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Avion 1979-02-28

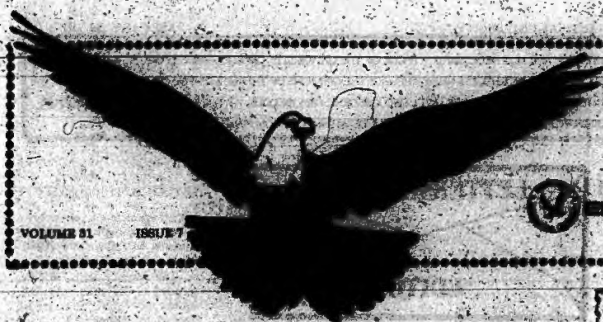
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THE AVION

THE AWARD-WINNING NEWSPAPER OF COLLEGE AVIATION

EMBURY-RIDDLE AERONAUTICAL UNIVERSITY

VOLUME 51 ISSUE 7

FEBRUARY 25, 1979

First Black Four-Star General Remembered

By Debbie Rizzo
Avion Staff Reporter

Through a truly inspiring memorial service, sponsored by the Brothers of the Wind, General Daniel "Chappie" James, Jr., the first black four star general in U.S. history, was honored this past Saturday, February 24, here at Embury-Riddle.

Special guests included Mrs. James, the wife of the late General James; Dr. James O. Plinton, Jr. V.P., Market Development, Eastern Air Lines; Mr. Charles Cherry, President, Florida NAACP; and Mr. Lawrence J. Kelly, Mayor, Daytona Beach. Other participants included Mr. John Friel, Executive Vice President/Provost of Embury-Riddle; Dr. Richard V. Myers, University Chancellor; William Cookman, Colonel; Dr. Oswald F. Howard, President, Bahama Cookman College; and Mr. Steve St. Julien, Sr., Vice President, Brothers of the Wind.

Musical selections were performed by the Bahama Cookman College Band and Chorus. Events of the service were highlighted by a eulogy presented by Dr. Plinton, Jr. to General James in which "Chappie" was described as a true Christian, a humble man, an achiever, a professional, an inspiration, and a man of excellence. After Dr. Plinton's tribute, a portrait of General James, painted by Mr. Ed Beller (member of Community Development of Volusia County and Afro American Cultural Society of Volusia County and DeLand) and a plaque were presented to Mrs. James by the Brothers of the Wind and Embury-Riddle.



General "CHAPPIE" James, Jr.

Mrs. James then, on behalf of the James family and foundation, presented the portrait to the Brothers of the Wind.

Finally, a 21-gun salute was given by the Honor Guard, U.S. Army ROTC Embury-Riddle and Station University. For all who attended, the service was an inspiration only akin to the man who was inspiration-General "Chappie" James, Jr.

IMPORTANT NOTICES

TO ALL STUDENT, STAFF, AND FACULTY AT E-RAU

THE NEW PARKING LOT, east of the U.C., is now available and ready for use. ALL STUDENTS AND EMPLOYEES now using the "Band Lot," west of the U.C., for parking are ENCOURAGED to start using this new facility IMMEDIATELY because the "Band Lot Parking Area" will be fenced off and parking WILL NOT BE ALLOWED AFTER MARCH 4, 1979.

Cutbacks Holdback WERU

By Rick Armit

The ACE recently met and denied a \$4,200 request by the WERU radio station. WERU requested \$5,500, and was only given \$1,000 by the SGA.

The additional \$4,200 was to be used to purchase new equipment for a proposed production studio in the radio building.

"We're getting a raw deal in terms of money we don't have facilities to produce commercial which means money," stated Greg Stealing, general manager of WERU.

Stealing said the station had been denied the money to purchase the equipment. "We now have to operate on our own budget," he said. "Any more money we make has to go into the account to go toward converting to F.M. Broadcast."

SGA

Elections Coming Up Soon

Only three weeks remain until the annual SGA elections on March 21st. We need people to get involved. All positions will be open - President, Vice-President, and Secretary. This is your chance to take an active role in University policy making, enhancing University Community, knowledge, and helping run of student body. If you are interested in the SGA, please come to the SGA office and make it clear. The election will be held on Friday, March 16th while you're there. Make that important step to better yourself and the University. Be a part of your future!

E-RAU Research Collection Is Relocated

The Embury-Riddle Research Collection has a new home in the Administrative Annex. It has been moved from Hill 16 or the Flight where it has been for the last two years.

Assembled over a 60 year period, this is one of the finest collections of historical aviation and aeronautical engineering references in the world. Complete sets of rare aviation periodicals, a comprehensive set of documents from NACA and its predecessor NACA, as well as books and aircraft manuals, document the development of aviation as it occurred.

In 1976, the university received the Research Collection as a donation from the Manufacturer's Aircraft Association which has served as a repository for the aviation industry since the 1920's. Fifty years later the courts determined that the MAA was in violation of the Antitrust Act. Both the

Air Force Academy and the Library of Congress were interested in obtaining the collection to fill gaps in their holdings. However, the general manager who had watched it grow, wanted to see it remain intact and therefore donated it to E-RAU. In one gift, Embury-Riddle acquired a collection which complements its 60 year history.

