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Embry-Riddle Aeronautical University

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Eagles over F.I.T 7-1

(see page 12)



Volume 30, Issue 10



THE AVION

THE AWARD-WINNING NEWSPAPER OF COLLEGE AVIATION

EMBRY-RIDDLE AERONAUTICAL UNIVERSITY

NOVEMBER 15, 1978

Slobs in The U.C. Cost Everyone

By James Blinker

The insulting title should arouse you into cooperating because there is an obvious problem that is being challenged in the cafeteria - trays that are left on the tables. The challenge so far has been taken by U.C. manager Bob Spraker and Robert Greer of Professional Food Management.

With insufficient staff and busboy service at PFM, both are constantly searching for a reasonable and sensible solution to the dilemma. They both agree on a lot of point. One of which places the solution solely in the hands of the students because it is their cooperation that is needed. They also agree that by adding more buspeople they would reluctantly be raising food costs to the student and that is desperately trying to be avoided.

Each manager would gladly work with a student for a solution because "PLEASE HELP KEEP THE U.C. CLEAN" posters haven't been effective enough in gaining student cooperation. Other methods have been taken to light, one of which is to increase busperson service.

The student doesn't pay



for it now, but will unless there is a reverse in the trend of leaving trays on the tables. Another idea is to have a 25 cent deposit on the tray. A student would be refunded

his quarter when and if the tray is returned. That is a drastic measure with only one shortcoming - it costs money to have someone take care of the tray deposit system;

which brings us back to raising the costs to the students.

Mr. Spraker and Mr. Greer are sympathetic to any student needs and don't feel the world will come to an end because a tray is being left on the table.

However, they do feel strongly about students taking better care of what they have. The Executive Vice President, Mr. Fidel was mentioned during the interview and his sentiments were the same. This should be taken into consideration since he is searching for funds to improve the facilities on campus. Of course a new academic complex would come first in priorities before a new cafeteria, but one can speculate that by showing that we are capable of maintaining what we have there maybe a chance of getting something better.

On behalf of PFM, I'd like to warn the students that the bottom line is prices will go up; starting with milk and hamburgers, unless the trend is reversed. The students are cheating themselves because they will pay - eventually. Some students may not care either way.

A student's point of view of the tray is a bit different. A student has more things on his mind other than returning a tray, that's understandable. But to refrain from returning your tray because your buddy or the person next to you did not is anything but understandable. Help is being sought for from various fraternities, but more cooperation is needed. An opinion from one student is, "Everyone has their own particular eating habits; some are very fine, others very crude -

they should at least bring their trays back." He and the parents of prospective students aren't impressed by trays stacked on top of another on sloppy tables.

One student feels differently, "The food s---s, if it was good enough I'd bring it back. I like to create jobs." I think that student has been 'out to lunch' too long. Another student, probably speaking for the majority, states, "I think it s---! The people are too lazy to bring their trays back. They just make an inconvenience for other people."

In any event the cafeteria is actually a multi-purpose area and is designed to hold a limited amount of students. All should cooperate by keeping their table clean and seeing that their neighbor does the same.

WERU Expansion: The Five Year Plan

By Nick Milakovic

WERU has made plans to expand itself far beyond the FM project. The FM project was designed to make WERU accessible to off-campus students and the Daytona Beach community as well. The station management has decided to extend ourselves in more areas through the use of more media.

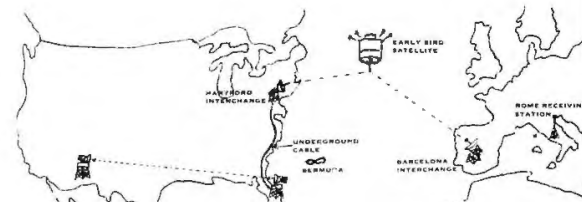
WERU-AM will become a subsidiary of the Riddle Broadcasting Service (RBS). RBS will also include WERU-FM and

WERU-TV will originate in Daytona Beach. A cable running along the Easter seaboard will carry the signal to the Hartford Interchange in Hartford, Connecticut. From there the signal will be sent to the nation's television transmitting towers. A signal will be sent to an Early Bird Satellite that NASA has agreed to put in orbit in December of 1979. (Seventy-five Greyhound buses will be made available to trans-

port students to Kennedy Space Center to witness the launch).

The signal will be picked up at the Barcelona Interchange for use by European television units. Closed circuit television units will be installed in each dormitory room. WERU-TV will be available as well as the other networks and home box. Adapted from the American Airlines "camera-in-the-cockpit" program, in which passengers could witness flight operations, WERU will place closed circuit cameras in the cockpit of each Embry-Riddle training aircraft. It will then be possible to complete observer requirements for most flight courses

\$996,233,700.00. The efficiency of WERU management has kept this figure below one billion dollars. This is a bargain considering the services that will be provided. Students enrolled for four of the five years of the program will be given stock options. Students enrolled from two to four years will become eligible for membership on the Board of Trustees, while students enrolled under two years become eligible for membership on the Board of Visitors. The decision to purchase Embry-Riddle Aeronautical University will be made after the RBS financial status for 1984 has been determined.



WHAT'S HAPPENIN'

By Ross Windom

WEDNESDAY, 15th
Diet & Exercise Workshop, 5:30-7:30 p.m., CFR
Avion Meeting in Office, 6 p.m.
Horizon Series: Sexual Awareness/Information Seminar - 7:30 p.m., CPR
Scuba Club, 6-7 p.m., FSL
Riddle Packers Meeting - 6-7 p.m., Conference Room
THURSDAY, 16th
Student Feedback Session, 11:45-1:15 p.m., FSL
Karate, 5-7 p.m., CPR
Senate Project Meeting, 5:30-7:00 p.m., FSL

MONDAY, 20th
Diet & Exercise Workshop, 5:30-7:30 p.m., CPR
E-RAU Pool Tournament, 6 p.m., U.C.
Arnold Air Society Dinner, Meeting
TUESDAY, 21st
Karate, 5-7 p.m., CPR
Coming Nov. 19, SGA Concert with "The DIXIE DRUGS" and CY TIMMONS, 8 p.m., U.C.
Daytona Playhouse features the musical "MAME" on Nov. 15-18, 24-25 at 8 p.m. and Nov. 19 & 26 at 2:30 p.m.

FRIDAY, 17th
Riddle Packers Keg Raffle, 6 p.m., Pub.
SATURDAY, 18th
SUNDAY, 19th
Catholic Mass, 10:30 p.m., CPR
Protestant Services, 11:15 a.m., CPR
Sigma Chi Meeting, 6-8 p.m., FSL

SEXUAL AWARENESS

(Extra-special) RATED Seminar "SEXUAL AWARENESS AND INFORMATION SEMINAR".
Sponsored by: Volusia County Health Department
Date: Common Purpose Room, University Center.
Time: 7:30 p.m. - 9:30 p.m.
Facilitator: Mrs. Nancy Wright

DON'T MISS YOUR CHANCE TO ATTEND THIS VALUABLE, INFORMATIVE PROGRAM.

ATTENTION SENIORS:
Wednesday, Thursday, and Friday from 10-2 in the U.C. orders will be taken for graduation announcements. Be sure to order during these times so you'll have your announcements.

All involved would like to publicly express our thanks to the many students who were present to make E-RAU's 3rd Annual Employee Recognition Day Picnic last Sunday a real success.

We are especially grateful to Nick Milakovic and WERU for providing the music, and to Sigma Chi Little Sisters, who did an expert job of keeping track of the kiddies.

Also, thanks are extended to Marcus Custer, Tim Geuger, Walt Morrissey and Jim Beverley for their assistance with the audio-visual equipment. All the help made things go much easier.

Julius G. Futch
Director, Personnel Services

ATTENTION VETS
We need workstudy students for Vet's Affairs Office. If interested contact Jona Ext. 413 or stop by our office G. 110.

NOTICES

RICHARD COLLINS - FLYING'S COLUMNIST TO SPEAK AT RIDDLE

By Dave Gordon

The editor of the most well known aviation publication - FLYING magazine, Richard L. Collins, will be coming to Embry-Riddle. Mr. Collins will be a guest of Alpha Eta Rho (the professional fraternity on campus). Mr. Collins will address the students in the U.C. on Monday, Nov. 27 at 8:15. The general public is welcome.



WERU-TV. The position of RBS president has been offered to Fred Silverman, formerly of ABC and presently with NBC. RBS will be available to the Central Florida area during its first year of operation, but it will go nationwide in 1980 making it the fourth major network in the United States.

All radio programming will be simulcast on WERU AM and FM in Daytona Beach. A microwave link up will be made with the Prescott students can benefit from our services. Embry-Riddle in Rome will be able to receive a regenerated FM signal via and the WERU-TV communications system.

OPINIONS

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



CONCERNING FRIDAY'S MOVIE:

Congratulations are in order to the half-dozen or so fools who felt that breaking and throwing beer bottles would be fun. Your display of stupidity and thoughtlessness was truly amazing. Don't you jerks realize that a pilot needs vision in both eyes to fly? Just one sliver of glass in the eye, and you can kiss a flying career good-bye. Something else that probably didn't occur to you is the fact that the Pub is here as a service and privilege, it's not a right. Just one more show like that by any other "students" and you can bet that beer will no longer be available on campus. It's a shame that because of so few people, all must suffer, but I'm convinced that's how the problem would be "solved" by the Administration.

