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## Avion 1979-06-27

Embry-Riddle Aeronautical University

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# the avion

The award winning newspaper of Embry-Riddle

Embry-Riddle Aeronautical University

Volume 22

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Issue 4



## ERAU Swells in Size

**BOGLING THE SENSES** - Once again, Embry-Riddle has attracted a large number of students who are eager to be "oriented" and tested before starting their university adventure at Embry-Riddle. This

total University Center view gives one an idea of just how many students are newly entering Embry-Riddle, Summer '78 Term, 1978. (Photos by Jamie Snyder)

## NTSB REPORT

A United Airlines jetliner crashed killing 10 persons because the pilot failed to properly monitor his fuel supply or respond to crewmembers' advisories on the fuel supply, the National Transportation Safety Board reported today.

The plane, a DC-8 carrying 181 passengers and a crew of

3, crashed 6 miles southeast of the Portland, Oregon, International Airport while attempting a landing December 28, 1978.

The Board said the probable cause of the accident was

"the failure of the captain to monitor properly the aircraft's fuel state and to properly respond to the low fuel state

and to properly respond to the low fuel state and the crewmembers' advisories regarding the fuel state. This resulted in fuel exhaustion in all engines. His inattention resulted from preoccupation with a landing gear malfunction and preparations for a possible landing emergency."

"Contributing to the acci-

dent was the failure of the other two flight crewmembers either to fully comprehend the criticality of the fuel state or to successfully communicate their concern to the captain."

The investigation also revealed that the crash began when the landing gear was lowered for the landing approach to Portland, triggering unusual sounds, and jolting the aircraft. In the cockpit, a green light indicated the nose wheel was down but there was no green light indication on the main landing gear. Despite the lack of a green light, other visual indicators on the wing surfaces signalled the main gear was down and locked.

Although procedures for checking an irregular gear problem are brief, the crew of the United flight waited 28 minutes before it contacted, United's maintenance staff by radio to ask for guidance. The crew was then told that it appeared that they had done everything to assure the integrity of the landing gear.

The Board said it felt that at that time - 30 minutes before the crash - the captain could have made a landing attempt. However, the flight continued its holding pattern and the flight attendants continued briefing the passengers on a possible abnormal landing.

In total, the aircraft remained in a holding pattern for more than one hour from the time it reported a landing gear problem.

During this period, the captain and the other crewmembers from the aircraft and the aircraft's fuel state at his attention was directed completely toward the diagnosis of the gear problem and preparation of the passengers for an emergency landing. The gear problem had a disorganizing effect on the captain's performance," the Board said. As for the first officer and the flight engineer, neither "conveyed any concern about fuel exhaustion to the captain until the accident was inevitable."

However, after it became apparent to the crew that engine flameout was imminent, the cockpit conversation indicated that the captain may have been confused as to the amount of fuel which actually remained. About 6 minutes before all the engines stopped, the captain stated that there was 1,000 pounds of fuel in the No. 1 tank, and the second officer agreed with him.

Additional remarks were made at this time by the captain describing the fuel gauge indication as changing from 1,000 pounds to zero pounds.

Since this gauge does not change its indication from 1,000 pounds to zero directly, but decreases in increments of 100 pounds, the captain must have read the gauge incorrectly. According to the Board, that he "conveyed" that "only a change from 100 pounds to zero pounds."

In addition, the Safety Board learned that United Airlines had recently changed the fuel quantity gauges on this aircraft from a direct reading digital-type to a three-figure indicator - that must be multiplied by a factor of 100 to get the actual fuel tank values. The new total fuel gauges with an identical display of the same three-figure presentation as the individual tank gauges must be multiplied by a factor of 1,000 to get the actual total fuel value.

The Safety Board believes that the design can cause confusion and as a part of its recommendations resulting from the United accident urged the Federal Aviation Administration to assure that the differences in fuel-quantity measuring instruments is stressed during flight crew training and that the crews using the new system are made aware of the possibility of misinterpreting the gauge readings.

Continued on page 2

## ERAU adopts Hurricane plan

Debbie Rizzo

With hurricane season now in full swing, Embry-Riddle has adopted a hurricane plan for the entire university as well as flight operations.

The plan for the flight line is based on a time period schedule of 72, 48, 36, and 25 hours. Within these time periods, plans are to be made so as to facilitate either a flyaway

(flying the aircraft inland to Georgia) or to insure that the aircraft are secured for the duration of the storm.

Included during the 72-hour period prior to the hurricane is the selection of possible evacuation routes, arrangement of possible destination airports for the fleet, and the appointment of flight leaders and evacuation pilots.

Within 48 hours, the pilots are put on alert and briefed on the routes to be followed, planning, and the destination. All of the flight plans are completed at this time so that the flyaway, if ordered, can be executed immediately. Also, those aircraft that are down for maintenance are placed in hangars at this time.

As 36 hours arrives, aircraft and pilots are made ready for the flyaway.