Books in the Research Collection are included in the catalog in the Media Center and identified by green covers which indicate Research Collection. Materials requested by students who lack transportation will be shipped to the Media Center for their use.

If you would like to learn more about this excellent resource, contact Diana Bamberger who is in charge of the collection (Ext. 423, hours Monday-Friday, 8:00 a.m. - 5:00 p.m.). (continued on page 7)

WHAT'S HAPPENIN'

FRIDAY, March 2

7:00 p.m. - Reception - Museum of Arts and Sciences opens Ringling and other other museum art exhibit. Open 7:00 to 9:00 p.m. - 1040 Museum Blvd., just off Volusia Ave. east of DBCC.

MONDAY, March 5

1:30 p.m. - HOME BASEBALL - Eagles Vs. Weebs. Come and support your intercollegiate team!!!
5:00 - 6:00 p.m. - First Emerging Flight Engineer Course at Indigo Inn - U.S. 92.

SUNDAY, MARCH 4

SAND LOT PARKING CLOSED
8:00 a.m. - 7:00 p.m. - Softball Games - Airport Complex.
10:30 a.m. - "Captive" Match Common Purpose Room, U.C.
11:15 a.m. - Protestant Service - Common Purpose Room - U.C.

TUESDAY, March 6th

5:00 - 7:00 p.m. - Karate - Common Purpose Room.

WEDNESDAY, Feb. 28th
6:00 - 7:00 p.m. - Scuba Club - Faculty/Staff Lounge
6:00 - 9:00 p.m. - Sky Dive Club - Common Purpose Room

THURSDAY, March 1
8:00 p.m. - Student Government Association Meeting - Faculty/Staff Lounge

5:00 - 7:00 p.m. - Karate - Common Purpose Room.
7:00 - 8:00 - Flight Team Meeting - Common Purpose Room.
8:00 - 10:00 p.m. - Alpha Eta Rho Meeting - Common Purpose Room.

RIDDLE RIDE BOARD NOW ESTABLISHED

The Riddle ride board has finally arrived. Those of you who are trying to get passengers for your trip home have finally got a quick, simple, and effective way to contact your prospective riders. The board is located in the University Center just behind the pinball machines. The board has a map of the U.S. and Florida on it and all one has to do is fill out a \$25 card with your name, where you're going, how many you can take, and where you can be reached. This just put the card under the proper region number(s) and wait. Now those of you who have suffered through the pain of those long and tiresome (and expensive) trips can get some company to while away the hours. If you have any questions or need a \$25 card, come to the student activities office.



Notice: Mr. John Wisant, President of the National Business Aircraft Association, will be on campus today at a guest of Alpha Eta Rho. All students are welcome to attend this meeting, which will be held in room G-109, at 5:00.

NOTICES: Anybody interested in getting in the Swim Team, contact Pat Hamett - Box 2307. Organizational meeting will be held sometime this month.

INTERNATIONAL DANCE INSTRUCTION BEGINS IN AREA ROOM

The Daytona Beach Parks and Recreation Department announces a cultural Hungarian Folk Dance Workshop, Saturday, March 3 at Seabreeze Recreation Center, 1101 N. Atlantic Avenue.

INTRAMURAL SOFTBALLS

All games on Sunday, February 26, 1979 were rained out. Check the board for next week's schedules.

ATTENTION: Pilots of E-RAU

The PBS television network now presents a daily aviation weather briefing called "A.M. Weather." The broadcast is 15 minutes in length and is aired Monday through Friday 6:45 a.m.

SENIOR LIFESAVING CLASS

All swimmers interested in taking a Senior Lifesaving Class sign up at Student Activities Office between Wednesday, Feb. 28 - Friday March 1.

Class will be offered if there is enough interest. Class will be held Monday and Wednesday from 5:45 p.m. - March 12.

A \$3.00 fee is required upon registration. Prerequisite: Standing Front Dive, Swim 500 yards continuously, dive and swim 80' underwater, tread water one minute.

The Problems With 'Plastic Money'

By Ross Windom

If you are a student who wants to obtain a credit card, you may find obstacles such as computer checks and salary requirements, but several firms are willing to bend the rules somewhat when you apply for the plastic money cards.

Chevron, Sears, Mass Brothers and American Express are among the firms in Daytona that make it easier for you to obtain credit cards. Exxon, Mastercharge, Visa and other bank cards are more difficult to get because their requirements are stricter.

Upper-level students who think they may qualify for credit are encouraged by Chevron, Sears and Mass Brothers to apply. Chevron solicits college juniors, seniors for credit cards during certain seasons such as just before graduation, said Chubb-Davenport, Chevron credit supervisor. "We look for a degree of responsibility and an ability to pay the obligation," he said.

"We don't consider just income. We're looking for a stable pattern," said Greg Kor-

ica, operations manager at Mass Brothers. Korica says his firm looks at the student's length of residence as an address, the other forms of credit he or she has and whether their parents have an account there. Sometimes parents will co-sign on their son or daughter to obtain a credit card.

The American Express Co. has a special application for seniors titled "Don't Leave School Without It." The application is for seniors who have a job waiting for them when they graduate.

