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Embry-Riddle Aeronautical University

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the avion

The award winning newspaper of college aviation

Embry-Riddle Aeronautical University

Volume 32

Wednesday // 3 October 1978

Issue 4



Riddle GRANTED \$525,000 FROM F.A.A.

By Mark Sidlovsky
Avion Staff Reporter

The Federal Aviation Administration, in an effort to investigate the growing number of weather-related general aviation accidents, has granted Embry-Riddle Aeronautical University a \$525,491 contract to initiate the project.

The program stems from a comprehensive investigation of "human factor problems" by the FAA's National Aviation Facilities Experimental Center (NAFEC) in Atlantic City, N.J. The project will be divided into two parts: a detailed literature search dealing with general aviation safety and a critical evaluation of the FAA's current requirement of 200 hours total flight time before becoming eligible for the instrument rating.

The literature search is being carried out by Seville Research Corp. of Pensacola under subcontract from E-RAU. They are attempting to identify leading human factor problems in general aviation.

Embry-Riddle has already begun to "look into" the 200-hour requirement for the instrument rating. The national average for the private certificate is 65 hours, leaving a considerable time gap between receiving the private and becoming eligible for the instru-



The simulators will play an integral part in the training of the students.

ment rating. The new private pilot, in an effort to build time necessary for the instrument ticket, often encounters weather beyond his experience level. These "weather situations" not only include commonly associated weather problems like thunderstorms and icing, but also marginal VFR conditions resulting from haze, smog and other visibility limiting phenomena. Between 18 and 20 percent of general aviation accidents are weather related. A National Transportation Safety Board study re-

vealed that over half of these accidents involved pilots who had accumulated between 85 and 135 hours of flight time. This is why the 200-hour minimum has come under investigation. Is it really a reasonable minimum experience level or just an arbitrary number?

This is the question Embry-Riddle will attempt to answer in the coming months. The university plans on involving approximately 100 flight students in the project. The students will all have private licenses

and will be divided into three groups. They will also have completed the 6 hours of night training prior to starting the program. The first group will have approximately 70 hours, the second at 100 hours, and the third at 130 hours of flight time. Each group will then be individually evaluated in instrument procedures and performance in the instrument flying system. This evaluation will take place at the end of approximately 40 hours of instrument training. At the completion of all training periods, which is expected within 18 months, an assessment will be made concerning the entire project. The literature search by Seville Research Corp. should be complete within six months.

This is not the first time a project of this nature has been undertaken. In 1968 Ohio State University constructed a curriculum in which participants could obtain their private licenses and training towards an instrument rating. At the end of the experiment, Ohio State officials concluded that they had trained "superior private pilots, but not those who could cope with the workload on an instrument mission." Embry-Riddle's program will differ from Ohio State's on two significant points. E-RAU's study will be using more advanced weather conditions than at O.S.U. Secondly, E-RAU will be the first civilian school to use an objective evaluation procedure.

The main question remaining in this study is what the reaction of the general flying

public will be to its findings. The FAA's Harvey said, "There is one thing I would like to stress: something like this needs the support of the community." One consideration is that Embry-Riddle provides a unique and controlled environment, not typical of the average FBO. In order for the FAA to

consider lowering the minimum requirements, it must be demonstrated that any FBO, not just a professional flight school like E-RAU, can produce a safe instrument pilot. This can only be achieved with a dedicated effort from the entire general aviation community.



The simulator training will be backed up by comprehensive use of the aircraft.

New Parking Lot Planned For Bikes

Parking has been improved for motorcycles and bicycles. In an effort to increase services for motorcyclists and bike riders, E-RAU's Physical Plant and Security Dept. have expanded the parking facilities for our two wheeled commuters.

A new parking area in front of the U.C. is slated for motor-

cycles and bike racks. The new area is posted with signs and soon will have a concrete or asphalt slab.

According to Joe Craddock, Director of Security, "This new facility will improve both security of the vehicles and the appearance of the University, by having the bikes in one place."



New parking area for ERAU cyclists.

Already completed in the plan is the enlarging of the motorcycle lot in front of Maintenance. Tech had the lot in front of Gill Robb Wilson Complex. This added capacity will help cut down traffic and congestion faced by the bike riders.

E-RAU now has five total bike lots. They are: Gill Robb

Wilson - Front and Back; Academic Complex - Front; Maint. Tech - Front; University Center - east of 10 min. zones.

The needs of the students have been recognized through the Traffic and Parking Committee: the suggestion was forwarded from the Traffic Committee through Physical Plant and Security. The plan was then implemented.

A biker's convention? No, just part of the motorcycle population at ERAU.

STUDENTS, STAFF AND FACULTY

We strongly urge you to arrange for your flu shots NOW!

The incidences of influenza at E-RAU has increased yearly in marked proportions. The critical time for "flu" has typically been the months of January, February and March but it is important to receive your inoculations PRIOR to that time, namely now.

The Health Service Staff is

investigating the possibility of the E-RAU community being able to receive flu shots through the Volusia County Health Department (on a voluntary basis). However, anyone who wishes to "get in on the action" early (before supplies are depleted) may arrange through the Health Service to receive the injection at area physicians' offices.

Let's work together to foil the flu this year and save valuable time and expense (of health and finances).

thank you!

DAYTONA PLAYHOUSE AND YOU

The Daytona Playhouse has invited the students of Embry-Riddle to participate in the productions they put on locally. This participation would be in the way of technical assistance or even acting in these plays.

All students are invited to "Preview Night" at the Playhouse, which is held the Thursday night before the opening of each new show. They will

{Notices cont'd on pg 2}

The Best Way Over The Hump

By Daniel Karger
Avion Staff Reporter

The U.C. rocked once again this Wednesday with the sounds of "The Better Way." The band played top 40, disco, southern rock, and rock & roll. I talked to Greg Cardino who plays guitar for the band. He tells me that his band has been playing at the Aku Tiki for nine years and playing at E-RAU is an enjoyable change.

The bands stage show brought dancers onto the floor both at E-RAU and at the Aku-Tiki, where I saw them last Saturday night. They have a lively and entertaining stage show which includes songs

from "The Charlie Daniels Band," "Doobie Bros.," "Lyndy Skynyrd and the Beatles. On Wednesday at Aku-Tiki they play 'Oldies but goodies' and there is a talent show there also. Anyone can enter.

Tony Grayiano plays keyboards for the band, Mike Cameron plays bass guitar and Steve Starkey plays the drums. Everyone sings.

There is also an older persons bar upstairs, with entertainment, which is right out of the twilight zone. Stay downstairs, where Greg tells me, there is a special carry out service for drunks. They carry you out.



Showing us the way, The Better Way rocks Hump Day.

NOTICES



EDITORIAL



It has come to my attention that quite a few of us have complaints, suggestions, etc. Well just don't keep these feelings limited to a select few, or yourselves. There are places for your suggestions to be heard. To start with, you could talk to your teachers and faculty advisors. These people are all in their offices during their office hours. If they can't help you maybe your Resident Advisor in the dorms can handle your problem. If you still have not found any help go to your division chairman. Perhaps they can point you in the right direction.

Also there are deans of various colleges: Air Science, Air Studies, etc. Take your problems to them. After all, you are paying good money for your education - why waste it by letting problems get the best of you. Remember these people are paid from your tuition dollars and they are there to help.

If you still haven't gotten satisfaction, the AVION is a good place to air your feelings in print. We are willing to accept all letters that are coherently written as long as they are not scandalous or degrading.

William K. Powell



Notices

(Continued from pg 1)

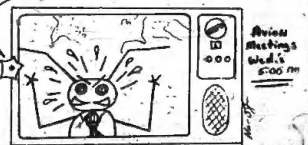
provide 50 seats for interested students, and someone will need to call them and let them know exactly how many will attend a few days before the show. They'll provide a schedule with exact dates. (Students can contact the Student Activities Office for this information).

Jack Reed, Director of the Daytona Playhouse, would be happy to arrange a tour of their plant for any students that are interested in becoming in-

volved with the Playhouse. His phone number is 255-2431. Please call Jeane Wahlin if there are any questions (same number).

There is an active Bicycle Club meeting scheduled for Thursday, October 11, at 6:00 p.m. in the Common Purpose Room. Meanwhile there are club rides every Saturday at 9:00 a.m. which starts at the front entrance to the University Center.

I want you to go to your windows, throw them open and yell "I'm mad as hell and I'm not gonna take this anymore..." The AVION hasn't enough writers and needs all they can get. We've got photographers at the buff! What we need are writers!



Klyde Morris

...One of my personal experiences in economics is a first example of what...

