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Avion 1979-02-07

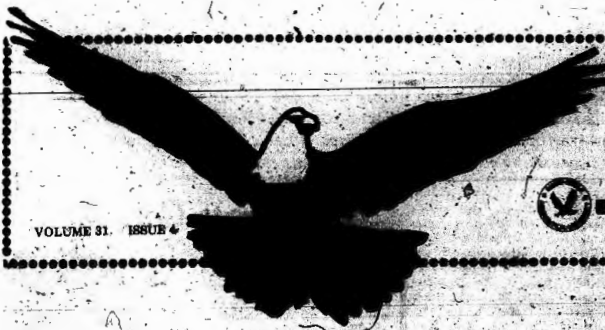
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THE AVION

THE AWARD-WINNING NEWSPAPER OF COLLEGE AVIATION

EMBRY-RIDDLE AERONAUTICAL UNIVERSITY

VOLUME 31, ISSUE 4

February 7, 1979

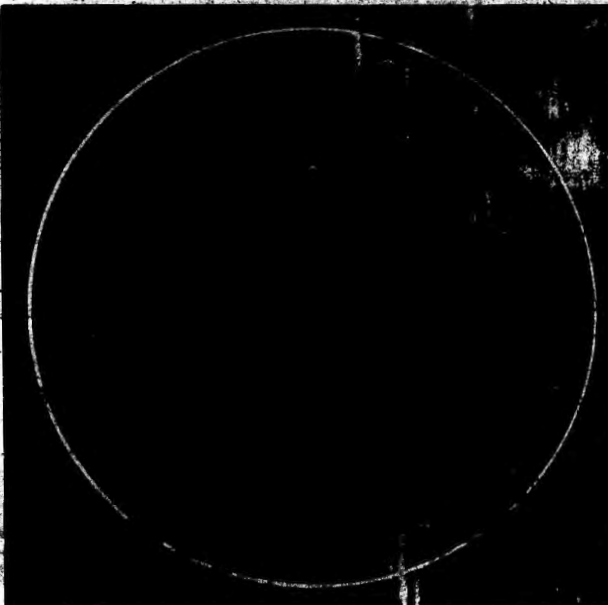
What's New at Daytona Beach Airport

On March 8th a controller familiarization course will start with the new radar system coming into Daytona. The new radar system will be able to display aircraft identification, altitude if aircraft has Mode C capability, and to indicate whether the aircraft is climbing, descending, or level at altitude. It will also tell the controller if the aircraft is transponder equipped, a "hand-off," or is coming into a radar controlled area. When aircraft are Mode C equipped, the controller will know when the pilot descends below his minimum descent altitude or decision height. If the aircraft is not Mode C equipped, the controller can vary in the altitude. The radar scope will also show area of precipitation. A limit may also be put on the scope for altitude surveillance, if the controller does not want to control above a certain altitude.

Ron Piaszki, who has been controlling radar at Daytona for four and a half years, is in charge of the operation. Ron said that between March 8th and April 7th the Course familiarization course will be a 90 day check for all controllers. On April 7th he will actually be operational. Ron also states

that the radar had nothing to do with the series of plane crashes, except that it carried installation.

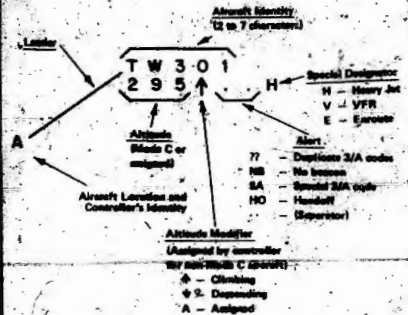
In the future a warning device may be installed which will



tell the controller of anyone who descends below his assigned altitude. The radar service will begin with Stage II (VFR

advicings and sequencing) in March, and in September it will go to a Stage III (VFR advisories, sequencing and separation).

In the near future, Embry-Riddle will be using the Standard Instrument Departure system (SIDS).



Constitution Revision Vote Coming Up Soon

The culmination of nearly a year's work will take place on Tuesday, February 20th. Your SGA constitution has been revised and amended in order to streamline the structure of organization within the student government.

Since working under the present constitution since last March, a number of changes have been recommended by various students and members of the SGA to the content of the constitution. Because of the provision in the present constitution stating that any amendment to the constitution must be ratified by the student body, it was decided to incorporate all the changes recommended into one completely new document.

This new constitution is radically changed in both form and content. First, the new constitution has altered the form of your student government from the present unwieldy system of executive, judicial, and legislative branches into two separate distinct bodies of government with specific duties

The new organization would be composed of a student administration council, which would be the main managerial section of the SGA, and a student union board which would have control over the activities funded by the student government. This form of organization should smooth out some of the rough edges the SGA has encountered in running the daily activities that make up the majority of work for the people involved.

The articles of the present constitution that guarantee student rights and privileges has not been substantially altered. The SGA recommends that this new constitution be passed, and we need your help!

VOTING WILL BE IN THE U.C. ON TUESDAY, FEBRUARY 20, 1979.

If there are any questions regarding either the new or old constitution, please drop by the SGA office and ask. There will be copies of both constitutions available for inspection during SGA office hours. Thank you, and don't forget to VOTE one way or the other on February 20th.

NOTICE TO ALL CLUBS AND ORGANIZATIONS:

Starting from the Avion issue dated February 7, 1979, all clubs and organizations who need or want free quarter page advertising in the Avion must send a representative to the Avion office and design and layout the ad him/herself.

The Avion Layout Staff

does not get compensated monetarily for their services and the time it takes a lot of time and energy it takes to design these services taking away from the regular newspaper layout functions they must do. Since this 1/4 page ad service is free, we must ask your help in our effort to put out the paper.

Riddle to be Banned from County Athletic Fields?

By Jeff Barrow
Avion News Editor

There is a chance that Embry-Riddle will be banned from using the Volusia County athletic fields just off of Catalina Drive soon. This would mean that the E-RAU intramural athletic program would be doomed to extinction. Fortunately, there is no definite date set for the extinction.

Now for the good news. At the February 1st SGA meeting, a proposal was submitted to the attending members that a new set of fields be constructed right here on campus. This proposal would guarantee at least partial immunity of our recreational and varsity athletics from the whims of the surrounding community. According to the plans provided at the meeting, there would be three different fields

constructed in the vacant area between the flight line and the Dormitory II Complex. Baseball and soccer fields would be in this area, and the racquetball courts are proposed to fit in the space across the walkway from the new swimming pool.

Sounds good, huh? Well, that's what the SGA Senators thought, because they unanimously voted to submit the proposal to the Planning Committee meeting (Feb. 2) with a suggestion that this be a priority for construction, as the school could be banned from the county fields at any time. SGA President Mike Jaworski will be taking the proposal to the Board of Trustees meeting on the 24th of this month. If you are in any way connected with the varsity sports program here or are one of the 1,200 people signed up for the

Spring Softball League, you should be keeping your fingers crossed in hope that our administrators approve this plan, or you may be out of luck.

Also shown in this plan is a proposal for a new field house and extension for the ROTC detachment, since they are being thrust aside when

the airport expands their parking lots.

If the neighboring Daytona Community is determined to bite one of the hands that feeds them, then we must fend for ourselves. I hope that you give your support to the proposal so that we can continue our already limited sports program.

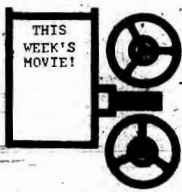
(See the diagram on Page 5)

Porsche Dominates 24 Hours of Daytona



(Photo by Henry)

Danny Ongas hurtles the Interco Porsche 935 towards the finish line and First Place.



MOVIE - FRIDAY, FEB. 9
8:00 P.M.
FUN WITH DICK & JANE
How can a happily married suburban couple support their

more-than-middle class lifestyle when they both are out of work? Easily - by robbing stores and supermarkets. Jane Fonda and George Segal star in this contemporary, laugh-provoking comedy. One of the biggest box office hits of the year! "Fun with Dick and Jane is fun for everyone." Rex Reed. "Fonda and Segal are impressive comedians and their timing and delivery is impeccable." The Hollywood Reporter. "One of the most effective comedies offered in years." Frances Taylor. Long Island Press. PG - 95 minutes.

