

11-15-1979

Avion 1979-11-15

Embry-Riddle Aeronautical University

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the avion

The award winning newspaper of college aviation

Embry-Riddle Aeronautical University

Volume 32

Thursday, 15 November 1979 Issue 10



IMPROVEMENTS SEEN IN DORM 1

By Mitch Johnston

Embry-Riddle is establishing a new improvement plan for Dorm 1. The Housing Office has been interested in establishing a room-painting program for Dorm 1, for a long time. However, they ran into trouble when asked to justify the expense.

The argument was won by two major points: First, Dorm 1 needed painting and hiring

someone to do it is too expensive. Secondly, the fact that vandalism in the dorms is on the rise makes high expense for painting the dorm questionable. Through the new improvement program those two problems are solved (hopefully) on one shot.

The Housing Office provides two gallons of paint of any two colors out of a 70-color chart and the students do the painting. There are a number

of regulations concerning the painting but it is a lot better than the total prohibition of students doing the work, and painting their own rooms!

A student committee will have the authority to approve or disapprove individual rooms, that way there will be some control over the content of the painted walls.

You are allowed to paint whatever you want, but in good taste.

As far as vandalism is concerned, it is expected to diminish, because of territoriality. Once the program is fully implemented (that is, once everyone does his/her room and the hallways), a sense of property is expected to arise in the students.

With the inspiration, participation and enthusiasm put into painting one's own room, this usually makes that painter

(see DORM pg. 6)

"MOST IMPORTANT PROJECTS NOW UNDERWAY" AT E-RAU

By Rick Arndt

Embry-Riddle recently released its five year plan which consists of three major needs. John Fidel, E-RAU Daytona Beach campus Provost, says "the most important projects now underway are new classrooms. We also have plans for a service park and a new

ROTC building."

Bids are now up for two new "pod" classroom buildings behind the learning resource center. "We hope to award a contract by Nov. 20th so the new buildings can be complete by next September," says Fidel.

Fidel says that the University

also hopes to expand the existing library facilities to make a better learning resource center, but these plans are tentative. "We also hope to be able to move the Aviation Research Library into the Learning Resource Center someday," says the Provost. The Research Library was mov-

ed to the Administration annex last year due to the demand for classroom space.

The second major area in the five year expansion plan of E-RAU is called the Service Park. The Service Park would consist of five new buildings located to the immediate left as you enter at the main entrance.

Due to the expansion of the Airport terminal and parking facilities Embry-Riddle has lost its lease on such buildings as the buildings and grounds office, physical plant and material management. As a result those buildings will be demolished and Riddle now looks toward building its service park on the main campus.

Material Services would be the largest of the five new buildings at the service park. The major functions here include the shipping, receiving, storage and issue of all textbooks, supplies, hardware, equipment, furnishings and other miscellaneous items required by the University.

Another important part of the Service Park would be Physical Plant Services. This building would house the carpentry, custodial, electrical, grounds, heating, air conditioning, and maintenance departments. The Safety, Traffic, and Security, and Communications Departments are to be located here also.

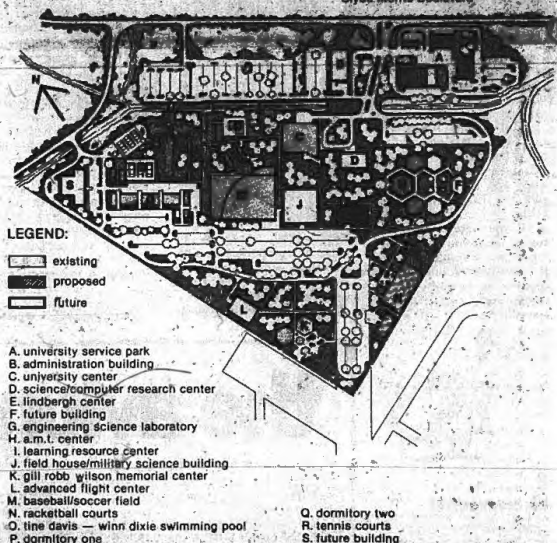
Two other buildings of the Service Park are:

Technical Services which would provide printing services, and the transportation building, which would be utilized to fuel, service, and repair the University fleet of 37 vehicles. The Service Park might also be equipped with a small green-

(see EXPAND pg. 6)

EMBRY-RIDDLE AERONAUTICAL UNIVERSITY MASTER PLAN

Clyde Morris Boulevard



LEGEND:

- existing
- proposed
- future

- A. university service park
- B. administration building
- C. university center
- D. science/computer research center
- E. Lindbergh center
- F. future building
- G. engineering science laboratory
- H. a.m.t. center
- I. learning resource center
- J. field house/military science building
- K. gill robb wilson memorial center
- L. advanced flight center
- M. baseball/sooccer field
- N. racketball courts
- O. line davis - winn dixie swimming pool
- P. dormitory one

- Q. dormitory two
- R. tennis courts
- S. future building

ERAU as it will look in 1984.