...When the monetary crunch in 1928 occurred I saw...

...on the staff here at Embury Riddle...

...I see the first guest speaker of the Tri, and he has to come in on a Monday...

...Look! the way he presents himself, like he really knows what he's talking about...

...I don't care. Rules are rules. You've got to get rid of that spider...

...Listen to the RR, and my book says NO pets in the dorm rooms...

...I don't care. Rules are rules. You've got to get rid of that spider...

...You mean that damn thing's loose in here?!

...I EEEERRR

...I don't care. Rules are rules. You've got to get rid of that spider...

(Special Memo to Student Pilots) THE CARE AND FEEDING OF FLIGHT INSTRUCTORS

By Dr. William A. Powell, Sr. (Dr. Powell is a Gold Seal Flight Instructor, Flight Instructor, Airplanes, Instrument Flight Instructor, Ground Instructor, Instrument Ground Instructor and Member of the National Association of Flight Instructors. In addition he is the Editor of the Southern Baptist Journal.)

The flight student faces two major problems in learning to fly. One is the Airplane - a piece of machinery that can be mastered with perseverance, practice, patience, cool headedness, curses and an occasional swift kick. The other is the flight instructor - a problem that is not so easily surmounted.

The instructor is a special breed of pilot. He is easily recognizable by his great courage, extreme skill, unbelievable knowledge, low forehead, mean little eyes, and a hungry look. Because he already knows how to fly (fairly well), he already has the student at a complete disadvantage. He is unimpressed with any skills the student might have outside of aviation. Therefore, he is dedicated to showing the student how little he knows and by his own example, how completely unsuitable the student is as pilot material.

Therefore, those who wish to make a success of flying are advised to follow a few common sense rules in dealing with the instructor.

1. CONSIDER THE WAY THE FLIGHT INSTRUCTORS RATE their effectiveness. The best instructor is the one that can stamp the floor the hardest, hit the instrument panel the most often, curse the loudest, climb his fist the tightest, and look the maddest of any man in the county.
2. EARN HIS RESPECT. Best done by saying your father is president of an airline company looking for pilots at a fantastic salary. All instructors are dissatisfied with their present jobs and want to be airline pilots.
3. REWARD HIS EFFORTS. Bribe him with bills of large denominations. He may show you a little about flying.
4. LET HIM KNOW YOUR PROBLEMS. Say you are constantly pursued by beautiful women to whom you would introduce him. Instructors are all girl-crazy and you will get extra flight time while he thinks this over. It also keeps his mind off your mistakes.
5. SHOW ADMIRATION FOR HIM. Let him know you are impressed that he can fly even though he had no sleep the previous night and is suffering from an acute hangover. Instructors are egotistical and will mistake this for a compliment.

Letters

6. LET HIM KNOW WHO IS BOSS. This is done by keeping your mouth shut, as he already knows who the boss is.

7. NEVER DISOBEY INSTRUCTIONS. When the instructor tells you to go to H-I, file a flight plan and take off (with him aboard).

8. BE CHARITABLE. Always buy coffee for your instructor - he is always broke.

9. INTRODUCE HIM TO YOUR FRIENDS as the famous flying professor. Later tell them in private what he really is and how he is hindering your flight training.

10. FLATTER HIM by assuming he is an airline pilot. Most instructors moonlight as airline pilots.

11. PRETEND YOU DO NOT UNDERSTAND HIM as he spouts off the high brow aeronautical terminology. He thinks he is speaking a language that only the elite can understand.

12. SHOW APPRECIATION for charging a small rate for lessons. He wouldn't be teaching if he could get any other aviation job.

13. MARVEL THAT HIS WIFE permits him to stay away from home so much. Actually, she's not making a living for the family.

14. LET HIM THINK THAT YOU ARE AFRAID OF THE AIRPLANE. He thinks that only experienced pilots have confidence in airplanes.

15. DO NOT READ THE MATERIAL HE ASSIGNS YOU. He is trying to further confuse you with what other instructors think. (Actually he wants you to see that the way he has been teaching you is better than the way they say to do in the book.) And besides, all you want to do is learn to fly the airplane - not read books.

16. DO NOT EMBARRASS HIM by showing up on time. He'll always be late and will like it better when you are late.

17. LET HIM KNOW YOUR AMBITIONS. Appear for lessons with hair uncombed, shoes scuffed, and buttons missing from your shirt. Wear a leather jacket with holes at the elbows, and look bored with the whole procedure. He will assume you are interested in becoming a flight instructor and will give you special attention.

18. COOPERATE WITH HIM IF HE WANTS TO SPEND most of the time set aside for a lesson in the pilot's lounge to discuss some material or maneuvers. This means he goofed and scheduled the lesson with you at a time when someone else was using the airplane.

19. LET HIM FEEL FREE TO CANCEL ANY LESSON for such things as charter flights and demonstrating an airplane to a prospective customer. (He'll do it anyway).

20. IF HE CANCELS A LESSON because of weather, this indicates he has gone looking for another job. However, if he cancels because of mechanical trouble with the airplane, this means the mechanic has gone to buy haywire to keep the exhaust pipe from falling off.

21. ASSUME WIND CONDITIONS always cause him to be at an improper altitude and heading when he's flying the airplane. He can't maintain constant altitude and heading either.

22. DEMONSTRATE YOUR AFFITUDE. Fly with one wing low and skid in turns. Bougie on landings and ground-loop occasionally. Instructors think students are knuckleheads.

23. DO NOT ASK HIM to demonstrate exactly how to execute a maneuver. He can't do it correctly either.

24. IF HE LETS YOU PRACTICE A NEW MANEUVER as long as you need to in order to really get the feel of it, this means he has gone to sleep - so wake him up. He introduces new maneuvers to you only to mystify you - not for you to learn them with any degree of proficiency.

25. NEVER LET HIM KNOW that you sight the airport before he does when returning from the practice area.

26. BEWARE IF HE BEGINS COMPLIMENTING YOUR MANEUVERS. This means he is about to give up on you as a hopeless case and turn you over to one of the more stupid instructors (for they can handle you since they are your kind of folks).

27. DON'T QUESTION HIM as to when you'll be ready to solo or to get your license. He's looking for another student to take your place before he turns you loose.

28. SHOW THE PROPER MENTAL ATTITUDE. Convince him you're a lunatic. Instructors will solo students when convinced there is nothing else to be done, and they're bent on suicide anyway. Loose up enough landings and he'll leave the airplane to save his own skin. You can then teach yourself to fly.

29. DON'T TAKE UNNECESSARY RISKS. Fly solo whenever you can.

30. OBSERVE HIS VARYING MOODS CAREFULLY, not that his moods change from bad to good. They are always bad.

And they go from bad to worse, to worse, to worst as the weeks go by. But take heart, when his mood gets to the worst stage, that means you are about ready for the private pilot's license.

31. AND WHEN YOU BECOME AN EXPERIENCED PILOT with hundreds of hours of flight time, you'll look back on him through eyes of reality to see him, as he really is. No longer will the fears and biases of the student mind see him as pictured above. Then you'll understand that he was one of the best pilots, greatest teachers, most sympathetic, biggest hearted, and kindest persons you have ever known. You'll think that he was the greatest thing that ever happened since Orville and Wilbur (until you came along).

Dedicated to my favorite student - my son, William K. Powell, Jr.

the avion

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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. Rick Arndt, Editor, and are accompanied by the signature of the writer. Names will be withheld from print if requested.

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The Bar Tender

By Pat Hassett

This week we go to the glorious dive called the "Other Place". The "OP" as most fans call it is located on N. Atlantic Ave. in the Ellinger Village district in Ormond Beach.

The OP normally gets some fairly good rock-roll bands and once in a while gets some super acts like "Wayne Cochran and the CC Riders."

The drinks are overpriced and undersized and when I asked for a call brand rum, they gave me some rotgut liquid and charged me more.

For you billiard and pin-ball wizards, plenty of tables and games are located in the back. There's not much room on the dance floor but there are enough of the opposite sex to keep you busy.

Show a "Riddle ID" and you get in free or for a curfew depending on the night you go there.

If you're into jewelry, or other metal goodies, they have a resident jewelry salesman there.

They offer different drink specials and ladies drink free nights but they vary from week to week.