DON'T FORGET -

SGA ELECTIONS MARCH 14

SEE NATE KIDDER IN THE SGA

OFFICE IF YOU WANT TO RUN

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, OR IN VIOLATION OF THE DIRECTION OF THE EDITOR, AND ARE ACCOMPANIED BY THE SIGNATURE OF THE WRITER. NAMES WILL BE WITHHELD FROM PRINT IF REQUESTED.

I received the following letter recently, and although I don't agree with everything he says, Mr. Seely has touched on a few problems which seem to be brought up over and over again; perhaps we can all learn from this experience.

Keith Kolbink

Dear Editor,

I am writing this letter to publicly air some of my grievances with Embry-Riddle in the hope that other students with similar feelings can possibly bring about a change in E-RAU policy. I have withdrawn from the school and will soon attend another flight school in Tulsa, Oklahoma.

To start with, I came to Riddle to primarily take flight training and it is, with this department that most of my grievances lie. I cannot discuss other departments of the school that I have not had contact with. In the spring of 1977, I graduated from Knaus College with a B.A. in Biology. Unable to find a fulfilling career in this field, I decided to pursue me as a pilot, a lifelong ambition of mine. I was told that Riddle was the "best," so I applied, getting accepted with no problem. Riddle accepts almost anyone. The admissions people informed me that they no longer offered a straight flight program; that all their programs were now incorporated into degree programs. The rationale behind this was that by offering degrees and making all the courses the school offers available for college credit, including the flight courses, students could now apply veterans benefits and other government sponsored aids to help defray the costs. The students could now pay for school and the university would be assured of the funds it needs to educate. This sounded quite logical to me, so I enrolled in the Flight Technology program.

August '78 and new student orientation came and the trouble started. I picked up my "information packet" and began comparing the proposed course schedule for flight tech and the courses offered fall term. Much to my surprise, an essential course, As a combination of private and commercial ground schools required for the accelerated flight tech program was not offered. Therefore, I set out to find out why the course wasn't offered and what to take in its place. This search ended with the discovery of another

starting fact, one that allowed me to conclude that E-RAU has a very disorganized, or organized system. I discovered that the flight tech program was not supposed to start until the next trimester! No one had made up the course outline for AS- and therefore no one was prepared to teach it. Furthermore, no one had contacted me and the other students enrolled in the program of this problem. I finally found someone in the Aero. Science department that told me to just sign up for the basic private school course, AS-100, which I did. Also, since I already possess a B.A. and don't really need another lesser degree (I.E. an A.S.) I planned to fill the remainder of my schedule with courses that would supplement my pilot training. Finding someone to advise me on which courses to take (Don't most colleges have personal counselors to help their new students determine which course to take to fulfill their educational desires, like my undergraduate college provided?) proved impossible, so I simply signed up for two AMT courses for a total of five more credits. Getting the signatures to take these courses was no problem, the department chairman simply signed the forms and said, "Have a nice day."

Classes started and my flight instructor was assigned. Another mistake. Not because he was a poor instructor, on the contrary, he was excellent, but because he was also new to the "Riddle Way." Although he had been briefed on Riddle's methods of instruction, he had never implemented them and therefore we were both in the dark for the first few weeks. I should have been assigned an instructor who had taught at Riddle before and I should only be assigned students who have had a previous flight course at Riddle.

The next sore spot deal with an established Riddle training procedure which I personally found discomforting; namely the pre-solo phase check. I came here with no flight training whatsoever and

admittedly I was a little slow in the cockpit, not fully grasping the concepts and coordination necessary to pilot the aircraft safely. However, for all my lack of confidence, the Riddle method did not help me overcome it. In fact, it instilled a downright fear in me. As you can guess, I failed that first phase check and rightfully so. I flew poorly, but not so much because I was scared of flying, more because I was scared of "failing." The point I wish to make here is that all this was unnecessary. There is an alternate method of beginning instruction that conceptually appeals to me more so than Riddle's. In this method, the instructor, alone determines when the student is ready to solo. The process goes something like this: The student and the instructor go up on a normal dual lesson and do a few maneuvers. Then the instructor announces that he would like a cup of coffee, or something like that. The student sets the aircraft down and the instructor gets out. He then tells his student to stay in the aircraft, take it up solo and do a few touch and goes. With this method, which I'm sure most recognize is the more traditional approach, the instructor in effect informs the student and he has already assessed the requirements for solo flight. It instills confidence and a sense of accomplishment rather than one of fear and constantly proving yourself. The intense flight test will come later, when the student must perform for an FAA examiner for his private license, etc. Now is the time to teach confidence, in his ability to manipulate, a complex piece of machinery in an environment that is essentially foreign to man.

There are two more areas I wish to discuss before I conclude. The first deals with the school's newly granted "Examining Authority." I completed all the requirements for my Private Certificate on Dec. 22, 1978 and fully expected to have my temporary certificate when I returned from Christmas break. Instead, I found that none of the paper had even begun to be processed. There are two reasons for this. My instructor left the school at the end of the Fall term, which caused some confusion, but not before placing my material and completion forms in the proper places. Secondly, I didn't finish Pa-

105 (I had only two observers and one hour of night solo to go). I found that even though I had completed all the requirements for the private, that it has become "policy" not to start the necessary processing for the Private Certificate until FA-103 is completed, even though all those requirements are met halfway through the course.

The reasons for this is because it saves the instructor from going through the paperwork. To speed things up, I completed FA-102 that first week. It took until today - Jan 29, 1979 to get my airman's certificate, and at that I had to stand at Mr. Tacker's desk and request that he sign my certificate now because I was leaving tomorrow and I don't want to wait another two weeks for it to be mailed and forwarded. The whole process is similar to that of pulling all the teeth from a female Grizzly bear with cups. Needless to say, the "Riddle run-around" has made my flying experiences much more troublesome than they needed to be. They succeeded in making me, a young pilot's most comfortable experiences of fulfillment (the first solo and the gaining of the private certificate) into experiences of fear of failure and an anti-climactic, hassle filled end.

Which brings me to my final point, the attitude taken by some at this university. When I went into the dean's office to announce my withdrawal from Riddle, I was met with some concern as to why I was leaving. I voiced my grievances to some extent and the dean offered to look into alternate solutions to my problem, while still keeping me in the Riddle organization; namely flight programs at Prescott and Daytona Beach Aviation. I agreed to hear him out and said I'd come back the next day, which I did. When I came in, the dean hadn't really remembered me and simply signed the withdrawal papers without so much of a mention of an alternate program. This to me, illustrates the administration's view that big deal, one kid was dissatisfied, we still have so many more dying to get into his flight slot. That may be fine, but it demonstrates a complete lack of concern for its existing students, and if the existing students are dissatisfied, this isn't to say the future students will be? This is a complete unique and contrary attitude that this school has taken compared with the other schools I have attended and the school, Spartan School of Aeronautics, that I am transferring to, Spartan has bent over backwards to recruit me backwards to recruit me and has actually worked with me in overcoming and preventing some of the same difficulties I have experienced here at Riddle. True, they are a profit making school but their costs are competitive with Riddle's and I doubt if it would have cost me \$3,000 to get my private certificate there as it did here at Riddle.

These last statements are not a "plug" for Spartan or any other school. They serve as an example of what Riddle can and unquestionably should be offering. E-RAU is going through a period of rapid expansion - too rapid. It is undermining the quality of their product, education, and while the school may be doing well financially, it doesn't mean a damn if the students must suffer the consequences of their uncontrolled expansion.

Sincerely,
Christopher W. Seely

Presidents Corner

Wouldn't you know it! Some of us are at it again: selective listening, reading, etc. My last article mentioned the availability of four portable, electric typewriters for students to check out from the SGA office. The rental fee of \$1.00 per day seems to have caused some "concern". Let me explain. The \$1.00 rental fee goes into a special SGA account slated for my personal use only. I'm free to utilize these funds as I see fit. For example: vacations, dates, dinners, and so on (all luxury items). I've even considered purchasing a new car before my term in office expires.

All this probably comes as a shock to those of you who intelligently thought that the \$1.00 fee went toward such things as ribbons, "copy-type", cleaning and typewriter maintenance, or for the purchase of additional typewriters. Just go to show you: you can't trust anyone.