And to the Security, I mean Safety Department: Where Were You? Until such time that all students on campus are mature enough to act in some sort of responsible manner, it is an unfortunate fact of life that guards will be needed at student functions. I think it's pretty sad that security didn't even know what was going on downstairs until a student can up and told them. And then, when one of the culprits was pointed out by several students, no action was taken to remove him from the U.C. (I would have removed him from the student body).

So remember folks, if you see someone making a fool of himself at a student function, remind him of the consequences. Tell him to grow up, this isn't high school.



Keith Kollarik

EDITOR:

It has been at Riddle for three trimesters and have never seen students rites so violated as I have just witnessed with the "New and Improved" Riddle Flight Data Frequency. When ramping "IN" the instructor of a dual flight is now required to "BORADCAST" the students grade. This is a direct violation of the Buckley Amendment! It means that every time a so called improvement is made at Riddle the student body suffers. The thing that disturbs me is that the students don't seem to care!

In doing some research I have found that using the flight line of \$32.00 Dual for an hour in a C-172 and using Jeff Barrows figures of .1 hours process time per flight it would cost the FA-102

student somewhere in the neighborhood of \$64.00 for the new system to violate his or her rights. These are only estimates and not exact figures.

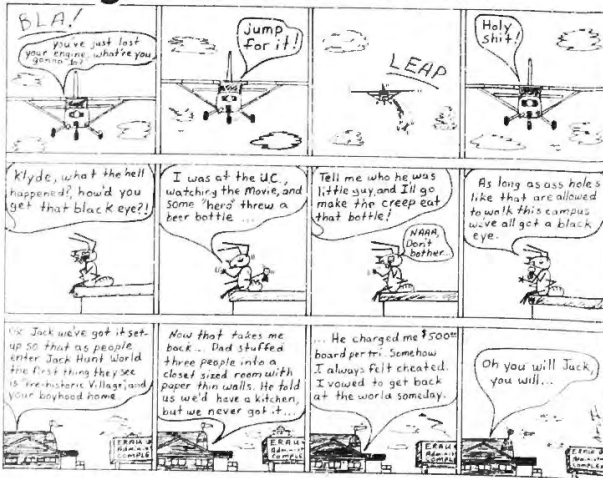
It would seem to me that a University such as Embury-Riddle would have would have been spending the amount of money and "time" spent on the Riddle Flight Data Project they would have at least considered the Buckley Amendment and possibility of violating it.

It would have also seemed likely that some, if not all students would be infuriated by this action. But then again we are all just "RIDDLE STUDENTS".

Sincerely,
Mark A. Robinson

Klyde Morris

wes olszewski



DEAR EDITOR:

Boy has Mike Jaworski done it! It seems his roving reporter article in my opinion, and other people's opinion was very one sided favoring the six day "mistake." Also, the AVION is as much to blame for putting the article written by the editor of the "Pioneer" newspaper. His article was his opinion and should have been in the same column that I write for. It was not a news article.

You can't compare the Prescott procedures to Daytona namely because of the climate. From personal experience of living out west it rarely rains and visibility is almost always CAVU (clear and visibility unlimited). Prescott can work on a schedule like they are on for that reason.

Daytona on the other hand can't. Reason - here we go... 1) Let's say we go to the six day (as it already sounds like we are) week. You'll be flying for having an oral three days a week. This means multiple lessons/solos on those days only. Most FA 102 and 103 students have a P.Q. of 3-2-1 and under. If the P.Q.

RESPONSE TO THE LETTER TO THE EDITOR:

Dear Mr. Hassett,

I will address you as Mr. A from henceforth. You were obviously in a state of ignorance when you wrote your last letter to the Editor. I believe you were very one sided in your survey of the guys from "upstairs".

First of all it is obvious that you spend all your time in the U.C. just watching the girls walk around downstairs. If you have that much time to blow I will be glad to give you some of my homework since I have no time to waste myself while working 40 hours a week and taking 17 credit hours.

My second argument Mr. A is that in your survey I believe you failed to observe the girls from "upstairs" when they were upstairs. I have been upstairs almost everyday this semester since I am graduating in December and I have seen in December and I have observed the girls from "upstairs" when they were working in their office. They are always busy typing, filing, or helping students plan their future. They also must make errands to the mailroom and



is above that they can just forget flying that day.

What happens if the student is just not in the proper mental attitude to fly or have an oral - personal problems, that's not one lesson they've missed but several that day.

2) There are students and faculty alike that are married and have kids that would like to spend the weekend with them - it's called family life.

3) How about students that are in the reserves or ROTC that are obligated for at least one weekend per month to serve our country. Sure they can get out of the Saturday classes/flight. But taking a make-up test is alot harder to do than to take the original test. In flight, you're just that much farther behind.

4) Student working on weekends to support themselves though school - Many a time, students have two full days to work to make money to even attend school. This would be cut off. Say "Bye" to some of your friends.

5) There are some students that are "problem" students in flight. Some flight instructors have a hard enough time with him on one flight let alone several for a uncooperative instructor and a student that's stuck with him.

6) Extra-curricular activities - sure academics and flight take precedence, but students and faculty have to blow off steam some how. Seuba Club, parachutists, NCAA sports, and fraternities have activities on weekends. Candel that people.

7) Additional costs for maintenance of buildings, grounds, airplanes, etc.

8) What about non-flight students? You guys are stuck bud! Seems like you always have been.

9) I've talked to 17 students and faculty. Only one student liked the idea of the 7-day week.

10) Finally, classes that on the other three days will be LONG days. 7:00 a.m. to 6:00 p.m. will be common for students and faculty alike. Faculty members are not robots and can't work those hours and days and be normal people. Especially for the peanuts they work for!

Mike Jaworski, AVION, and more importantly, the administration please get your heads on straight and listen to the students in Daytona. We're not a 6-day a week "trade school". We're a university. Let's start acting like it.

Pat Hassett

(Editor's Note: I'm sorry the letter from Prescott was not more obviously identified as an opinion (I felt that it was an opinion.) In the future, we will be more careful. Thanks for your letter.)

LETTER TO THE EDITOR

Dear Editor,

I'm a student that is concerned with the rising costs of education. About a month ago I saw the Universities Plumbing van from Physical Plant at a Laundry Mat on third street in Holly Hill. These so called University employees were doing what appeared to me as outside work on their own. The time was after the Physical Plant's closing time. I was wondering why these employees were doing a job with the school's equipment and parts. It would appear to me that these individuals were using my tuition money and every other student's tuition money to further their own best interests. This kind of mismanagement has to be stopped some-

time, why not now? If these personnel are doing this on their own time why don't they use their own equipment and parts and not those that have been purchased with my hard earned dollars.

Sincerely,
Mitch Kadow
Box 3186

I would suggest that if you ever see an occurrence such as that again, you write down the license plate number and report it right away. It would be difficult to go back "about a month" and find out who was using that van. Thanks for your letter. EDITOR



the copy machine. These errands which you have so ignorantly labeled as "laps" are a very essential part of their job.

My third comment Mr. A deals with the subject of coffee breaks. These breaks are also an essential part of the job because they have been proven to increase employee productivity. However you may have the ideology of Mao when he tried to work people day and night in the program called "The Great Leap Forward". This program that took place in Red China between 1958-1960 actually set China back 10 years because millions were worked to death.

My last comment deals with your character Mr. A. I do not like to judge people myself as you have so I performed my own survey on your character. It did not take long to discover that the name Mr. A fits you perfectly. This has led me to believe that your letter has no foundation whatsoever.

Craig Sonnenberg

the avion staff

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TAKE TIME OUT

By Gail Twarek

... for the outdoors! Just ten miles from the heart of Daytona Beach lies the relatively undiscovered, beautiful Tomoka State Park. Since we are still having nice weather, I suggest taking a day off for nature! You can hike, camp-out, fish, have a picnic, ride bikes or horses (there are nearby stables outside the park); there is plenty to do to keep your day filled. I suggest renting a canoe and paddling around the marshes and islands. You might begin to feel like the Indians who used to live there! For the real nature enthusiasts, I suggest arranging a guided canoe trip so that the ranger can point out the birds, animals, and history in the park! These trips are given every Saturday morning from October through March and they include a short hike through the ruins of an old plantation, destroyed during battles between Indians and soldiers. Tomoka Park is 5 miles north of Granada, on North Beach Street, Ormond Beach! The guide's service for the canoe trip is free. And you can call 673-2720 for your canoe rental and reservation. The guide at the park may help take your mind off some of the frenzy of school.

... for music! At times everyone in Dayton gets tired of our standard diet of disco music. So, here are a couple of suggestions to break the monotony!

First, I suggest Broadway Street Station, near the corner of Volusia and A-1-A. The jazz group Countdown is featured here and if you like jazz you'll like this group. The members, especially Mickey Wells on the saxophone and Tim Alexander on keyboards, are very talented and very in tune with each other. For those who really don't know what jazz is about, this place is a good introduction since many of their songs are jazz versions of popular songs you will recognize. The bar itself is cozy and prices are reasonable. Take advantage of happy hour or the Wednesday College Night for added savings!

Second, I highly recommend Good Company at 508 Main Street. Besides having high quality natural foods and drinks to serve, in the evenings they feature just plain good music, usually folk or soft jazz. This place is really unique for the loft filled with fluffy pillows and backgammon boards! Just the place to take someone you want to go to know a little better! Prices here are also very reasonable although there may be a \$1.00 cover on special evenings.

