By Linda Mayberry

Well, Management Club members, our third meeting for memoers, our than 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

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 to-day. I want to wish you all, and myself, abot of luck. (I know I need tit) Think posi-tive! Graduation is in sight.

ALUMN NEWS Michael Crus, a 1975 Aero-

Michael Crus, a 1973 Aero-nautical Science graduate, has been selected by the FAA for Controller Training in Okla-homa City and assignment to the Miami, Florida Traffic Controi 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 then study on Saturday. Any change of hours will probably not be effective until the summer term.

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 what 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 Uni-

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. ENTRY FEE.

E-RAU Table Tenns Competition

NAME:

BOX NO :-

ARE YOU REPRESENTING A CLUB OR AN ORGANIZATION?

NAME OF CLUB OR ORGANIZATION:

FRATERNITY CORNER



ARNOLD AIR SOCIETY By Kitty Blaisdell

The Pledge Class completed their fund raising project by selling beer at the Speedway. Final pledge interviews will 8 at 5:00 in Comb

At last week's meeting pre-parations for the Angel Flight Conference were discussed. The Angels will be here for the Dining Out. The pledges are in charge of most of the planning.

For those who volunteered their time to the March-of-Dimes, remember the walka-thon is this Saturday, March 4 in Deland.

And now for - C/Col. Brad-ford E.H. King who will be ford E.H. King who will be leaving us to go to UPT at Vance AFB in Enid, Okla-homa on Aug. 8. He is an aeronautical science major with a GPA of 3.8. He also has a long list of awards and achieve ments as his pen kept writing and writing and writing. . . until "Enough's Enough" appeared at the end of the list.

Some of Brad's awards in-clude Commandant's Award, American I gion Scholastic Ex-American I gion Scholastic Ex-cellence, Daughter's and Foun-ders of Patriots of America, Four Year AFROTC Schola-ship, Who's Who in American Universities and Colleges, Marksmanship ribbon, AF-ROTC Leadership Rijbon and many other ribbors for dis-tinguished participation and performance in AFROTC and extra curricular activities.

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Delta Kappa and has acquired his private through CFII li-censes with a multi-engine rat-

ing.
In ROTC Brad has worke In ROTC Brad hes worked his way through being a flight sargeant, group sargeant ma-jor, flight commander, group operations, finance, material, and support chief, group com-mander and is now 402 Squd-ron Commander.

mander and is now 402 Squareron Commander.

Brad has been only slightly involved in AAS. He has been information officer, finance officer, operations officer and the vice commander.

Now that you've read this list of activities how dynamic a personality would you say Brad has? Before you answer that here is a little bit of personal info to consider, he mentioned his 15 girlfriends and also that he likes racing.

Sigma Phi Delta

By Joe Biebel

With mid-terms already here, the brothers of SPD are all geared up and ready for action.

Last Sunday, the SPD soft-ball team took its second victory of the season; this time, a 26-4 win over an unsuspecting Arnold Air Society Team.

Good fielding and excellent Arnold Air Society Team.
d fielding and excellent
running made the game,
to mention guys like
Zikarus, who with one
of the bat brought home runs, and Gary Stetzler provided some excellent

ing. th this year's softh With runs in two games), the Leo-thers of SPD are looking for-ward to a very prosperous



By Tricia Cowden Chi Delphia

Delta Chi has Disco Fever! orday night the house was kin' with the sounds of to. We all found ourselves dancing every style imaginable dancing every style imaginable. This excitement was caused by the presense of the residents of Stetson's Conrad Dorm. About 15 girls from Stetson joined in to help celebrate Valentine's Day. I don't think our house has seen this much action in months. Maybe we will change Friday night Happy Hours into Friday night Disco

Anyone for Beer! The bro Anyone for Beer: The first thers spent a successful week-end selling beer at the Daytona Speedway. Even though the hours brought fatigue, the browere happy with their ofits

Saturday, the 25th, Chi Delphia held their Rush party at the Delta Chi Frat House. Many prospective little sisters attended and were pleased with

attended and were pleased with what they saw.
Paul, a member of the E-RAU baseball team, was proud to say they gave their all at the last game against Florida Bible College. Even though their efforts were unsuccessful they enjoyed the sport of the

Friday night's Happy Hour again was another success. As usual there is always a good time when friends come to-gehter and share each other's company.

brothers have decided to put the nation's razor companies out of business. At the begin-ning I didn't like the unruly growth of hair present on their growth of hair present on their faces. Recently though their beards have begun to look fantastic. Before long Paul. Joe, Dave, and Greg will have as nice a beard each as Feter. A certain Big Brother un-fortunately lost a game of Strom Bow Shelperts case.

fortunately lost a strom Bom Shalom to one of our little sisters. In my opinion it was pure luck on the part of the little sister. But I'm still proud of myself.