I understand that the Radio



gila concert went really well. This was the first year in three that I didn't make it to the concert - I was surrounded by other cars at the Speedway and couldn't get out. (Likely story, but those of you who were at the Speedway during the concert, want you to know that we were with you concert-goers in "spirit".)

Don't forget - SGA elections coming up in March. Are you a possible candidate?

LETTER TO THE EDITOR

Dear Keith,

Ever since Mike Jaworski took office, he hasn't even tried in the least to develop a cooperative spirit at the ACB (Activities and Communications Board) to show anything but how "calm, cool and collected" one can act at such an important meeting.

How do you expect to get your budgets approved and to see the people you have to deal with so mellow that their eyes are red (perhaps, with joy?). And speaking of red, I would like to know how Student Activities went into the red by almost \$2,500 with hardly a word of explanation at the meeting about it. When asked, a real good explanation was given saying they always go into the red. Actually, I think it's a lot of crap. Also, isn't it nice to have a friend(s) at the ACB budget allocation meeting who forgets about it over a bottle of wine and bag of chips on the back couch.

I'm not sure, but I think we must have attended different meetings.

I remember quite lengthy discussion on the Student Activities budget, and I feel that any and all questions raised were very well explained. The Phoenix budget was approved at the previous ACB meeting, and I was there to answer any questions you may have had, if you had any. The fact that the Avion submitted the lowest budget in YEARS, over \$2,000 less than last year, kept everyone quiet.

I think it's important to note that at the time of the meeting, the radio station did not as yet even have approval to go FM. I think it was prudent of the ACB to suggest against the SGA budget request of over \$5000, and increase the budget by almost five times the amount. I don't want to sound too "anti-SGA". Finally, I think that if an organization is attempting to use SGA funds for the purpose of generating revenue, then the SGA has every right to know just how much revenue they lost to the Avion and how they report their revenue, why not the Radio Station?

It must really feel good to get whatever you ask for at the ACB meeting. Gee, I wish we could get all that we ask for, or at least close to it. What bugs me is that the ACB didn't even question the other budgets, just the radio station. Student Activities got their \$15,000.00 with ease because they so nicely cut off \$2500.00 for an ad that wasn't even known at the time. But the Radio station (WERU) was to gradually given the bottom of the barrel, all \$1,600.00 of it, and asked to "partly" every single penny. And to this day, the day I submitted this, the budget of WERU still isn't approved! Also the SGA Executive budget wasn't even submitted.

Also, I'd like to add that the revenue accounts can be used for whatever we want to use them for and they don't have to be listed with the operating budget, which was decided by the ACB last year.

Pat Records (Sasnet) P.S. Our advisor has read over this and concurs with this.

Klyde Morris

use/ole/zeu/ri/



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Music Scene

By Dennis Lowrey

This week's article is the first of a series of special reports dealing with the music profession and it focuses on the operation and management of Spec's music and record store located on Volusia Ave.

I had a very interesting and informative interview with Don Balles the store manager and we talked about everything from record inventory to the marketing of products. Mr. Balles received his bachelor's degree in marketing and management from the University of West Florida and is presently ten hours away from obtaining his Master's degree in economics. He seems to keep on top of everything within his store and within the record business and enjoys working in the retailing end of the industry, but is in hopes to go into a record company in the future.

This particular branch opened on November 10th last fall which added to the Spec's music store chain. There are presently 13 stores with 12 in Florida, primarily the southern section, and one in Atlanta, Georgia. At the Daytona store

Mr. Balles has a staff of eight employees who all work full-time. As the business becomes more established in this area, he figures to add a few more people. Before setting up shop in Daytona, Mr. Balles did a survey of the area taking into account the potential for growth in this particular region. From the way he speaks and the figures he gave me, the store seems to make an average record store profit. They usually bring in an average of \$2,400 - \$2,800 each week and the price he pays for albums depends upon the merchandise and the album name. For a single record album, the cost runs from \$4.00 to \$4.50 and the main office regulates the selling prices which for new releases and sale items is \$4.99 and for regular titles is \$5.99.

These prices happen to be some of the lowest in this area too.

All records are ordered directly from the manufacturers by use of "open line credit" where they order a shipment and don't pay for 90 days or so depending upon the seller. To obtain the new releases, company representatives call the store and ask them if they would like a certain album

and how many they want. The majority of the time, UPS or a private trucking company delivers the shipments and it usually takes 7-10 days to receive them after the order has been placed. Radio stations and up with the new releases approximately two weeks prior to the delivery at the store since the stations receive promotional copies.

I was curious to find out if the employees had to take inventory every month or so to see what they have in stock, but Mr. Balles uses a running inventory. When an album is sold, the number is transferred from the sales slip to an inventory sheet and as new albums come in, they are also added to the sheet. This proves to be a very efficient means of keeping up on what's in the store.

Each Friday, Mr. Balles reports his sales to the Spec's main office and then they report the total figures of the 13 branches to Billboard magazine for national statistics. Sales on Sunday-Tuesday seem to be rather slow this month but are expected to pick up with the influx of people during race weeks and the Spring Break.

Rock and disco are the hot albums at this time with 25-35% of the business being dom-

inated by disco. For those of you who get into classical music, Spec's has the largest collection in central Florida and their sales in classical are increasing as more and more people discover this fact.

An individual who decides to start his own record store would have to contact each record company and can expect a large initial investment of around \$100,000 for music. At Spec's, the inventory is over \$100,000 including tapes, music books, records, and other accessories. The average person without connections to the industry would find it rather difficult getting established especially if he shouldn't use the open line credit agreement. Besides the cost for inventory, you also have to add building expenses and expenses for fixtures.

If you haven't stopped by Spec's yet, they're located in the K-Mart Shopping Center on Volusia Ave. and are open 7 days a week. They have a very courteous staff to help you locate your particular type of music and Spec's carries a full line of all the best albums. Many thanks once again to Don Balles for his time and interest.

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An Open Letter from the Experimental Aircraft Organization

Dear EAA Member,

Sport aviation needs your help. It's never been needed as urgently as right now. We're really counting on you to respond in a way that will dramatically affect the future of our airspace. We've asked for help before but the stakes have never been so high and the potential consequences of apathy have never been so threatening. Please take a few minutes to look over the information below and consider carefully what it would mean to you. I'm sure you'll agree that taking the time to write a response is essential.

Paul H. Poberezny, Pres., EAA
WHAT THE FAA PROPOSES
 While invoking safety as a cause and citing the San Diego mid-air collision as a stimulus, the FAA has issued a proposal for radical extensions of Positive Control of U.S. airspace. Basically their plan calls for:

1. The first of two Notices of Proposed Rule Making, the FAA is asking for 44 new Terminal Control Areas (TCAs) in addition to the 21 that already exist. They are also asking for a lowering of Positive Controlled Altitude to 10,000 feet east of the Mississippi and over most of California. The rest of the country would be limited to 12,500 feet.

2. In the first of two Notices of Proposed Rule Making, the FAA is asking for 44 new Terminal Control Areas (TCAs) in addition to the 21 that already exist. They are also asking for a lowering of Positive Controlled Altitude to 10,000 feet east of the Mississippi and over most of California. The rest of the country would be limited to 12,500 feet.

3. The third step will come in March when another NPRM will be posted which would require encoding altimeters and transponders for all 186 TRSAs (making them TCAs). As of 1982, all transponders would have to be replaced with new units capable of answering collision radar in airlines. The worst part of this NPRM

would, in the words of the FAA: "Include the establishment of in-route radar service areas below 10,000 feet in certain traffic areas around the country. They would function like TRSAs."

WHAT THIS MEANS TO YOU
 If the FAA is successful, you will either have to install expensive new equipment that will have to be replaced in a

few years or plan to go around large columns of space in 230 cities, and eventually, a number of airways that will undoubtedly increase as time goes by. Under VFR separation rules, when flying westbound in the eastern U.S. and over California, your maximum altitude will be 8,500 feet. Over the rest of the country you'll be limited to 12,500 westbound and 11,500 eastbound, unless

you buy the electronics and file. At the moment, use of TRSAs, or Stage III's is voluntary, but that will almost certainly change and become mandatory. In effect the plan would also give FAA all the power they need to achieve what now clearly appears to be their goal: total positive control of all U.S. airspace.