The usual income requirements for consideration is \$12,500, but American Express will lower the requirements to \$8,500 for seniors with jobs awaiting them, a representative said. American Express will consider lower-division students if they have an adequate salary.

When issuing major bank cards it is usually left to the discretion of the bank. "We don't issue many credit cards to students because they can't meet our strict requirements," said Dan Smith of the main Mastercharge credit department

of Atlantic First National Bank in Jacksonville.

To obtain a bank card such as Visa, "the student would qualify like anyone else," said a credit officer, at the Florida Bank and Trust Co. of Daytona Beach. "In some cases some students receive cards through their parents. A third card is issued on the parents' account," the officer said.

"The only other way for the students to get it is for the parents to guarantee the account. This is ideal because the student is establishing credit," he said. Parental guarantees on accounts is done on a limited basis. The credit officer informed me that it had to be done at a "hometown" bank where a student's parents are known. "Requirements are also to protect the individual. If you ruin your credit at age 18 or 19, it is ruined for years," he said.

All the creditors questioned thought it was a good idea for students to start establishing a good credit record as soon as possible. "It's very important for anyone to establish credit on a small scale while they are young. It will be helpful when they need credit on a large scale such as for buying a home," said Dan Smith of Master Charge.

Explorer Club Grants Available

The Youth Activity Fund of The Explorers Club was established in 1971 to help foster a new generation of explorers and to build a reservoir of young men and women dedicated to the advancement of knowledge and probing the unknown.

Grants are made primarily to high school students, although college students may apply, to participate in field and natural science projects. Although there is no specified limit, grants will usually be kept to small sums of not more than several hundred dollars.

Grants may be obtained to cover investigations anywhere in the world. Most of the awards will be for support of field work, including transpor-

ation subsistence, and expendable supplies and equipment.

Grantees are expected to submit a project report and a statement of expenses at the end of the project period. The project report may be waived if results are to be published within one year. Publications based on work supported in whole or in part by The Explorers Club should credit the Explorers Club Youth Activity Fund. Three copies of the publication should be submitted to the Club.

Applications must be received on prescribed forms by March 15th, and awards will be announced on April 15th. Applications must be accompanied by a description of the proposed project and the rela-

tant training, experience, and publications of the applicant, and by an itemized budget for the proposed project. Applicant must identify other sources from which funds may have been requested or received toward support of the project. Applicants are required to submit two letters of recommendation.

Address requests for application forms and all correspondence relating to the grants to:

The Explorers Club
Youth Activity Fund
46 East 70 Street
New York, N.Y. 10021
Applications available in the Student Activities Office, E-RAU.

AVION-In The Black and Doing Fine

The Avion Newspaper staff attended a thank you dinner at Steak and Ale last Wednesday night.

Some 15 people attended the delicious meal and during this epicurian delight, Keith Kollarik, our editor-in-chief presented an informative meeting.

The Avion Newspaper's advertising income is doing just fine - in relation to what advertising revenue was projected by the Avion to be made this trimester.

And as incentives for the continued grass work done by the staff - these incentive budget proposals were presented.

The staff will be going to Disney World this Saturday. T-Shirts are an option for pride and recognition of newspaper staff members. Also because the budget is doing so well - additional parties have been planned.

Travel per diem will also be discussed for the possible trip to Pensacola, Florida where the Avion Newspaper will be getting their historic student newspapers microfilmed - and the students will be touring the University of West Florida and Pensacola Junior College - researching the possibilities of directed study credit for work done on the Avion.

Topics also discussed were our participation in the journalism fraternity, benefits, awards and scholarships soon to be available by this fraternity and by the Avion itself.

Awarded for the Avion EDITORS AWARD FOR OUTSTANDING SERVICE for the Fall Trimester, 1978 is Ed Mihler, Layout Editor who has consistently helped get the paper together and distributed the paper around the campus each week.

Writers, staff members, and any others at the university are requested to submit STORY IDEAS. We need your help to keep the Avion newsworthy. Staff members remember to pick up your press card pictures at the Dean of Students Office, Tuesdays.

And HAPPY BIRTHDAY, Jimmy !!

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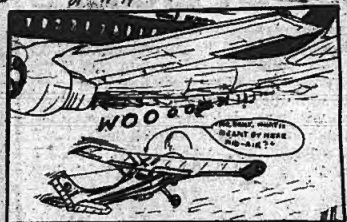
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- 1 - 1978 ARCHER II - IFR

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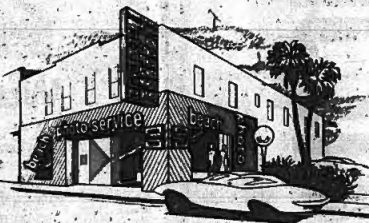
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Getting an ASE-Sea Rating Can Be Fun

After the rigors of the E-RAU's commercial pilot certification course, why not enjoy getting a rating that, although not too useful, is a great deal of fun. The rating I'm talking about is the Airplane Single-Engine Sea. The only prerequisites are a private pilot certificate and an enthusiastic attitude towards flying. If you're not sure your enthusiasm is up to par, once around the lake will boost it to a peak you have never experienced in flying be-

fore. I began flying several years ago, yet I can vividly remember my first solo. Looking back at it brought to mind many feelings and thoughts that I had experienced at the time. Flying the Seaplane, a J-3 Piper Cub on floats, brought back the same exhilarating feelings as before.