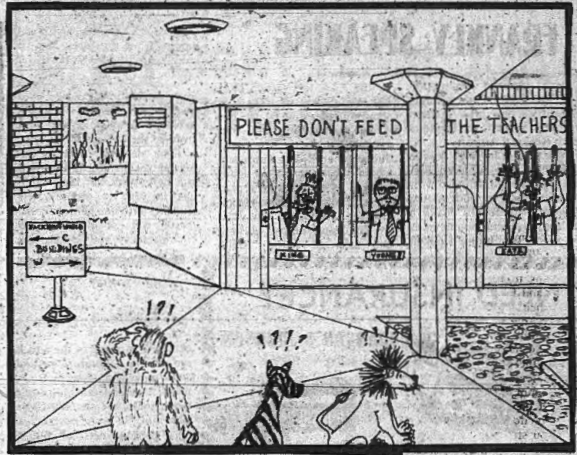
This week's drink: Manhattan "UP".

1) Long shot of whiskey or VO, 1/2 ounce of Sweet Vermouth, pour over ice to chill it, strain contents into an "UP" glass, add 2 cherry.

New Offices?

Contrary to popular belief Riddle is not assembling a bazooka on the sidewalks of the academic complex; those classrooms are actually offices which were made necessary due to the population explosion of Riddle. Due to the increase in students the departments were forced to hire more teachers to meet the demand.

Since we were already without extra office space and the conversion of the math annex was already on its way, it became necessary to build the new offices. Another expedient solution by Riddle! Now, maybe next year, when the population increases again, offices will be built in the Hallways in the dorms. This is probably earth calling Administration, we seem to have a problem...over.



For those of you interested in cooperative education, Co-op Orientations will be held Oct. 25 at 4 p.m. in the Faculty/Staff Lounge. It is mandatory to attend an orientation if you want to co-op.

Attention: Students who plan to graduate in December '79. The Career Center has many job openings in all majors. You are welcome to come to our office for further information. We will also help you with the development of resumes and cover letters. Please don't ignore our services: we want to help you.

For those of you who did not know, there is a new course; Psychology of Career Planning, being offered to students of all majors and year of attendance. Subjects covered are crucial to your finding a career that is satisfying. For more information, come to our office.

The Career Center has a new secretary. Her name is Karen Miller. You are all welcome to come on in and meet her.

INTERVIEWS

- Cessna Pawnee Oct. 8 Engineers (grad & Co-op)
- Hewlett Packard Oct. 10 Engineers
- Eglin Air Force Base Oct. 11 Computer Science, Engineers
- United Space Boosters Oct. 12 Engineers
- Arnold Research Oct. 11-12 Engineers
- Dept. of the Navy Oct. 26 Engineers - Virginia
- Lockheed-Georgia Oct. 30-31 Engineers (Co-op)
- Cleveland Pneumatic Nov. 1 Engineers (Grads)

- Cleveland Pneumatic Nov. 2 Engineers (Co-op)
- Pratt & Whitney Nov. 6 Engineers
- Avco-Lycoming Nov. 7-8 Engineers
- Beech Aircraft Nov. 13 Engineers (grad & co-ops)
- Sikorsky Aircraft Nov. 13 Engineers
- McDonnell Douglas Nov. 14 Engineers - St. Louis
- Douglas Aircraft Nov. 14 Engineers - Long Beach
- Nat'l Aviation Facilities - Experimental Center Nov. 27 Engineers (Co-op)
- Hewlett Packard Jan. 17 Lockheed-Georgia Jan. 17 Engineers
- Hamilton Standard Jan. 23 Engineers
- Eglin Air Force Base Feb. 7 Computer Science, Engineers
- Cessna Pawnee Feb. 11 Engineers
- Sikorsky Aircraft Feb. 12 Engineers
- Avco-Lycoming Feb. 13 Boeing Vertol Feb. 18 Engineers
- McDonnell Douglas Feb. 19 Engineers - St. Louis
- Pratt & Whitney Feb. 26 Engineers
- Dept. of the Navy Feb. 28 Engineers
- Martin Marietta Feb. 29 Engineers-Orlando, Denver New Orleans



NTSB REPORT

The National Transportation Safety Board today "reiterated" its 1978 recommendations that the FAA require Flight Data Recorder and Cockpit Voice Recorder equipment on complex general aviation aircraft.

The Board's recommendations were included in a report issued today on the crash of a Gates Learjet 25B aircraft that occurred at Sanford, N.C. on Sept. 8, 1977.

The aircraft departed the Sanford Airport about 8:18 p.m. EST bound for Flint, Michigan. Surface weather observations were ceiling measured 800 feet broken, 1200 feet overcast, visibility 2 1/2 miles. The flight was about 3 miles west of the airport, climbing through 3,000 feet on a heading of 270 degrees, when it disappeared from radar. There were no distress calls. However, several witnesses saw the aircraft "on fire" below the 600-foot overcast and as the flight completed a right turn to a northeasterly heading it suddenly dove to the ground. All five occupants were killed and the aircraft was destroyed.

The Safety Board determined that the probable cause of this accident was "one or more low-order explosions in the aircraft's aft fuselage which resulted in a fire and loss of control capability. The Safety Board could not determine conclusively the fuel and ignition sources of the initial explosion; however, gases from the aircraft's batteries or leakage from fuel system components, or both, could have been present in the area of the initial explosion."

The Board found that the flightcrew's difficulties with the aircraft began soon after take-off. Almost immediately after initial clearance from the Fayetteville departure controller had been acknowledged by the flight crew the aircraft's transponder target disappeared from the controller's radar display. The crew did not respond to

further transmissions. The IFR departure route was abandoned without warning the controller. The aircraft descended rapidly until it was below the 600-foot overcast. Witnesses who watched the aircraft during its last mile of flight stated it was on fire which was described as "coming from below and near the tail" with "flames at least 30 feet wide."

The Board pointed out that burns and soot on the left side of the vertical stabilizer, protected by mud at the crash site, clearly indicate that fire existed in the aft section of the aircraft before the crash. Also, the soot on the air conditioner motor and plenum chamber fan assembly, also protected by mud, verified the existence and location of pre-crash inflight fire.

The Board said that there was evidence of a pre-crash explosion in two areas of the

aircraft's aft section - the fuselage fuel tank and the plenum chamber. However, the Board was unable to determine conclusively the initial source of the combustible material.

The Board concluded that the most likely sequence of events was a low order explosion in the aircraft's tailcone followed by in-flight fire. The explosion or fire penetrated the fuselage fuel tank and the fire grew progressively worse as the fuel escaped and burned. Shortly before the crash, the

fuselage fuel tank probably exploded and disrupted elevator and rudder controls which made further control of the aircraft impossible.

Chairman James B. King noted the Board's investigation of the Sanford accident, which he described as "complex and difficult," had taken two years to complete. He cited the absence of any helpful information from a Cockpit Voice Recorder or a Flight Data Recorder. The investigation required

CONTINUED pg 4

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FRANKLY SPEAKING

Last week in conjunction with the FAA, Embry-Riddle revealed its new ultra modern approach system to Daytona Beach Regional Airport.

The system involves the use of the new air-conditioning system tower design, coupled with the new clock in front of the University Center to make a safe approach and landing in as low as 0-0 conditions. I talked

to the FAA test system pilots last Wednesday after they did some initial testing of the new system in their Sabreliner. They explained to me the new system dubbed the "Riddle Approach" would revolutionize the industry and is expected to replace the new and now obsolete microwave system in a few years.

The much more accurate and safer so-called "Riddle

Approach" uses the lights and letters from the newly designed air conditioned water tower

and calculations using your own watch coupled with the new "3: o'clock clock" on front of the U.C.

The new approach is expected to become fully tested and approved by late 1980, just in time to reassure new students arriving next Fall semester will get in under any circumstances and conditions.

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AUTO, LIFE, HOME, BUSINESS

NTSB REPORT

(Continued from 3)

extensive mockup of the wreckage, special laboratory testing, and structural analysis by Board technicians and outside consultants. In such cases, the Chairman said, we must never allow the thoroughness of our report to be limited by time.

The Board noted that the Sanford accident "and several other accidents" involved complex general-aviation type aircraft illustrate the difficulty of clearly establishing causal factors and possible preventive measures without the aid of a cockpit voice recorder and a flight data recorder. Therefore the Safety Board reiterated the following recommendations to the FAA.

*Develop, in cooperation with industry, flight recorder standards (FDR/CVR) for complex aircraft which are predicated upon intended aircraft usage.

*Draft specifications and fund research and development for a low cost FDR, CVR, and composite recorder which can be used on complex general aviation aircraft. Establish guidelines for these recorders,

Al's Corner

By Al Lin

As I walk throughout the campus and all of its buildings this tri, I feel very good seeing all the various posters and bulletins tacked up everywhere about all the activities going on. With all the various clubs

and organizations and events happening, I'm sure there is something of interest for everybody. But most of all I'm glad to see that Embry-Riddle has put forth the biggest and most earnest effort yet in trying to promote student participation.