Two guest speakers were at our business meeting on Feb.

16. The first speaker was
Chuck LaBow, the Goodyear
Slimp pilot and also an Embry-Riddle graduate. He talked about how he started flying the blimp and a few of his experiences as an airship pilot.

The second speaker Mike Armond from Daytona Atmotive who displayed an engine he has developed for small aircraft. Both speakers were interesting and I'm sure everyone learned a great deal from each of them

deal from each of them.

At our meeting last Thursday, plans were finalized for the
AHP sponsored road rally to be
held this Sunday afternoon.
Registration will be at 12:30
in the U.C. with the rally starting at 1:30. All are encouraged
to nativistic.

ing at 1:30. All are encouraged to participate.
A tentative date of March 11 has been set for giving the youths of DYS a tour of E-RAU and airport facilities. This will be the second tour AHP has set up for DYS and we are sure it will be another Success.

Sigma Chi

The only thing wrong with having a holiday and . long weekend is that there is no AYION for the following week. This presents a twofold problem: 1. It leaves many uniformed students in suspense and 2. It creates a difficult job for a writer who must attempt to proceed the property of the control of the co to reconstruct the details of to reconstruct the details of two weeks of events. It would be easy for a slow moving or-ganization - not so for Sigma Chi. Anyway here, in brief is my attempt. Before Washington's Birth-

Before Washington's Birth-day we had a weekend that can be summed up in two words - fund raising. On Fri-day the 17th we had a beer bash. For \$2.50 one could drink to his heart's content. It seems there were a lot of contented people at the end of the night as several kegs were finished off. The big hannening of the weekend were happening of the weekend were the races. Many Sigs were out chanting "BEER HERE!" with their coolers loaded with beer. Besides doing a lot of walking and watching the races we managed to make some money. De pite overcast skies and cool weather, both for Saturday's Permatex 300 and the Daytona 500 on Sunday, we made out OK.

OK.

Last Friday night there was a tremendous party spirit in the air as Phi Mu Sorority in the air as Phi Mu Sorority from Stetson and Sigma Chi joined forces. It was really a nice change to see so many girls at a party. Many of the girls were old friends from last year's mixer that Phi Mu had at Stetson or from other past events. The party went over much better than expected and I am sure we will plan future parties together. We all had a rather strange but worth-wille Saturday as we spent the while Saturday as we spent the day at the Volusia County Detention Center which is off

of 92 west of 95.

We were well received and appreciated as well since we assisted the center in needed work projects. One other note work projects. One other note-worthy event of the weekend was our great softball game we had on Sunday afternoon. Lambda Chi was severely stun-ned by a 15 to 4 defeat. The Sigma Chi players were a little rusty after not playing or practicing for two weeks but Sunday turned out to be a Sunday turned out to be a pretty good practice.

Next weekend is the year's higgest event for the chapter Alumni from all over the country will arrive for the event The affair is the annual Eta "Birthday Party," we will lota Birthday Party, we will be celebrating our seventh birthday since we were install-ed as an active chapter on March 6, 1971. We will warm up on Friday night with a cocktail party and on Satur-day all Sigma Chi's will con-verge on Valle's for the big verge on Valle's for the big event. It's always great to see old friends again



LAMBDA CHI ALPHA

tne brothers, associate members and friends of Lambda Chi Alpha worked the festivities at the Speedway, and are so burned out by all that work, that there will not be any article this week. The brothers,



The Resurrected Bee Dee Jive

The Embry-Riddle Veterans Association held its second bus-iness meeting of the spring trimester last Friday evening. The topics of discussion cover The topics of discussion cover-ed the election of associate memberships, a proposal to amend the constitution of the association, the social events planned for the spring, and the softball teams representing the club in intramural competition this trimester.