The flight course (5 hours of Dual) takes you to about 30 different lakes around the Winterhaven, Orlando area. The maximum altitude you fly at during the course is

about 300 feet, except while practicing stalls and stall recovery, then you climb clear up to five hundred feet! Most of the learning in the seaplane is focused towards handling the aircraft on water during different surface conditions. There are three types of landings and several methods for taxiing the plane. A new term that might be strange to the aspiring young pilot is "sailing" an airplane. This is accomplished with the engine off and the airplane drifting on the water

with the wind. By deflecting the ailerons and rudder in different directions the float-plant will move at various angles to the wind, much like a sailboat tacks. Another thing new to some of the pilots at Embry-Riddle is a control stick in place of a control yoke. The J-3 cub is rather primitive by modern day standards but this feature enhances its "back to the good ol' basics" appeal. The student sits behind the instructor and has for an instrument panel, the back of the instructor's seat. No Instru-

ments! If the doors are off (they usually are) you can hang your head out to see the altimeter in front of the instructor, but you don't need it.

If you lose an engine you are in pretty good shape in a seaplane. You can land on water (naturally), dirt, pavement, snow, grass, anything reasonably flat. If landed in an upright attitude and in a normal landing flare, the floats can withstand landing on a surface as hard and coarse as concrete without damaging them. You tend to have a relatively

short ground roll though.

The course is not very expensive, \$175.00. For this price you are guaranteed the seaplane rating. All that you need to do is call or visit Jack Brown's Seaplane Base at Winterhaven Florida. The drive to the Seaplane Base is about 1.48, most of the trip is on I-4. The entire course takes two days - a weekend of fun. It was the best time I've had flying in quite a while. In my opinion if you like to fly at all, you'll love flying seaplanes.



By Bob Schatz

Mr. Larry Harris, chief design and support engineer from McDonnell Douglas, Douglas Aircraft Division, Long Beach, Calif., held interviews on Feb. 20 and 21 to prospective April graduates.

On February 20, Mr. Harris showed a film on McDonnell

Douglas Corporation and held an open discussion to various maintenance and engineering classes.

The Career Center extends its appreciation to Bob Olson, Frank Morin, Dr. Curtis and Chuck Eastlake for assisting the Career Center, in "Rolling out the Red Carpet" during Mr. Harris's visit.

SCHEDULED ON-CAMPUS INTERVIEWS

- Boeing Vertol - Feb. 20 - Engineers
- McDonnell Douglas - Feb. 21 - Engineers
- CAPSO Navy - Feb. 22 - Engineers
- Avco Lycoming - Feb. 23 - Engineers (Co-op)
- Martin-Marietta - Feb. 26 - Engineers
- Prait & Whitney - Feb. 27 - Engineers
- Cesna Marketing - Feb. 27 - Marketing/Sales
- Cesna Marketing - Feb. 28 - A&P's
- Northrop Corp. - March 1 - Engineers
- Omni Int'l Jet Trading Floor - March 5 - Sales/Engineers
- NTSB - March 7,8 - Engineers (Co-op)
- Eastern Airlines - March 16 - AMM
- Eglin AFB - April 5 - Engineers



SUSAN HORVATH - Will soon be teaching Folk Dances Workshop

Susan Jane Horvath, who conducts weekly classes in international folk dance on Thursday evenings at the Seaplane center, will teach folk dances from several villages and regions of Hungary in the all-day workshop.

Sessions will be held in the morning, 9:30 to 12 noon, and 1:00 to 3:30 p.m. A dance party is scheduled Saturday evening from 7:00 - 11:00

p.m. featuring other ethnic dancing plus a review of the Hungarian dances taught.

Susan, of Hungarian descent herself, grew up in a mixed ethnic neighborhood comprised mostly of Hungarians, Italians, and Germans in her native Pennsylvania town where the traditional dances of the old countries prevailed at social gatherings and family affairs. She has also traveled widely

around the globe to learn firsthand ethnic dances of many countries, and has a master's degree in education.

Enjoy a day of exercise, culture, and fellowship with people of various ethnic backgrounds. Singles and couples are welcome. The public is invited. Preregistration fee for the all-day event is \$5.00, \$7.00 at the door. Call 268-5767 (after 4:30 p.m.) for further information.

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Wilbers' Rights and Wrongs



PHASE CHECK NOTES

When is a Control Zone effective? What does the expression "the Control Zone is IFR" mean? If you did not answer "always" and "nothing" respectively to the above questions, then you probably belong to a large group of folks who have been failing AIRSPACE questions on phase checks of late. For it is a fact that a control zone is always in effect, regardless of weather conditions, unless it is specifically designated as only effective during certain hours. When a control zone is so designated, the hours will be indicated on the sectional chart (or reference to NOTAMS will be made) such as the note at the southeast edge of Sanford's control zone which reads: "CZ eff. 0800-2108 daily." An example of the hazards of thinking that a control zone is only in effect when the weather is less than 1000 feet ceiling and/or 3 miles visibility can be seen by examination of the control zone around Ormond Beach air-