The actual order for a flyaway or for securing the aircraft will be given by the school's Executive Vice-President and Provost - Mr. John A. Fidel.



ERAU Flight Line

Such an order will come prior to the surface crosswind component exceeding 20 knots.

If the order is to flyaway, the aircraft are flown to the particular airport already predetermined. Should the order be

no flyaway, then all aircraft are tied, down securely to await the passage of the storm.

Thus, with the use of either option, Riddle can ensure the safety of their fleet during a hurricane.

## ERAU Student participates in Woman's Air Derby

ERAU student Dana Fulks will fly in the Angel Derby's First Women's Air Derby 50th anniversary commemorative race this summer.

Repeating the dates and retracing the route of the original classic, the 50th anniversary race leaves Santa Monica's Cloverfield on August 21 and finishes at Cleveland's Burke Lakefront Airport on August 25.

The 2,700 mile zig-zag course between Santa Monica and Cleveland includes the cities of Yuma, Phoenix and Douglas, Arizona; El Paso, Texas; Tulsa, Oklahoma; Wichita and Kansas City, Kansas; East St. Louis, Illinois; Terre Haute, Indiana; Cincinnati and Columbus, Ohio. To avoid military restricted areas, Palm Springs, California has been added as an enroute check point.

The 1929 First Women's Air Derby marked women's entry in an aviation meet of international importance. It was also the longest cross-country race, and was completed by the highest percentage of its participants of any race up to that time.

Will Rogers launched the now historic event and the 20 original contestants included Amelia Earhart (U.S.A.) flying a Lockheed Vega; Jessie Keith-Miller (Australia) flying a Fleet Kinner and Thea Rasche (Germany) flying a DeHavill-

land Moth.

The 1979's contenders will continue to display the individual style of those early women pilots while flying a variety of modern aircraft handicapped so that winning will depend upon precision, resourcefulness and the ability to use wind to the best advantage. For safety, flyaway will be during daylight hours and visual flying conditions.

Cash awards and trophies await the top five finishers in Cleveland where confestant scoring and the winner's banquet will start a round of festivities preceding Cleveland's

Continued on page 2





Wilber's Rights and Wrongs

Something on the lighter side - the following tale was borrowed from a Military Air Traffic Control Quarterly.

It was a typical day in Oregon. Low ceilings, with drizzle and about enough visibility to see the radiator ornament as I drove toward the airport.

I had just soloed the day previously and wasn't about to let the weather deter me from another exciting experience at the controls of an airplane. I admit that I was pretty proud of my accomplishment and had invited my next door neighbor to ride with me. I planned to fly to a neighboring town about 200 miles away since I knew there was a good restaurant.

On the way to the airport, my neighbor, John Williams, expressed some concern about the trip.

"Don't worry about a thing," I reassured him, "I understand the hamburgers are excellent."

When we arrived at the field, the drizzle had turned to a hard steady rain. This concerned me a little, as I was wearing my brown and white shoes, and my mother had warned me about getting them muddy. We checked with the local operator and found that my regular airplane, a Cessna 120, was down for repairs. The operator was a good-hearted fellow though, and when he saw my disappointment, he assigned me another one, N3341P, which turned out to be a Piper Apache.

"It's practically the same as a 120," he told me when I discovered there was an extra engine. "Just remember you have to pull the gear up."

After a pre-flight check of the airplane (I noticed the tail wheel was missing but didn't say anything to the operator for fear he would cancel the trip), we then climbed aboard and began looking for the starter.

Just then the operator came running out to tell me there were severe thunderstorms at my destination and warned me to be careful. I assured him I

was not afraid of thunderstorms.

The takeoff was uneventful, but we did use what seemed to be a lot of runway for an airplane with two engines. (I later learned, we had taken off downwind with the parking brake on). We climbed into a solid overcast, about 400 feet. This was a bad disappointment as I knew John would have been interested in the scenery. The air was pretty smooth though, and except for the ice that kept forming over the windshield, there was little to see.

For a pilot with only six hours, I thought I handled the controls pretty smooth, although for some strange reason, things occasionally flew out of my pockets up to the cockpit. John didn't seem to notice. In fact, he kept staring ahead with a sort of glassy expression. I guess he was afraid of the height, as some non-pilots are.

After about an hour I began to be concerned over the fact that I could not see anything. It was going to be difficult to spot other traffic around the airport at our destination, and I hoped the other pilots would use a little good sense and keep a sharp eye in such bad weather. It was obvious that I was going to have to get down lower if I wanted

to see anything. It was too bad that the altimeter was so unreliable. It kept winding and unwinding rapidly, and I guess it just hadn't been kept in good repair.

Anyway following this plan, I began to come down. Just then the left engine quit. No warning - nothing. It just quit! John made a sort of gurgling noise then and it was about the first thing he had said since we left. I explained that there was nothing to worry about as we had another engine that we hadn't even used

yet. So I started the right engine, and John felt better after that and he went to sleep.