BLUE ANGELS FINISH LONG SEASON

By Cynthia Bosk

If you missed the Blue Angels' performance at the Florida State Air Fair in Kissimmee on Nov. 3-4, you probably missed your chance to see the 1979 Blue Angels. The Blue Angels will finish their season Nov. 18 with their home show in Pensacola. The Blues have been on the road 300 days this past year...no wonder they get to know each other so well. They live together most of the time, which helps to build up trust and companionship between them. The trust is a definite necessity, when they fly within inches of each other at speeds over 300 mph. There are no in-

dividual stand-outs, they work as a team - a group of professionals who do their job with great skill and accuracy.

Along with the Blue Angels travel a skillful and dedicated crew. "Fat Albert Airlines", a Lockheed C-130 Hercules transports the support personnel and equipment throughout the season. The C-130 is flown by a U.S. Marine Corps crew of five. Fat Albert carries all the spare parts for the A-4 Skyhawk II's, except an engine. It wears the Blue Angels color scheme.

The Blue Angels are flying McDonnell Douglas A-4 Skyhawk II's. The A-4 has a range of 1000 miles and is quoted as "subsonic." It

burns 3000 lbs. of fuel per hour at a cost of \$300 - \$400 per hour. According to Lt. Jack Ekl, narrator and pilot of No. 7, the plane has no real torque. It can be flown without rudder in all but a few of the more difficult maneuvers. One thing the pilots must compensate for when doing maneuvers is the lag in the engine because it is a turbojet. The Pratt & Whitney Aircraft J 52-P-408 turbojet engine is used because it develops a one to one thrust-weight ratio. This aircraft is also used because it is one of the best for maintenance, and needs only a 4000 foot strip to land. Some other features of the A-4 are in-

flight refueling, nose-wheel steering and the McDonnell Douglas zero-altitude, zero-speed emergency ejection system.

In the airshow at Kissimmee, the solo pilots reached a maximum speed of about 600 mph and the minimum speed of the aircraft flown in slow flight, gear down, was between 100 and 150 mph. Most of the aircraft used a 60 degree maximum performance takeoff, and the solos used a 90 degree climbout. The A-4's have a 700 degree-per second plus roll rate.

If you think you would like to become a Blue Angel, you have somewhere around

(see ANGELS pg. 6)



IMPROVING lifestyles and cutting down on vandalism is what Dorm 1 has in mind by letting students paint their own room. (Photographer: Mitch Kadow)

PRESIDENT HUNT RECEIVES Wright Brothers Award

President Jack R. Hunt, president of Embry-Riddle Aeronautical University has been selected by the Greater Miami Aviation Association to receive the coveted Wright Brothers Award for this year. The Award is presented to a Florida Citizen who is an "achiever" in aviation. Hunt will be the main speaker for the Association's Annual Banquet at the Coral Gables Country Club on Dec. 6.

The GMAA recognizes the growth of Embry-Riddle since 1963 to a "pre-eminent position" in both the educational and aviation communities. Hunt joined the University in 1963 while it was located in the Miami-area. Today, the University provides accredited degree programs at the Associate, Bachelor and Master's level. With 239 students in 1965, E-RAU currently has over 4,000 students on its Daytona Beach campus, another 550 enrolled at its Prescott, Arizona campus,

and over 4,300 on the E-RAU International campus which is comprised of Resident Centers reaching from Hawaii to Greece.

Hunt is a former Naval Aviator with 11 years active service. He was presented the Harmon Trophy in 1958 by President Eisenhower for commanding a successful non-stop flight from South Weymouth, Mass., to Europe, Africa and Key West. The 9,448 statute mile, 264.2 hour flight without refueling was the first non-stop, round trip flight across the Atlantic. The flight was made in a Navy ZKC-2 Blimp. In addition to the Harmon Trophy, Hunt is the holder of many other awards, including the Distinguished Flying Cross. He is a member of many aviation associations and is recognized as an "expert witness" by the courts and the FAA in relation to aviation matters.



PRESIDENT HUNT recently added the GMAA's Wright Brothers Award to his already long list of citations for the vast improvements he has promoted at Riddle. (E-RAU Photo)

EDITORIAL

YOU GET WHAT YOU PAY FOR!
By Mitch Kadow, Avion Editor

With the start of a new trimester only a few weeks away, I would like to tell all students to only purchase books for their classes that are specified by the instructor.

In this trimester there have been cases of text books for sale that were not authorized by the instructor.

These books are called supplements, to class notes. In these books the instructor's notes and drawings were reproduced. The problem with this is not all the information in the book is not all accurate.