port. Consider the VFR pilot operating in the area 5.7 miles west of the airport with 1,200 feet ceiling and 5 miles visibility. Since the transition area (magenta colored ring) does not extend to that area, and if the pilot thinks that the control zone is not in effect due to the "VFR" weather, he would feel perfectly legal operating just below 1,200 feet (clear of clouds in uncontrolled airspace below 1,200 feet). Now consider another pilot at the same time operating IFR making a VOR approach into Ormond. The procedure turn and descent from 1,800 feet to 400 feet may take place in this same area (5-8 miles west of the airport). The IFR pilot feels secure in the knowledge that he is in "controlled airspace" (by definition a control zone is controlled airspace which extends from the ground up) and so he will expect that any VFR aircraft operating in his area will be at least 500

feet below the clouds. Imagine his surprise when he pops through that 1,200 foot ceiling and finds his propeller stalled by the wing of another airplane.

The expression, "the control zone is IFR", is a much misused term used when the reported weather at an airport in the control zone shows a ceiling of less than 1,000 feet and/or a visibility of less than three miles. The significance of such a weather report is only that operations to and from that airport must be conducted in accordance with IFR or special VFR procedures. It cannot be inferred in any way from an airport weather observation that the "control zone is IFR". Since control zones, by definition, extend upward from the surface to the base of the Continental Control Area (presently 14,500 feet) or to infinity if there is no C.C.A.,

the weather may very well be clear and 10 miles visibility a few hundred feet above the low ceiling at the airport. And it's completely legal for the VFR pilot to operate in that portion of the control zone where he can maintain the standard distance from clouds and at least three miles flight visibility provided, of course, that he complies with other applicable FAR's such as the hemisphere rule for altitudes or airport traffic area requirements as appropriate.

All of this misunderstanding about control zones comes from incomplete reading of the appropriate references. For example if you read only FAR-91, you learn the minimum visibility and distance from clouds for VFR flight in "controlled airspace". But you must read FAR-1 to learn the definition of "controlled airspace". Then you learn from FAR-91 that you cannot fly VFR in a control zone beneath a ceiling of less than 1,000 feet. Again you must refer to FAR-1 for the definition of control zone, and you must be careful not to misread FAR-91 on this point. Many students think the rule says that you cannot fly in a control zone VFR when the ceiling is less than 1,000 feet, but the rule is that you cannot fly BENEATH

the ceiling of less than 1,000 feet VFR in a control zone.

NOTE FROM PROFESSOR DAB

By cruddy, jus when ya think ya ain't pretty good at somethin', an' the ole head gains a couple o' hat sizes from all that pizze and confidence, that's about the right time for some gassy ole "mangler" to walk right up an' thump you 'twixt the rimm' lights and say, "What in the blawdy blank name of @\$\$%\$ do ya think you're doin' ya nerd (or is it nerd)?" Course naw we all know that even mangler wouldn't do somethin' like that without a good reason. (?) Anyhow - turns out the object of the mangler's wrath was

an EP, an' a couple o' student standin' by an airplane waitin' for the guy pizze' get in 'er to finish up. Not an uncommon scene at any of our airports, but that time the mangler thought ya gals' round an' round an' blawdy blink. Yep - somethin' had left the mangler with an' an' "mangler" manglers were standin' around with their heads up and looked an' their hands in their pockets - no tellin' what for. It ain't no wonder as ole folks are tannin' your. Here we ever again think all you intergalactic students that you never get good enough in this business to quit thinkin' an' to quit doin' doable doinkin' an' to quit bein' kerful.

Heads up Jang (and when walkin' by the tail of a plane)

'SUNSHINE' Comes To Riddle Bookstore

Last Wednesday marked the day for a festive autograph party in the bookstore. The party was honoring John McCollister's newly released "Sunshine Book."

Dr. McCollister was cheerfully signing his Sunshine Book released on the National Bookset February 1st. When asked how his book would influence people, Dr. McCollister replied, "I hope that when people are down or depressed, the book will give them a shot in

the arm.

The "Sunshine Book", is Dr. McCollister's third book, he also writes the regular column "A Philosophy of Flight" for GENERAL AVIATION NEWS.

Dr. McCollister would like to extend his warmest gratitude to Sheila and the rest of the Bookstore staff who put the autograph party together.

Coffee and champagne punch were served at the party and the interest was good. Em-

bro-Riddle receives all royalties on any books sold at the Riddle bookstore through a special arrangement by the publisher and Dr. McCollister.

The "Sunshine Book" is still available at the bookstore for \$12.50. The theme of the book is an extension of inspiration, dreams, and hope. It's 250 pages long, and has plenty of pictures, poems, and stories to make interesting reading for all.



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Mon-Fri 9-6:30
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FRATERNITY CORNER

Delta Chi

By Ed

Most all was quiet on the Delta Chi front in the past two weeks. From the 15th to the 17th we worked at the racetrack again parking cars. Things seemed to go well there.

Meanwhile, Greg Neill, Tom Lavetta, Curt Hathaway, and Chuck Stroup journeyed to Gainesville for the regional convention. Many things were accomplished at the convention including Tom's acquisition of a female. Too bad he doesn't remember too much. At least you got her address, right Tom?