Well, pretty soon we did get down far enough so that I could see the ground. It was pretty dark under the clouds, and if it wasn't for the lightning flashes, it would have been hard to find any good landmarks. Then I spotted a highway and remembered that there was a highway near the airport we were headed toward, so I followed it. It was difficult to read the road signs in all

that rain, and I had to stay pretty low. Several cars ran off the road when we passed them; and I could see it was true about flying being a lot safer than driving.

After a while, we did find the airport, but I had to fly around the tower a few times to make sure it was the right one. I didn't want to make a mistake and have everyone know I was just a student pilot. They were very hospitable at the airport and flashed all sorts of colored lights as a welcome. So I landed and slid up

to the parking area. (The operator should have mentioned that you had to put the gear down again). Everybody there was pretty excited. It was easy to see that they had never seen a Piper Apache before. John was still sleeping soundly, and I had to have help carrying him into the restaurant.

Well, I certainly learned about flying from that, and I want to pass on some good advice, to other student pilots: "Don't believe everything you hear - the food was fousy!"

June 20, 1979

Beware of the Carnival in Trinidad

By S. Singh

Carnival is the season just before Lent. It is one of the most colorful festivals that anyone can think of. This is the season in which everyone has a great time.

The preparation for Carnival begins about a month after Lent. This includes the designing of costumes for the big bands, ranging from one to three thousand people in each. There is also the building of the broliers (old car chassis used to pull the steel bands) for the steel bands. The making and tuning of the steel bands are organized by special people - (drums for the steel bands are about 30-60 per band).

To make steel bands one takes the empty oil drum and cuts off one end, and then the whole drum is then put into the fire until it gets red hot. The tuning is done by beating in the closed end of the drum and engraving lines with musical notes on it. The players from various steel bands begin practicing during the summer for the big competition.

Dimanche Gras, held just before Carnival! All participants enter the parade which is held in Port of Spain, the capital of Trinidad.

Right after Lent the calypsonians begin composing their new calypsoes and arranging their music. Calypsoes are songs that relay messages or tell tales in our own dialect which is Broken English. The calypso that is most regularly played by the steel bands during Carnival wins the "Road March" title.

The week before Carnival is when the fetes begin. (fetes - fetes are similar to parties) for everybody. Fetes spring up all over the island. As usual, the

biggest and the best fetes are from Friday to Monday night in hotels; such as - Holiday Inn and the Hilton.

Carnival days, usually are on a Monday and Tuesday and is the main part of the festival. Monday morning is J'ouvert where small bands of people dress up in old ragged clothes, paint their skin and have small parades in the streets where everybody joins in. Tuesday the real fun begins. Everybody is out in the streets joining in the parades, dancing to the sweet steel band music, and getting drunk until midnight, when the whole season comes to an end.

Now you have an idea of what Carnival is like in Trinidad. You should come to see what it is like in real life. If you think that Disney World is great, well Carnival is fantastic. Carnival cannot be described in a few words or even with pictures, you have to be there to experience it for yourselves.



GEORGE FEISE - Resident Advisor of 2nd Floor South-Wing, Dorm 1 (Room 215) goes to classes using an unique mean of transportation. His unicycle. George is in the Aeronautical Engineering program and at the moment is a junior. (Picture by Michael A. Corujo)

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# SUN SEMINAR - "79"



ALTITUDE - AIRSPEED - ATTITUDE



ALPA's Ann Kelleher mastering the GAT.

## Welcome to all Sun Seminar Students

This year's Sun Seminar students at Embry-Riddle Aeronautical University are a fine bunch of young adults who have come together for a comprehensive, intensive aviation program.

This year's participants are: Jason D. Batson, Michael H. Bennett, Terry Borrelli, Mike Burke.

Donald Clark, Laura Duncan, Mark D. Farr, Christina Fowler, Lewis H. Harding, Tim Hoffman, Patrick Howé, Zane R. Johnson, Anne Kelleher (ALPA Magazine, Editor),

James King, Paul W. Lowe, are also participating.

Also in this list of students are: Keril Lung, Michael Lung, Randall Murphy, Mark Osinski, Doug Real, Allen H. Reed, Christopher Robinson, Dan Rodd, Mark Slobber, Richard Stobaugh, Sean Van Andel, Charles F. Wagner III, Brian Worley, Christopher C. Young, and Carabeth Kowalski.

Embry-Riddle wishes you all good luck this summer and in the next years of this important time of your life!



Your helpful ground school instructor, Mr. Gruber.



This is a computer.



Intro to the Checklist!

## Congratulations, You made it!

By Mitch Kadow

A hand must go out to these young Aviators. These young men and women were up every morning at 0600 to start an intensive day of flight training and class lectures.