Six students were nominated by the members of the club this trimester to be voted upon for associate membership. Three of the five associate members elected this trimester are returning to positions they have held for several trimesters. Those familiar names are Ken Hauser, Ken Holgard, and Rick "Mad Log" Koester. The two newly elected associate members who will fill the remaining two positions are not necessarily unfamiliar names but are formally joining the club for the first time. They are: Al Graves, who has been very active with the club in his role as vice-president of the S.G.A., as well as his greatly appreciated assistance during the members elected this trimester ated assistance during the Riddle Regatta; and Doug Danver, who is very familiar to all the players getting ready for another Vets Club champion-ship year on the softhall field. One of the upcoming pro-

posals to amend the constitution of the association deals with the present guidelines determining the number and duration of associate memberduration of associate memberships under our constitution.
During the past few trimesters it has become evident that a reevaluation of the present guide lines may be necessary.
This possible need for change is due to the decreasing veteran population on campus and an increasing number of high caliber non-veteran students desiring to participate in club activities. The proposed amendment will be put out to the membership in a letter three weeks in advance of a special business meeting for discussion

and vote on the proposal. Another proposal for con-leration is the possible need change the present wording the constitution regarding the majority rules in electing club officers. The current wording calls for a majority of ac-tive members with the possible exception of the Special Busi-

ness meeting held each fall. Unless there is a charge in durent: apatietic attitude to-ward the attendance of business meetings, the club may find all its decisions made by a handful of members. This will be especially true if this pro-posal is affirmed and the trend toward lack of involvement by but a hand full of die hard active members continues. active members continues.

active members continues.

There is a wine tasting and Italian dinner party planned for this Saturday evening at the San Remo Restaurant. Because of the nature of the liquor license under which Guide poperates, it would be question. erates, it would be questionoperates, it would be questionable as to whether not he could give the wine tasting presenta-tion at the Battleship. There-fore the club voted to forego the covered dish dinner and have the dinner and wine tasting party at San Remo rather than drive to separate locations for each. There will be undoubtedly plenty of wine to go with the exceptional menu planned for the dinner. This should be one of the social events that should not be missed.

be missed.

There may also be a change in the planned site for the social event planned for the long Easter weekend. The club had originally planned to do some camping and tubing at Itchetucknee Springs but, because of their barbaric rules preventing the carrying of beer or other beverges while tubing, it may be pages say to go some other beverages wille tubing, it may be necessary to go somewhere else. Brian Ferber is heading the committee made up of himself, Jubin Renkas, and Mike Tucker to try to find a more civilized lo-ation to hold the event. Undoubtedly a committee chosen for their dedication to fight thirst wherever they may find it. The Vets Club has entered two teams for the season of intranural softball. This should give the members of the club

intramural softball. This should give the members of the club twice the opportunity to play and the other teams twice the chance to try to knock off the Big Blue Wrecking Crew. The club has come with two powerhouse teams, one under the direction of Doug Baldauf, the other under Kenny Hauser. Both teams are preparing to protect and perpetuate the club's name as the winningest organization on campus. Fortunately our membership is limited, there is still a third place trophy for the remaining forty teams to fight for.





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RIDDLE SPORTS





Eagles Lose To Florida Bible; Win Against Flagler College



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



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

Last Friday the Eagles visit-ed Flagler College to play in their dedication ceremony back to even the score 3-3. In the fifth the Saints went on top 4-3 scoring one un-earned as Steve O'Sullivan took

game.

The game produced timely running, hitting, and scoring as the Eagles routed the Saints for a 9-5 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 innines striking out earned as Steve O'Sunivan took
the bill 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 Barwick pinen running stone 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 the first 3 innings striking out of the nine batters develop-a sore arm as Flagler fought

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 tut Ken Hauser walked, stole second and scored on Greg Feith's double; Kevin Cavanuayh came to the plate next and slammed a game winning 378 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 Saints scored one more in the eighth but the Eagles got

that run back in the top of the ninth as pitcher O'Sul-livan scored on Golinski's sin-gle - to take a commanding 9-6 lead in the ninth. O'Sul-livan retired the side in or-der in the bottom of the

livan retired the side in order in the botiom 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) (March 6).