Judy wants to receive the "Chi" Award for last week. It seems that she washed a few dishes for some brothers. Personally, I don't believe that merits the coveted "Chi", but since not too much happened during the week of February 10th through the 17th, I give Judy Madonna the prestige that this award brings. Congratulations Judy!

Dan Erelman, your name is in print again. As for this week's "Chi" Award, I based it on the new low reached by the brothers and a few pledges entered in the Little Saters' Sweetheart Contest. Perhaps the lowest of the low was Bob Harris. He showed us his cucumber and mayonnaise. The rest is left to your imagination. This week's "Chi", therefore, must go to "Macho Man" Harris. Keep up the good work, Bob.

Nat, much is planned for this weekend at the house, so if you're interested in Delta Chi, stop by and share the great experience which is Delta Chi. We are located at 538 S. Ridgewood Avenue (Rt. 1). If you need a ride, call us at 252-9429. We would like to see you here!

Brothers - Don't forget to wear your shirt on Wednesday.

That's about it from Delta Chi for now. Until next week - keep the blue side up.



By P.F.

The tremendous pile grew and grew, stretching across the driveway to impede traffic and threaten the way laborers with immediate and permanent involvement. It stretched its boundaries at a steady rate until at once, its expansion stopped to stall; and it just sat there, waiting. But the people still came and went under the cloudy February sky, as they continued their work. An occasional passerby stopped to stare at the incredulous heap of Sundry items, but only for a moment; they all walked on, shaking their heads. The peaceful day was only interrupted by the occasional shout of a brother in need, and the cars rolling by the front of the two houses. Soon great clouds of dust erupted from the small basement of the South house, and the pile seemed to jump back just a little, in response. The dust covered Klingon who climbed out of the hole to pause momentarily, his task accomplished, as an answering cloud burst from the front porch of that same building. Workers later carried great quantities of dirt from both areas, as final blows in the battles of the front porch and rear basement, respectively. Both were huge victories in last Saturday's clean-up campaign headed by General Klingon Steinger. The piles were continuously added to, and began to menace the traffic further as "General" pushed to remove his vehicles from the combat zone, on a reconnaissance. It was evident that something would have to be done about that pile.

The porch closed off, re-occupation of the "conquered" basement began. Items of any value began to pour back into the small area, carefully arranged by the commander. The pile assumed a somewhat disappointed look, cut off in its prime, crippled. Further dismantling of the piles' structure took place immediately, as Mike began to organize his efforts further. It was a slow process, but in a matter of time, the pile was all

but destroyed, placed in structured order in the usual garbage containers.

Elsewhere on the campaign, battle front, elements of the 1st Baking Battalion took charge of the North house's grounds, raking and picking up debris from both front and back sections. The enemy was destroyed there in no time due to the continual efforts of several dedicated men.

Some will say that the fighting on the interior is always the toughest. It's difficult to say, for some of our crack units took charge immediately in the North house interior campaign, and had little difficulty in annihilating the ever present enemies of any home owner.

On one of the bloodiest fronts in Saturday's campaign, special forces were mobilized under operation "Kitchen Tactic." The goal was accomplished; yet another difficult job delegated to our special units was disposed of with commendable precision.

When the smoke cleared, it was Saturday afternoon and the weekly clean-up was over. A small barbecue, finalized the day's events, and the forces split up to straighten out their own affairs.

Sunday's meeting resulted in these announcements: There will be softball practices, as usual, this Wednesday and Friday at 4:00 p.m. See Dave about the game March 3. The Professional field trip will be, as scheduled, on March 5, to the Jacksonville Naval Air Station.

There is another clean-up scheduled for this Saturday at 10:00 a.m. Excuses must be in to Mike by Friday. "Pher" will be levied!



Alpha Eta Rho

Congratulations and thank you to all brothers and pledges who worked so hard to make working at the race track a success. The house fund should swell by about \$1,000.00! A few more ventures like this and we can start moving in.

Today's visit by NBAA President John Winant will undoubtedly be of interest to you all, and a large turnout would certainly make Gill

a very happy person. Mr. Winant will be in G-109 TODAY at 5:00. See you there.

Great Week, pledge interviews, Homestead Air Race trip, and AHP's 50th anniversary are just a few of the more important upcoming events, so be sure and make it to the NEXT meeting, March 8th. If you need a ride, get in touch with a brother. See ya later!

CAMPUS CLUBS



By Pat Hasset

club member or student that has helped out before, can help contact one of us.

Organization Day was a success as far as club recruitment. We didn't get shit as far as awards - but then again the taste of the judges didn't match our own. Dedicated Thanks goes to the people who set up, worked and engineering the booth, fountain, and display of the "Mini-Rogatis".

Another club member is getting hitched. Carl Duncan to Sharon Tarby. The wedding is set for March 3rd with the reception at Wendy's and the honeymoon in fabulous Palatka. Carl and Sharon will then move to Dallas, Texas. Carl claims welfare payments are higher there.

March 1st. Wednesday. As before, be there!

EX

By Tom Moore

Last weekend we had a visit from one of our brothers, Barry Goldwater. We all were there to greet him, have a drink and talk a while. Brother Goldwater is one of the fraternity's significant Sigs. Thanks Brother Goldwater for taking your time for coming by our house.