The students were first put into the infamous GAT trainers for procedure training. After mastering these touchy little aircraft they went on to the real thing. A fully decked-out C-172 Heavy. After a mini flight course of slow-flight, stalls and intensive take-off and landings they were ready. Ready for their first taste of a real "prog check". Yes, they even had a prog check.

Then the big day came when the future aviators spread their wings and soloed. All

30 of the group succeeded.

It was a tense moment for the flight instructors pacing up and down the taxiways at Dgland and Flagler like expectant fathers. Offering last, minute advice and comments the instructors sent the young people off to do their thing.

After soloing the Ritual of Cutting Shirt Tails ensued. A big hand must go out to Paul McDuffee and his crew of flight instructors for being up at "0" Dark Thirty. Also this hand goes out to Phil Robert who really got everything together. Gwen Holkeboer who played the role of mother and counselor to the students is also commended on a fine job. Again thank you to everybody involved - it was a big success.



Well you did it!



The weather as always was a mixture of good and bad.



Mr. Wilson from NASA - showing fine points of Aerodynamics.



Pre-Flight at Dawn:





Bill Vorres at the Tower Light Signals?



Well finally the big day arrived.

### Sun Seminar Student Impression of ERAU Flight

By Alberto J. Ortiz

Taking flight at Embury-Riddle is great! The university has a high quality fleet of airplanes that gives one a safe feeling. The Cessna 172 is one of the most famous and safest airplanes for instruction ever invented. There is a competent staff of young instructors who are able to give us the confidence we need in the air. The units we use to learn on are up-to-date. We study communication, navigation, patterns in flight, zones, light systems, weather charts, maps, landing and takeoff performance, aircraft performance, emergency procedures, engine aptitude and so on.

The airport where we take the flights, Daytona Regional, seems to be very secure with

a sophisticated tower and hard, well-conditioned runways. This is a medium-traffic loaded airport. Most of the airplanes are small ones except some DC-9 and B-727's of Eastern and Air Florida that are scheduled to operate here. There are other facilities here such as: Airport Terminal Information Services - ATIS - It serves to inform through broadcasting on frequency 120.5 about weather, runways in use, other frequencies, landing and takeoff procedure and a lot of things of highest importance for the pilot. Another help is the Very High Frequency Omnidirectional Range - VOR - with its own frequency. It is very important to know how to use it, because in bad weather it may be the difference between a happy and secure landing or a lost

trip with risks of a crash. We have the ground school, too. It is necessary also to comply with all requirements to become a good pilot. The pilot must know as much as he can, and must keep abreast of new aviation developments. There are some splendid textbooks that help us to attain our aviation goals. We must know about mechanics, electronics, communication, meteorology, laws, mathematics, navigation, and in addition, we are supposed to be in good health, have good mental capacity, and be psychologically stable.



A creation of Art



A "Well Done!"



Comparing Shirt Tales.



About that last landing.



Finally the 90-Day Sign-Off.



Nice landing.



CLIPPED.



# The Sun, Friend or Foe?

By Maureen Bridger, R.N.  
 Director, ERAU Health Services

It's summertime again and time for a word of caution about our famous Florida sunshine. The sun's rays are stronger here in Florida, so sunbathers beware -- you can get a really bad burn in a very short period of time. The ultraviolet rays will filter through the clouds on hazy days also -- it is wise to exercise extra caution with exposure on such days.

SUNBURN REALLY IS A BURN. A first degree burn is characterized by redness and discomfort; second degree sunburn is present when blisters form. Cooling baths are helpful for relieving the "heat" and pain of any sunburn; a cup of baking soda added to the bath water is especially soothing. Cold wet teabags are helpful for burns around the eye area -- use them as compresses. No creams or ointments should be applied to blistered areas and blisters should be left intact to prevent infection. Clear Fluids in large amounts are very important because the

burned areas will cause the body to lose much of its natural fluid in an attempt to cool itself (the nausea often experienced with a bad sunburn is really an effect of dehydration).

Finally, not enough can be said about the long term dangers of excessive exposure to the sun. Fair skinned peo-

ple are especially prone toward developing skin cancers in later life.

Enjoy the sun and lovely weather but protect yourself by monitoring exposure and using a sunscreen preparation if you are fair or if you cannot prevent long periods of exposure.

## A little care will go a long way

By Charles T. Wadsworth

If people would take care of their cars like they take care of themselves, they would spend less time at the garage, an more time doing things that appeal to them. The next time you pull into a gas station, stop and take some time to do the following things: borrow a tire pressure gauge from the attendant and check to see if the tires are properly inflated. Deflated or overinflated tires will result in poor gas mileage and increased tire wear.

Also, check to see if the

oil level is normal. The dipstick has markings to show you if you have too little, too much, or just enough oil. Make sure the water level in the battery is normal. A low water level reading could result in the car failing to start. All cars come with a car care manual that tells you about everything that you need to know in keeping your car in top condition. You should refer to it often, and if you have any questions you should see your authorized dealer.