Also students thinking that they have the inside line in the class are tempted to cut, thinking that notes given out will be the same that they had purchased.

The end result is that of poor grades from wrong information. It may sound like a good deal, \$5.00 and you get all the notes for a class. But in reality when you spend \$1,050 a trimester tuition you only find out that you are hurting yourself.

If in doubt about the validity of notes or books offered for sale, see the instructor of the class he is there to help you. You are the one that paid for him so take advantage of the instructor.

Mitch Kadow



By Dave Wierpelt
SSA President

In answer to the OPINION article in last week's paper, here are my responses. Troubled waters are here again? A brief review of the people who have been "turned-over" follow - Chief Justice position - Ken Mustafago (elected at large) became ineligible under the constitution, Mark Weiler remained in the chief justice position through the Spring

President's Corner

through a term. When he graduated, Gwen Holkeboer became Chief Justice, shortly thereafter she became Vice President, and Robert Paulus was appointed Chief Justice and is still in this position.

Julie Rankin, elected in March became ineligible under the constitution, and Gwen replaced her, Thursday, Nov. 1, 1979. Gwen resigned. Clinton Weeks was elected last Wednesday as the new Vice-President.

In the Representative category we still have three reps, two more must be elected by the SAC.

Wow, what's going on? With the exception of the resignation, the turnover rate could not be helped. Problems come up many times with keeping the continuity of the group when there are turnovers, but the basic core of the organization is stable. We have 70% of the people elected in March

still with us, which is better than it has been in the past. I think this answers "Why are these people dropping out of the SGA?" I don't feel that these turnovers can be termed mixups.

I would like now to recognize our newest member of the SGA, Mike Drongosky who has been unanimously voted in as the on-campus housing representative. He has already proved his worth and concern for the students through his involvement with us and on projects, and had been coming to the meetings before he was elected as a concerned student. With the 800 students now on campus, with different problems than commuters; you "Dorm Dwellers" now have a direct link to your SGA.

Now that Clinton Weeks has moved up from his representative position, an additional opening is available. Requirements to apply include a minimum of 2.0 GPA, and the applicant must be a full time student. Applications are being accepted now, to include your name, student number, expected graduating trimester, past involvements, and why you want to become involved. For you, club members, don't forget the first CLUB OF THE MONTH AWARD will be given out for this month (Oct. 21-Nov. 21) and applications are due in no later than Nov. 22 (Monday).



Letters

Submitted as a letter to Avion.

I am writing about two things that are very near to me and they should be just as important to everyone who reads this newspaper. They both share the common bond of representing my school. One, the Avion has a special interest to me because I gave it one and one half years of my life. I am speaking of the Avion, our school newspaper and the Phoenix, our yearbook. The opinions that I am about to share are my own; but from talking to my fellow students I know a great majority are shared by many other people who have an interest in Embury-Riddle. I am sure that by writing this letter I will lose some friends, but I hope they will look above their anger and I will gain their respect in that this letter pre-views an improvement of these two vital links to the student body.

First the Avion. I have been at Riddle for four years. I have watched the Avion grow from a bi-weekly news letter to a double fold weekly newspaper to a now weekly waste of money. For the one and one half years I gave myself to the Avion, I fought to have it reflect current, pertinent news and to help make the school spirit stronger. I met harsh opposition to my efforts by, of all people, my editor. Apologizing sounding

like a braggart, it was selfish of me to leave the Avion because with me left many of my efforts.

With the new incentive no-pay plan for staffers possibly the best use of student funds would be to have a professional publish the paper rather than pulling the strings of the student editors.

The Avion is supposed to publish news. Time and time again I have seen inaccurate poorly researched articles appear in the paper. But which is worse, that or the number of times news worthy items have not been covered or written about. Enough about the Avion.

Now the Phoenix. I was ashamed to say the 1979 addition of the Phoenix was my school's yearbook. Part of the reason I am writing this letter is selfish. I am hoping the results will save my graduation yearbook in 1980.

In both the Phoenix and Avion, I have seen numerous pictures from the 'dead files' appear; pictures which have appeared in previous additions or which are eons old. And speaking of audacity, why should one picture appear in the yearbook three times!

A yearbook is something to be proud of. I don't know about you but I think placing snide captions under every

candid is gouche, to keep terms clean.

Did anyone ever hear of the Aviation Maintenance Department? They're part of the school too. How about letting the yearbook reflect that.

And what's the matter with you guys? Don't you even know our baseball team players from the other guys. The team is shown on one page, less than most fraternities (noting against fraternities, no team picture, and one of the pictures is of the other team!