Nasa Editorial

By Rick Arndt

In the October 18 issue of the AVION, there was a special article on the projects of NASA. The article stated that "If national priorities permit, we can envision huge automatic satellites - miles in extent and hovering in geosynchronous orbits - to convert sunlight into clean electrical energy and to send it to Earth by microwave beam, and a permanent space station undertaking a wide range of activities and research ..."

The space 'station' spoken of here is not simply a space station, but a space 'colony', capable of housing as many as two-hundred thousand people. The satellites mentioned could be capable of conquering the world's energy crisis!

This new concept of space colonization is called the L-5 concept. It primarily deals with the technology we now have as a human race. It states that with over 95% of the material needed being right on the moon, we could not only build comfortable colonies in space, but also build Satellite Solar Power Stations (SSPS's) and productive industries from lunar material.

Professor O'Neil, a Princeton University physicist, organized the space colony concept in 1969. During the past five years NASA and many physical and social scientists, engineers, and major universities have joined in the planning of future high-orbital manufacturing facilities.

There is an organization called L-5 Society. (L-5 is the point in space where the first colony would be located.)

In order to become a national member of the 'L-5' Society you simply mail your dues (\$12.00/year) to the L-5 Society, 1620 N. Park Ave., Tucson, Arizona, 85719. They in turn publish a newsletter called 'L-5 News', and it informs of any recent advancements made around the world. It is a good establishment, and there are even L-5 clubs organized at most major universities. I would like to organize such a chapter at ERAU.

The one thing people need to realize about this concept is that these space colonies could be very Earthlike and cultured. They could have skies with a sun, clouds, birds, they could even have streams, trees, and rolling hills. Here, we would have to avoid the military altogether. It wouldn't have to be like Star Trek, or Battlear Galaxy.

The only things standing in the way of these Eutopias are politics and money. Well, it turns out that for less than one tenth of what we spend on the military in just one year, we could put a colony in space holding ten-thousand people. As I write this our government, run by supposedly liberal Democrats and conservative Republicans is dishing out 300 million dollars per day to finance new tanks, nuclear ships, and other exotic weapons of death and destruction.

STUDENT FEEDBACK SESSION
Faculty/Staff Lounge -
Thursday 11:45-1:15 p.m. Thursday
Come and ask your questions to people who can give you answers!!

The waste is astounding. Someday we will realize that we are one World under God, and that we cannot go on demoralizing ourselves with war and military tactics. What the world needs is a theme, a direction, a goal. Could the colonization of space not suffice as this mutual interest?

needed and structural analysis proving Dr. O'Neil's theories to be valid. If this is true, what is holding us back? Well, as I mentioned earlier, it is politics. However, isn't our space program our closest link with Russia? Wouldn't something this massive bring us that much closer to World Peace...?

Dr. O'Neil's concept has been stared by the media. He was even on CBS Sixty-Minutes, and numerous other shows. Article on top of article has been written. The problem is that many people pass off this idea as just more science fiction. But it is Science Fact! NASA even investigated O'Neil's theories. The investigation resulted in a design study published by NASA giving all the basic principles

It is not just another fallacy. Someday we will colonize space. Why else would God make it that way? I just hope that we can do so before we put bombs on the space shuttle or use some kind of chemical warfare to annihilate ourselves. After all, a noted philosopher once told me that "the next fifty years will be the most decisive years for mankind ever". I just hope we make it.

ALCOHOLISM

By Laslo Somogyi

Every airline in the nation is taking part in a new program which encourages alcoholic pilots to come in out of the COLD for help and rehabilitation.

Airlines used to punish any pilot with a drinking problem by simply grounding him permanently. A Federal Aviation Administrator devised a survey which indicates that there are a number of pilots who are alcoholics, but who, because of the threat of losing their jobs, remain in the closet - and in the cockpit.

It's hard to believe that jetliners carrying hundreds of passengers may have a chronic drinker at the controls. Pilots are forbidden to drink for 24 hours before a flight and rarely does one turn up for duty in an intoxicated state. Even the alcoholics, it seems confine their drinking between flights. But for chronic drinkers, a 24 hour drying out period might not be enough. Even if the shakes of a hangover aren't evident, the pilot might well be impaired with poor coordination, memory lapses and delayed reaction. At one time FAA rules required airlines to fire any pilot found with a drinking problem. Career out the window.

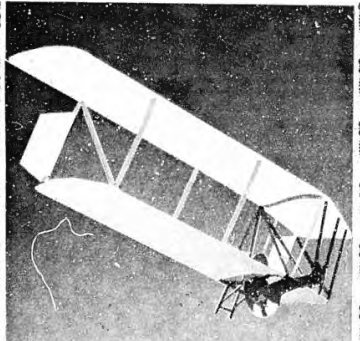
Knowing, confession was instant ticket to the unemployment line, an alcoholic pilot would conceal his illness. Other crew members would cover up for him. So this is how we come to - only a handful of nations - 40,000 commercial airline pilots ever to come out to be identified as alcoholics. Under new FAA policy a pilot who admits to a drinking problem is immediately grounded, but he is given a chance to get his wings back. You might sigh and make a quick mental note of how much alcohol you have consumed - for this trip, then all year. Staggering. You're right, it does not make you a problem drinker. But

you don't throw bricks at anyone, while mung in a glass house, as the saying goes.

No one has the right to play God in the cockpit. It all starts right here, with the pinball machine and mellow drunken state you enjoy after a hard test. During the second trip this is extended to one before the test to get ready for the test, then it's the pilot to relieve the anxiety of the test. Four years later we are sitting across the table facing a company recruiter in white shirt and

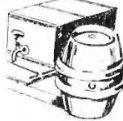
tie, and looking forward to the mysterious, bottle-toting image that many of us have. You don't need to be a hard drinker nor do you need a leather jacket to be a good aviator.

Is it your pride, or lack of common sense that keeps you from realizing the hazards of alcoholism? It's the habits you develop now that will make you a success or failure in this competitive occupation.



Ever dream of leaping into the air and soaring like a hawk?

Contact Box 512 for information regarding powered hang-glider lessons beginning in January. No pilot license required!!



He started out as simple lines on paper. He soon came to life, and grew so powerful that not even Jack Hunt could stop him...

Klyde Morris The Book... is HERE!

Copies to be sold at a table in the U.C.

The 'RHO' Pledge Class
 of
DELTA CHI
 presents
THE 1978 BEER RAFFLE

FIRST Prize one case of Coors and one case of Heineken
 SECOND Prize one case of Lowenbrau
 THIRD Prize one case of Miller

Tickets Only 25¢ a Piece
The more you buy the better your chances!!!

Look for us in the UC or Contact any Pledge Member
Drawing Dec. 1st in the UC

Director Of Health Services Resigns



SENTIMENTAL SENDOFF - Friends and co-workers of E-RAU's

resigning Director of Health Services, Helen Curran (center), gather at Hings Restaurant recently to honor the popular woman.

Curran first joined the E-RAU staff in 1969 as an assistant in the Health Services Center. Among her on-the-job accomplishments

are initiating a new treatment record system, school medical file and medical resource file. About 50 of Curran's wellwishers came

to the affair. Pictured here with Curran are, from left, Maureen Bridger, who will take over the post, Dr. Jeff Ledewitz, Vice Pres-

ident of Student Affairs, Bob Rockett, Associate Dean of Students, and Judy Koblack, Health Services assistant. (Photo by Mithe Kadow)

ERAU Continues Expansion Program



By Ross Windom AVION Reporter

As time passes by and the University continues to grow, don't think for a moment that these growing pains are not being taken care of. Maybe not as fast as some people would like to see the, but fast enough to make the plans, allocate the funds and implement the work force.

Up until this year the University has built one building a year for the last ten years. As for this year a beautiful new pool and bath were built along with a new Engineering and Science lab that popped up over the summer. The new Student Housing Complex was opened at the start of the fall trimester and at the old dorm, solar panels were installed on the roof to tap some energy from the bright Florida sunshine. By the end of the year Dorm II should be ready for the spring trimester and last but

not least a new parking lot located east of the U.C. will hopefully be ready by mid-January.

The new Central lot, with it's 320 spaces will be a pleasant sight for us weary students who spend to first five minutes of class searching for an empty space. Along with the parking lot there will be two foot bridges built across the canal, one by the pool and the other one at the opposite end of the U.C. As far as landscaping goes, the trees were left standing and islands will be built around them to help enhance the beauty of the area. The lot will also have lighting for added security and visibility at night.

All these additions to the University are just signs of growth for this young campus. A couple of years ago there were only a few buildings, now a few more and in the future... well we'll just have to wait and see.



CHARLES WILLIAMS EMBRY-RIDDLE STAFF



CHARLES WILLIAMS

The newest staff addition to the Embry-Riddle college of Continuing Education is Charles S. Williams, Director of Special Programs.

Williams' responsibilities as director include establishing and coordinating aviation industry seminars, workshops and conferences. These and other Embry-Riddle special programs are designed to serve various segments of the aviation community, from general aviation to the airlines. Williams' overall objective is to make the University's resources and en-

abilities even more accessible to the aviation public.