Well our pool is in shape for another wild Spring. Thanks to Brother Mike Chloisy and those who helped. It looks excellent. Let's keep it that way!

The past week started out with a party at one of our little sister's apartment. We had plenty of beer and munchies to last through rounds of whistles talk and thumper. How was it Ruggy? What a way to start the week off. As the week progressed some brothers were caught in various antics. Dave, how much is that doggie in the window? It's back to the closet for Bernie (Ruggy) after

practicing a week of low approaches, knee-boined! And Glenn, well just forget it, who doesn't know by now?

This weekend is going to be a good one for Sigma Chi! It's Eta Iota's Birthday Party. There will be various alumni coming down for the event which lasts all weekend. Friday night we have a cocktail party welcoming the alumni and dates. Saturday night is the dinner at the Indigo with awards and a slide presentation of our past up to present ended with dancing. On Sunday we have our scheduled softball game and later an alumni vs. active softball game, we are active will win. A great amount of thanks goes to "Doc" (Mike Plapp) and his assistants for making this possible.

Anyone interested in what Sigma Chi is all about or would like to stop by please feel free to do so. We are located at 520 S. Ridgewood (U.S. 1) and our phone number is 252-2277. Please feel free to call if you need a ride! We will answer any questions you may have.



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By Dan Mihuc

In our last meeting the atmosphere was one of discontent with the seemingly disorganized manner in which things are progressing this year. A committee was set up to start training for the ground events including: aircraft recognition, flight computer, pre-flight, and flight simulator training.

AFROTC

By Oko Uuan

Thursday is the day. Our cadets will kick horns with those of the University of Central Florida at Mainland High School playground beginning at 9 a.m. in an annual Field - Day Competition. It promises to be a very thrilling day as both parties have made up their minds to win the day. Everybody is invited to come and join in the thrills of the day.

The competition is not only between the cadets but also between the cadre (or commissioned officers). We are not in the least lacking in this area. There is no telling, the Professor of Aerospace Studies can pull some good weight, Captain Martin and Homewood and good sportmen who can well handle many sporting activities. The athletic star is Captain Leggett. He will be there to ward off any challenge in Lawn Tennis. As a tribute to our sports week, we will introduce to you Captain Leggett.

Captain Leggett was commissioned in 1970 through the ROTC after graduating from the University of Evansville, Indiana in Psychology/Botology. Between 1971 and 1973 he served as missile launch officer for Titan II ICBM (inter-continental ballistic missile) for 381 strategic missile

Details about the day and times of training sessions will be revealed at Thursday's meeting. Last Saturday, we did have a practice session and things went out very well. Thanks to the determined efforts of KC Stevens and Wes Giesewski who developed a training plan, obtained the use of a Cherokee 140 and a simulator for the pre-flight and flight simulator events, respectively. It might be added that they did all this in one day. Enough said; we'll see you at Thursday's meeting - 7:30 p.m. in the CFR!



NOTICE

All E-RAU Scuba Club members should make plans to attend this Wednesday's club meeting. The club will vote on the purchase of new club equipment. If you as a scuba club member want to voice your opinion on purchase of new equipment, be at Wednesday's meeting.

SWIM TEAM

ARE YOU WET BEHIND THE EAR - BECAUSE YOU LOVE TO SWIM?

Anybody interested in getting on the SWIM TEAM, Contact Pat Hasset, Assistant Swim Coach - Box 2287, for further information.

AR Troy has joined the E-RAU Coaching Staff.

He will be forming a team for those interested in NCAA and/or intramural swimming. Swimming instruction will also be available.

Students qualified in red cross WSI, lifeguard, or former high school swimmers are needed.

Contact Art at the Poll Mon-Fri. 1300-1700 or Pat Hasset (Box 2287) for NCAA Swimming info.

BICYCLING

Thanks to everyone who participated, and showed interest, in our exhibit at the Campus Organization Day. Besides winning second place, a great number of people showed interest in our activities.

Our weekly rides have been a great success, and anyone interested is welcome to ride along (meet in front of the U.C. Saturday mornings at 9:00 a.m.). Also we are planning a bike race to Ponca Inlet on March 17th and a week later, a bike tour down to the Kennedy Space Center.

REMEMBER - 9:00 A.M. BICYCLE CLUB - IN FRONT OF U.C. FOR WEEKLY RIDE.

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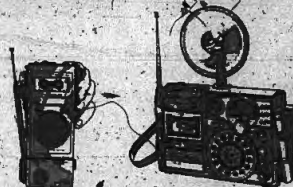


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ARNOLD AIR SOCIETY

By Hugh McDermbt, AAS IIA. Friday marked another Beer Call at the Detachment. The gathering which lasted about three hours, was ended only when the keg would no longer produce. Those people who attended were amazed by the folding feast of Rick French. Doug Liveroni ex-cadet commander and member also stopped by for a few minutes.

The pledge class has been fairly busy this week. We had the first of the interviews of this tri's pledges Wednesday night at the trailer. Saturday they held a car-wash at Steak and Shake on AIA. The project was very successful in that it raised "mucho dinero".