And Mr. Editor don't tell me you had a deadline to meet and got the book thrown in your lap at the last minute because that always seems to happen. If you compare your attempt at a yearbook to the 1978 book which was an uphill climb for the entire staff, you should be ashamed of your efforts. The 1978 staff is to be commended. They for the first time in years, produced a Phoenix to be proud of something worth the eight dollars.

I believe this is the first letter to be printed in the Avion about the Avion. For that I commend the staff. It's a start.

Ellen Nagourney
E-RAU Box 1191

LETTER TO THE EDITOR IN RESPONSE TO ELLEN NAGOURNEY'S LETTER

Dear Editor:

In response to the letter written by Ms. Ellen Nagourney, I would like to say a few things.

First, Ms. Nagourney, you should be satisfied with the fact that we had a yearbook in 1979.

Your so-called "Mr. Editor" does not need to make any excuses. The fact is that there were several problems, leading to the installation of a new editor. By this time, we also had no more than four members, and that was the highest during the year.

I give credit to that new editor, who took charge at the beginning of the 2nd trimester, and the staff for putting together a damn good yearbook under such circumstances.

Furthermore, I would like to add that not only did you put a foot in your mouth, but you proceeded to bite it off when you attempted to compare the 1978 & 1979 yearbooks.

If you were to have some sound logic, you would have taken into consideration that the two publications were put together under different circumstances, by different staffs and editors.

Klyde Morris

I must admit that there were more than a few pictures repeated throughout the book; however, this was caused by a lack of pictures, due to various problems within the staff during the 1st trimester of the year, and the lack of cooperation of the organizations on campus.

I have also noticed that you were complaining about the redundancy of pictures in the 1979 yearbook, but did you not get tired of seeing many pictures of the faces of those affiliated with a certain fraternity that you are associated with in the 1978 yearbook?

As far as your so called "snide captions," I believe you should know that those captions are set in accordance with the picture and the mood of the particular section of the book.

You implied that such captions are no, no's, but I must say that you have failed to make your point, for it must be noted that even nationally award-winning yearbooks contain such "snide captions." In conclusion, I would strongly suggest that before you go on shooting your mouth, you sit down and judge all the evidence carefully, and then perhaps you might be able to come up with some sort of constructive criticism.

As far as the 1980 Phoenix

is concerned, you don't need to worry, for the staff is hurriedly working together to make the best book ever.

Sincerely,
Carlos Garcia
Phoenix Assistant & Layout Editor

Congratulations Sara!

Miss Sarah Faas
E-RAU

Dear Miss Faas,
On Oct. 25, 1979, during your preflight inspection of Riddle 49, you detected suspicious-looking foreign particles in the engine compartment. Upon further investigation, you discovered a bird lodged in front of the engine's intake screen from view. In discovering a potentially hazardous condition, you may have averted serious in-flight consequences.

At a time when far too many aircraft accidents are attributed to improper or incomplete preflight inspection, you are commended for your thoroughness in this phase of flight operations. The professionalism you displayed is worthy of the emulation of your instructors and peers as well.

Sincerely,
Paul S. Daly
Dean, Aviation Technology

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 law, obscene, or libelous, at the discretion of the editor, and are accompanied by the signature of the writer. Names will be withheld from print if requested.

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TRSA Service Slated For Daytona Beach

By Jeff Barrow
New Editor



NEW Stage III TRSA will be in effect as early as April 1980 providing better service to DAB.

Earlier this year, the Air Traffic Controllers at Daytona Beach Regional Airport adopted Stage II radar service, and it has proven so efficient that plans are already being made to adopt Stage III service in the late spring or early summer of 1980.

Presently, Stage II radar service provides controlled separation of all arrivals, both IFR and VFR, and provides for the safe, orderly flow of all traffic landing at Daytona Beach. Pilots flying around the airport for more than a year have noticed that they have to contact approach control for vectors into the airport, instead of just calling the tower. This has relieved most of the headaches associated with providing visual separation while approaching a busy airport for both pilots and controllers.

You may have also noticed that the time required for approach is less due to getting more basic entries. The major advantage of Stage II service is safety. The traffic pattern is less crowded than before, and the chances of having a midair collision (one occurred last year) or of having one plane come down on top of another with neither pilot seeing the other are vastly reduced.

Used in conjunction with Stage II service is the ARTS II radar. This system assigns a moving alphanumeric tab to each aircraft entering the airport environment. A typewriter-type keyboard computer, operated by the controller, assigns a name ("Riddle 53" appears as "R53") and automatically prints out a discrete transponder code for each aircraft. The tab follows the radar "blip" and stinger to the airport. It may be positioned anywhere around the "blip" by the operator for convenience.

There are three radar screens presently used by ATC at Day-

tona Beach. They are designated as high altitude, low altitude (north), and low altitude (south). The division between north and south is a line running through runway 6L-24R. Runway 6R is controlled by the south screen.