### FUEL COST ADJUSTMENT SCHEDULE

Course	Aircraft	Fuel Cost Adjustment
FA 102	C-172	\$ 97.89
FA 103	C-172	137.41
FA 203	C-172	143.49
FA 204	C-172	87.55
FA 305	M-20	116.00
FA 306	C-172	60.00
FA 307	M-20	72.96
FA 340	C-310	153.90
FA 400	M-20	88.55
FA 407	C-172	60.80
FA 408	M-20	72.96
FA 411	C-310	205.20
FA 412	M-20	91.20
FA 414	C-310	123.12
FA 114	C-172	119.47
FA 212	C-172	119.47
FA 213	C-172	82.08
FA 312	M-20	127.88

### Fuel Shortage Flight costs increase

DEAR FLIGHT STUDENTS:

The Secretary of Energy Schlesinger predicted in February 1979 that gasoline prices would not reach \$1 per gallon for two to three years. Gasoline prices appear to be on their way to reaching that price by the end of this summer. In two to three years gasoline may cost well over two dollars a gallon. These rapid price escalations are of course having the same impact upon aviation fuel prices and the cost of flight operations.

We had planned to postpone a flight rate increase until January of 1980 based on, among other things, a 30% increase in the price of aviation fuel. Before the end of April, 1979, we had already exceeded the 30% increase, and it is impossible at this time to predict how high the price will go.

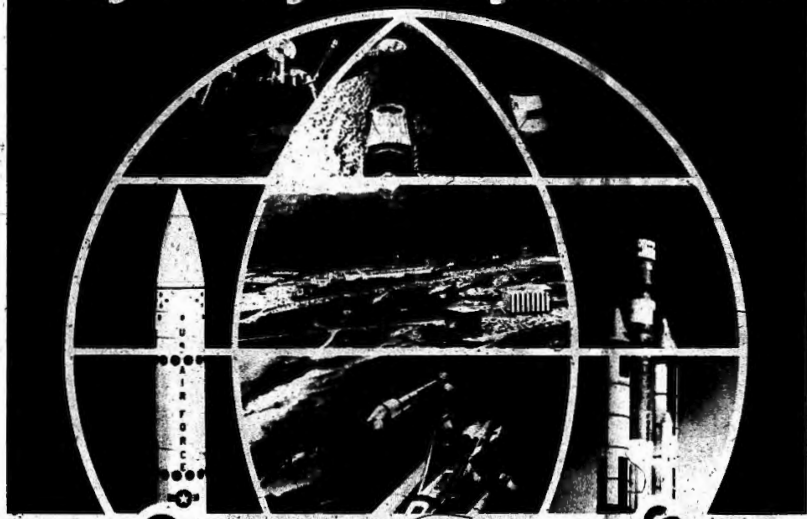
What all this means is that while our aircraft rates have remained constant, the operation costs have gone up drama-

tically. This 8 1/2 percent fuel adjustment charge will go into effect when a student begins any flight course after Monday, June 25, 1979.

We understand that this is short notice but other alternatives to a fuel adjustment fee were examined in-depth prior to selecting this approach. To delay implementation would mean that all students would be paying this added expense in some other way. Since this increase is specifically related to aviation fuel, the decision was made to impact only flight operations. Attached you will find the courses and amounts that are charged. We hope you understand the need for this increase.

Sincerely,  
 C.R. Pirnat  
 Dean, Aviation Technology

# August Engineering Graduates



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pany's comprehensive program of employee benefits, has a financial value equivalent to approximately forty percent of the employee's income. Included are: Company-paid insurance, performance sharing plan, retirement plan, vacation, education reimbursement and long term disability plan.

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**EMBURY-RIDDLE BOWLING LEAGUE**

Week six went by last Friday, just as scheduled - immediately following week five, Win, Place, Show continues to hold on to their one game lead. Four of the top five teams swept their series last week. Barb Harty rolled a career high 103 Friday - congratulations. She'd probably improve further if she would stop smoking! The second high women's series now belongs to Judy Morrin, who topped out this week with a nice 454. That's only 26 pins lower than the leader, Karen Czibik, who has a 480.

Skud, the 10th place team, has been playing the last few weeks with only two players. Has anyone seen Stacy or John? And how about the Unknown Team, when will they make their bid for the top? Maybe next week.

**THE "200" RACE**  
 - Dave Czibik, "Win, Place, Show" (6); Rick Freeborn, "Win, Place, Show" (4); Roldolfo Gueirero, "Los Caribes" (4); Ed Garcia, "Rajacana" (3); Gary Francis, "Fore On Tap" (2); John Keck, "Pins A-Go-Go" (2); 6 tied with 1.