A 38-year U.S. Navy veteran, Williams brings to Embry-Riddle an impressive aviation and naval background. He was graduated from the U.S. Naval Academy, Annapolis, Md., and Stanford University, Palo Alto, Calif., where he received his Master's degree in Education. Advancing to the rank of Rear Admiral, he served as commanding officer of two aviation squadrons and the USS Intrepid, Director of Aviation Manpower and Training, Program Officer for Navy College Training and Commander of the Fleet Air Mediterranean.

"Williams will be a tremendous asset to the University," said Dr. William Meehan, Dean of the E-RAU College of Continuing Education. "His broad experiences in the Naval air will further boost Embry-Riddle's rapid expansion in the field of continuing education."

The San Pedro, California native is married and has two daughters. He and his wife, Elizabeth, reside in Ormond Beach.

ACCIDENTAL QUOTES

Before joining the staff at E-RAU, I was employed with Sumter County as Director of Purchasing. I also had the responsibilities as County Pilot, graphics artist, and public information Director. As the PID one of my tasks was to review the daily accident reports from the City and County Police Departments before releasing them to the news media. This was done to make sure the parties involved were correctly identified, that the reports were complete as to charges and that no information that could be labeled as "slandorous" was released. What you see about to read are some of the comments made by those persons completing the accident report form in the section titled, CAUSE OF ACCIDENT: (Editor's Note: Ron Ward is the Director of Purchasing for the University. He joined the staff August 1, 1978. Be looking for more reports and articles from him and his department.)

Woman Driver: Coming home, I drove into the wrong house and collided with a tree I don't have.

Man Driver: The other car collided with mine without giving warning of its intentions.

Man Driver: I thought my window was down but found it was up when I put my hand through it.

Woman Driver: I collided with a stationary truck coming the other way.

Man Driver: A truck backed through my windshield into my wife's face.

Woman Driver: A pedestrian hit me and went under my car.

Man Driver: The guy was all over the road. I had to swerve a number of times before I hit him.

Man Driver: I pulled away from the side of the road, glanced at, my mother-in-law and headed over the embankment.

Women Driver: The gentleman behind me struck me on the backside. He then went to rest in the bush with just his rear-end showing.

Man Driver: In my attempt to kill a fly I drove into a telephone pole.

Man Driver: I had been driving my car for 40 years when I fell asleep at the wheel and had the accident.

Man Driver: The accident

occurred when I was attempting to bring my car out of a skid by steering it into another vehicle.

Man Driver: The other car attempted to cut in front of me so I, with my right front bumper, removed his left rear tail light.

Woman Driver: I had been learning to drive with power steering. I turned the wheel to what I thought was enough and found myself in a different direction going the opposite way.

Man Driver: I was backing my car out of the driveway in the usual manner when it was struck by the other car in the same place it had been struck several times before.

Man Driver: I was taking my car to the hospital. It got loose in the car and flew out the window. The next thing I saw was his rear end and there was a crash.

Man Driver: I was on my way to the doctor with my rear end trouble when my universal joint gave way causing me to have an accident.

Man Driver: As I approached the intersection, a stop sign suddenly appeared in a place where no stop sign had ever appeared before. I was unable to stop in time to avoid the accident.

Woman Driver: To avoid hitting the bumper of the car in front I struck the pedestrian.

Man Driver: My car was legally parked as it backed into the other vehicle.

Man Driver: An invisible car came out of nowhere, struck my vehicle and vanished.

Man Driver: I told the police that I was not injured but on removing my hat I found that I had fractured my skull.

Woman Driver: I was sure the old fellow would never make it to the other side of the roadway when I struck him.

Man Driver: When I saw I could not avoid a collision I stepped on the gas and crashed into the other car.

Woman Driver: The pedestrian had no idea which direction to go so I ran over him.

Man Driver: The indirect cause of this accident was a little guy in a small car with a big mouth.

Man Driver: My girlfriend kissed me. I lost control and woke up in the hospital.



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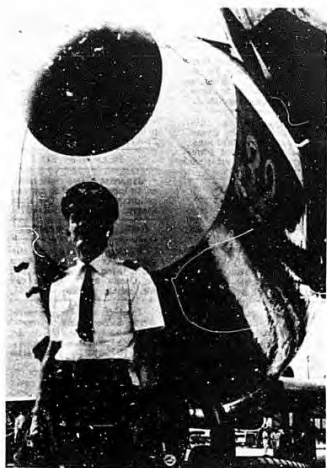
ROBERT BUNGARZ

Embray-Riddle Aeronautical University has some mighty interesting alumni in various parts of the world - some in aviation and some not. But one interesting Assistant Professor, now on leave of absence from Riddle is Bob Bungarz, who developed and taught a Flight Engineering course for two years.

Bob is flying on contract for a German charter airline, Hapag-Lloyd Fluggesellschaft. Hapag-Lloyd is based in Hannover, West Germany. They were started by the world famous steamship line, Hapag-Lloyd, and are now growing at an incredible rate. They have just bought the air bus and have merged with another smaller German charter line.

Bungarz is an ex-United States Navy flier and before his Navy duty he worked as a logger in his native northern California while he went to college.

The sleek Boeing 727's he now rides are in marked contrast to his Navy mount, the slow, noisy piston-engine Grumman S2-Tracker, which was used to track submarines. In fact, 3,100 of Bob's hours are as command pilot on the tracker. He flew the tracker:



Bungarz and Boeing 727.

operationally from the USN base at Quonset Point, Long Island and from the aircraft carrier Essex. About the Essex there were regular cruises to the Atlantic, but not much excitement until the Cuban missile crisis.

The Essex was lying in Guantanamo Bay when the

crisis blew up. The flying crew, relaxing ashore, knew nothing about it until they were called back to the flying field and found that their carrier was no longer sitting in the bay. Finally, orders came to fly back to the ship, lying off the coast, and that started a rigorous round-the-clock operation that was to last 30 days. Bob was not only flying his regular number of patrols, but when he came back he had to switch to his second job as group landing signal officer. You have to be a pilot to be a landing signal officer and it's quite a responsible position for a junior officer because you actually control the whole ship. Although the air boss is up on the bridge and you're actually third in line during operations; if you want the ship to turn, you just tell them to turn it. Of course, they can't land the airplanes, and there you are a lieutenant with just one stripe.

But there were some light moments, such as when his squadron was presented with a case of whiskey from the admiral for snatching the first carrier-based aircraft picture of

a Soviet F Class long range submarine as she sat on the surface.

When his tour of duty was over with the Navy, Bob had two job offers from the airlines. One with United and the other Pan American World Airways from which he is now on furlough. He flew for four years before they started furloughing. With Pan Am he flew both the 727 and 707.

When the airlines hire a new pilot, they hire him as a Flight Engineer. So you start as a Flight Engineer and then move on to co-pilot and then to captain, and that's where the big money is. But in Japan and Germany they still use the old system; they are still using strictly Flight Engineers. The old theory behind hiring a mechanic was that in outlying areas he could fix the airplane if it broke down, but the major airlines now realize that it's better to have three qualified pilots in the cockpit than two pilots and a mechanic. The three pilot concept is part of what is called the crew-concept, now being

adopted by the airlines which is so much common sense it's amazing that it's anything new. The jets are so efficient they're beautiful.

One of the most important jobs of the Flight Engineer is to double check the captain's and co-pilot's altitude and airspeed, among many other things. Also it's important for growing airlines to use the three pilot concept because that co-pilot is going to be a captain in a couple of years and it's time to train him now, time to get him thinking like a captain.

On the lighter side, when Bob is not flying airplanes, riding the third seat, he can be found playing the old bluegrass five-string banjo. He was quite an American good will ambassador while in Japan. He starred on television and radio for he found out the young Japanese loved our bluegrass music. Even though Bob bounces around the world flying for foreign airlines, he feels Embray-Riddle is home and he and his wife Jane have a permanent address in Cambridge in Port Orange, Florida.

Alumni News

1954 William T. Bowling, a February, 1954 graduate, is living in Austell, Georgia. Bill, who attended Embray-Riddle when it was located in Miami, graduated with an A & P Certificate and a private pilot rating. He is employed by United Air Lines based at the Atlanta Hartsfield International Airport as a Line Mechanic.

1959 A February, 1959 graduate, William Arcamuzi, is a Captain for Continental Air Lines in Los Angeles, California. Bill graduated with an A & P Certificate when Embray-Riddle had the facility in Miami. He is residing in Oxnard, California.

1962 Fayetteville, Georgia, is the home of Ernest E. Buchanan, a March, 1962 graduate. He earned an A & P Certificate and is employed with Eastern Air Lines at the Atlanta Hartsfield International Airport as a Mechanic.

1965 Allen E. Betz is a December 1965 graduate with a Bachelor of Science degree in Aeronautical Engineering. Al is Senior Laser Test Engineer with the Pratt and Whitney Aircraft Research and Development Center in West Palm Beach. He is presently living in Tequesta, Florida.

1966 December, 1966 is the graduation date of Richard I. Thompson, currently residing in Jupiter, Florida. He graduated with a Bachelor of Science degree in Aeronautical Engineering and is employed by Sikorsky Aircraft at their Development Flight Test Center in West Palm Beach. Richard is a Senior Flight Test Engineer for Sikorsky.