WHAT CAN YOU DO ABOUT IT?

WRITE! If you are opposed, send in a personal response to the FAA's Notice of Proposed Rule Making that calls for the 44 new TCAs and lowering of positive controlled airspace to 10,000 feet. Send it to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rules Docket ATC-84, 800 Independence Ave., S.W., Wash. D.C., 20591 - Regarding NPRM

Charlie Daniels Comes to Daytona

By Brett Andersen

The Charlie Daniels Band appeared in Daytona's Peabody Auditorium last Monday night. Residents of the area said they had never seen the auditorium so packed before.

The Daytona Police were on hand and maintained a high profile for the special occasion. Beer was not permitted inside the auditorium; but there were those who succeeded in smuggling it in. However, under the watchful eye of the police, some of those best smugglers were spotted and escorted to the door with a choice of hitting the road or getting in the back of a squad car.

For those who did not get caught trying to smuggle beer into the auditorium, an excellent performance awaited. The performance did not consist of a fancy light show. It did not consist of people dancing around a stage in fancy outfits. It did not consist of a band making up for talent with volume. What it did consist of was a group of very fine musicians performing beautifully in an

acoustically perfect concert hall.

The concert hall was filled with the best of the Charlie Daniels Band for better than two hours. The bands introduced the tune "Reflection" (which will be on their next album, scheduled to be released in March) and the crowd responded. The band played "The Ballad of Unesey Rider" and the crowd responded. The band bent left the stage and the

crowd echoed their departure by threatening to burn the

house down. The Charlie Daniels Band resigned and played for three encores. During which the entire crowd was on their feet dancing to Charlie Daniels fiddle playing. The audience was truly happy with the band's performance, as could be verified by the exorbitant amounts outside the auditorium afterwards.

Flight Team

The Flight team is going to sponsor "Club Day" Tuesday, February 20th in the University Center. We encourage all clubs, organizations, and fraternities to set up a booth. This is your chance to show the school what you're all about, besides the \$50 first prize couldn't hurt too much!

By Dan Mihuc
 The members and alumni who are going to purchase flight team jackets MUST have a \$10 deposit for this jacket at the next meeting of the Flight Team, Thursday, Feb. 9th. We must have at least

10 deposits (\$100) in order to order these jackets. By the way if you don't know where the meetings are held come to the Common Purpose Room in the U.C. Thursday night at 7:00 p.m.

NASA Engineer visits Riddle

In our previous meeting Jim announced that a \$150 AOPA ground school scholarship will be awarded to the

By Rick Arndt
 Avion Staff Writer

Flight Team member who puts in the most effort at the Speedway-concession stand in the next few weeks. Also a bake sale will occur at the movie

Calvin Pitts, a NASA research engineer, visited Embry-Riddle on the 29th of January. The U.C. was almost full as Mr. Pitts gave an excellent presentation on the current projects of NASA.

Short haul transportation, that is, less than one-thousand miles is the "fastest growing market in aviation today" says Pitts.

This led to a discussion on NASA's research to improve the efficiency of commuter airlines and conquering such problems as noise, fuel economy, landing distances, safety, and material development, as well as airfoil and airframe design.

Pitts also made clear that NASA's middle name is Aeronautics. He said that NASA is the leading research authority for general aviation.

The slides and film clips presented included pictures of NASA's huge wind tunnels and a display of experimental aircraft still under development.

Together with a tasteful note of humor, the Aviation seminar was informative as well as educational.

"Fun with Dick and Jane" to be shown in the U.C. Friday, Feb. 9 - Joe Capicotti and Earl Bradford will manage this affair.

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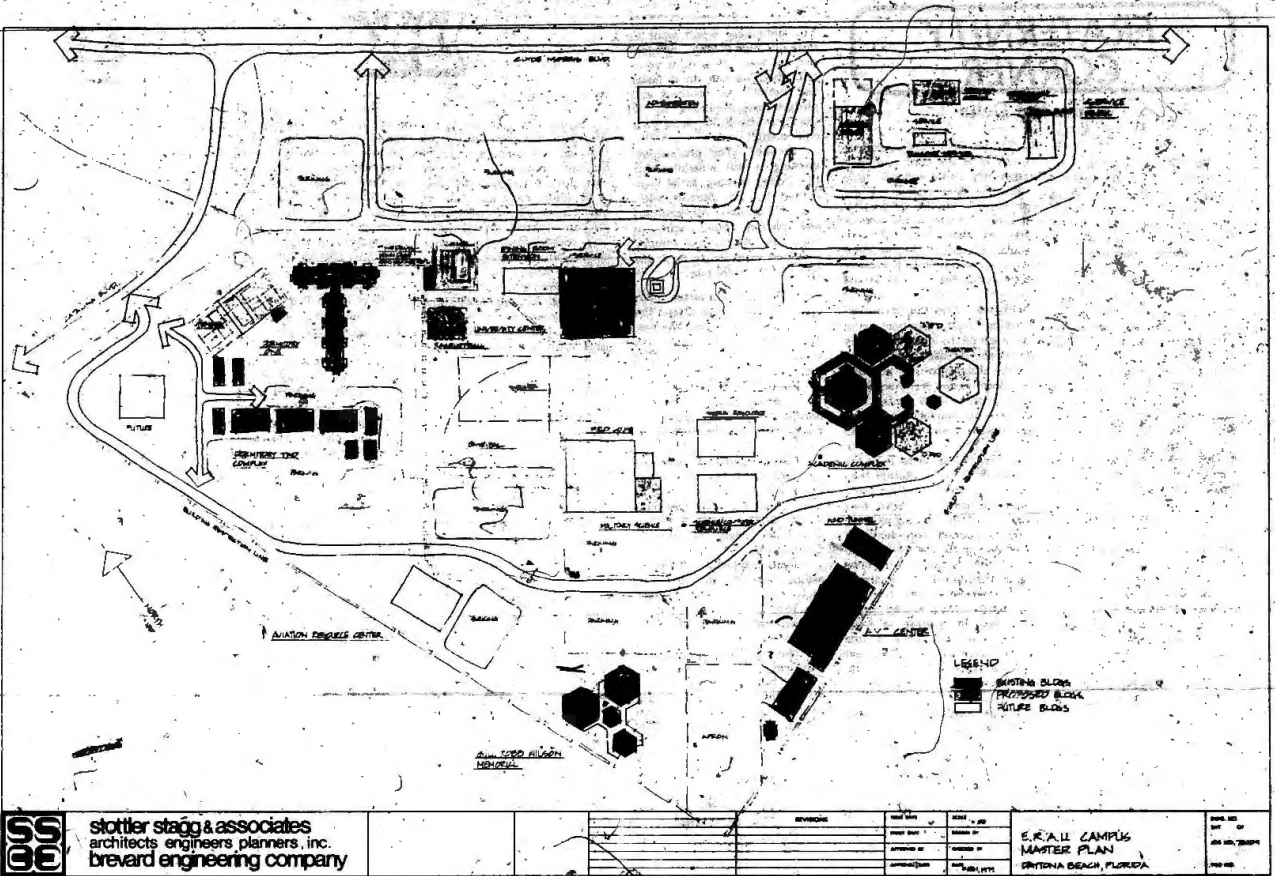
During the last school year more than \$10,000 worth of property, most of it belonging to students, was stolen from the Embry-Riddle campus. In the same period an estimated \$7,000 - \$10,000 worth of damage was done by vandals.

Stolen articles include cars, motorcycles, television sets, cameras, tires, tools, calculators, C.B. radios, helmets, hood, bulletin boards, cash, and even a restroom cleaner. Only 20-25% of this property was recovered.

Property damage includes doors ripped off mail boxes, fire extinguishers set off, broken furniture, windows and mirrors smashed, smashed windshield, and almost all the games in the pub have been broken at some time.

It is hard to believe intelligent college students, including people you may know, are doing this. What is even more difficult to believe is that the rest of us allow it to continue. The stolen articles belong to you, you pay for the damage repairs, you lose your privileges.

It's up to the student body to stop it. Keep your belonging locked up. Next time you're in the pub and see someone pounding the pin ball machine glass - tell them to stop. Being rowdy is fun but a little peer pressure will keep it from becoming destructive.