Daytona 200 Most Competitive Ever

DAYTONA BEACH, Fla. -A record purse of over \$100,000 awaits the most com-

\$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 even before will be capable of winning the ration's biggest international sooris event.

the nation's biggrest international sports event.
Gary Nixon, winner of the race in 1807 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

Daytona International Speed-way – piates designed slow the bikes down slightly and provide better tire wear.

During the tests on his Yamaha, the various piate 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 whatsoewer coming out of the chicane," Nixon reported.
"This should bring everyone closer together and make for a lot better race."

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 carbure-to those tor plates, similar to those used in NASCAR a few years



Embry-Riddle bowlers in action.

Gutter Talk

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 definate slump night. No one reached the two hundred mark. Coming the two hundred mark. Coming close were a few gentlemen -Bruce Morrin rolled a 198 and a 560 series. Mike Scott was just one pin behind with 197. Jeff Marks and Rick Freeborn hoth contributed their 194 games to the pot. The females didn't feel the hesitancy of the pins to fall. Caroline Cash ied 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 Baldaur rolled 194 while their 194 games to the pot. The

Rick Freeborn showed his 190. Rick Freeborn showed in 1907.
The opposite sex was still letting those pins down gentlely. 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. r series will definately boost

for series will definately boost her team morale.

Thank heavens soneone 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 commone score for Bill Konrad and 3ick prephron. Terry Shands of the commone score for Bill Konrad and 3ick prephron. Terry Shands of the commone score for Bill Konrad and 3ick prephron. Terry Shands of the commone score for Bill Konrad and 3ick prephron. Terry Shands of the common score for Bill Konrad and 3ick prephron. Terry Shands of the common score for Bill Konrad and 3ick prephron. Terry Shands of the common score for Bill Konrad and Sick prephron. Terry Shands of the common score for Bill Konrad and Sick prephron. Terry Shands of the common score for Bill Konrad and Sick prephron. Terry Shands of the common score for Bill Konrad and Sick prephron. Terry Shands of the common score for Bill Konrad and Sick prephron. Terry Shands of the common score for Bill Konrad and Sick prephron. Terry Shands of the common score for Bill Konrad and Sick prephron. Terry Shands of the common score for Bill Konrad and Sick prephron. Terry Shands of the common score for Bill Konrad and Sick prephron. Terry Shands of the common score for Bill Konrad and Sick prephron. Terry Shands of the common score for Bill Konrad and Sick prephron. Terry Shands of the common score for Bill Konrad and Sick prephron. Terry Shands of the common score for Bill Konrad and Sick prephron. Terry Shands of the common score for Bill Konrad and Sick prephron. Terry Shands of the common score for Bill Konrad and Sick prephron. Terry Shands of the common score for Bill Konrad and Sick prephron. Terry Shands of the common score for Bill Konrad and Sick prephron. Terry Shands of the common score for Bill Romad and Sick prephron. Terry Shands of the common score for Bill Romad and Sick prephron. Terry Shands of the common score for Bill Romad and Sick prephron. Terry Shands of the common score for Bill Romad and Sick preph and Rick Freebron. Terry Sha lan drew the lucky 200/547 card. The females were play-ing hard to get this might, so hard that I'll just leave

2:45 PM

4:00 PM

them alone.

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

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 Couper-Cross on Saturday, March 12, ahead of 1977. CYCLE WEEK '78 gets underway on Monday, March 6. SORRENTO DELICATESSEN, INC.



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

The event, the first in the AGV Trophy series, is expect-ed to attract a record number

Within Walking Distance of School In the K-Mart Shopping Center DELL SURS. PIZZA

DAILY SPECIALS

MONDAY TUESDAY WEDNESDAY THURSDAY FRIDAY

Ravioli - \$1.59

Baked Ziti - \$1.59 Pizza - See Coupon Baked Lasagna - \$2.19 Spaghetti - \$1.19

Pizza

off on a med

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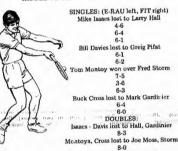
Scoreboard Results

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	
1 0	St. Leo	Home	1:00	
Mar. 9	Bellarmire	Home	2:00	