Still yet, the key word is involvement. I know it's been said so many times before and I'll say it again - get involved. Pick out something that interests you and put your head to it for the personal enrichment that is waiting as your reward is indescribable.

ERAU OBTAINS NEW COMPUTER TERMINALS

By Juan Colon
Avion Staff Member

As you may have noticed, the computer room in Building C is not there anymore. In its place there is an extension of the Central Processing Unit.

Well, the reason for the disappearance is that we now have a brand new computer room equipped with 25 new terminals (as opposed to the 10 or 12 that we used to have).

The move was done because the school has purchased a larger computer for the educational aspect of its use. The older, smaller computer that it replaced was sent to Prescott, to provide them with computing capabilities. We still have the old administration computer, which is adequate for the time being.

The new terminals are larger than the old ones and have the keyboard attached to the CRT by means of an extension cable.

The advantage is that you can move the keyboard around to where it's comfortable and because it is ideal for learning typing.

As a matter of fact a new course is being offered: CF 101 "Introduction to Word Processing" worth 1 credit. It's a requirement for the Computer Science Degrees and a great help for students who take more than one computer course.

It enables you to enter your programs a lot faster and improves your typing speed. If you're interested in the course, contact Dr. Hirmanpour, chairman of Math & Physics, in building W, Room 323.



HOLDING AT 30,000

By Brian Bell
Avion Staff Writer

Yesterday, at two a.m., EST, an Atlantic Airways DC-8 flight at 30,000 feet, from Boston nonstop to London, suddenly and quite unexpectedly lost its lighting system when controls the overhead panels

for the no-smoking and fasten seat belts signs. They became stuck in the on-position shortly after takeoff from Boston's Logan airport. The passengers became quite concerned when it became aware that they could not use the lavatories until the plane has come to a complete stop.

The flight went on to make a safe emergency landing at London's Heathrow airport as emergency crews stood by. It was later reported that none of the passengers were seriously hurt, however it was evident that many of the passengers were quite shaken from the experience. One passenger was quoted as saying, "I thought I was going to die. I held it for eight hours. I just wish it happened before the inflight meal and all that coffee."

This was just another incident that has plagued the McDonnell-Douglas aircraft. The first involving the tragic loss of an engine on a DC-10 killing all on board. This led to the later grounding of all the DC-10s. The second incident involved an Air-Canada DC-9 at 29,000 feet in which its tail cone unit separated in flight causing a rapid decompression. Later investigation of other DC-9s showed similar unsafe conditions exist. Now with this most recent involvement concerning the DC-8s lighting system, the Airline Passengers Amalgamation is calling for the immediate grounding of all DC-8s till an in-depth investigation can take place. The FAA was very influential with the grounding of the DC-10s and is expected to fight hard for the same grounding of the DC-8s.

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Women Race Bikes



It appears one of the final male bastions in the sports world has fallen.

Entries for the October 6 and 7 Daytona Pro-Am show the amateurs to include the Hawaiian Tropic sponsored Gina Bovald racing in Grand Prix and comely Carter Alsop racing a Suzuki in the professional ranks.

Bovald, a graduate of the Rhode Island School of Design with a degree in Fine Arts will race a Yamaha 250 in Saturday and Sunday's competition.

Alsop, the first woman to earn a professional road racing license from the American Motorcyclist Association, will be aboard a Suzuki 1000.

She is the female counterpart of a "renaissance man" as she paints, designs furniture, is advanced in equitation, canoeing, swimming, water skiing and billiards.

She has two belts in Karate and is accomplished as a motorcycle mechanic and welder as well.

The expected field of more than forty professional riders will have their hands full with the determined Miss.

Based on early entries nearly half the professional field will be comprised of Superbikes in a preview of March's Daytona 200 in which they will be allowed for the first time.

Among the early entries are Honda, Suzuki, Moto-Guzzi, Kawasaki and Ducati in addition to the Formula 750 Yamahas.

A special two-day bonus ticket is being offered to motorcycle road riders touring to the speedway.

In addition to admission to the grounds and paddock, the \$10.00 ticket will allow riders on road machines only, to tour the world famous Daytona 200 Motorcycle Classic 3.87-mile circuit.

The tour of the circuit is scheduled for Saturday, Oct. 6 at the close of the day's competition.

FRANCIS SPEAKING by Phil Frank



© PHILIP SPENCER / PHIL FRANK / G. LANGRISH, ARTIST

BIKE CLUB



By Keith Maupin

For many students here at E-RAU, transportation within the area is accomplished by the use of a "two wheeler". Be it a bicyclist or motorcyclist - both types of commuters face similar problems. Have you ever noticed the wet rat that sits beside you in a class? chances are this student is a two wheeler who fought the elements of the wild, jungle rains of Florida and lost. It is a constant problem. Pre-planned trips must be made in order to be soaked for the least amount of time.

This curse is not as bad as the local beastie, the Daytona Beach Driver. It is a notorious animal that enjoys watching bicyclists, more so than motorcyclists, be run off the road or just plain rag off.

Motorcyclists enjoy the worry of the Driver that "just doesn't look for motorcyclists." Actually the problem isn't that severe, but it could be better. Any person on a bike needs to

be extra careful if he wants to do fun things. Like living!

After these obstacles have cleared, the biker has the ultimate challenge. That is riding across the E-RAU parking lot.

If you are lucky, you will get away with only a mild frame structure damage and a terrible headache from the washboard effect. Most times you will live though. Parking then becomes a manner of

first-come, first serve. Future parking spaces for motorcycles will be provided, but that is still undecided among school officials as to where it will go.

On another note, for all bicyclists who are interested in reforming a bike club of rally, please contact me, Keith Maupin, at Box 6579 before Saturday. It would be good to see this club underway.



FLIGHT TEAM TRYOUTS !!!



- ★ TONIGHT AT 7:30 pm THE FLIGHT COMPUTER SPINOFF WILL BE HELD IN G - 109 . PRACTICE UP !!!
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- ★ TRYOUTS FOR THE FLYING EVENTS WILL BE HELD DURING THE WEEK STARTING MONDAY OCT 8 th A PILOT BRIEF WILL BE ANNOUNCED SOON!!!

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EX

Tonight are the Little Sisters interviews at the house at 8 p.m. All girls interested stop on by or give us a call. Friday night October 5th at 8 p.m. we will be meeting at the house to hold our Little Sister's initiation. Then following we'll all get together and go out and have a few drinks and a lot of laughs.

This past Saturday we had our Little Sisters Rush Party with a sensational turnout. Our bar was flowing smoothly all night long with a multitude of drinks to select from. We had a few of our pledge brothers tending bar and all I can say is that they tried hard. I must admit their drinks had me hurting just a tiny bit by the end of the evening. Glenn White's room was attracting itself a crowd at the party - not because of you Glen. Chuck Wood was playing his guitar and giving us all a free live concert. Thanks Chuck you were excellent. Then Ray Belcher started singing (I

guess you would call it singing) and playing the guitar and for some unknown reason the crowd seemed to exit the room quite rapidly. Thanks but no thanks Ray. Thanks to Wolfgang Schuster, our Little Sisters chairman the party was first class all the way.

Now I'll turn it over to the sports section and see what we have in store. Saturday afternoon we put down the left nut? in football 18-0. George Zimmer filled in for our regular quarterback - what's his name seeing he was off somewhere. George threw two touchdown passes one to Mike Cloibhy and Don Miller. The other TD was a handoff to Larry Ammirata from George Zimmer. George you did a fine job at QB, BUT I'd rather see you at split end.

Looking to the near future this Saturday all the brothers and pledges are going off to rent go carts and go wild for a day. Then following it's off to our pool for our 1st annual-pool party of this trimester.

Anyone interested in Sigma Chi or have any questions just give us a call at 252-2277 or stop on by at 520 S. Ridgewood anytime.

We're approaching our first road trip, and go-kart racing days, so watch out for us in the future! If you might be interested in fraternities, why don't you come talk to us.

The tri is now well underway and you can give us a good look. We hold our meetings on Friday night at 6:30 p.m. in the Common Purpose Room in the U.C. Stop on in and say hello, we think you'll be glad you did.

Delta Chi

By Ed

The last week of September ended in style with our Annual Invasion of Rosie O'Grady's Good Time Emporium. This festive occasion is always a highlight of the trimester.

A horde of brothers, pledges, little sisters, and friends departed Daytona before dinner enroute to Orlando. By the time of arrival - partying had already begun.