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FRATERNITY CORNER

Sigma Phi Delta

By P.F.

The North house was the gathering point as the brothers pledges, and guests of Sigma Phi Delta's Pi chapter congregated for the cartoon-night festivities last Friday evening. Our careful planning was undermined as the gutless special equipment crew was supplied with a faulty projector. Somehow, the projector must have escaped inspection before we took charge of it. The piece of equipment robbed the films of their sound; we were treated to a series of soundless Laurel and Hardy, Buster Keaton, and Cat in the Hat films. We've not had too much luck with E-RAU's AV equipment, unfortunately. Nevertheless, the liquor flowed and the bar night was a huge success as we demolished unfathomable quantities of popcorn, graciously supplied by Sally Silliman. The end of the movies did not signal the end of the evening, as we began to carouse in our own typical style. Even engineers have to break loose, we took advantage of the situation to let ourselves unwind. Despite the apparent technical difficulties, it rated as one of if not the best bar night yet experienced. Oh yes - thanks for the pizza, Mitch.

Somebody morning saw the house transformed from the popcorn strewn disaster of the previous evening back to the neat, orderly retreat we have come to know and love. Kling-on was once again at the helm of the effort, and a phenomenal amount of work was accomplished despite the no-shows which plague such necessary functions.

You definitely won't want to miss our high-quality, inexpensive car wash! Why do it yourself when we can do it faster and better? All brothers and pledges are reminded to be at the house by 8:30. Bring your equipment!!

Second - The professional meeting is still scheduled for this Friday evening, to be highlighted by Oz' famous selection of drinks. All brothers and pledges won't want to miss this informative evening and are expected to be at the house before 8:00 p.m.

Third - All committee chairmen are expected to attend the meeting this evening, Wednesday, Feb. 7 at the house, with their budgets. It starts at 7:00 p.m., so be early.

Fourth - A Valentine's Party is being planned for this Saturday the 10th, and promises to be "another wild party."

Fifth - Softball practices are scheduled for this afternoon and Friday from 4:50-6:30 p.m. There is a game this Sunday at 1:00 on Field 8, as the undefeated engineers take on Lambda Chi.

Sigma Phi Delta will also be selling Beer at the 500 - in fact, from the 15th through the 18th. Everyone is expected to help out in this effort to expand our funds.

The newsletter is being put together. All mistakes are due in my box by today - don't disappoint me - what do I have to do to get you guys to write a little note anyway? No input will be turned away!

The meeting on Sunday evening may have been a bit discordant, but many upcoming events were announced and are herein listed - you would do well to note these dates, times and places on your calendar.

First - CAR WASH!!! The brothers of Sigma Phi Delta are sponsoring a car wash this Saturday, February 10th starting at 9 a.m. It will be at the Stank n' Shake on St. Al's.



By Tom Moore

Sigma Chi 34, Alpha Eta Rho 2, that is the score of our first softball game we played Sunday morning. We would have done better had we practiced before hand and most of our starting players were away for the weekend. Cheryl Galloway did a fine performance and could of been named Alpha Eta Rho - most valuable player! We will be practicing this week for our next game against Arnold Air.

The brothers who came back from workshop this past weekend expressed the excellent time they had. Dave Stuart had to of had the best time when Pete Egler took his car for a road trip, where? over Dave's body. Too much Kool Air Petal, ain't brotherhood wonderful. Question of the Week, is Mike O'Current? I have the pictures Gary H., how much for them?

Welcome back Jerry, Vinic, Bruce, and Jeff! It's good to see alumni around the house, hope you can make it for the birthday party. You know Sigma Chi has much to offer when alumni drive for hours or fly just to visit for

The brothers are getting tired for this weekend, we have on Friday night a big brother/little brothers bowling tournament then on Saturday we have a hayride and square dance with many kegs and munchies. Any guys interested in coming to either the bowling tournament or hayride you are welcome. Call 252-2277 and let us know, our little sisters will be on hand also. Thanks again to Doe' (Mike Plapp) for a job well done with social functions. We begin work on our pool this week for another great semester in the sun. When does the unit committee meet? Anyone interested in Sigma Chi please feel free to stop by a weekend. As the Alumni saw our pledges are doing a fine job so far, beware brothers! We will find out who CA is, the brothers see all. Speaking of seeing all what was her name, Jeff any time at our House located at 520 S. Ridgewood Ave. (US -1). If you need a ride call 252-2277. This goes to females also, we do have a little sisters program and the chair man is Don Miller, C'mon by - We'd like to see you there! The Pledges say Beware!!

ARNOLD AIR SOCIETY

By Hugh McDermott, AAS Lt. Arnold Air met Sigma Phi Delta Sunday morning in its first game of the season. The team played well and homers were hit by both Dale Faust and Keith Kollari. But despite these efforts Sigma Phi engineered a victory by the slim margin of 4-3. It's hoped that we'll see better this Sunday against Sigma Chi. Game time is 11:46 at Field 8. Be there! This weekend also marked the AAS Area Conclave in Atlanta. But due to the late arrival home of the members who attended, the story will be in the next article.

In other news the Arnold Air Racing team took first place in the "24 hours of Daytona" endurance race. The team driving a turbo VW mini-bus edged out Jack's Hurley Haywood, in the last lap to take top spot in the grueling race. To immortalize this incredible victory, the bus will be embazoned and placed atop the cooling tower in front of the U.C.

PARACHUTING

On the first Sunday in January the jumpers of the E-RAU sport parachute club built the first all Embry-Riddle eight person star. It is rare for one college to have enough jumpers qualified and capable of building that large a freefall formation. Participants in order of entry were Bill Mitchell, Gary MacFarquhar, Jay Cunningham, Doug Benson, Bill Coe, Barb Shalit, Chris Meyer, and Peggy Terril. Additional credit goes to Peggy Terril who entered a star eighth for the first time and earned a star crest award.

The club members jump at Deland Airport every Saturday and Sunday. So come out and learn to sky dive or come watch and party with us at the end of the day.

Delta Chi

By Ed

As you remember in our last episode, a horde of Delta Chi's were about to invade Russ O'Grady's in Orlando. To say the least a good time was had by all. After the stage show we all wandered into the disco, Phineas Pogg's Balloon Works, and proceeded to dance the night away.

On Saturday the race track and the 24 "Parking" challenge awaited us, but no problem. The brothers managed to stay awake and meet the challenge.

Also the little sisters operated a pepsi stand on the infield. Good work by everyone involved.

After long hours of pondering, I have decided to give this week's "Chi" Award to Curt Hathaway. Curt has done fantastic job in bringing our softball team to new levels of mediocrity. Today Embry-Riddle, tomorrow the World! Until next week - keep the blue side up.



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"LEARN to DIVE"

AFROTC

By Obo Usan

Last week Tuesday all cadets and other interested students witnessed a historic presentation of slides and movies on Soviet Military Technology by a team of officers from the Foreign Technology division of Wright-Patterson Air Force Base in Ohio. This splendid presentation, although not intended to compare U.S. military strength and capabilities to those of the Soviet Union, gave everybody something to think about. The presentation was not meant to scare anybody or make people feel that U.S. could be run over by the Soviets but gave the dedicated few a chance to see where the Soviets have an edge over the U.S. For those who have not yet made up their minds; this gave them a chance to do so and sign to defend this country. Embry-Riddle was one of the three colleges selected to benefit from this program for the first time.

The presentation gave an insight into how the Soviets have put in all their efforts to frustrate the free world. Within the last two decades, the Soviet might has tremendously increased because they have channelled all available resources to science and technology and a wild and very powerful propaganda to convince their people that for the "Supreme Soviet" to exist, all other forms of governments have to be liquidated. This country certainly cannot be liquidated by any forces as long as few dedicated people still exist.

This presentation incidentally came at a time the corps is paying tribute to one of its fine, dedicated, devoted and illustrious officers, Major John H. Roberson, who is going on retirement. Very few officers today, especially pilots, pay off their retirement. This country will always honor such pilots who ignore the huge sum of money offered by the Airline and decide to render selfless service and total commitment to their country.