TENNIS RESULTS FEB. 22, 1978

RIDDLE VS. FIT



SOFTBALL RESULTS OF FEB 26, 1978

	Joey's Geese Patrol	17	Barnstormers	10
	Foul Balls	18	Playboys	6
	ROTC	14	AAAA	13
	Hang Ten	10	Mad Dogs	1
	The Latins	15	The Team	11
	Ten Stoogies	12	Miller Boys	13
	Outlaws	13	Mustangs	5
	Blue Chips	25	AHP	3
	Sigma Chi	15	Lambda Chi	4
	SC's	14	Delta Chi	1.
	Sigma Phi Delta	26	Arnold Air	4
		15	Rebels	5
	Pumas Veterans Club	19	Helter Skeiter	3
	Vets Club	14	Bigdads Express	0
,	TIME	FIELD 7	FIELD 8	

Pumas - AHP Tomcats-69er's AVROC - Ball Busters 8:30 AM 9:45 AM Snowblind vs 11:00 AM Joey's Geese Patrol SC's - Flight Tech Outlaws-Rebels Blue Chips-12:15 PM Mustanes Bigdads Express

Sigma Phi Delta

Landside - Latins

Northeast Express The Team-Veterans

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

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

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 unknowledgable people of the practicality of aviation. Ard 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 laken from aviation magazines and appoied general usage.

One must realize that they all subject to restrictions of commonsense, safety, and the procedures of different the procedures of different landing strips. And let's not forget that noise abatement and public knowledge, are forget and equally important in convinc the public that general aviation is practical, safe, and complete-ly indispensable to society, aside from being a hell of a lot of fun.

NOISE ABATEMENT

HINTS: Avoid low flight over noise-nsitive areas such as ground reference maneuvers over residential areas, hospitals, libraries, etc.

raries, etc.

Fly your pattern close in the field and high.

Depart from end of runway

intersections rather than cross airport boundary as high as possible

After lift-off climb at Vx til airport boundary than mb at Vy. Climb straight out as long intil

as possible since a turn reduces climb performance.

for the use power-off or low throttle approaches and especially avoid dragging it in low with power while over residen

7. Avoid departures late at night and early morning be-cause these times are especially -sensitive

Going To The Bahamas?

By George Parnard

I would like to share my periences on a trip to Trini-livia Apacha with fellow idle pilots. I left Daytona ne on a three hour leg to ck Sound Bahamas, three Riddle to Grand Turk-Caicos hours 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 hou leg to Aruba, four hours to Port on Prince, Haiti, slightly over one hour to Inagua, Bahamas, and island-hopping to

Banamas, and isiand-nopping to Freeport and West Palm Beach, thence home.

Planning is important for any flight, more particularly fee long overwater flights in signles or light twins. You 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 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 you with the others. If not an U.S. citizen a careful check of requirements, with a possible side trip to Miami for visas, must. Your passport is nelpful.

One other form will be consumed in great quantities, as many as a dozen copies being needed to enter some tries and a half dozen to leave That is the General Declara-tion, or DECK, a legal-sized document required by the U.S. of commercial carriers and of commercial carriers and universally adopted for all air 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 grounted and written parture. Additional (*) ornation 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. Others was the state of the course of the hide. Otherwise your craft may resemble a bullet- riddled, shot-gun-pelleted Cessna 310 I saw gun-pelleted Cess

seized in Inagua, Customs offi-

seized in Inagua. Customs offi-cers declined to elaborate on the incident.

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

Airport food is universally 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 ments

A call to your insurance agent will confirm your cover-age 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 water consultation. almost no radar coverage. If in doubt about prohibited areas, ask and be sure. Cuba and nost larger cities prohibit over flights except under stringently controlled conditions. It is not our business to question their policy. In general, you policy. In general, you legal when flying over

Tower and departure control frequencies not found on charts can be found on an instra-can be found on an instra-cant 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, sh, Papiamento, Russian? and Pavois, so let them know in American where and how high you are. We all cooperate every body has a safe



55 MPH? HA!

By Ken Madden

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

1)increased useage 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 handradial tire with better hand-ling characteristics and better gas mileage due to less squirm and consequently less friction

4)Widespread use of steel belted tires lessens chance of blowout and resulting control-ability problems if on a front

5)Better driver education -bb Bondurant's School of

High Performance Driving.

6)If an accident is immen-ent, most people will brake thereby reducing the speed erably at impact.

considerably at impact.