The Stage III Terminal Radar Service Area (TRSA), to be adopted as early as April 1, 1980, will provide positive separation for both arrivals and departures. It is predicted that there will be no real time delays getting to and from practice areas, and safety will be improved considerably. The only differences to pilots will be a few more altitude vectors, and a heighted departure clearance. (Example: "Riddle 62, VFR, 1500 ft (to...).") For controllers, there will be the addition of a fourth radar station for departures.

Pilots operating around Daytona during certain times of day have probably noticed a "rush" when everything seems crowded getting in to the airport. Though these periods usually last only 10-15 minutes, good communications procedures are essential to enable the controllers to take everyone in as quickly as possible. Some hints will help both pilots and controllers:

1. Think out your message before broadcasting. Tied-up radios slow everything down.
2. Call at least five miles from the airport. Do not enter the Airport Traffic Area without authorization. It throws off all ATC calculations and spacing, especially from the south. The areas around Ormond Beach (north) and between New Smyrna and Spruce Creek (south) airports are good reporting points.
3. When given traffic reports by ATC, promptly acknowledge that you either have 'em in sight or are looking. This lets them know and will speed up your entry to the airport, since they have to provide extra spacing between aircraft not in visual contact.

Faculty Profile

FACULTY PROFILE
Article/Photo by KWJohnson

He received his B.S. in 1957 and his M.S. in 1959 from the University of Rochester (N.Y.). Mr. Albert Ransom then started on his way toward his doctorate but then decided he'd rather be out in the working world.

Mr. Ransom had been working with computers for IBM during the summers, in their aviation and missile division (Owego, N.Y.). After his graduation, his first full time job was with Republic Aviation (Farmingdale, N.Y.), as a research Mathematician. From there, it was on to RCA International Service Company, 1963-70, during which he was an adjunct professor at F.I.T. (Melborne, '72), he taught at the University of West Indies in Jamaica, in Math and Computer Science. During these summers, he lectured at the College of Technologies, South Hampton, England.



Mr. Albert Ransom

From 1938-1944, he taught at Florida A&M, also in Math and Computer Science. In '74 Mr. Ransom moved on to Albany State College, where in 1979, he finished as Director of Computers. His next teaching job was, and still is, with Embury-Riddle.

Mr. Ransom said that he has always had favorable reports about Riddle, and since his arrival here this past August, he has been impressed by the computer and engineering staff.

Both Prof. Himmabauer and Dean Simmons have vitally impressed Mr. Ransom.

Some hobbies of Mr. Ransom are scuba diving, underwater photography, astronomy and riding his bike (every day to work). Currently, he teaches Intro. to Computers (CT 209), Fortran (CT 309) and Math I (MA 112). In the spring, he will also add Numerical Analysis (CT 430) to that list. Mr. Ransom is another welcome addition to the Embury-Riddle staff.

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Northrop and ITT Modern Navigation Systems

LOS ANGELES -- A joint venture of Northrop Corporation's Wilcox Electric, Inc., subsidiary, and International Telephone and Telegraph Corporation's Avionics Division, has been awarded a \$11.5 million four-year contract by the U.S. Federal Aviation Administration (FAA) to modernize ground-based radio navigation systems at 830 locations throughout the nation, it was announced recently.

The new systems will provide added safety for enroute and terminal aircraft flight operations, and result in substantial savings to the FAA in operating and maintenance costs. Under the contract, Northrop-Wilcox/ITT will produce, install and test the systems.

Installations are scheduled to begin in 1981.

The new systems will modernize the nation's VORTAC network, which provides civil and military aircraft with VOR (VHF omnirange), DME (Distance Measuring Equipment) and TACAN (Tactical Air Navigation) information for determining position, direction of flight and distance to the navigational facility or airport. VORTAC has been designated the international standard short-range enroute navigational aid by the International Civil Aviation Organization (ICAO).

Replacement of vacuum-tube equipment currently in service with completely solid-state electronic units and monitoring devices is designed to

improve reliability, cut maintenance costs and reduce use of electrical power.

The new-generation VORTAC is designed to do all routine maintenance can be accomplished with aid of a built-in computer, eliminating on-site inspection and checking. Through the computer, critical operating parameters are monitored, and if a component should fail, the fault is isolated to a particular circuit board requiring repair or replacement. This information is relayed instantly to a Remote Monitor and Control Processing unit - located at the FAA flight service station - for necessary action.

Northrop-Wilcox, based in Kansas City, is the world's largest supplier of ground-based navigational aids, having delivered more than 2,000 systems throughout the world. The company is a leading producer of instrument landing systems (ILS), as well as VOR, DME, and non-directional beacons. It also offers a complete line of ground-based airport and airways navigational equipment, including installation and flight testing, for both U.S. and international markets.