As the night wore on a few people started to lose a bit of spatial reality. Kurt was noted wandering about aimlessly; Brett began to feel rubber legs; Tom hit the dance floor (and

ODK

ODK is one of the three nationally recognized honor societies and the only one with a chapter at ERAU. ODK considers all facets of college achievements, particularly, leadership.

The ODK symbol is the laurel crowned wreath incorporating five stars, one for each facet of college achievement; academics, athletics, social and student government, publications and the Arts, and community involvement. Many leaders in government today are members of the society. Acceptance into ODK is a great honor, both for you and the Society. It is a formal recognition of your contributions to the school, the community, and your fellow man.

Approximately 400 letters have been sent out to upperclassmen with a GPA of 3.00 or better who we believe may meet the requirements of Omicron Delta Kappa. For those of you who received forms and still have questions concerning ODK, please contact the selection committee chairman - John F. Rourke at MR No. 4292 or Nena Backer at Ext. 316.

Helmut H. Reda
President

the Beach afterwards); and the pledges all had smiles upon their faces. All in all, this will be a tough act to follow. Somehow, though, us Delta Chis will surpass this past weekend.

A little fraternity history: Delta Chi was founded at a national fraternity in 1890 at Cornell University. There are over 100 Delta Chi chapters across the United States. The Embury-Riddle chapter was established in 1970 making us one of the oldest social fraternities on campus.

If you have any questions concerning Delta Chi, please call the house at 252-9429 or just stop by. We are located at 538 S. Ridgewood - next to the Sun Bank.

To all of Riddle's fine ladies - there will be a little sister's rush party on Friday night. We'd love to see you at the house. Perhaps we can show you what Delta Chi is about. If you have any questions, contact Bert Degenhart or call the house. Rides are available, too.

That's about it for this week. Until next week - keep the blue side up.



ARNOLD AIR SOCIETY

ENL ROBE WILSON, MD
By AAS Info. Officer
David Hysong

Well the fall trimester is heating up and so is the list of AAS activities for the month of October. On Saturday 6 October an entire day of activities is planned starting at 10:00 with a car wash at Steak and Shake on AIA. Cost \$1. Come down and let us remove the dirt and grime from your "Machine" for only a buck!

Members don't forget to bring all those necessary essentials: buckets, soap, hoses, sponges or rags, etc. Then at 1:00 we'll meet at Mr. Tes Pizza for a pizza party followed by a session of roller skating afterwards. It should be a blast as well as quite interesting to say the least.

Our regular monthly dinner meeting will be held at Brewmasters on 17 October. No time has been set for that yet. Also in October AAS will assist the March of Dimes in a walk-a-thon in Flagler Beach and the Jaycees with their annual Haunted House. A note to those of you in AFROTC but not in AAS. You're missing a lot of good fun and fellowship in a great organization. It's not too late to pledge in the ROTC building and get involved. You'll be glad you did!

Well, another week has flown by and so far we here at AAS are still hanging on for survival. Speaking of survival, if you weren't at your regular AAS meeting this past week you missed a real treat. Once again we learned that there is nothing regular or ordinary about AAS meetings. In fact the order of chaos at Wednesday's meeting measured 6.2 on the open mouthed Martiniscale.

Those present were under continued aerial attack from a squadron of bandits known as Severino's Raiders. Time and

time again the raiders sent us scurrying to take cover from their Kamakaze attacks. It seems like the raiders were suffering from acute engineering and structural deficiencies caused by their mastermind Russ Severino. All was not a total loss however as Russ was immediately hired by McDonnell Douglas to head up the development of their latest series of structurally deficient people killers. The name of this new engineering marvel? You guessed it. The DC (Death Craft) 13%. Lucky passengers of its maiden flight are provided with their choice of burial plots anywhere in the U.S. by McDonnell Douglas. Plans are currently being made for a big bash of festivities Oct. 6, Saturday, including a car wash, dinner at Mister T's Pizza, and a roller skating party.

ERAU Wives

"Octoberfest" Party at Club Indigo, 8:00 Friday Oct. 26 - \$30.00 a couple, includes extensive dinner buffet with German food featured.

Dancing and entertainment music by Polk Pals and Monte and Claire.

Wives of Administrators, staff, faculty and female administrators and faculty are all eligible to join our organization, yearly dues \$6.00. Reservations for the Octoberfest are limited, please send your check by Friday Oct. 6 to Lavinia Chrisman - 366 Emory Dr. - Daytona Beach, Fla. 32014. For further information phone Social Chairman Carpi Doten at 673-1261.

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LAMBDA CHI ALPHA

October is here and the members of Lambda Chi Alpha are coming up to full power. Friday night we held our associate initiation, and 10 men took the first step towards board for announcements about your classes.

On Saturday, the sons (and daughters) of Leopold held their first meeting of the trimester. This meeting, held at the Volusia County Rifle Range, was to check out new equipment and to regain proficiency on others. All agreed that the brief afternoon was a success, except for the insects.

On Sunday, the undefeated Lambda Chi Alpha Football team put their unblemished record on the line. After a long and tough battle, well we lost, but the game was well played by both teams. After the game the brothers retired to "Brother Steve" and watch some NFL, baseball, and dinner!

The future looks bright; next Saturday is the first Beach Party, check our board for de-

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Rick French, Oscar Torrealba, Dan Baddeley, Jerry Raymond, Chuck Brick and Bernie Johnson. The names of the four new members will be announced next week.

Team members get golfbags, monogrammed golf shirts and are supplied with golf balls for the matches.

The entire golf budget for a year, is just over \$2,000, which supports all the clubs activities, including equipment, transportation and country club dues. So you can see they stretch a buck pretty far.

The coach, George Smith, is starting his third year as such, and manages to get the team up on weekend mornings so they can start practice at 6:45.

The team tries to get in four or five matches and a tournament during each of the fall and Spring tris. Home matches are played in the fall, and away matches in the spring.

Currently, the team fall schedule is not complete, but so far, it looks like this:

5 Oct. - Stetson Univ. & Flagler College at Indian C.C. 1 p.m.
12 Oct. - Stetson Univ. - at Daytona Beach C.C. 1 p.m.
19 Oct. - FIT - at Daytona Beach C.C. 1 p.m.

Students, faculty and enthusiasts are all invited to come out and watch the team at any of their home games.



By KW Johnson

Mike Gerhard, (172's) stood out in a crowd last week when he rolled for high game (231) and high series (558). Nice work! Mike was one of the only four 200+ games. Second high game from Terry Shahan (Win. Place Show) who claimed a modest 226. Next up, in their place, was Terry Holbert's 223. Terry plays for "Off Broadway". Finally, there was Carlos Veturcano (Los Cocodrilos) who managed a respectable 208.

Second place for high series came from Steve Funk, of "Strike Force" who had a fine 553. Ken Clark won third place honors, with his 549 performance. Other 500+ series were contributed by: Bruce Holt, Julio Pacheco, Edmond Rivas, John Gortan, Terry Shahan, Joe Hickler, Hatch Tomlinson, Pres. Rick Fryeborn, Robert Stadmire and Terry Holbert.

Linda Bloom and Linda Singletary led their team to victory, at last! They rolled respective 176 and 156 scores to erase that egg in the win column for the "Loose Balls". Leslie Hamilton (Catch 22) rolled the third high of 132, and was followed closely by teammate Gayle Feingold's also nice score of 150.

There were four teams that swept all four games last week. They were: Talons over Sky Masters, 172's over Strike Force, the 173's over 11th Frame, and Win Place Show over Catch 22.

Hatch Tomlinson/Jedi-

Knights), had at least one bright spot last Thursday, when he picked up a 6-7 split. Nice going, Hatch! Is that your real name?

Terry Holbert also noted that he wishes to dedicate his 223 game to Leigh St. Andrew. Isn't that sweet, kiss, kiss.

Here's this week's official standings, see ya'll tomorrow night.

OFFICIAL STANDINGS

Unknown Bowlers	11-1
Win Place Show	10-2
Talons	9-3
Old No. 7	8-4
301 Club	8-4
Bowery Boys	8-4
The LD's	8-4
The 172's	7-5
Sun Skippers	7-5
Los Cocodrilos	6-6
DC4	6-6
Disastrous DC10's	6-6
Dan Yankees	6-6
134-1	6-6
Los Malos	5-7
Unholy Rollers	5-7
Strike Force	4-8
Jedi-Knights	4-8
Wesuck	4-8
Sky-Masters	4-8
11th Frame	4-8
Loose Broadway	4-8
Off/Balls	3-9
Catch 22	1-11

DIVE CLUB



By Dave Casper & Ron Djuric

After a shaky start, the few remaining die-hard divers made their way to the Devil's Eye-Peacock Springs area near Gainville. On the trip to the sight, the convoy nearly escaped the ambush of bottle rockets which were launched by the crew of the Calypso.