**TOP FIVE MEN**  
 Rick Freeborn.....190  
 Dave Czibik.....188  
 Terry Shalan.....179  
 Ed Garcia.....177  
 Al Garces.....169

**TOP FIVE WOMEN**  
 Karen Czibik.....141  
 Judy Morrin.....133  
 Stacey O'Toole.....124  
 Pat Larsen.....119  
 Lee Morrin.....117

**THIS WEEK'S STANDINGS\***  
 1. Win, Place, Show.....20-4  
 1. Los Caribes.....19-5  
 3. Pins A-Go-Go.....18-6  
 4. Rajacana.....15-5-8-5  
 5. Fore On Tap.....15-9  
 6. One More Time.....11-13  
 7. Sugar Beetles.....11-13  
 8. Graduates.....10-5-13-5  
 9. Misfits.....10-14  
 10. Skud.....8-16  
 11. The Unknown Team.....2-22  
 \*Official

**Major League Baseball**

By Johnson & Francis

**AMERICAN LEAGUE-EAST**  
 The Orioles continue to dominate the East, maintaining about a three game over the Red Sox. Baltimore's pitching is probably the key to them staying atop, but Boston's hitting is coming back, so look for them to tighten the race in the weeks ahead. The Brewers inconsistency has kept them from gaining any ground. Clubs with new managers fill the next two spots; the Yanks came to their senses and brought back Billy Martin while the Tigers fired their rookie manager (L. Mox) and signed Sparky Anderson. The Indians are now playing .500 ball, while the Bluejays are just having their share of troubles.

**AMERICAN LEAGUE-WEST**  
 The Angels stand alone here, even with the injured Carew. The next three teams, the Royals, Rangers and Twins are battling it out for second place, and remain within a game of each other. The White Sox can't seem to get anything going, while the sixth place Mariners are winning naps at home. Finley's A's are not only having trouble on the field, but also at the gate.

**NATIONAL LEAGUE-EAST**  
 The Youth of the Expo's is keeping them on top, about three games ahead of the Pirates, who have come alive the past two weeks. The Cardinals slipped to third place, after holding on to first for barely a week, possibly due to a lack of recent hitting. With their injured players now healed, the Phillies no longer have an excuse for being in fourth place.

It will be interesting to see if they'll come back. The Cubs, with home run leader Kingman, have climbed over the .500 mark, but are still a long way from first. The Mets, unlike their American League counterparts, are in the pits.

**NATIONAL LEAGUE WEST**  
 Thanks to their excellent pitching, the Astros have been able to maintain a three game over the Cincinnati Reds. As of right now Houston and Cincinnati are the only two teams in the Western Division that are above .500. The Giants, Padres, and Dodgers are all fighting over third place. So far the Dodgers, are losing the battle. In regards to the Atlanta Braves I can only say that if it weren't for the Philadelphia (Phillies) they would really look terrible!

**Complaints?**

**Problems?**  
**Gripes?**  
 If you feel you have a legitimate complaint which may be of interest to our readers and haven't been able to get an answer yet, why not voice it in the AVION?

We will try our best to get down to the roots of your problem and hopefully come up with an answer.

After all, no problem is too small if it concerns E-RAU. If something should be known, NOW IS YOUR CHANCE. Be it students of faculty, let's hear from you. Just drop a note or come by the AVION office.

**Psychiatrist Joe**

Dear Psychiatrist Joe:  
 Six years ago I had it out with my girlfriend. I wasn't hurt at all, except how I can't use my nose... I guess that's the result of her hitting me with that frypan. She really had me PO'd, that's why I kept punching her until she was unconscious.

I know that I'm real good for her, except for when we fight, and I think she wants me back. What should I do? Will she ever come back?

Signed \_\_\_\_\_  
 Dear \_\_\_\_\_  
 The smartest thing she ever did was leaving you. Why did you even write to me, I can't help hopeless cases like you, besides it's been six years, you jerk. If she's smart she married someone civilized, and has two or three house-monkeys by now. Something tells me that you've avoided the inconvenience of getting an education... nice going.

Joe  
 (If you want Joe to help you with your problems, deliver them to the AVION Administrative Assistant in a sealed envelope. Joe will answer only the ones he wants, when he wants.)

**NOVA FLITE CENTER DAYTONA REGIONAL AIRPORT**

255-6459

1979

**PIPER SEMINOLE**

160 knots



**SOLO OR DUAL FULLY IFR EQUIPPED (RNAV & DME)**

OUR RENTAL LINE...

- 1. 1978 PIPER TOMAHAWK
- 3. 1978 PIPER WARRIOR II - 2 IFR
- 1977 PIPER TURBO ARROW III - IFR
- 2. 1978 PIPER SEMINOLE - IFR

WE HAVE CHARTS FOR THE ENTIRE

15% OFF N.E. CHARTS WITH E-RAU

**Have A Soft Landing Daytona Waterbed Center**



INCLUDES: Head Board With Built In AM-FM Stereo, 8 Track and Cassette, Pedestal, Mattress, Safety Liner And Frame.