ITT Avionics Division designs and manufactures radio navigation aids, including TACAN and Loran, as well as military information exchange systems and electronic defense systems. ITT Avionics pioneered the development of DME/TACAN and has supplied 80% of the world's TACAN systems in operation today.

CAREER NAV/COM

By Larry Selva

Your success in a job interview is dependent upon how well you market the product, "you". How well you can market "you" is directly related to the amount of effort put into preparation. Without preparation, "you" will not sell. Any reasonably good interviewer can spot an applicant that has not prepared properly. Don't let it happen to you. In addition to preparing by knowing yourself (covered last week), you must prepare by knowing the company and the interview structure.

A. Know the employer

Who are they? What do they do? What are their products, services, job opportunities, training programs and locations? This information is available in company literature, annual reports and periodicals. Know what business trends are for the company and the industry. We have information on many employers in the Career Center. Libraries also have many sources to investigate prospective employers.

Accumulate as much of the following information as you can:

1. Size of the firm.
 2. Location of home office.
 3. Locations of satellite locations.
 4. Products or services offered.
 5. Potential growth.
 6. Organizational structure.
 7. The organization's "personality".
 8. Expansion plans.
 9. Employee benefits.
 10. Name of recruiter.
 11. Positions available.
 12. Advancement potential.
 13. Training programs.
 14. Career paths.
- You don't have to know everything about the company, but you do need to know enough to carry on an intelligent conversation.
- B. The interview is normally made up of a brief introduction, a review of your qualifications, and background, a discussion matching your interests with the company's and a close. More on the interview next week.

INTERVIEWS

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YOUR SGA NEEDS 1 INTERESTED STUDENT
to act in the official capacity with voting privileges as a REPRESENTATIVE AT LARGE - stop by this office today.

CO-OP

Listed below are some of the co-op positions available for the Spring trimester:

CESSNA CITATION, Wichita, Kansas

Entry position for Shop Foreman and Customer Service Representative. Alternate second and third trimesters not in Wichita. Must be in AMM Program, have completed A&P Program and at least one trimester in studies. Salary \$6.00/hr. to start.

CONTINENTAL AIRLINES, Los Angeles, California

Flight Analyst. To assist Flight Planner with computer flight plan system for over sixty airplanes. Opportunity to get into an airline. TETERBORO FLIGHT ACADEMY - CFI with charter FBO in Venezuela A&P position in South America. English spoken there, live with family in house. FBO will work out government paperwork. Work on King and Queen Airs.

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MICRO COMPONENT SYSTEM

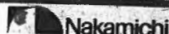
Mitsubishi's micro component system deserves a special place in each home. The innovative features, the exciting champagne-like line finish, the ultra compact packaging - it all adds up to an exciting element in audio equipment. Although they are presently designed as a working system, the individual micro components are easily compatible with most existing equipment.



ADVENT

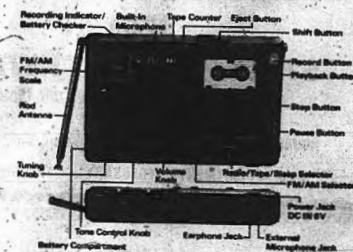


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Wilbers' Rights and Wrongs

The question asked in the last edition of this series was, "What is the primary objective in teaching slow flight?" If we accept the proposition that this objective is to show the student how the airplane feels when flying near the stall and/or to prepare the student for reduced airspeed operations in the traffic pattern, we will probably bypass some very important aspects of "slow flight."

For example, the soft-field landing, when properly executed, is basically a transition to slow flight near minimum controllable airspeed (MCA) just above the runway followed by a controlled, soft touchdown. And the transition from approach speed to a speed that results in "little or no float" during the final stages of a short-field landing approach involves those same skills of pitch and power coordination required for "slow flight." Then too, there is the skill and understanding required to manipulate pitch and power controls for proper adjustment of airspeed and altitude (rate of descent) to fly an ILS approach with precision.

All of the above pilot operations, to be performed with expertise, require a good understanding of the effects of pitch and power changes on the altitude and airspeed of the airplane, and they require a marked level of skill in the application of that understanding. That kind of understanding and skill only comes when the instructor teaches toward a clearcut goal or "objective" that

encompasses the coordinated use of pitch and power controls to effect the desired changes in airspeed and altitude in ALL flight configuration; and when the student makes effective use of his solo time practicing ALL of the various elements of slow flight.

Of course we can't expect the student to learn short and soft-field landings and ILS approaches in the initial lessons on slow flight, but it is here that the ground work is laid. If we merely teach a few mechanics for holding an altitude with the stall warning horn on and a bit of traffic pattern airspeed work, the student may very well pass a phase check on slow flight; but his subsequent progress will be handicapped.