The first stop, made at Peacock, proved to be the most enjoyable with some of the more daring members into the water. The following dive, made without the presence of our resident and female divers (what were you doing Dave?), allowed the exploration of the vast, interconnecting network of over one-half mile of Florida freshwater, spring caves.

After Peacock, the divers journeyed to Ginney Springs to make camp, try to build a fire (no thanks to the rain), eat, and drink beer.

The night dive at Ginney is fast becoming a dive club

tradition. A calypsoan light stick was taken to the bottom of the cave and broken open. The current carried the tiny, green, glowing particles throughout the cave, creating our own personal universe. With the dive lights out, floating about weightless among the "stars" is an experience that is out of this world.

The next morning after a sound sleep and camp broken, we decided to travel back to Peacock and further satisfy our diving lust. Peacock, with its endless tunnels and huge cathedral, arched rooms, offers everything for the enthusiastic cave diver.

We hope to see more members at our next outing because being there is better than reading about it. These overnight trips not only offer fantastic diving, but also quiet, peaceful camping that even non-divers would enjoy.

Remember - plan your dive and dive your plan. Bye.

By KW Johnson

The Embry-Riddle Golf Team participates in NCAA Division 3 varsity golf, which means the students get no financial help at all. The team travels throughout the state competing against other Florida colleges.

This year the team will participate in the annual Florida Intercollegiate, held in Sebring, Florida on November 7, 8, 9 and 10th. Last year, the team finished with a 6-5 record, and went to the Miami Invitational Tournament. Where they placed a respectable 12th out of the 38 teams from all over the southeast.

The full team consists of 10 players, six of which are returning from last year. Try-outs were held for the remaining four spots, for which 20 students showed up. The team returning six are: Capl-

sports quickies



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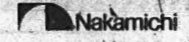
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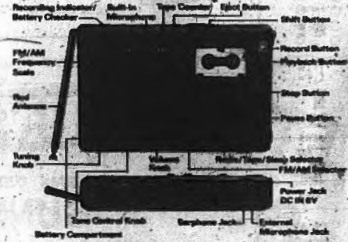
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THE MOST INTERESTING STORE IN TOWN



By Pat Hassett

*First - The Regatta is coming up. OCTOBER 13th WILL BE THE DAY OF THE RACE. Entry blanks and rules can be picked up at Joe Golinski's office (Admissions Dept. or B.D.'s - or from any Vet's Club member.

WE WILL HAVE SPONSORS AVAILABLE TO PAY THE EXPENSES FOR YOU.

*The Regatta goes back seven years, and has been considered a highlight of extra-curricular activities. This year - TV cameras will be focusing in on the race so be there and you might become a star - (adult movie actors make more than pilots - fact)

*The Beer Party at the pool Friday night was spectacular as usual with everybody making asses out of themselves in front of these very impressive freshmen - so what!

*Congratulations go to Joe Golinski - for his promotion to head of Admissions. By the way Joe, who's rear end did you kiss to get that job?!

*Saturday night was quite enjoyable with the combined effort of some Lambda Chi Alpha people. We managed to get kicked out of Pandora's Box after we tormented the cross-eyed stripper.

*Last and most devious, assassins anonymous is still trying to get organized as soon as Jeffrey in Student Affairs quits playing around with us - keep it up and you'll be number one on the list - Chief!

*As they say in Spain Adios Mutha!

AFROTC

Last week we included an article about Lt. Col. Doten. So this week we'd like to run an article of another instructor here at Riddle. This instructor is Capt. Richard Merlin. For those of you who are new to the detachment, Capt. Merlin is the guy who's always out on the B-Ball courts with silver bars in his headband.

Capt. Merlin joined the Air Force in 1968 through the ROTC after receiving his Bachelor's degree in Biology from the University of Florida, Gainesville. His first assignment took him to the Titan II Missile School at Sheppard Air Force Base (AFB) in Texas for four months. He went to Vandenberg AFB, California for Titan Combat training for three months after which he served at McConnell AFB as deputy combat crew commander for

Titan II for 18 months. He was upgraded in 1971 to the commander and served in that position for three years. He then moved to maintenance and served as the branch chief (field - maintenance) for nine months. He was selected to go to the Squadron Officer School in residence at Maxwell AFB, Alabama for 11 weeks after which he returned to McConnell as Wing Job Controller officer for nine months. In 1975, he took off and went to Wichita State University for one term as a full-time student to complete his Master's degree in counseling and returned to McConnell as Chief of Documentation, Plans and Scheduling. He attended the Academic Instructor School at Maxwell AFB in 1976 and proceeded from there to his ROTC assignment here at Riddle. Capt. Merlin became the Commandant of Cadets in January, 1978.

Capt. Merlin is the recruiting and advertising officer as well as the Arnold Air Society advisor. He is also the junior class instructor in Air Force Aerospace Studies.

He is a licensed scuba diver, enjoys fishing and plans Racketball, and softball. His main hobby is jogging. He is married and has two daughters.



By Daniel J. Mihuc

The E-RAU Flight Team after nearly a year and a half of dormancy is now preparing to erupt, for the NIFA Regional AirMeet will be held in Auburn Alabama on October 26, 1979.

It must be emphasized that the Flight Team is representing all of you; the students, faculty, and staff of our nation's only total aviation university.

Try-outs for the events the E-RAU Flight Team participates in are being held starting tonight with the Flight Computer Spinoff in G-109 at 7:30 p.m. The tryouts for the other events are listed in an announcement - located elsewhere in this paper.

Last Wednesday evening a meeting was held to go over the NIFA rules and procedures for each event. If you missed this meeting and feel like you want to participate, by all means get in touch with a member (phone and box number listed in announcements) and prepare to try out. This includes tonight's computer event.

The Flight Team is sponsoring numerous fund raising events such as last week's beer raffle, and bake sale, and this week's "Free Hour in a C-172" raffle. These activities occur for a purpose!

It costs money to attend an airmeet such as this one. However, it is a worthwhile investment in the future reputation of E-RAU which will eventually effect us all. Other fund raisers planned include, car washes and plane washes. The Flight Team has obtained funds amounting to \$350.00 from Alpha Eta Rho.

AHP challenges other fraternities on campus to do the same, or better. The students faculty and staff can help by participating in the Flight Team sponsored raffles and car washes planned to take place in the near future.

Embry-Riddle will be represented very well at this regional meet if the school as a whole shows support of the Flight Team's efforts. If the regionals are won then the Flight Team goes to the national airmeet in the Spring. No more need be said.

The next meeting of the Flight Team will be at 7:00 pm thursday in the CPR.

The Management Club

By Elizabeth Heath

The Management Club held its first meeting of the year on Friday, Sept. 21, at the Chateau Vivon. Our honored guest speaker was Mr. Bill Hulse, President of Hangar One, Inc. He spoke on the history of Hangar One and the high demand of management positions. The meeting also consisted of appointing our new Vice-President - Randy May. We would like to thank all members and faculty staff who help make the meeting a success. Our next meeting will be held on Oct. 19th. Our guest speaker will be Mr. Paul T. MacAlister, Director of Information at Tampa International Airport. He will speak on the Daily Operations of Tampa International and the various job opportunities.

Other activities going on

are the "Riddle Regatta" which will be held on Oct. 13th. Be sure to sign up in the Student Activities Office to join. All members are encouraged to participate.

The Vero Beach tour of Piper Aircraft Manufacturing Plant will be for PAID MEMBERS ONLY! All the details will be covered in the next meeting.

If you are interested in working the Octoberfest please contact Randy Alexander - Mail Box 3297.

Last but not least - if ANYONE is still interested in joining the Management Club - IT'S NOT TOO LATE. Please send your dues (\$3.00 1 yr) to Gwen Holkebar's Mail Box 2793, and automatically you're accepted. We would like to announce our membership has increased 70% from last year and hopefully we will be the biggest club at Embry-Riddle.