1972 Kevin P. Kehoe recently writes that he has finally settled down in West Palm Beach where he is employed as a First Officer for National Airlines flying out of Miami's International Airport. He is an April, 1972 graduate with a Bachelor's degree in Aeronautical Science. Before joining National, Kevin wrote that he had flown for computers, oil companies and foreign airlines.

Another 1972 graduate, Jackie D. Mosher, earned her commercial and instrument ratings from Embray-Riddle and was enrolled in the Aeronautical Science program before transferring to Denver, Color-

ado. Jackie now lives in Carrollton, Texas, and is employed as a Pilot by Ozark Airlines.

1973 Robert C. Wilcox had his commercial and instrument ratings when he graduated in September, 1973. Bob, now living in Endicott, New York, is a Divisional Pilot for the Bendix Corporation in Sidney, New York.

1974 Lt. James D. Danby is the proud new father of Sean James Danby born September 21, 1978. Jim is presently based in Woodbridge, England

where he is an Air Force Pilot, Tactical Air Command. He graduated with a Bachelor of Science degree in Aeronautical Engineering in August, 1974.

1977 Empire Airlines, based at the County Airport in Oriskany, New York, is an intrastate passenger and freight airlines and William R. Frey is employed as a Captain. Bill, a May, 1977 graduate, who received a Bachelor of Science degree in Aeronautical Science,

now resides in Rome, New York.

1978 Now living in Sunnyvale, California, John D. Ballard is employed as an Aerospace Engineer by NASA-Ames Research Center located in Mountain View, California. John graduated from Embray-Riddle in April, 1978 with a Bachelor of Science degree in Aeronautical Engineering. He has also attended Stanford University in California.

Try to get the hang of it.

Face it, you've always wanted to fly. Most of us remember that feeling...and for a lot of us it never went away. If you're one of those, Air Force ROTC can get you winging. Our Flight Instruction Program (FIP) is designed to teach you the basics of flight...we don't do it with a hang glider but the FIP does include flying lessons on light aircraft. The program is an extra given to those who want to become Air Force pilots through Air Force ROTC. Taken during the senior year in college, it is the first step for the guy who wants to go on to Air Force training in the Air Force after graduation. ROTC also offers scholarships, a 100% month allowance, plus it covers books, and lab fees in addition to full tuition. This is all reserved for the guy who wants to get the hang of Air Force flying.

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FRATERNITY CORNER

Sigma Phi Delta

This last weekend was a busy one for the pledges. With the help of the brothers Randy, Hal, Oz, and Mike, the pledges worked from dawn till dusk, peering and painting the south house.

To fill otherwise blank space, here is a list of the brothers of Sigma Phi Delta and their positions.

- Gary Stetler... Chief Engineer
- Keith Colombo... Vice Chief
- Steve McKierman... Secretary
- Dennis Lovejoy... Business Mgr.
- Tony Phillips... Social Chair
- Chaplain
- Hal Scripka... Guide, Pledge
- Master
- George Frawley... Athletic Mgr.
- Bob Smith... Steward
- Jerry Walker... Historian
- John Stokes... Prof. Chairman
- Mike Steininger... House Mngng.

Other brothers include: Bill Silliman, Pete Garneveus, Oz Alfert and Randy King.

LAMBDA CHI ALPHA

Very little happened this week with Lambda Chi Alpha. Only a few events are worth mentioning.

First, we have a new meeting time. Instead of Thursday nights at 7:00 p.m., it's been changed to Friday nights at 7:00 p.m. So if you're interested in seeing what we look like come and see us Friday night.

Saturday and Sunday were uneventful to say the least. I

would like to thank, on behalf of all the brothers the people who work at the Pub for keeping the beer taps open on Saturday night. Everybody had a great time drinking free beer. You don't see that very often at Riddle. On Sunday we worked on our new house again but nothing happened that was worth mentioning.

Well, that's about all this week.

There is one thing I forgot to mention last week - All there are three letters not two.

EX

By Bernie Meixsell, Jr.

The first and most important event of the past week was pulled off by pledge class Phi. It was our nationally famous Captain America party. This tri's party was excellent. The pledges worked very hard to give the brothers and a few alumni a good time and I personally believe we ought to pat them on the backs for an excellent job. This tri's Captain America was George Zimmer, and I must say George looked pretty sharp in his blue leotard and red cape. But I think someone should tell George that he could take his outfit off now, the party is over! Once again congratulations go to pledge class Phi for never ceasing to amaze the brotherhood.

Just to remind everyone start actor, Frank Bloomer, will be handing out autographs Thursday, 9:00 p.m. at the house. This is a once in a lifetime chance, so be there 9:00 sharp!

Last weekend had another great social event. Our little sisters threw a taco dinner Friday evening. Everyone there seemed to have a fantastic time. I know the girls put a lot of time and effort into this dinner so let's give them a big hand and a lot of support in the future. Keep up the good work girls and thank.

AHP

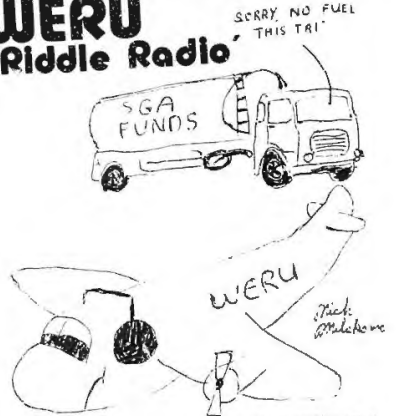
November is proving to be a busy, yet profitable month for AHP. We were honored to have Jack Hunt speak at our last business meeting on Thursday. We are a little more optimistic about the funding of the NIFA flight team, but there is a long road of work ahead of us. This weekend several of our members will go to Melbourne for the regional airmeet. We wish the flight team lots of good luck in the ground events. Unfortunately, they will not be able to fly because of the lack of funds and proper training. We hope to have the team in the air next year though!

Last Saturday several members were tour guides for disadvantaged children. Unfortunately, these children had been in trouble with the law, had little schooling and were placed in halfway houses. It was very rewarding for us to see them excited after flying in our simulators and sitting in the 172's. It made us feel very fortunate to be actively pursuing a career in a field that genuinely interests us. Keep up the good work! The end is near! Ritual dinner is only two weeks away!

The actual rally then got started at 7:00 p.m. The route the cars travelled was an interesting one. Actually, there were two routes, the second in the opposite direction as the first.

CAMPUS CLUBS

WERU 'Riddle Radio'



By Glenn Bergman

Last Sunday we held our second lineup. And I am proud to say that we have 20 pledges going into the final stages of their pledgship period. Good job and keep up the good work.

Also on last Sunday our little sisters were representing the Sigma Chi fraternity in a public relations project while the brotherhood was conducting the second lineup. All I can say is we are really glad to have them around. We would just like them to know how much we really appreciate their help.

Just to remind everyone about the party this Saturday evening. Start getting your gear ready and be psyched! I'll be looking forward to seeing everyone there.

Also don't forget about the Deep Sea fishing trip on Saturday. Be prepared to catch a huge fish and have a super time. If you didn't sign up do it soon. The sheet is on the bulletin board at the house.

On the serious side of things, John Wrightington is in the hospital over in Orlando and it would be super if everyone could drop in and see him. If you can't get over there give him a call. Let's show him we care.

Almost as soon as we got the tickets from the print shop our enthusiastic DJs have sold them. Keep it up! The WERU 1st annual party giveaway is in full swing now. Don't forget that on Nov. 21 in the pub, WERU will pick our party winner. You don't have to have the party when YOU want it. Before, during or after Thanksgiving.

If there is anyone desiring any information concerning the projects or organizations within the Sigma Chi fraternity give us a call at 252-2277 or just drop on over. Our door is always open.

Everyone entered in the rally really seemed to enjoy themselves. Each one of our members working the check points were witness to this, as they had the hard experience with the contestants. Contact with the contestants was about all of the contact check points number two and three had all night, since these two check points were out in the "sticks."

It all ended between 10:00 p.m. and 11:00 p.m., depending on when the car had left the start. The final outcome looked like this:

1st - Pilot, Paul White
Co-pilot, Jerome Bieh
Toyota Celica
2nd - Pilot, Mike Moore
Co-pilot Bob Laird
Jeep

Well, it had a few hitches, but the Arnold Air Society Road Rally went off this past weekend with great success. It all started with registration which began at 5:30 p.m. in the University Center. Fifty cars entered, and the drivers of these cars attended the "pilots" meeting that was then held at 6:30 p.m.

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By Timothy M. Robinson



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AAS
(continued from previous page)
3rd - Pilot William Goedel
Co-pilot, Pete DeNucci
Volkswagen
Top Fraternity - Delta Chi
Poker Winner - Jeff Newman
Neil Bleiwies
Each one of the winners in the rally received a trophy, and the poker winners received Seagrams Whiskey.
We would like to thank everyone who participated in the rally, and all of our members who worked the rally.

PARACHUTING
By Gary MacFarquhar

Now that we skydivers who trekked to Z-Hills last weekend have recovered from our adventures (for the most part, anyhow) the true story can be told.
Upon our arrival Friday night, we were entertained in an honest toga party. Stripped but for our togas (except a couple turkeys) we engaged in the drop zone pursuits of mooning the ever present cameras or conducting toga checks for less than authentic togas.
We continued into one very cold night - cold? This is Florida. It never gets cold here, right? Well, we sure weren't warm out there under those icy little stars.