In addition to the practical aspects of learning pilot skills in pitch and power coordination and positive control of the airplane at and near the minimum controllable airspeeds, there is a very strong safety consideration. Approximately 65% of all general aviation accidents occur during the takeoff or landing phase of flight. This is the realm of flight when the pilot is performing climbs, descents, climbing and descending turns with and without flaps, gear up and gear down all at relatively slow airspeeds. It doesn't take much deviation from the desired or intended speed or altitude to create a hazardous situation under these circumstances. With a minimum margin for error, the

pilot's understanding of his airplane's capabilities and the level of his skill are very important factors.


For all of the above reasons, the following list should be considered the minimum number of elements to be demonstrated and taught in the lessons on slow flight:

1. Airplane pitch attitude versus airspeed and particularly at MCA.
2. Power required versus airspeed produced (2 airspeeds for each power setting between maximum cruise and MCA).
3. Trim control requirements.
4. Control effectiveness.
5. Turns and rate of turn versus bank angle.
6. Stall resulting from level turn.
7. Adverse yaw.
8. Effects of flap extension and retraction.
9. Descents and descending turns near MCA.
10. Climbs and climbing turns near MCA.
11. "Back side of power curve" operation.
12. Go around procedures.

When the student's understanding and skills encompass all of these elements even to a minimal degree, his progress through subsequent training in normal landings, short and softfield landings, ILS approaches and many other pilot operations will be significantly enhanced.

RIDDLE SKIERS

By Todd Bauerle, President
Beginning this week the procedure for signing up for Saturday skiing will be different. For the remainder of the trimester sign up will be done in the Recreation Office. For those of you who are not familiar with this office's location, it is located in Dorm 11 Room 274. There will be a sign up sheet in the office each week. The sheet will be divided up into the six available time slots: 8:00, 9:00, 10:00, 11:00, and 12 noon. The first 30 people to sign in and pay will ski that weekend. For those who are not able to make the list of 30, a list for the next week will be available so you will be the first scheduled for the next week. Maps will also be available for those who need them. We are skiing regularly at Lake Winnona; if there is a change there will be a note on the sign up sheet. We have been through our list of members once. If anyone was missed I apologize; new members please sign up and come out as soon as possible. For those who have not yet been to Lake Winnona, the lake has a slalom course on it and this past weekend the members on hand helped put in a ski jump which should be operational soon. I am in the process of securing a time and place for a meeting; we will have one soon to discuss the club charter and some possible fund raising activities. I hope to see you all out skiing soon.



AIR FORCE ROTC
HERE ARE THE FACTS

When you're discussing something as important as your future, it's urgent that you get the straight facts... and that you understand them. Air Force ROTC can be an important part of your future. We would like to outline some of the facts and invite you to look into gathering more.

It's a fact: the Air Force needs highly-qualified, dedicated officers... men and women. It's a fact: we need people in all kinds of educational disciplines. It's a fact: we're prepared to offer financial help to those who can qualify for an Air Force ROTC scholarship.

Get together with an AFROTC representative and discuss the program. We'll give you all the facts. It could be one of the most important talks you've ever had with anyone about your educational plans.


DETACHMENT 157
CONTACT MAJ. HOMEWOOD AT EXT. 357

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FAA Exams

E-RAU will administer written pilot examination for Private Pilot, Commercial Pilot, Instrument Rating, Airplane, Fundamentals of Instructing, Flight Instructor Airplane on the following day:
Saturday, Nov. 17, 1979.
Saturday examinations will be conducted in Room G-109 and will begin at 0815.
Students intending to take a written examination are re-

quired to sign up, in office D-209, prior to examination day.
At the time of the examination, each student must present a Written Authorization Form, signed by an appropriate Aeronautical Science ground instructor or the failed results of a previous E-RAU or FAA written examination.
William A. Martin
Chief Flight Instructor



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Expand

(continued from pg. 1)

house to supply the horticulture needs of the University. Funds for the Service Park would come from contributions such as the \$350,000 Sam Goldman donated toward the effort. While donations would account for nearly half of the cost of the Proposed Park, a mortgage would also be used to build the facilities. "The fund drive seems to be going very well," says Fidel, "hopefully we'll be able to begin construction on the service park by the first of 1980." "We are also asking the community to contribute in the drive."

The third aspect of the expansion program is plans for a new ROTC building. ROTC has recently been moved to the dorm annex since the Airport needed the space of the old building for parking. "We hope to build a ROTC building so that we can give back the annex to recreational facilities," Fidel explained, "hopefully the government will fund this new

building." Embry-Riddle's expansion program does not include the purchase of any new aircraft, at least not in the next five years. "We have all the aircraft we need. However, we are looking for something to replace the Mooneys. They are good airplanes, but they're getting old, and maintenance costs are escalating."