Saturday also marked the memorial service for the late Gen. "Chappie" James. The event was sponsored by Brothers of the Wind and received a good turnout. On hand were several colorguard presentations.

Revised thought for the day: Go ugly earlier... it's later than you think. (A.A. over G.E.'s!)

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WILLIAM C. WHITESELL

a personal glimpse

By Ross Windom

William C. Whitesell is an industry executive, manager and professional pilot with 30 years of experience in this specialty field. During his professional career, he has held positions with major U.S. air carriers and has established and operated private aviation operations including passenger and air cargo services. He has recorded more than 25,000 flight hours in numerous types of civilian transport aircraft and has served as an FAA Flight Examiner and Pilot Proficiency Examiner. Currently, he provides consulting services for aviation activities in both private and governmental sectors.

Mr. Whitesell's professional career began in 1953 when he went to work for Pan American Airways as a navigator. It was not long after he became a pilot that he was furloughed by Pan American.

After leaving Pan American, Mr. Whitesell was hired on by Eastern Airlines as a pilot. Nine years later, he was on his way to the airport when a man crossed the center line and hit him head on. The unfortunate accident kept Mr. Whitesell in the hospital for almost a year

with a seriously injured right arm. The result of the accident left him with only partial movement of his right arm. Physical examination reports state that you must have total movement in your arms to qualify for the airline's physical. Mr. Whitesell's disability left him without a job, but not for long.

While he was in the hospital, he purchased the first airplane for his newly formed flying service. The realization that he would never fly for the airlines again prompted his plans for a flying service that would surpass all others. In 1961 Mr. Whitesell founded and became President of Flying W Airways, Inc. of Medford, New Jersey. He formed the Flying W Airways as an FAA Part 121 operation and a multi-company conglomerate, with stock traded over the counter. Company operations included cargo service in Michigan, New Jersey and various Alaskan locations. Under Mr. Whitesell's administration, the Medford, New Jersey, firm also operated the Flying W Airport, including a full service fixed base operations (FBO) with motel, restaurant and aircraft sales. The Flying W became one of the largest flying services in the

world as a result of Mr. Whitesell's precise planning.

Whitesell was born in Wilkesbury, Pennsylvania and lived on a farm for most of his life. Flying was just a small part of his life during his younger years, but during WWII he was in the Marines - flying in anything that he could get his hands on. After the war, he took a job ferrying single engine aircraft over the jungles to Brazil from the U.S. and to warbirds, without discussing navigational aids that we have today.

Whitesell got married and began to raise his family of four. Their ages to this date range from 16 to 24, with his oldest son on his way to his first job with the airlines. Whitesell's pride in his son was apparent when he said that, "I made my son the best pilot that I could; I couldn't make him a lawyer or help him become a doctor, but I could teach him everything I knew to make him the best damn pilot around." A proud moment indeed, as he said and enjoyed his son's going away party with friends and family.

Whitesell not only founded and operated the Flying W Airways, but later sold it after

9 years of operation. In 1971 he established and maintained marketing programs for Whitesell Construction Company and Whitesell Industries of Cincinnati, New Jersey. Along with that position Whitesell was also executive vice president for Professional Air Transport of Riverton, New Jersey. In 1975 he and his family moved to Daytona Beach, Florida where he enrolled as a student at Embry-Riddle Aeronautical University. Upon graduation with B.S. degrees in Aeronautical Science and Professional Aeronautics and an A.S. degree in Aviation Maintenance Technology, he founded and became president of Challenge Air Transport of Daytona Beach. Two years later in 1978, the company was sold to a Miami-based conglomerate and Mr. Whitesell now serves the corporation as a consultant. He currently serves as a Flight Examiner on Heavy Aircraft for the Federal Aviation Administration, Transport Unit in Miami, Florida.

At 50 years old, Whitesell still maintains an Airman First Class Medical Certificate for his massive 6'4", 240 lbs. frame. He and his family live in Ormond Beach, Florida, but most of his week is spent in Miami where he continues to seek out possible business ventures for tomorrow.



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E-RAU Alumnus Becomes DBA Operations Employee

Dennis R. McGee graduated in April of 1978. He majored in Aeronautical Studies with an area of concentration in Aviation Management. Dennis is now employed at the Daytona Beach Regional Airport as an Airport Operations personnel. His job consists of being primarily responsible for the safe and efficient operation of the airport, in the best interests of the public who shall make

use of the airport. He also must make certain the airport is operated in accordance with all established rules, regulations, and criteria of all federal, state, and local governments; and make periodic inspections of all airport facilities including runway inspections. The job also requires that Dennis also be aware of tenants' problems and requirements as well as the airport. Situations

which affect pilots flying into the airport must be written up for Notices to Airmen. For example, if a fire truck is away from the station for more than eight hours, a Notice to Airmen must be put out. A logbook is kept for out-of-the-ordinary situations. Different incidents which occur everyday and even every hour make no two days the same. Dennis said, "There is more to operating an airport

than one would normally consider." Dennis has plans to continue his aviation career with the Daytona Beach Airport and further expand his job obligation with bigger airports. Dennis enjoys his job and remarks that with the experienced staff at Daytona Beach Airport "is an excellent opportunity for the aviation graduate to begin his career and to continue learning."

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