Doug Livernois planned and executed the rally, from beginning to end. Although many of our members helped out, Doug put it all together for another very successful Arnold Air Society road rally.
We were so busy with the rally that we didn't have any other activities this weekend. We do have a walk-a-thon coming up in a week, plus a dinner meeting, and final pledge interviews.
I enjoyed the steak!!!

The next morning saw our moggie fire doing its best to cook up the bacon for breakfast, and eggs soon followed. With a little warmth in our gullets, we sallied forth to the awaiting F-3's.

Our big dive of the day was an attempted 7-man. Bill Mitchell, Jerry Novak, and Gary MacFarquhar went out the door hooked up. All was going well as visitor Andy Austin came in. Then Peggy Terrill just happened to flop down on our star, funning it into memories. We forgive you Peggy, but don't let it happen again! Five-thousand feet farther into that jump, Gary functioned, cut it away, got a good reserve, and landed VERY hard on a runway.

Lesson learned - always wear a hard helmet.
Another chilly night passed and we resurrected to greet the dawn of the last day of Turkey Meet '78.
We didn't get any stupendous loads off. Kevin Keenan, Jerry, Bill, and Chris Meyer got hooked up before breaking it to go down and look for lower game. A couple other fun loads rounded out one of the best weekends in recent memory.

Other news - Kevin Keenan got his 20 man patch. He and member Jay Cunningham got together for their first canopy hookup, too. Called canopy relative work, it's the latest thing in skydiving and they'll both tell you how fun it is.
If any of that stuff sounds appealing to you, then stop out to DeLand this weekend or come to the meeting next Wednesday at 8:00 p.m. in the Faculty/Staff lounge. Try it and see how you like it.

Flight Team!

By Handy Feldt
The first meeting of the Embry-Riddle Flight Team was last Monday night and the turnout was good. About 15 people showed up, including Tom Connolly (faculty advisor and myself). The meeting consisted of mostly getting ready for the Southeastern Regional Airmeet, which will be held at the Florida Institute of Technology (FIT) in Melbourne. The meet is November 17th and 18th, so there isn't much time, but we're going to give it our best shot! Until then, tryouts, testing, and prac-

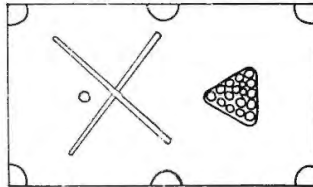
tice will be filling the free time of all the people involved. Because of lack of time and the needed funds, the team will be competing in the ground events only this fall. But, by the time the next meet rolls around, we should be in good shape in the air, as well as on the ground!
We have received initial support from many strong organizations including: Alpha Eta Iota, the SGA, the Student Activities Office, the IFC, which represents the fraternities on campus. So at the present, we're in a rebuilding

process that looks very successful, with the people involved showing a lot of enthusiasm. If things keep rolling, we will again dominate the southeastern regional conference in the future. The thing needed now and in the future for the flight team is support within the team and the student body, not to mention the greatly needed support from the university itself.
If you missed the meeting last Monday and are sincerely interested in joining the team, feel free to drop a note in my box (Handy Feldt - Box No. 1022). My next article should cover the results of the airmeet at FIT, so keep us tuned in, we need your support!

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Appointment Not Always Necessary

AFROTC

By C/Maj. Anthony Phillips

Overall, the aerobics run on Saturday went quite well. For some it was a struggle to finish first, and for others, a struggle to finish, period.

It should be understood that the run is not meant to be a hassle, but instead is designed to allow you to recognize the type of physical condition you are in. If you did not do as well as you would have liked, it is entirely up to you to do something about it. If you are headed for Pilot or Navigator training, or as a GMC in summer camp, you haven't seen the last of the track, and probably the more you see of it now, the better you will do in the future.

Cadet Sgt. Griffin is to be congratulated for turning in the fastest time in the entire detachment.

You may have noticed a request for suggestions in the Focus section of last week's newsletter. The request still holds. A suggestion is probably the most effective way to change the Corps, so if you see a problem, suggest.

Finally, don't forget the AC 130 on Tuesday. It will definitely be worth your time. As usual, keep working.

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— Road & Track - July, 1976.

I'd been hearing good things about the Rabbit. But it cost a little more than I thought I wanted to spend. Then I shopped around and compared what I was getting. Now I'm a believer.

The Amazing Rabbit

The car that sent Detroit back to the drawing board.

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GLC is Mazda's new piston-engine success car. GLC means Great Little Car.

AIR TRAFFIC CONTROL

By Rick Arndt

Embry-Riddle students are encouraged to visit the tower at the airport and get a good look at the other side of flying. For an appointment just call 252-3692 or go over any weekday between 9 and 5 and chances are good of getting the grand tour.

This particular tower has two main positions in the VFR portion. The local controller sits to the far left of the console as you enter the tower. This is the position in charge of all airborne VFR traffic and is on the frequency of 120.7 or 121.9. The center console is the flight data status with direct telephone lines to the FSS, Jacksonville Center, and Miami Center. Flight Data is in charge of handling all flight plans and clearances to and from the Centers.

There are also two radar control positions in a lower portion of the tower. These controllers are considered approach controllers. One han-

dled the North sector while the other handles the South. There is a hot-line telephone in the tower which connects directly to the Airport fire department. When this phone is taken off the hook it activates an alarm in the fire department nearby tower. After the alarm sounds, there is room for the controllers to relay any information on an air crash.

There is a full time tape recorder which records every transmission made, and the tapes are stored for a period of 15 days before being erased. These tapes are used in the event of an air crash or any other questionable incidents.

There is a total of 27 controllers assigned to Daytona Regional tower. Out of these 27 controllers, 20 of them are fully qualified and two of them are women. There are six watch supervisors and, like most control facilities, there is only one chief supervisor. Salaries of Air Traffic Controllers range from \$10,500 to \$32,400 and up depending on GS rank.

Teacher Ratings

By John McGinty

As the end of the trimester draws near, so does the chance for students to air their feelings about the instructors they have had for the term. If the instructor is good, his hour of glory is fast approaching. If the instructor is not so good, or a real turkey, the end of the term may be an unhappy time.

Each trimester, during the last week of class, instructors

are required to pass out "Student Opinion of Instructor" questionnaires. This questionnaire is a multiple-choice form covering everything from an instructor's concern to his lecturing ability to his fairness. It is a quite comprehensive form covering all aspects of the instructor's personality and teaching technique. On the back of the form is a space for any written comments. The student's answer sheets are turned in anonymously by

section to the secretary in the Office of Academic Affairs. Through data processing, the results of the multiple-choice questions are tabulated. The comments are all compiled in a single list. Division chairmen then receive the data on each instructor in their division. Each division chairman carefully studies the reports. The Dean of the College also reviews and/or critiques most of the reports. Favorable reports are placed in the instructor's file. When a division chairman comes across an unfavorable report, he investigates it. First he interviews students from the instructor's classes. He may also sit in on a class to get a first-hand impression of his teaching ability. The instructor, the Dean of the College, and the division chairman all work together to ascertain and solve the instructor's problems. A probation period is granted to the instructor to give him time to improve. If the instructor improves, it is duly noted on his record; however, if he does not improve, his contract may not be renewed.

Needless to say, the thought of being rated by their students at the end of each term makes faculty members apprehensive. It is possible that some sacrifice their students' education in order to get a good rating; in other words, "I give you an A, you give me a good rating". This, however, is not the usual case.

Although the faculty is, for the most part, very good, students must not think their opinion is not needed. The periodic rating of faculty is necessary to keep the school's faculty at its present high standards.

Stealing at Riddle

By Mary Winhoven

Attention students of ERAU: Why is it so many of you "good guys" sit back and let the "bad guys" get you lumped in the expression, "... those *\$@* students. . . " usually said with a groan. What I mean is why do so many of you sit back and watch things happen. I.e., stealing, cheating, defacing property and scores of other goodies, without reporting the perpetrators? (Not only students - everyone on campus should be aware of these things!) Getting away with something once increases the appetite. Watching without telling makes you an accessory; you're in fact agreeing to it and saying it's OK. Does the expression "tattletale" scare

you? You're not in grade school anymore; the expression shouldn't mean a thing to you. Almost all of these "crimes" cost money - an additional expense to the school, and an undeeded expense, indirectly, to you.

In the eight weeks or so the Engineering Science Building has been open and in operation, there has been theft of some pipe, workman's tools, money and books, not to mention a picture actually taken off the wall. I mean really, how hard up must a person be to steal a picture from the wall. It wasn't an extraordinary picture, certainly not a valuable painting. Most definitely, NOT worth stealing. Multiply all the theft from just this building by all the buildings on cam-

pus, and you sure can add up a few dollars. Defacing property is another popular pastime of some. I mean, don't you think the walls could stand without your feet pressed up against them to hold them up? And usually paper is provided so that writing on desks and walls could be eliminated.

I guess it's time for me to get off my soapbox. What I'm really trying to say is don't let just a few people give everyone here a bad name. Report what you see, and who you see doing it. There are a few of us on campus who are proud to be here; help us continue that feeling. Remember also that by reporting these "crimes" you will be, in the long run, saving yourselves money. Let's try to give Riddle an "all-around" good reputation.

Thank you for listening.



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FOR SALE: 1977 Toyota Corolla 5165, 1100 cc, air, road, 2875 miles, great school or family car, good shape, very stylish. \$1,500 firm. Contact 252-4170.