Major Roberson enlisted in the Air Force in January 1952 and was sent to Larkins Air Force Basic for basic training as an aviation cadet. In March 1953, he received his wings and was commissioned 2nd Lieutenant. He flew for three years as a flight instructor pilot in Air Defense Command (now Aerospace Defense Command or ADCOM). He left the Air Force and went on reserve list in 1956. During the Soviet/Cuban threat in October 1958 which later resulted in the Cuban Missile Crisis, he was recalled to active duty. In 1963 he served briefly as a troop carrier pilot in C-123 in Vietnam. He was reassigned in August 1963 to Webb Air

Force Base in Texas (now closed) where he served as instructor till June 1968. He then proceeded to Homestead Air Force Base for combat crew training in F-4s. After that he served briefly in Korea in combat alert fighter operator and returned to Homestead. He later served in Vietnam as ammunition planning officer during the Vietnam war before going to get his Master's degree in Industrial Engineering from the University of Virginia. He joined the staff of Embry-Riddle AF-ROTC in January 1974.

After such a long list of commitments, I know a mystery voice now rings in his mind "I have fought a good fight, I have finished my course, I have kept the faith of my country." Napoleon Bonaparte referring to China had said, "There lies a sleeping giant, let him sleep for when he wakes he will move the world." Now that the sleeping giant is gathering momentum so as to move the world, now that these masses of "hungry" Communists are awake, it is sad that some dedicated few are being forced by the cruel hands of fate to take their exit - what a melancholy!

"We are both happy and sad that Major Roberson is leaving. Happy in the sense that there is someone who found the cause of this great country and the entire free world good enough for him to stake his life for, happy that a meritorious service has been completed; but sad that a vacuum has been created that will be difficult to fill. All we can say to Major Roberson is "Sir, it hurts to see you go". And wish him a very enjoyable retirement with his loving wife, your sons and a daughter. There is no greater honor and satisfaction we can offer him than for him to sit back and watch all those who passed through his fine instruction both here and across the oceans tread upon his footsteps and carry on in defending the cause he so much believed in.

Major Roberson's retirement has left us with a challenge. Are we ready to accept it? The challenge is in not only to the U.S. Air Force but to everybody who believes in the sovereignty, integrity and survival of this country and the entire free world. If you feel strongly about this great cause, stop by the AFROTC trailer and talk to Capt. Meritt on how you can be a part or call extension 367.

All cadets are reminded that the last aerobic run will take place this Saturday morning at 8:30 a.m. at Mainland High School grounds.



SCUBA CLUB

By Jim Dunlap

Hello members,

This week will start off our plans to offer low cost scuba certification to E-RAU students and staff.

The entire E-RAU body is encouraged to take advantage of our offer to become fully certified scuba divers.

This course (which I myself paid \$115 for) is offered at an unbelievable price of \$25.00.

Florida is one of the most spectacular spots in the world for diving. The scuba club is trying to promote this, most exhilarating sport. With proper instruction, scuba diving is extremely safe, (no need to be a "macho man" to enjoy diving).

With the increase in enrollment here at E-RAU, I am sure a lot of you students have considered scuba diving. Then, with a spark of excitement kindled, most "would-be members" were deterred from diving by the cost of certification. With a super low cost certification offer there is no reason not to indulge in this fantastic sport. At \$25 for a certification course, we for sure are not out to earn gods of money, our aim is to introduce scuba diving to the students and staff at E-RAU. To further encourage E-RAU participation, many of the club divers have agreed to loan their equipment for use in the certification course. This is a limited privilege to those desiring certification. Register early, for the loan equipment is limited. Those who register after the equipment is distributed will have to come up with their own equipment, or rent it. Those who find they must rent equipment, the scuba club has permitted local dive shops to rent to us for one-half normal rental rates.

Once again, our aim is to promote safe scuba diving, at an extremely reasonable cost, to the students and staff at E-RAU.

So don't be a hermit. Come on over to the faculty-staff lounge Wednesday at 8:00 p.m. for more details. Break away from the "Riddle Blues" and enjoy some of the most beautiful scuba diving the world has to offer.

All members should attend Wednesday's meeting to see how they may help with the certification program and also to finalize plans for next weekend's dive.

Bye, "you all".

MARINES PLC

By Clark R. Bolag

The Marine Corps PLC Club is off to a great start this semester, and we are planning many interesting events for our members.

First of all, there is our softball team, which in its first outing, this Sunday produced a sound victory over the Brothers of the Wind, winning 11-6. The team exhibited outstanding hitting power, with an exceptional four for four showing by first baseman Duane Canon and a fine performance from pitcher Scott Young. Our next game is Feb. 25 at 8:20 on Field 7 against the Steelers. Practices are every Tuesday and Thursday at 4:00 p.m., and I encourage all PLC Club members to attend.

A new event sponsored by the club this fall is a weekly FFT to be held at the Mainland Senior High School track every Saturday at 10:30 a.m. The 3-mile run will be done in a platoon group style, with pull-ups and sit-ups to follow. This is done for the benefit of scuba candidates to help them prepare for testing this summer at Quantico, so it is to your benefit to attend.

Also scheduled for this spring, on a tentative basis, are trips to Boca Grande, NAS JAX to tour MAERT 142 and an overnight trip to NAS Pensacola to tour the flight training facilities. Plus, at the end of the semester there will be a pizza party held to congratulate those graduating seniors who will be receiving their Marine Corps commissions this April.

Finally, I would like to take this opportunity to welcome new PLC's to the club and to congratulate them on their decision to enter the Marine Corps. Our meetings are every other Tuesday at 1900 hrs. in the F-8 Lounge, with the next one being Feb. 20. If any members have questions or suggestions concerning club activities, please leave a note in the PLC club mailbox in the Student Activities Office or in my box, listed below, along with the other club officers. I hope to discuss all at the next meeting.

Pres: Russ Fritzsche, Box 2773, Ph. 253-7094.
V.Pres: Clark R. Bolag, Box 2162, Ph. 253-8711.
Treasurer: Kevin MacDonnell, Box 3118, Ph. 253-7940.
Secretary: Harold Math, Box 2004, Ph. 253-8575.

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Wilber's Rights and Wrongs



Wilber's Rights & Wrongs is intended to be an additional medium of communication among instructors, staff and students of the Flight Division. The plans are to provide timely features concerning Phase Checks, Safety, Operating Procedures, and items of general interest to all. The success of this effort will depend mainly upon two factors: your willingness to read and apply the contents; and the feedback of your comments, criticisms and suggestions to the editors. Such feedback can be submitted verbally or in writing, anonymously or identified, to anyone in the Office of Flight Standards.

We are also privileged to have a kindly and competent join the editorial staff whose unnumbered years of aviation experience and countless hours of flight time will surely be a tremendous asset as we strive to maintain the high standards of quality education and safety at Embry-Riddle. We extend a hearty welcome to Professor Dufwood A. Bi-

winger, affectionately referred to by his initials **DWB** - Dab for short.

The professor will have only a brief comment to contribute each time, but then "a little 'dab'll do ya'".

PHASE CHECK NOTES

One of the most significant areas of weakness noted on recent Phase Checks has been Collision Avoidance Procedures. Specifically, students are climbing to altitude without actually clearing the flight path ahead; not looking in the direction of turn before banking the aircraft; looking more at the instruments than outside during the clearing turns; and failing to maintain adequate surveillance for other aircraft while entering and operating in the traffic pattern.

The clearing procedures set forth in Chapter 5 of the AIM, Basic Flight Information and ATC Procedures are the minimum criteria by which students will be evaluated by Flight Standards. Students should also be instructed to comply with the enroute climb airspeed set forth in the Pilot's Operating Handbook to further enhance visibility.

Clearing procedures are more a matter of habit than skill. Therefore, instructors must introduce the procedures on the very first flight and continuously monitor the student's performance on each subsequent flight to insure compliance with the required procedures.