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

8)On J.-A. Freeways, the
average automobile speed has
increased to 62 MPH although
the proced in cross of 1818. posted speed is still 55 MPH

9)Cars traveling at 55 MPH WILL exhibit better gas mile-age and slightly reduced cost worth the extra time? A typical V-8 will be using approxi ately 5% less fuel at 55 PH than at 70 MPH. Let's nsider a trip from Daytona Tampa (approx. 135 miles) MPH at 55 MPH it will take approx imately 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.

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M MILITARY STYLE TO LONGEST HAIR

\$1.00 off

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 galuse approximately 8.88 lons and at \$.60/gallon cost approximately \$5.33.

At 70 MPH, you save 27 minutes, but increase fuel consumption by only .8 gallon and increase total fuel cost 27 cents. How much is minutes worth to you? you work for 60 cents an hour or a penny a minute?
Let's now look at the autobahn in Germany which is basically a VERY well de-signed 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 rea-

1) Competent drivers 2)Competent cars (namely Mercedes Benz). It is my

opinion that driver competen-cy can and DOES make all the difference in making auto-mobile travel safe. Approxi-mately 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 In essence, what I am saying is that a car must be designed to protect the driver from him

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 its 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 defen-sive driving are learned and practiced. The student first learns the proper positioning of the hands on the steering 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 skid 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, 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 esting, the cost would drop considerably. This type of training would contribute sig-nificantly to lowering the death rate on the highways. For safety in an automo-bile, 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;

Another safety aspect in the design of a car is performance. Disc brakes (4-wheel 456 inch squared of swept area); hand-ling; driver comfort; cars ability

ling; driver comfort; cars ability to acceierate rapidly when needed - Ex. the Model 6.9 can accelerate from 0.55 in less than 7 accords.

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 sible. To deny this would be to go back to the horse and



A PILOT'S PRAYER

ALMIGHT GOD:

At birth we were cleared for takeoff and began to practice all sorts of Each day as we mature and take solo flights into the dimensions of life,

encounter some unexpected turbulence.

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

ree.
Through the pressures of business, and studies, and a grade point overage, experience a vertigo as to a proper sense of velues.

At times we become desperate and are coused to shout: "MAYDAY" only discover that there is no location or situation outside of your control sone.

O God, let ou: flight plan be your will and our tree course in line with

ur communaments.
Then, when we make our final approach in life, may we with all the angels
Heaven, be prepared to say: "I'd rather be flying with you – today, tomor row, and for

John C. McCollister





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FOR SALE - AUTO

1972 Chev Elcamino - 350 ci, V8, 3 peed auto trans. AM Radio, 50,000 miles. Very clean. Asking \$1,500 - "NO LESS". Call ster 5:00, 252,3485. Ask for Beet

FOR SALE: 1968 Ford Galaxy, power steering, power brakes, air conditioning, 390 engine. Needs some body work, 390 or best offer, Call 672-3687 after 5 p.m.

FOR SALE OR TRADE FOF MOTOR-CYCLE-1973 Capri-V-5 engine, 4 speed, reclining buckets, raily instrumentation, interior-excellent condition, no rust, very low mileage - Contact Brad at Box 2711.

MAZDA RX? - 4 spd. 4 door "RUNS EXCEPTIONALLY WELL" Engine paint, trea, see's, sie and heater, etc. Fverything is in Perfect Condition, Must Self; \$1,500 or best offer", Ph. 76:1-7712 after 15:00 p.m. - or drop a note in E-RAU Box 3146. "Serious Inquiries Only" Affect

FOR SALE: 1973 MG midget 4-speed. Clean. Good Condition. \$1,750 firm. Call Pat on 762-8601.

73 MAZD RY2; 4 spd. 4 dr. runs exeptionally well, engine; paint, seats, nir de heater and four new wide tires. Everything is perfect. Must sell. \$1,500. But will accept the best offer. Contact 761-7712 or \$20 Northern Rd. No. 20.4. Colfview Apts., South Daytona. A.

1968 Torino GT - PS.PB, A/C, Auto, Cassette, just rebuilt, very good cond. \$800. Dozm 256 or Box 5566.

75 CAN AM 125 TNT 6,000 miles. Ex-cellent cond. \$400. Room No. 202 -

BIKES & SCOOTERS



CC HONDA, K3, 5,000 miles lit engine. 16in. rear wheel, cur-and bars. New tires and batt ng \$1,100. Contact Glenn Box to call 258-9484 after 5 p.m.