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WILL BE TAKEN Oct. 15-18
IN THE FACULTY - STAFF LOUNGE
GRADUATE STUDENT PHOTOS
WILL BE TAKEN ON WEDNESDAY
FROM 8:30-4:00
SENIORS LAST NAME BEGINNING
A-G MONDAY Oct. 15
H-N TUESDAY Oct. 16
O-S WEDNESDAY Oct. 17
T-Z THURSDAY Oct. 18
Appropriate Dress Preferred

POLICEMAN JOE SAFETY TIP OF THE WEEK:
DON'T JOG ON ACTIVE RUNWAYS

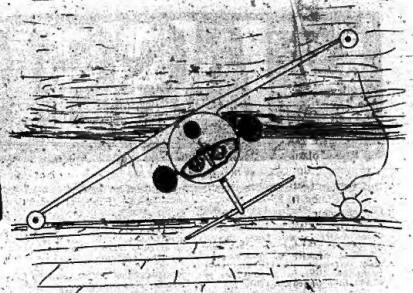
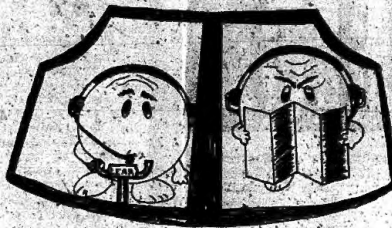
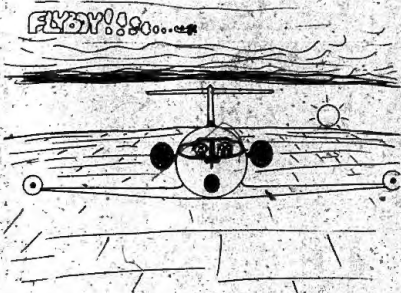
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Get The Best From Your Class Notes

It is best to write on the right-hand pages only. You can then make your own study, review or textbook notes on the left-hand pages.

Put down questions as they occur to you in class and hold them for the appropriate moment. They might be answered or become "unimportant" in a few minutes. But if not, you'll

want to have them answered either in class or later.

Be alert to the instructor's tone, emphasis or questions. These may be clues to things that will appear on an exam. For example, if Professor Smith says, "Five important reasons for the treaty were..." or "Remember now..." you can be sure those are things to be recorded.

Class lectures and textbook assignments do not always parallel each other. Your class notes will reflect the instructor's approach to the topic, but you might find it helpful to make additional notes from your textbook on the left-hand page across from your class notes.

Design your notetaking system so that you have sufficient room to record the instructor's material, your reading notes AND your review notes on one page or two opposite pages.

Remember, review your class notes as soon as possible after the session has ended. In this way you'll be able to correct, clarify or fill-in where necessary. This review time will also be critical in helping you remember the class material when it is fresh in your mind.

One style of notetaking, developed at Cornell University, has been very helpful to students. On every right-hand page, draw a vertical line from top to bottom, 1 1/2 inches from the left side. In class use the large 6-inch column on the right for recording the lecture material. After class and during

study times, use the smaller left-hand column for making your own review notes. By marking down the key word, idea or fact, it can help you remember what you are studying and help you review for exams. Some students find it helpful to use a colored marker or pen during review to underline the important words or phrases.

Completing textbook or reading assignments before each class will help minimize notetaking in class. You will know whether the material under discussion is in the text or not. You will already have underlined the important ideas in the book, so you won't have to duplicate these points when the instructor makes them. Instead of taking down these same facts, write "refer to textbook chapter."

Typing or rewriting notes is normally a waste of time, if they are legible, accurate and complete it is much more productive to spend your time reviewing the notes, reading your text and keeping up every day and every week with your studies.

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Citation III Debut

ATLANTA, Ga. — Cessna Aircraft Company's new Citation III business jet made its first public appearance Sept. 24 near Atlanta, Georgia.

The swept-wing, intercontinental Citation III, which made its first flight May 30, was flown to Callaway Gardens, Georgia for a showing to nearly 500 corporate aircraft operators.

Many of those attending the annual update seminar on the progress of Cessna's latest Citation model flew directly to the Citation III.

The seminar was held on the eve of the annual National

Business Aircraft's Association (NBAA) convention in Atlanta.

The 540 mph Citation III features a new, more efficient wing, new and stronger methods of construction and new engines that are quieter and use much less fuel than earlier jet engines.

Cessna's newest Citation has a non-stop range of up to 3,450 miles, and can climb direct to higher altitudes than any other business jet aircraft. It will cruise at altitudes up to 51,000 feet.

Deliveries of the Citation III will begin in 1981.



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Cheryl has lived in the area all her life, is a fourth year student at Embry-Riddle and is majoring in Aeronautical Studies. She is the Vice President of Alpha Eta Rho, the Sweetheart of Sigma Chi, and a member of Omicron Delta Kappa. Cheryl is also a Call your Miller representative to find out important services, equipment, ideas and fine products we have to help make your party or event a very special one. For more information call: S.R. Perrott or contact Cheryl at Box 5854



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FOR SALE-AUTO **FOR RENT-ROOMS** **FOR SALE**

FOR SALE: '78 Pontiac Le Mans Sport Coupe AM/FM cassette stereo. Factory A/C. Almost new vinyl top. 4 new rally CT tires. (Approx. 47 miles on new tires). Anasimatic, 38, 78. Very good mechanical condition. A good buy at \$1,200. Drop in to Box 1387.

FOR SALE: 1974 800Z Daikin 2+2 4700 cubic inch speed. 82,000 drive wear. Impressive purchase contact Box 1483 on campus or contact at West Lake Apt. on Hwy 101 (Hwy 400). 1029 Woodson Dr. Ag. 4.

CAR FOR SALE: 87 Olds Cutlass V-6 power steering. Power brakes, rust resistant. Best offer - call 353-5064. Ask for Chris.

MOVING: Must sell 1972 Pinto Hatchback A/C, 5 Spk, CB Radio, Cassette, good, good MP3, \$600. Call 781-6780. After 5 p.m.

FOR SALE: 1970 Pontiac Catalina - only 70,000 A/C, v6, etc. Very good condition. great \$800 or best offer. Call 781-6750 after 8 p.m.

FOR SALE: 1947 Olds Cutlass - radio, power steering, power brakes, rust resistant. Dependable. Must sell, best offer - call Chris - 353-5064.

1978 DODGE Chassis Van. 6 cyl. 3 spd. 787 gas, steel wheels, CR, stereo. \$5,500 best offer, or \$10,000 7/10 payments. Box 5482, or 353-9191 anytime.

FOR SALE: 1971 Camaro rally sport-power steering/brakes. auto trans. A/C, AM/FM, 8-speaker stereo, CR, 18 wheel, rust polished. Call Mike after 8:30 p.m. 253-3568 or Box 1208.

TWO FOR ONE: 1981 VW Bus running plus 1987 Bus for sale. \$500. 5mm. Lease Note Box 2171.

CAR FOR SALE: Datsun 210 1971 \$600 - good car to go to work - excellent mileage. Contact: William "Walt" 112 Cambridge St., North Orange, 32019 - Telephone - (904) 788-0282 after 7 p.m.

FOR SALE 1978 Ford Van - 788-0964.

1978 FIAT 800 - runs good - great gas mileage - \$500 firm - call 353-7107 - 1978 Dodge

WANT TO SELL: '77 850 Kawasaki. \$1,300. Call 353-4712 after 4 p.m. or contact Elanor Haag - Adm. Recruits Office - Ext. 423, Bowman Gray Bldg. Keeble Headset (just tested). Chrome tank & Speed Hammer, Dymo & Point cover chromed. (Black Ripple) painted engine. tank black. bike low profile rear fender. Engine runs good. has potential for turbo or bore kit. Give me a call!

MOTORCYCLE: Kawasaki 400 1976. Good Condition. \$525.00. Call anytime - 253-3774.

MOTORCYCLE FOR SALE: 1974 Kawasaki 400 1976. \$650. also have math book for MA 111 and 113, 610. See Jay in Doms. 1 Room 358 or drop note in Box 8375.

FOR SALE: 250 Kawasaki - Street legal - Ext. 407, or 353-4190, or 673-0164. Street-Ramsey - call 823-500.

MUSICIANS Needed: Singer with FA needs lead, bass, & keyboards to form band for local work & recordings. Send me only - serious enquiries. March 256-5491.

"MATH TUTORING" - will tutor you in MA 105, 111, 113 and Calc I on Pomona basis at a reasonable rate. Think about tutoring in your OPA. Call Vince at 258-674 after 7 p.m. on weekdays and anytime on weekends.

WANTED: Mke - no particular - model in mind. For price arrangement contact Cassia through E-RAU Box 3493.

TYING AND SECRETARIAL WORK - Will do typing and/or other secretarial work in my home. Students or professional. Contact Mike at 781-2434 for more information.

WANTED: Hill area, experience not necessary. Object: Title, the all time after 4:15 p.m. regard.

ROOMMATE NEEDED: Have house apartment and good roommate. Rent 1/2 of \$175 utilities included. 3 blocks from beach. Contact Scott Box 6377.