\$799 COMPLETE

SPECIAL \$84.95  
 Frame, mattress,  
 And Safety liner

- ★ HEATERS
- ★ FITTED SHEETS
- ★ PADS
- ★ SPREADS
- ★ FILL & DRAM KITS
- ★ PATCH KIT

All Beds Come With Frame And Free Set-Up & Delivery  
 Lower Prices Than Anyone Anywhere On Competitive Quality  
 Waterbed Frames And Accessories

2025-2027 S. Ridgewood South Daytona 761-8880

**GREAT EXPECTATIONS**

LOCATED IN THE VOLUNIA MALL NEAR PENNYS

PHONE: 258-3555

OPEN SUNDAYS

**\$2.50 OFF STYLED HAIRCUT WITH RIDDLE I.D.**

★ includes shampoo, cut blow styling. ★

HOURS: 10a.m. - 9:00p.m. Monday - Saturday 12:30 - 5:30p.m. Sunday

NO APPOINTMENTS NECESSARY



# JACK IN THE BOX RESTAURANTS

ORANGE JUICE, A HOT APPLE TURNOVER  
AND OUR

## Breakfast Jack

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

SANDWICH FOR ONLY \$1.09

Coupon valid in collaboration with any other offer. One coupon per customer. Valid at your neighborhood JACK IN THE BOX Restaurant. COUPON EXPIRES 7/18/79

ONION RINGS, MEDIUM SOFT DRINK AND OUR

## Super Taco

FOR ONLY \$1.34

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

COUPON EXPIRES 7/18/79

JUMBO JACK HAMBURGER, MEDIUM SOFT DRINK AND A REGULAR ORDER OF FRENCH FRIES

## Jumbo Jack Trio

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

FOR ONLY \$1.19

Coupon valid in collaboration with any other offer. One coupon per customer. Valid at your neighborhood JACK IN THE BOX Restaurant. COUPON EXPIRES 7/18/79

928 VOLUSIA

MORNING, NOON & NIGHTTIME TOO!

### FOR SALE - AUTO

FOR SALE: 66 Buick. Excellent condition. \$4,400. 250-2500 or 250-5551 Ext. 606 Ask for Don.

FOR SALE: 1978 Honda B-4 - excellent. 2500 cc. 2500 cc. engine. Excellent condition. Very clean car. In beautiful condition. Warranty still good for two years but 250-2500 or 250-5551 Ext. 606 ask for Don.

FOR SALE: 1977 Oldsmobile Convertible. Good Jerry. 2500 or best offer. Contact Jerry. Phone at 250-5551 Ext. 438.

FOR SALE: Pair of 1974 Volvo steel like new asking \$200.00. Call 761-7923.

MOTORCYCLE FOR SALE: 1974 Kawasaki 100 (GTR), runs well. Includes full, face helmet. Asking \$250.00. Also have a 1968 Harley. Asking \$150.00. If interested, please call 250-5551 or see Jerry in Room 218, Dome 1.

1975 MONTE CARLO. Landa 6 cylinder, automatic, air, AM/FM, 14,000 mi. warranty, excellent condition. Best Offer. 748-0158.

\*\*\*\*\* VW RABBIT \*\*\*\*\* Excellent Condition, great gas mileage, Michelin tires, AM/FM radio, Auto trans, carpeting and many other extras. \$2,500. 250-7703.

### Lost & Found

TO PERSON WHO "BORROWED" case of coke from Flight Line last Wednesday: We saw you take and have witness. We saw you at the end of the week to return it or equivalent cash of \$5.00. You may leave either at 8:00 or back of U.C.

FOUND: Calculator found in Room A-218 on 6/17/79. Drop me a note. Ask me call 250-7450 to identify.

### ANIMAL DOCTOR JOE'S SAFETY TIP OF THE WEEK\*

TIP No. 3: Don't dry the cat in the Microwave.

### FOR RENT - ROOMS

ROOMS FOR RENT: 1 Room in beautiful new home near pool across on Holly Rd. Change and convenient pool. Shampoo \$110 a month and 1/2 of utilities. Call 250-4200 or 250-5551 ext. 606 ask for Don.

FOR RENT: 1 st. bedroom. - Klamath Falls. All bath, walk-in closet (5 mi. from campus). Air. One of 2 beds. \$150. 250-5551. Call Don. 250-5551.

ROOMMATE NEEDED: For rent, own room in house. Furnished. \$75.00/mo. + utilities. walking distance to school. Must be neat and clean. Available June 1. For interview, contact Rich Arnold. Box 6172, 250-5269, or Drop by Avion Office.

WANTED: Students interested in particular level take at E&AI. Must speak a foreign language. Phone 977-7871.

ROOMMATE WANTED: \$50.00 per month + utilities. 5 miles from school. Located in Holly Hill. Small house fully furnished. Must have own transportation. Contact T. Vinton at E&AI Box 2178.