FOR SALE: Huffy "Contestant" men 28" 10 speed bicycle used only 25 miles Parallant condition \$55.00, 761-6735.

750 HONDA 73, low mileage and clean atking \$1,150. Contact Andy at Box 4523 or 761-1184

1970 HONDA 750 restored condition \$1,100, Call 252-8076.

75 YAMAHA 650 bought new in spring of 76, like new condition, 672-12-0, Ask for Green

1976 KAWASAKI K2900 brown, very clean, 14,000 triles, \$1,600.00 252-5561

10-SPEED Bikecycle + hand pump and lock - \$85. Mansoo, Mohsenzadeh Rab-bani, Box 4577.

FOR SALE: 1978 Honda Express. 100 miles to the gallon. MUST SELL: \$250. Call: 255-8474 Ext. 108 or Box 7388.



WANTED: Female roommate to share 2 becroom upt, at Derbyshire Apts. Call 258-5880 after 5 p.m.

MOBILE HOME FOR SALE - 1974 like new condition 12° - 60°, central air + heat, fully carpeted, 19*20' awa-ing, underskirting, concrete steps, 2 bed-room 1 bath, new ater heater aid kit-chen countertop, has wheels and hitch. John Hill Box 3516, 751-75648,

FOR SALE - AUDIO

FOR SALE: TEAC A2300S stereo reel to reel recorder. Mint condition, Leave phone number in Box 1207.

FOR SALE: TEAC AC-7 car cassette very high quality, \$75 serious inquiries only will consider trade for good 40 chan-nel C.B. Box 2027 for details.

CO COMPONENTS - Accessories -tapes, cat sterros. All major name . Absolute lowest prices. Full ty. Contact Mark Shumway at



GET INTO BED for \$20 - Double size bed for sale. Call 255-8613. Ask for Dan.

SALE: Surfboard - 6'8" round ringer, good condition, \$65. Mark to, 2627.

FOR SALE: Surfboard 6'10" RS ex-cellent condition at givenway price. Contact Bill Box 5691.

ON AND OFF CAMPUS Tune ups & Brake Work, Very reliable work, Very reasonable rates for appt. Contact Fred Da Silva at 751-4550 or Box 2228.

OR SALE: Prc line 6 channel R/C 4 servo's. All Nicad. \$145.00. See Bob Ruff No. 4234 or Dorm No. 1 Rm. 314.

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DIVORCE - \$50 for typing, forms and printed instructions as specified by the Fla. Supreme Court. MARILYN's, 230 SW 19 St., Ocala, Call anytime 732-8861.

FOR SALE: Night & Day Sizzler Race Track - \$15. 8-Track car speaker, Brand Track - \$15. 8-Track car speaker. Brand new. \$2. Beauty Shop styled hair diver-\$10. Brand new deep-fryer - \$10. Call Glenda Ext. 423 or after 6, 253-

PLANE RIDE to Phoenix Arizona needed on March 3th or 23rd - will share

LARGE Eastern Ablines Dog Kennel 220. Call 672-1280.

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WANTED: Responsible person to baby sit in my home. 7:30 tp 5:30 Monday -Friday. Contact Mary 672-3687.

FOR SALE: Hang Glider, Free Flight Standard with batter tip modification -Lessons if desired, \$200.00 672-1280



LOST: Camera in vicinity of Flight Line on the 14th of Jan. It is a Canonet 28 Automatic 35 cam camera in black case. Any information leave note in Rox 2247, REWARD BEING OFFERED!



Dena: I really love you. Keith

ALL MALES Fernale wishes to meet nen who are good in bed; however official locumentation must be provided. Leave sersonals for 'The Madam'.

WIFE WANTED: Mike and Bill now tak-ing applications for the position of a wife. Intelligence and culinary talent preferred. Extensive fringe benefits includ-ed. Place all applications in the Personals.