1964 Porsche 356 S/C - Restorable has all parts for restoration. Engine and drive train in very good condition. Has new carpets, new tinted windshield, excellent leather interior asking \$2,000. Please call 781-9261 after 6 p.m.

FOR SALE: 1973 VW Camper - 4 new Michelin X radial tires, tinted windshield, pop-up roof, sink, refrigerator, sleeps 4 adults. Asking \$1,800. Please call 781-9261 after 6 p.m.

1975 AMC-Pacer 2 door 4 cylinder condition. 3-speed, steel hub radial tires. Very good condition. \$2,500.00.

TR-61 New set of shock absorbers. New car. \$130.00 will set for \$85.00. Contact Ronn Box 278 or 258-5186.

Pontiac Firebird for sale: 350 V-8, AM-FM 8 track stereo/black blur, 252-7277 ask for Guymer. Must see!

FOR SALE - 1969 VW good condition. Contact Box 5895.

1968 Pontiac LeMans - excellent condition - \$600.00 - 1700 258-6786, ext. 251-800 - Don Box 6245.

1970 Chevy Impala - Red with white convertible top - AM-FM Radio - Excellent Condition - 350 C - Must See! \$1,800 - Don Box 6245.

1974 Honda 2500 cc. four cyl. Make offer! Contact Ezra Graham, E-RAU Box 104761-124 Over 875-5535.

FOR SALE: 1972 Yamaha 650cc-excellent condition 8 inch fork-\$800 or Best Offer! Contact 781-9261.

1976 Kawasaki 400 Excellent condition - new battery and gas tank. Like new must see! \$700.00. Contact Mike - Box 5258.

1974 Honda - 500 cc - two cylinder - semi-custom-new seat - bars - paint and disc plates - Excellent condition - \$900 call 87-7325.

MOBILE HOME: \$13,500 or best offer! Family park 28-52 Double wide mobile home patio and porch with awnings, central air and heat, kitchen - dining room - living room (20x12) 2 bedrooms - 2 complete bathrooms, ref., range, washer carpets, curtains, drapes, shades aerial on the house, new aluminum windows, house type. Utility shed and post clothes line. Please call - 1-Home, 258-6438 or 252-2307.

FOR RENT - ROOMS

APARTMENTS FOR RENT: Moving and want to sublet remaining lease. You can sign up for new lease if you want. Derbyshire Apts. Quiet. Two pools. Tennis courts. Clubhouse. Two bedrooms. \$230 plus dep. You pay electric. Ideal for 5 month lease. Studio Apt. 5 month lease fully equipped kitchen, Carpet, curtains. Beach 3175 - plus deposit. Electricity. Perfect for single student or young couple. Can see by appointment. Call 258-2306 or Box 5655 or Box 5293.

HOUSE FOR RENT to E-RAU faculty only, near neighborhood in S. Daytona 2 bedrooms - 1 1/2 bath - fire stone - large kitchen - 2 carport and workshop - central air and heat. 2770 feet. \$100 security, very clean, new paint. Call Bob Ext. 569.

FOR SALE - AUDIO

FISHER receiver, variable and speaker with custom built cabinet. Phone 258-7292 3450.

FOR SALE: Two months old complete stereo set. Scepter! If interested stop a while in Room No. 4229.

FOR SALE - MISC

FOR SALE - New \$58 1 Craftsman 3 1/2" variable speed portable drill. Includes electric drill - used OXCEL. Not all bits included \$25.00. Mary Box No. 2293.

Custom Fisher surfboard - excellent condition \$100.00. Call 252-2277 ask for Dave Kim. No. 18.

FOODSABLE TABLE - perfect condition custom built, new seat \$189.50. \$125.00 call Randy Ext. 320 or at home 258-0941.

FOR SALE: R. val 170 large Pace manual typewriter. Excellent condition \$75.00. TEL: 2578.

FOR SALE: 1 Craftsman variable speed, double insulated, air - calibrated for auto cutting. USED ONCE. 21 blades included \$30.00 Mary Box No. 2293.

Racer 11 Maxium handpan, 316 and 304, lots of extras \$179. Contact Don Box 2440 or phone 781-9261 after 6 p.m.

Sailboat, water seamer, 13 foot better than most conditions, vinyl motor, steel mast plate, ama for river or surf sailing. \$175.00. Call Randy Ext. 320 or at home 258-0941.

FOR SALE: Large (182 cubic foot) Swart freestanding refrigerator with automatic ice maker, cold water drinking tap, humidifier and two vegetable compartments. Brown color. ask \$250.00. Please call Don Home, 252-5551 Ext. 353 or 324.

FOR SALE: Jeepster Approach Plate, motorized two rates, built for 1974-1975. Also March 1975. Like new! \$450 or best offer. Contact Bob 5017 or call 252-8033 after 6 p.m.

FOR SALE: Drill powered pump. Great for clearing waterholes. \$7.00. Mary Box No. 2293.

SCUBA EQUIPMENT for sale - tanks, regulators, gauges, BSC & built, individual size or total \$375. Contact Ron Box 6172 Don Box 10700 13K.

FOR SALE: 4 speed Maxium transmission 2.56 fast gear. Excellent condition. \$125. Contact: Bob at 781-9266 or E-RAU Box 2882.

FOR SALE: New Model-14 with Redden-104 289 volt, scope & L.M.L., 340 watt \$73.00 firm. \$230.00 firm. Call 787-9688 ext. 242 after 5:00 p.m.

SUPER BEAR! For Sale: 16 foot Cobra Boat. Must be seen to be appreciated. Fully equipped, 2. high speed, 45 horsepower motor, brand new trolling motor, 2 new batteries with battery charger, new motor - like trailer, 212 gallon gas tank. New boat cover, hull & motor have never been in salt water. Estimated value \$4,000 but will sell for \$2,000.00. For more information call ext. 417 ask for Ron After 5 p.m. and weekends, call 994-477-1888.

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WANTED TO BUY: Clock radio, also books in first year math, physics and chemistry (Holt) and Readers. Ask for Alvin in Room 308 Dorm 1 or leave note in Box 2732.

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LOST - sunblock in vicinity of W. Building (Holt) 20813 and black woman's umbrella. Please return to Lisa. If anyone has seen this umbrella any where please leave a note or my mailman. I'll really appreciate it. Box No. 2763.

TO WHOMEVER "BORROWED" MY TI 29 calculator: As no questions about reward is offered for its return, or for information leading to the return of the calculator. Contact S. Waddy, ext. 0782 or in the Gat Room.

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Needed: Person to share expenses and driving to and from N.J. over N.Y. State. Contact: Terry Costa, Box 1114, or 258-4405.

ATTENTION: Are you from southern Maryland or Northern Virginia? Do you need a nice home at Christmas? Do you have a car but want to share driving and expenses? Contact Devin Shinn Box 2061 or Donna Room 118. 170, organizing a car pool to save to all time and money-join us!

EMBRY-RIDDLE AERONAUTICAL UNIVERSITY

New Book on Soaring

Schwitzer Aircraft Corp., Airport Road, Elmhurst, N.Y., has published a new book, "Start Soaring," edited by W. E. Doherty, Jr.

"Start Soaring" is intended as an introduction to soaring. It explains what soaring is, how and where it is done, and how and where an individual can take an introductory ride, receive instruction and obtain

a sailplane (FAA glider) rating.

In addition to information covering the different aspects of soaring, the book includes several first person reports of personal soaring, flight experiences.

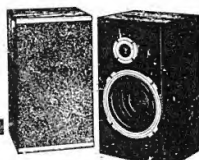
Included is an appendix listing national and international soaring records of single and multi-place sailplanes.

"Start Soaring" supercedes the previous Schwitzer Aircraft publication, "How To Get Started in Soaring." The new 64 page book contains similar information, but has been enlarged, revised and updated.

Price of the book is \$2.00 PP, and is available from Schwitzer Aircraft Corp., and its national dealers, The Soaring Centers of America.

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CAB REPORT: New overbooking rules announced

Starting Sept. 3, airline passengers who are bumped (denied confirmed seats) because of overbooking may be entitled to as much as \$400 in compensation.