SAFETY NOTES

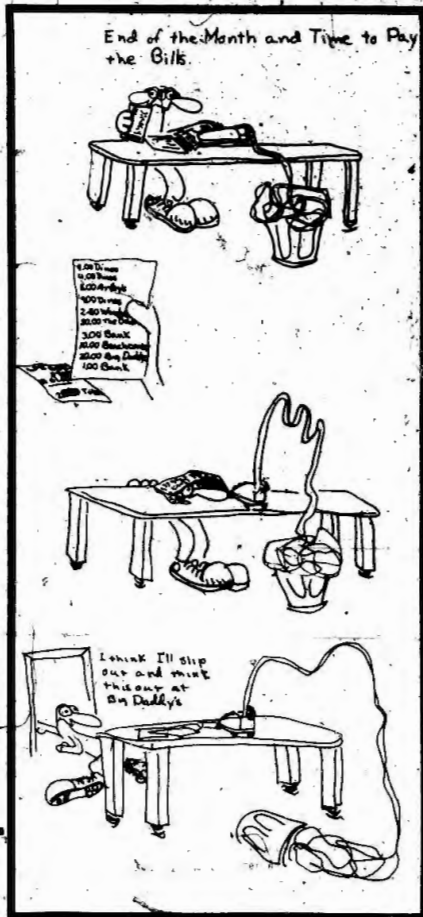
Three incidents of aircraft taxiing around the fuel trucks have been noticed recently. It was necessary for the pilots to taxi onto the grass to clear the truck. Most of us would jump to chastise the student pilots for such gross lack of judgement and common sense; but contrary to popular belief, common sense is not a divine gift freely distributed to all or to even a select few. Common sense in many instances has to be learned. As instructors, if we never happen to encounter a fuel truck in our path while on a dual with the student, and we never happen to comment on what to do... then the student's untrained common sense just might tell him to go around in the grass, or his imperfect judgement might tell him the wing is high enough to go over the truck or that the space is wide enough to get

through (if he inhales sharply as he passes). In short, all instructors should insure that each of their students has been personally counseled to stop and wait for the fuel truck to move on and under no circumstances to attempt to taxi around it.

The Flight Evaluation Board recently investigated incidents where two Riddle students allegedly flew formation and a student allegedly carried a passenger on a night solo flight. The Embry-Riddle Flight Operations Manual specifically prohibits such operations in Section 5. The consequences of being caught in violations such as these is guaranteed to be a price higher than any student would be willing to pay.

OPERATIONAL NOTES

Touch and Go landings are prohibited in E-RAU Mooney aircraft at any airport and New Smyrna Beach airport does not allow touch & go's in ANY aircraft at any time. These directives are simple and straight-forward and required no special skill or equipment to comply with. Why then do reports of violations continue to filter in? Professor Dab will provide the answer at a later time.

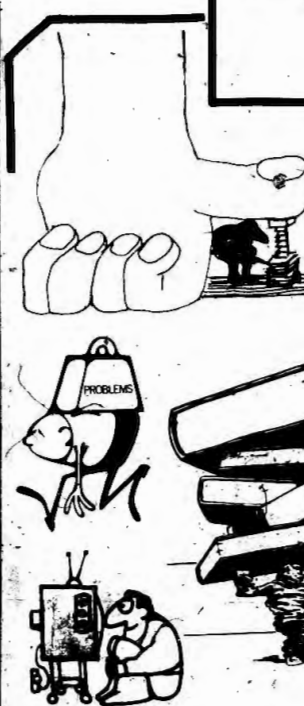


Riddle Modification Group

The Counseling Center is offering an Experimental Lifestyle Modification Group which will meet on Thursdays, from either 4 to 8 p.m. or 5 to 7 p.m. for approximately eight weeks, beginning February 8th. The group facilitator will be Randy Keel. Emphasis will be on group learning and learning how to break habits that are breaking you.

The group will experiment with such personal development aids as self hypnosis, fasting and modified sleeping habits, etc. The group is especially recommended for students suffering from such self defeating habits as advanced procrastination, tendencies, excessive food and nutrition abuse, and over-sleeping. Any student interested in gaining more self control and resolving personal conflicts resulting from self defeating habits will benefit from the group.

Students may obtain further information and sign up for the group at either of the above times at the Counseling Center reception desk in the University Center adjacent to the Student Health Service.



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FOR SALE-AUTOS

'74 Van, New condition, AM/FM & stereo, 2000 miles. Call 253-2177 for more info.

FOR SALE: Pontiac Firebird, 260 V-6, 100,000 miles. Call 253-2177.

1971 DATSUN station wagon 1600cc, 1971 AMC 1800 V-6, 1971 Ford Mustang coupe, 1971 Ford Mustang coupe.

FOR SALE: 1970 Toyota Corolla SE, 2 door, excellent body and mechanical shape.

CLASSIC 1964 Sprinter, Woodstock, 77 C.I., 5 & 3 mesh, 8 1/2" wheel, Drytek cylinder, 1964 cam, new ignition, new tires.

1972 TR-8 - Convertible must call 217-907-0000. Great shape, Good stereo, 2000 miles.

FOR SALE: '74 ex. in. Honda Superbird 1980. Fresh, stretched with super glide suspension.

1970 Kawasaki Motorcycle - Street Legal, 2215 cc, 2000 miles. Call 253-2177.

1975 YAMAHA RD-350. FOR SALE - New top end, Denso carburetor, excellent.

WOLF OF YOUR MOTORCYCLE? Coldrunner II Pacing - good cost, great value.

FOR SALE: 1974 Honda CB 350. 1977 Honda CB 350. 1978 Honda CB 350.

1976 Honda 250 T. For good condition. \$1,200 - 253-2177 call for info.

LOST & FOUND - FOUND: 1 motorcycle helmet in Westwood. Contact 253-2177.

TAKEN from Humanales (D): Mustang jacket of Buggan's porch return to Mr. Hill.

FOUND in W-10 on 1/28/79 at 9:00 a.m. lost book. No name. Identify title and book and its return. Contact 253-2177.

WANTED - Party desires weekly ride, and to share expenses. In Miami. Contact 253-2177.

COLORADO - California - Wooten: I need a furnished room in Western U.S. Contact 253-2177.

Am looking for (near) N.J. on April 15th or 16th, and am returning on the 17th or 18th. Approx. 1000 miles.

PILOT WANTED: Civil Landing Co. in need of Pilot. Contact 253-2177.

FOR SALE: 1974 Honda CB 350. 1977 Honda CB 350. 1978 Honda CB 350.

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FOR SALE: 1974 Honda CB 350. 1977 Honda CB 350. 1978 Honda CB 350.

FOR RENT - ROOMS

TWO beautiful cottages for rent. 1 1/2 acres, 2 1/2 baths, 2 1/2 car garage.

ROOMS AVAILABLE: 1 single, 2 double, 3 triple. Call 253-2177.

WANTED: Male roommate (25-30) to share 2 beds, 2 1/2 baths with 25 yr. old girl student.

ROOMMATE WANTED: Newly built home near city. Call 253-2177.

ROOMMATE WANTED: Single male, 25-30, to share 2 beds, 2 1/2 baths.

FOR SALE - MISC - 21000. Contact 253-2177.

FOR SALE: Really twin bed with frame. Two nice beds. Call 253-2177.

FOR SALE: Double '93' winter sweater. 3 more odd. Call 253-2177.

FOR SALE: 1974 Honda CB 350. 1977 Honda CB 350. 1978 Honda CB 350.

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RIDDLE SPORTS



1979 ERAU Varsity Baseball Roster

- No. 1. Steve Taylor - pitcher - Senior
2. Paul Stone - pitcher - soph
3. Nelson Stone - pitcher - Co/Capt - Senior
4. Bob Jenkins - catcher - soph
5. Greg Feith - infielder - soph
6. Kevin Cavanaugh - pitcher - soph
7. Gary Taylor - infielder - Junior
8. Howard Taylor - outfielder - Junior
9. Ed Harrison - infielder - Soph
10. Mark Frank - outfielder - soph
11. Snyder Dykes - infielder - Co/Capt - Soph
12. Jack Watson - outfielder - Fresh
13. Jim Modeste - outfielder - Junior
14. Basilio Marquez - infielder - Fresh
15. Jim Coulter - outfielder - Fresh
16. Doug Clark - outfielder - Senior
17. Rick Schnorr - catcher - Fresh
18. Bob Denny - infielder - Soph
19. Mark Rockey - catcher - Junior
20. Steve Lamos - outfielder - Junior
21. Don Vaughan - pitcher - Soph
22. Jim Harris - Base Coach - Soph
23. Jim Gorman - Coach - Soph

SOFTBALL SCORES

- SOFTBALL - FEBRUARY 4
FIELD 7
Arnold Air - 3
Sigma Phi Delta - 4
Alpha Eta Eho - 2
Sigma Chi - 35
Delta Chi vs Lambda Chi
Alpha no game
Vets Club - 7
Meag Machine - 0
Hell Cats - 4
98 Proof - 5
Destroyers - 7
Fireballs - 0
Los Curdos - 8
Los Crachos - 4

BOWLING

What's a night, right. This week there were fifteen 500+ series, and nine 200+ games. Here are the top three from each: Dave Trow - 650; Bob Wojcicki - 550; and Dave Mulhall - 569.