PERSONALS: Gentleman is looking for female expert to aid in checking surface tension on a kingsize water bed. Reply in personals. Only serious as plicants

Gentleman

the ROSCOE: Who questioned Dr. rie's grading procedures who the cares about a ILS trust you to be

Flying 'Puddle Jumpers



President Leslie M.cDonald with the help of Vice President William Robinson and Treasurer

with the help of Vice Fresurer
William Robinson and Treasurer
Debbie Redhed have recently
formed the E-RAU Ultra Light
Aircraft Society. formerly the
E-RAU Hang Cliding Club.
The Society is currently
working on research and development of hang gliders.
Specifically, they are developing the "Ridged Wing" designs because of their ridgedness and overall safety factors.
The members until one-sixth
scale models of the aircraft
and test them much like a kite.
Recently the Society undertook an experiment involving
"Puddle Junipers," which are
hand Jaunced helicopter toys.
The experiment was a
success with the best variations
being brought to the attention
of Pres. MacDonald.



The Society plans to have contest featuring categories

a contest featuring categories of distance, duration-aloft, precision of flight and design.

There are no limitations on how you modify the "Puddle Jumpers," but you must start with an original "Puddle Jumper."

To get started fill out the crder blank below and return it to the E-RAU Post Office in care of Debbie Redhed.

-Box No. 3374.

I would like — Puddle Jumpers at 75 cents each. My box number is ____. Crders 2re to be submitted to Box 3374. Delivery will be from

3374. Delivery will be from 1 to 3 days.

I (will), (will not) be submitting my design to the AVION office Monday, to be returned Wednesday for judgemen: by the E-RAU Ultra Light Aircraft Society.

Anyone interested in joining the E-RAU Ultra Light Aircraft Society.

Society should contact Leslie MacDonald at Box No. 2198.

The first meeting will be the first week in March.

Puddle Jumper about to be launched.

The Blimp



If you're into flying you've undoubtedly thought about fly-ing THE Blimp. One Riddle Graduate is doing it right now. Graduate is doing it right new. Chuck LaBow, Riddle '72 has been flying for Goodyeer and has logged a proximately \$2,500 hours of lighter-than-air time. He was one of three pilots along on this trip from the craft's base in Miami. This reporter and LaBow talked for a while standing under the airship's nose and the really seemed to enjoy his job. This reporter asked him some of the ship's spees; 192 long, 59.5' high, 50' wide and holds 202,700 ft. to the 3rd power of helium. of helium.

Performance: Cruise 35 mph

Performance: Cruise 35 mph under power of twin 175 h.p. Continentals. Service Ceiling - 10,000 ft. trarely attained). Usually cruises from 1-3 thousand feet. Approach Speed - 25 mph. Top Speed - 50 mph indi-cated airspeed. Has flown at 9° mph ground speed. Max cruise of 500 miles. The Airshin is hand-made of

The Airship is hand-made of 2-ply neoprene coated Dacron at a cost of \$1.2 million. It has an expected life of five to seven

and is certified in the normal category.

To fly the airship Chuck had to go to six months of ground school covering all phases of operations. He said there are 27 gas and physical law which pertain to lighter-than-air flight and must be thoroughly understood. After ground school he logged 250 burs of due had sold and then another 150 hours before he could carry passengers. He added that of his 3,500 hours approximately 10-15% is I.F.R.

time.

Most people believe that a lighter-than air ship floats along and is pussied by it's engines. This is partly carrect. The air-ship flies by attaining neutral bouyancy and then by moving tirrough the air at a positive angle of attack, creating enough dynamic lift to fly. Chuck says it's quite heavy on the controls but responsive enough controls but responsive enough

to be safe.

The next time you see Goodyear's flying advertisement, wave, there could be a fellow Riddle student at the

Crossword Puzzle Results

CASTLE SPINNER LERON PROPELLER MEU L U ELATED DIHEDRAL ADHERE RELATIVE PUSE FAA TERRA O SPAR CO A O PA TIPE SMACH TRIM O SO DO O A O P A RUDDERVATOR PMAATED CHEEGYRO J E PITCH

Airport Expansion

Rumors concerning the ex-

Rumors concerning the expansion of Daytona Beach Regional Airport have now been checked into and confirm the plans to expand the airport. According to Mr. Doug Wolfe, Airport Manager, the airport plans to expand the present terminal to 100,000 sq. ft. which is three times the size of the present one. Expansion is to be completed

in 1985.

Also, rumors concerning the airport selling land to independent realtors are in fact just the opposite. Approximately 1,200 acres to the south that extends to Rt. 400 is now being sought by the airport. This move is intended to enable airport expansion so as not to be boxed in by development in the local area.



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