In an effort to cut down on the number of involuntarily bumped passengers, the Civil Aeronautics Board adopted new rules which double the monetary compensation un-

der certain circumstances, and require airlines to seek volunteers before bumping anyone. Under the rules, should a passenger be bumped against his will, he will immediately be entitled to \$27.50 to \$200, depending on the face value of his full one-way ticket. If the airline cannot get him to his destination within two hours of the original planned arrival time, that compensation is doubled with a minimum of \$75.00 and a maximum of \$400. Currently, a passenger receives no compensation if the airline gets him to his destination within two hours,

and \$25 to \$200 if it cannot. We acted because of the growing number of airline bumpings, over 150,000 a year. While that number is small compared with the total number of airline passengers (over 200 million yearly) the individuals affected often suffer serious inconvenience, distress and even financial loss. We didn't simply outlaw overbooking because it brings tangible benefits to passengers: it fills seats that would otherwise be left empty by no-shows and late cancellations, therefore helps keep fares down, and it enables more people to get seats on the

flight of their choice. By requiring the airlines to seek volunteers, we hope they will be able to reduce to the absolute minimum what we consider the paramount problem, involuntary bumpings. Pass-agers with a little time to spare, we hope, will gladly give up their seats for compensation so that the traveller whose need is urgent can get to his destination on time. We also changed the base for the involuntary bumping's compensation. Until now only the first coupon on a passenger's ticket was used in calculating it, now, he will be on-

itled to the price of the entire one-way ticket to the first stopover or destination, on the ground that a passenger who is bumped from the first leg of a trip will likely miss any connection as well. Any customer may ask for an airline's priority seating plan, which can be found at any ticket counter. The plan also will explain an airline passenger's rights in an over-booking situation. If these new procedures fail to stem the involuntary bumpings, we might have to look into airline reservation practices. (ER-1050, 1051)



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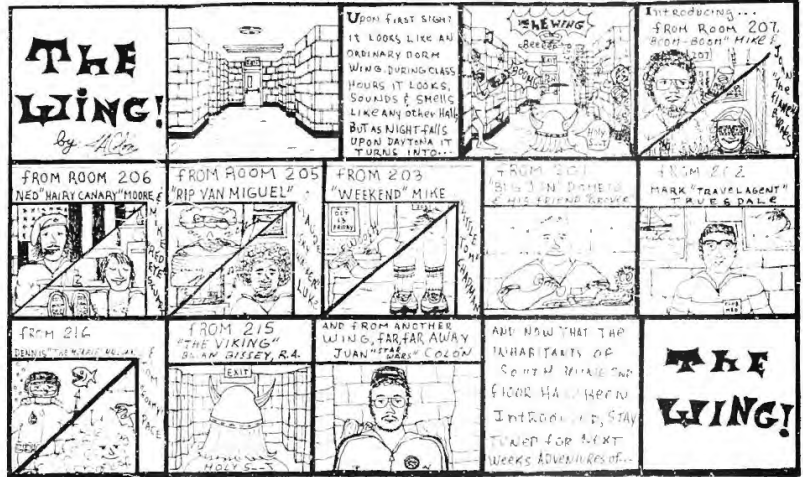
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The American Traveler: A Perspective

[Taken from the May 1978 edition of Southernaire Magazine]

The U.S. Travel Data Center in Washington, D.C., has compiled this perspective on the total travel and tourism industry in America today. It is noteworthy that air transportation, which accounts for 80% of domestic intercity public passenger miles and approximately 93% for travel abroad, this year will be a \$20-billion industry. This report attempts to place travel activity in its appropriate context in keeping with the American economy and lifestyle.

U.S. industry receipts from travelers totaled \$106 billion during 1976. If viewed as a single retail industry, this makes travel the third largest industry in the country in terms of sales. Travel sales exceed those of clothing stores, drugstores and furniture stores combined, and are exceeded only by automotive dealers and food stores.

Travel expenditures produce employment, about 4.4 million jobs during 1976. This makes the travel industry one of the largest employers in the country, providing more jobs than the construction industry or the health services industry or the combined industries of finance, insurance and real estate. While manufacturing is frequently cited as a major employer, the travel industry provides more jobs than the primary metal, fabricated metal products and electrical equipment and supplies industries combined. In fact, the travel industry directly employs more than 5% of the workers in all industries.

Travel also contributes to revenue of all levels of government. In 1976, the U.S. Travel

Data Center estimates that travelers in America generated nearly \$8.6 billion for the U.S. Treasury alone. This amount paid, in full, the combined costs of federal education, food stamp, school lunch and other nutritional programs. It also surpassed total federal outlays for revenue sharing and general fiscal assistance programs for state and local governments.

Without the federal receipts generated by travel in the U.S., the government would have to raise taxes by three per cent just to maintain the same level of revenue. The combined average federal, state and local tax bill would have to rise \$103 per taxpayer just to maintain the same level of public services.

On any average day, a number of Americans equal to the number of residents in New York City is traveling away from home in the U.S.

This vast, mobile popula-

tion requires the goods and services provided by common transportation carriers, travel agencies, commercial lodging places and campgrounds, eating and drinking places, amusement and recreation establishments, gasoline service stations, and other businesses that make up the American travel industry.

Americans in two out of every three households travel to places 100 miles or more away from home each year. Travel is just as pervasive among American households as black and white television sets. More American adults travel than vote in a Presidential Election more adults travel than have attended high school.

American travelers are so active, they generate two trips, nine days away from home, and 1,900 miles for every man, woman and child living in America each year.

Americans spent \$96 bil-

lion on travel for personal reasons (non-business) during 1976, or almost nine per cent of total personal consumption expenditures that year. Consumers spend more on travel than they do on clothing, accessories and jewelry, or on medicines, drugs and the professional services of doctors, dentists, and hospitals.

In summary, travel is a

wide-spread American activity, with far-reaching benefits touching all walks of life and regions of the country. Travelers purchase from many industries, contributing substantially to the employment, income and tax revenue in many areas. Ninety-nine per cent of the firms in these industries are classified as small businesses by the U.S. government, further

indicating the pervasive nature of the economic activity.

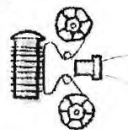
The recreational nature of personal travel often gives it an appearance of an expendable luxury or a frivolous pastime. This characterization is misleading. Travel in America is a substantial part of the American economy and an integral part of the American way of life.

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Hours: 11:30 A.M. - 1 A.M.
527 North Atlantic Ave. Daytona Beach
3218 South Atlantic Ave. Daytona Beach Shores

RIDDLE SPORTS

Eagle's Swoop Down on F.I.T



Photo By Rodger Roden

Embry-Riddle Eagle Paul Montoya 16 passes to teammate (8) for a Riddle goal.

Brother's of the Wind '78 CHAMPS Gentle Giants

By John McCarthy
AVION Sports Reporter

With 50 seconds remaining in the game, the Brothers scored on a 15 yard pass from Chuck Henry to Jerome Yates who raced 25 yards for the winning touchdown. Henry

connected with Frank Reeves for the extra point to make the score 14-7.

The game was mostly controlled by the defensive teams. P.C., Dennis Henderson, and Ken Wilder each caught interceptions for the Brothers, and George Kothe had 2 for the

Gentle Giants - one which set up their touchdown.

The Brothers scored first, on a 30-yard pass from Chuck Henry to Mark Phillips. Henry ran in the extra point. The

Gentle Giants scored from 5 yards out on a run by Randall Mangum, with Paul Csibrik passing to Mangum for the extra point. After this, with the score tied, neither team could make much progress until the Brothers scored a touchdown with less than a minute left.

After the Game Coach Wurzbach presented trophies to the winning team - the Brothers of the Wind.



Soccer ...a game of grace.

Photo By Rodger Roden

Saturday afternoon, E-RAU Eagles won the annual Homecoming game with a score of 7 to 1.

The first goal was scored by the Eagles, but with closely matched efforts of both teams, Florida scored 1 goal to tie up the score. But after half-time, it was pure Eagles victory.

While Florida Atlantic's defense broke down, the Eagles scored six more goals. There was a complete victory for the Eagles.

One team member said that when he saw the keg of beer sitting on the sidelines during the second half of the game, he played with a new inspiration.

The next Eagles game will be played on Saturday, Nov. 18th at the E-RAU soccer field. They will play and hope fully win over the FIT team.



Brother of the Wind Flag Football Champions 1978

Photo By Rodger Roden

BOWLING



Riddle Bowler expresses anguish

Last Thursday night bowling was everything but normal; foul lights were flashing, people falling on the lanes, and numerous low games. The only mentionable accomplishments were John Keck's 235 game - 596 series, Larry Sibbit's 203, and Steve Fank's 200. Steve managed to only have three open frames for the night.

The low games were common among those where it was least expected. Pat Warzen lead the lows with slightly over one sixth of a perfect game. John Richards' game of 91 showed that a low game can happen to the best of us. Other lows went to Ron Malgo's - 91, Jeff Shepard's - 95, and Scott Hinz's - 98. Let's hope they don't keep up the bad work.

Don't forget that during Thanksgiving week, bowling

will be moved to Tuesday night.

STANDING AFTER 11/9/78

172's	26	10
Magnum Force	26	10
COOP's	25.5	10.5
Who Cares	22.5	13.5
Bre Crew	22	14
301 Club	22	14
High Rollers	21	15
3 Ball Express	21	15
Careless	21	15
Pins A Go Go	21	15
Strike 3	20	16
Unknown Bowlers	20	16
Heavyweights	20	16
One Hitters	19	17
Who Gives A ?	16.5	19.5
Win Place or Show	16	20
Albatross	15	21
Sigma Phi Delta	14.5	21.5
Record Retaliators	14	22
NC Sidewinders	13	23
2 Hims & a Her	11	25
Yahoos	10	26
Good-Bye A Go-Go	9	27



Photo By Rodger Roden

The square off'... Brother's of the Wind offense prepares for the attack against the Gentle Gains defense.

Would Newton gravitate toward O'Keefe?

Like the apple gravitated toward Newton. You see, Newton was the beneficiary of a bump of enlightenment. Undoubtedly, he would have been amenable to other enlightening stimuli. For example, the hearty, full bodied flavor of O'Keefe. The smooth and easy swallow. The fascinating, long-lasting head. As thousands of others after him, it is only logical that he would have said, "It's too good to gulp."

O'Keefe Canadian Ale
Golden Pale

O'Keefe Golden Ale
It's too good to gulp.

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