ROOMMATE WANTED: Must be clean person and non-smoker. To share a bedroom home in S. Daytona (5 miles SW of school, 5 miles to the beach) bedroom is furnished. Modern kitchen & bath, well-welded cooking, large fenced in yard. Only \$21.50 per month + deposit and 7/8 util. Call Bryan at 785-2139 or Box 2681.

FOR RENT: Rm ERL An Con & Hlnd. Well-lit, clean, private, furnished - 3 mi. from campus - \$150 per month. Call Bud 253-4971.

REAL ESTATE: Veterans & Investment related students with working spouses with stable incomes or cash to invest, who buy up to \$1,000 to rent while attending E-RAU. You may be able to purchase your own house + an extra rental unit over three blocks from the ocean and live virtually rent free while your property is readily appreciating in value. EXCELLENT A \$15,000 property (renting at 10% per year (which is far less than market) and 1/2 of the monthly rent \$60,000 in three years. You are allowed to continue to rent for 5 years. Contact Alan at ALL POINTS REALTY - After hours 258-0941.

ROOMMATE WANTED: A neat, non-smoking student is needed to share large 3 bedroom apt. Apt. has central air, dishwasher, pool, sauna, etc. Available now! Leave note to Box 6368. Rent \$112.50 + elec.

ROOMMATE WANTED: Male/Female - large house with garage - furnished (except bedroom). 10 minutes from school - \$603 a month + 1/2 utilities. Plans of privacy - Call 877-2916 or Box No. 3183.

ROOMMATE WANTED: Your own bedroom with phone, beautiful heavy love-hoos, washer, dryer, modern kitchen, fully stocked, everything you need. \$190 month plus util. call 787-0522 and have message and number. Male or female, plenty of privacy.

APARTMENTS FOR RENT: Two bedroom - \$234 month. One bedroom furnished apartment - \$180 per month. Four bedroom furnished house \$590 per month. All E-RAU students. Immediate condition - South Atlantic Avenue. Call instructor from E-RAU - Call 255-7937.

ROOMMATE NEEDED: Have house apartment and good roommate. Rent 1/2 of \$175 utilities included. 3 blocks from beach - contact Scott Box 6377.

ROOMMATE WANTED: Male/Female - respectable house, big yard + garage - 1/2 mile to school, Pomona Bath, Contact Mike 781-6295 or Box 6084 - 8116 + util.

WANTED: 1 Roommate male/female - V rent, utilities, close to school. New York City, 100 Ave. - Brand new - box 3948 or 375 8th France - Apt. 32 - after 8.

FOR SALE-AUDIO

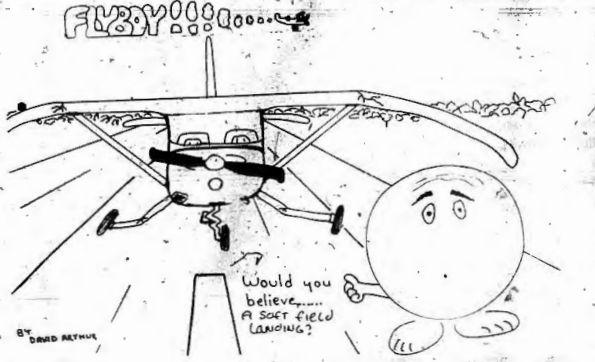
STEREO: Brand new, realistic AM/ FM receiver w/2 spk, cassette deck; garnet turntable - \$125.00.

MISCELLANEOUS

WIN \$25,000 - anyone who has an "I" in McDonald's Diamond Sweepstakes call 253-4881 will win \$25,000 with you.

I HAVE AN IFR plane, and I am looking for people to fly with me to NY metro area for the Thanksgiving holiday - contact Ed - call me at 8180. Contact me at E-RAU Box 1198 - more fun and convenient than Keaton.

RESIDENTIAL MANAGER WANTED: Mature person with 3 yrs. work experience wanted to manage small 10 unit hotel across from beach. In exchange for two apt. & possible salary, individual or company will rent 7-10 rooms on weekly basis to E-RAU students for \$35 wk. to \$250 month (utilities included) depending on amount of people per room and space wanted. Call Paul 3 p.m. to 6 p.m. 781-3500.



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FOR WOMEN ONLY!!!

xxxMeet Interesting People
xxxServe the Campus & Community
xxxTravel & Education Through Leadership

Dear Women of E-RAU,

You are cordially invited to an organizational meeting for women interested in becoming charter members of a women's campus honorary organization. E-RAU has no other organization devoted to the development of women and their role in society. We offer you this opportunity.

Reception will be Oct. 9 - 7:30 p.m.
Common Purpose Room
Contact Student Activities

Profile: New Faculty

By KW Johnson

He taught college in India before coming to the United States in 1971 as a student of Ohio State University. There, he obtained his Masters degree and PhD.

His name is Dr. Aggerwal, and he is qualified to teach mathematics, physics, statistics and computer science. For us he teaches calculus, algebra and statistics.

Dr. Aggerwal came to Embry-Riddle this past August. He considers this to be a very good, and a still developing university. The contact he has had so far with the students here has been considerable, and he hopes to see more people, more often.

Ping-Pong and math puzzles occupy some of the doctor's spare time, but mostly he enjoys reading about the history of science, and the men who made it great.

Dr. GUPTA, ALSO FROM INDIA

Dr. Gupta received his first PhD. in 1970, and taught there for the next four years. He arrived in America in January of 1975 as a faculty member of Virginia Poly-Technical Institute and State University. It was while teaching there, when he got his second PhD., this one in mechanics, in December of 1977. He continued teaching there until last August, when he arrived here at Embry-Riddle.

Dr. Gupta found Riddle to be a new and growing university and felt he could play an important part in its development. He says that the faculty here is friendly and very cooperative and was impressed with our personnel.

Aerodynamics one and two is what Dr. Gupta currently teaches, and he hopes to add advanced aerodynamics next trimester.

Teaching has always been a life-long ambition of his. In his spare time, he enjoys tennis, gardening and being around his three children. He also hopes to pursue his interest in flying. WELCOME - DR. AGGERWAL and DR. GUPTA!

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OPEN FORUM

By Al Lin
Avion Columnist

Last Tuesday night Sept. 25 at 7:00 p.m. in the ROTC Building behind Dorm 1 an open forum was conducted. The panel members were Dr. Jeffrey Ledewitz, vice president of Student Affairs, Dean Peter Holms, Assistant Dean of Students, Robert Brown, Division Chairman of Flight, Dr. Tony DiGirolamo, Division Chairman of Aeronautical Science, Dean Daly of Aviation Technology, Dr. Ron Wiley of Aeronautical Studies, and Leigh St. Andrew, Resident Director of Dorm

Although only some 25 students showed up to air their problems, the idea of the forum was excellent in bringing together the administration with the students. Despite the bulk of the problems dealing with students on an individual level, the school panel expressed a genuine concern on behalf of the students' welfare. A point understood is that Embury-Riddle is growing and the administration is doing everything possible to accommodate this.

The only shortcoming of this forum was that not enough students attended and this

could have been a result of the short announcement time. Maybe soon another forum can be held with a better student turnout.

During the meeting, Dr. Ledewitz stressed the importance of every student knowing his or her academic advisor especially before registration time, for they can be of valuable help as to what courses to take. Due to the rapid expansion of the faculty, Dr. Ledewitz will be submitting to the AVION soon a list of all Faculty members, where and who they are and how to contact them.

The AVION will print this list as soon as possible. As for the many dormitory problems this fall, Dean Peter Holms is the person to see to clear them up.

As the right of all students, if you have a problem, find out who is in charge and "ASK."



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ENTERTAINMENT

By Margaret Babcock
Entertainment Committee

Do you have the blues? How about the munchies? Entertainment has the best pre-

scription for you. Party! Get a breath of fresh air and step on out to the FULL MOON PARTY this Friday, Oct. 5, outside the U.C. Meet new people, make new friends and enjoy. While you're having a great time, you will be entertained by the talented band Piranha. Beer and popcorn will be available. So let yourself go and come join us at the FULL MOON PARTY this Friday night.

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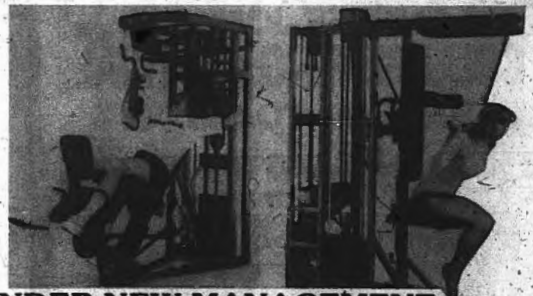


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