FIELD 8

- North Wing - 8
Steelers - 14
Blue Chips - 7
AFROTC - 5
Brothers of the Wind - 6
Farm Club - 1
Outlaws - 7
Bow Survivors - 5
Iron Men - 18
Foul Balls - 5
Samurai Sluggers - 11
The 1-Hitters - 0
Brew Crew - 11

PLC - 13

- 13.172 11-1
2. IDC-3 11-1
3. Win, Place, Show 8-4
4. Magnum Force 7-5
5. Graduates 7-6
6. Samurai Bowlers 6-6
7. Surprise 6-6
8. Gutter Dusters 6-6
9. Three Time Losers 6-6
10. 301 Club 6-6
11. O.R.N. 6-6
12. The Ball Busters 6-7
13. Ball Express 5-8
14. OOP! 4-8
15. Pins A Go Go 4-8
17. West Wingers 2-8
18. Two Hens & A Hen 2-6
19. Los Caribes 2-6
20. 3 times Bad 1-7

FACULTY AND STAFF VOLLEYBALL TEAM FORMING

Any faculty or staff member desiring to play volleyball please submit your name to C.J. Morrow at Ext. 300. Practice and games will be at 5:00 p.m. Serious volleyball players only, as we will play to win and practice will be mandatory.

Due to the lack of popular demand, I will be the knuckled award.

There's no more undefeated teams - look at this weeks unofficial standings.

- 1.172 11-1
2. IDC-3 11-1
3. Win, Place, Show 8-4
4. Magnum Force 7-5
5. Graduates 7-6
6. Samurai Bowlers 6-6
7. Surprise 6-6
8. Gutter Dusters 6-6
9. Three Time Losers 6-6
10. 301 Club 6-6
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15. Pins A Go Go 4-8
17. West Wingers 2-8
18. Two Hens & A Hen 2-6
19. Los Caribes 2-6
20. 3 times Bad 1-7

K.W. Johnson Staff Reporter



The car you've been waiting for
HOLTON VW-MAZDA-AUDI
600 BALLOUGH RD.
253-6621
Mazda RX-7
is waiting for you.



24 Hour PEPsi Challenge



The second place finisher, No. 85 a Ferrari Daytona streaks toward the grandstand stretch.



Two Mazda RX-7's take to the infield course.

The jet black, twin-turbocharged No. 0 Porsche 935 RSR once again paraded the dominance of this year's 24 Hours of Daytona at Daytona Speedway.

The sleek black 1979 Porsche 935 RSR was driven by an excellent mixture of talent, piloting Danny Ongais, Horley Haywood, and owner, Ted Field against an outstanding field of cars & drivers.

From the beginning it looked like another Porsche triumph as the field had 13 turbo Porsches. Ferrari was there to try and regain the dominance of the sport. The only problem was that they were there on Michelin tires, marking the first time for Michelin to be used on banked turns. Things didn't fare well, and after having two blowouts in practice and one after 4 hours of racing, the car owner Jean Marc Sinardi withdrew the final two 512 BB Ferraris from the race.

A surprising new competitor in the form of Mazda RX-7's entered this year's show-up and finished an impressive and respectable 5-6 overall and won first in the under 2.5 litre class.

As the race began it was obvious that the turbo 935 Porsches were encountering problems of one type or another. One by one they dropped out until only three finished the race, on the track, out of the 12 that began. Finishing second was No. 85 a Ferrari Daytona driven by Morton/Adomowicz/Cannon followed by No. 11 then No. 94 Porsche 935 in third and fourth, with the two Mazda RX-7's No. 7 and No. 77 bringing in fifth and sixth.

The winning average speed of 102.248 miles per hour and the Interscope team of Ongais/Haywood/Field finishing 49 laps, almost 200 miles, ahead of second place, was the finale of another great weekend of racing at the Big D.

Story & Photos by Chuck Henry



Danny Ongais smiles during trophy presentation of the Twenty-four Hour PEPsi Challenge.



Ferrari's hope to regain the GT winners circle were deflated by the tires they were using.



"The agony of defeat."



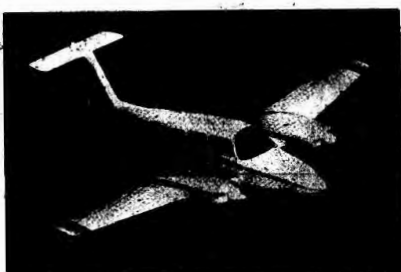
24 Hours Of Daytona Results

24 HOURS OF DAYTONA RESULTS		DRIVERS		Car	Pos	Hours/Overlaps/Retired	Notes
1	0	Porsche 935	Danny Ongais/Horley Haywood	Porsche 935	1st	24/0/0	Porsche 911
2	11	Ferrari Daytona	Morton/Adomowicz/Cannon	Ferrari 512	2nd	24/0/0	Carrera
3	11	Porsche 935	John Cannon	Porsche 935	3rd	24/0/0	Ferrari 512
4	7	Mazda RX-7	John Cannon	Mazda RX-7	4th	24/0/0	Ferrari 512
5	7	Mazda RX-7	John Cannon	Mazda RX-7	5th	24/0/0	Ferrari 512
6	7	Mazda RX-7	John Cannon	Mazda RX-7	6th	24/0/0	Ferrari 512
7	6	Porsche 911	John Cannon	Porsche 911	7th	24/0/0	Carrera
8	6	Porsche 911	John Cannon	Porsche 911	8th	24/0/0	Carrera
9	6	Porsche 911	John Cannon	Porsche 911	9th	24/0/0	Carrera
10	6	Porsche 911	John Cannon	Porsche 911	10th	24/0/0	Carrera
11	6	Porsche 911	John Cannon	Porsche 911	11th	24/0/0	Carrera
12	6	Porsche 911	John Cannon	Porsche 911	12th	24/0/0	Carrera
13	6	Porsche 911	John Cannon	Porsche 911	13th	24/0/0	Carrera
14	6	Porsche 911	John Cannon	Porsche 911	14th	24/0/0	Carrera
15	6	Porsche 911	John Cannon	Porsche 911	15th	24/0/0	Carrera
16	6	Porsche 911	John Cannon	Porsche 911	16th	24/0/0	Carrera
17	6	Porsche 911	John Cannon	Porsche 911	17th	24/0/0	Carrera
18	6	Porsche 911	John Cannon	Porsche 911	18th	24/0/0	Carrera
19	6	Porsche 911	John Cannon	Porsche 911	19th	24/0/0	Carrera
20	6	Porsche 911	John Cannon	Porsche 911	20th	24/0/0	Carrera
21	6	Porsche 911	John Cannon	Porsche 911	21st	24/0/0	Carrera
22	6	Porsche 911	John Cannon	Porsche 911	22nd	24/0/0	Carrera
23	6	Porsche 911	John Cannon	Porsche 911	23rd	24/0/0	Carrera
24	6	Porsche 911	John Cannon	Porsche 911	24th	24/0/0	Carrera

Taken from the Daytona News Journal

NOVA FLITE CENTER DAYTONA REGIONAL AIRPORT

255-6459
1979 PIPER SEMINOLE
160 knots



SOLO OR DUAL FULLY IFR EQUIPPED (RNAV & DME)

WE HAVE CHARTS FOR THE ENTIRE U.S. 15% OFF CHARTS WITH E-RAU I.D.

- OUR RENTAL LINE...
- 3 - 1978 PIPER WARRIOR II
 - 2 - 1977 PIPER TURBO ARROW III - IFR
 - 1 - 1977 PIPER LANCE IFR
 - 1 - 1978 ARCHER II - IFR

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