NEEDED 1 Roommate for summer. Nice 2-bedroom in Derbyshire. great room. Color TV & stereo \$50 rent + 1/3 utilities. Contact Dave Box 3148 or 250-2008.

ROOMMATE NEEDED: Fall to 2 bedroom Apartment, furnished except for bedrooom. On river, swimming pool, tennis court, 5 miles from school. Mike Box 4365, Eden Box 1191 or 250-2008.

ROOMMATE WANTED: Halfway Town-house mid-coast. Swimming pool, sunroom, exercise room, pool room. \$125 a month + 1/2 utilities. Call 250-4448 or 6-8. Need as soon as possible.

WANTED: Students interested in particular level take at E&AI. Must speak a foreign language. Phone 977-7871.

ROOMMATE NEEDED for summer 8 term. Male or female to share 2 bedroom house. Completely furnished, great welcome. Rent \$85.00 per month plus 1/2 utilities. Located near Derbyshire Area. Contact Karen at 250-8987.

FREE RENT - Handyman (my apartment) rent in exchange for handyman work. Includes: general cleanup, minor repairs and yardwork. \$400/mo. exp. 10/31/79 located on S. Riverside. 4 blocks from beach. There is room for a garden if you have a green thumb. If you have good experience and don't mind working call and we'll discuss it. 250-0941.

SUMMER TRIMMER: Room 2 bedroom furnished home in Holly Hill. \$75.00 with carpet, central air conditioning. 250-5551. Call 250-5551. 250-5551. 250-5551. Contact Steve Box 6418 or 250-2144.

### FOR SALE - MISC

TELEVISION AND VCR: All used and in excellent condition. Includes: 19" color TV, 19" color VCR, 19" color TV, 19" color VCR, 19" color TV, 19" color VCR. Call 250-5551 or 250-5551.

FOR SALE: A pair of 1974 AMT 18 speeder. Lower limit. Call for information in the Library between 5-10 p.m. Contact Steve McArthur, Box 6434.

FOR SALE: 1978 Honda B-4. 2500 cc. engine. Excellent condition. Very clean car. In beautiful condition. Warranty still good for two years but 250-2500 or 250-5551 Ext. 606 ask for Don.

FOR SALE: 1974 Volvo steel like new asking \$200.00. Call 761-7923.

HOT AND SEXY: You have 1 out of deal for you. A wonderful opportunity for you. Call for information in the Library between 5-10 p.m. Contact Steve McArthur, Box 6434.

REFRIGERATOR - Excellent condition. 19" wide. 19" deep. 19" high. Call for information in the Library between 5-10 p.m. Contact Steve McArthur, Box 6434.

FOR SALE: Olivetti Leobard, 83 DL, portable electric typewriter with 19" typing elements (one extra). Includes case, hand and accessories. Excellent condition. \$240.00. Call Peter Bruckner, 250-5012, evenings only.

FOR SALE: 1 Double bed \$20.00. 1 black chair \$5.00. Also 1 backpack and hat. Call for information in the Library between 5-10 p.m. Contact Steve McArthur, Box 6434.

FREE - 3 Female kittens, 7 weeks old. 1 female Siamese, 2 1/2 yrs old. Very good home. Call 761-0486 or phone to 1086.

4 SET MACHS FOR SALE - Less than a year old - in very good condition. 14 inch, five bags, \$35.00 each. We can sell separately. Call 250-5551. Steve after 5 p.m. Call 250-7770.

BRAND NEW motorcycle helmet! Blue, Large Size. Asking \$14.00. Box 5667.

classifieds are a service to student body - without charge

# THE MAYAN INN

## FEATURING:

- \* CRAZY ARTE DISCO
- \* AZTEC TERRACE RESTURANI
- \* ELABORATE GAME ROOM
- \* DISCOUNT WITH RIDDLE I.D.
- \* SPECIALS NIGHTLY Y.M.

discount with middle faculty or student I.D.

**ALL YOU CAN EAT for only \$4.25**

**BUFFET NIGHTLY 5:30 - 9:30**

no discount on specials

**SPECIAL**

Milk on Draan \$5.00  
Pitcher \$3.00

**SPECIAL**

Pitcher Beer  
Pizza (large) \$5.95

103 S. Ocean Avenue  
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103 OCEAN AVENUE  
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15% DISCOUNT  
ON ALL ROOMS, RESERVATIONS  
AND BUFFETS  
APRIL 22 THRU JUNE 15, 1979

100% DISCOUNT OFF WEEKLY RATE  
2 Night Minimum Stay

Good thru next issue of the Avion 7/18/79  
This coupon good for 1 free drink at the Mayan Inn's Lounge.

NOTE: Exotic Drinks Excluded.

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BEERBOYS GOING TO  
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DISCO

FREE DRINK

DAY

NOTE: Exotic Drinks Excluded.

Good thru next issue of the Avion 7/18/79  
This coupon good for 1 free drink at the Mayan Inn's Lounge.

NOTE: Exotic Drinks Excluded.