"When Fidel was asked if there was any proposed expansion plans for housing he stated that "we would like to buy a local hotel and convert it to a dorm type living facility. We would also provide ample bussing service and try to make the students feel as comfortable as possible." The most likely location for such an idea is the old Ramada Inn by I-95. If HUD approves a low interest loan to ERAU it would enable the school to buy and develop the motel.

Overall, the five year plan for Riddle looks promising and extensive. All the plans now in progress hinge on finance, but you can expect to see alot of improvements in the next few years.

ANGELS

(continued from pg. 1)

a one in seven to eight thousand chance. The men usually are in the Navy for at least eight years, building up at least 1500 tactical hours, before becoming Angels. During this time, they have the chance to build up their reputations as excellent pilots and respected members of their squadrons. The men are the most outstanding achievers from the time they join. When you do become a Blue Angel, you

first go through two months of training, twice a day for 60 days. You can only be an Angel for three years. Being a Blue Angel, you represent the U.S. Navy as one of the finest aviators in the world.

Precision, Perfection and Professionalism is what the Blue Angels are all about. They bring the Navy to the public to demonstrate the skills obtainable through the Naval Force in an effort to attract volunteers. "They do their job 100%, 100% of the time."



The Bar Tender



By Pat Hassett

On a boring Wednesday night, my mind drifts from studying my turbines and physics notes, I decide to find a place where they'll pour something over the rocks and also give me a good time. Most people would say "have a good

time looking." But I in fact DID find a place: the Aka Tiki located on South Atlantic in South Daytona.

Walking down the stairs into the lounges, I expected to pay a cover-not so! If there is, show a Riddle I.D. The setting is a dark, polynesian look - I found it made me a little at ease. The band that night played mostly oldie-goldies and a little current rock. They even played a few dirty versions of songs which had the crowd in stitches laughing. When the band is at break, a disc jockey spins some more oldies. He's no expert but he's not bad either. The DJ didn't blast us out either; the sound systems were adequate.

This whole night was topped with an amateur talent con-

test. Anybody can enter. That night bought a belly dancer, singers, standup comedians, and even a strip-tease.

Drinks were expensive and watered down but the service was good. By the way, the miniature toilet on the bar isn't for public use, that's the "tip" jar.

I'd rate it a 7.5 to 8.

This week's drink: BLOODY MARY:

- 1) 1 1/2 shots vodka.
- 2) 8 oz. tomato juice
- 3) 1/2 - 1 oz. snap-e-ton juice
- 4) Dash of tabasco sauce, celery salt, worchester sauce, pepper and salt.
- 5) Shake and pour over ice into a 12 oz. glass.
- 6) Squeeze in a small slice of lime and garnish with a leaf end of a celery stalk.

CORRECTION FROM LAST WEEK'S PAPER

The plane picture in last week's article on the Kissimmee Air Show is not a Pitts S2-A but a Starduster. Thanks go to the many people who identified the error and gave the correct identification to the Avion.

Dorm

(continued from pg. 1)

more careful to keep things good looking and comfortable

But the improvements don't stop with the painting. New carpeting is arriving in mid-December and a lot of other ideas are being considered to improve the quality of life in Dorm I. Thanks go to Leigh St. Andrews, Peter Holm and all the others at Housing who gave the time and effort to achieve this. The Avion will be running pictures of some of the finished rooms in a future issue.

Hafla '79

Trails Center, Nova Road, Ormond Beach
Saturday, November 17, 1979 10 a.m.-Midnight
Sunday, November 18, 1979 11 a.m.-5 p.m.

- Arts & Crafts
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MOONEY



Bowling Next Tuesday not Thursday!

(same time)

By KW Johnson

Gayle Feingold (Catch 22) threw the second high-women's game of the season, a fantastic 188 - needless to say high for the night. Gayle's 481 series was also high on the night. Second high game last week was a pair of 167's, thrown by Gayle and Linda Bloom (Loose Balls). Linda's 439 series was second high. Third high game also was a tie between Alice Owens (Sun Skippers) and Caroline Louderback (Loose Balls). Caroline also threw third high series (410).

For the men, it was Bob Vojvoda's (Old No. 7) 220 that was high game for the night. Second was Robert Sdamir (Unknown Bowlers) with a 210. He was followed closely by George Kayati (172's), and his 209. Honorable mention goes to the only other 200+ game the whole night (204), from Terry Shalan of Win,

Place Show

Series-wise, it was Bob also on top here (574); Terry second (568), Ken Clark (172's) third (551) and George fourth (535).

Two more things have got to be said.

First, the Banquet. Where: Kapok Tree, When: Saturday, 9 Dec., Time: 6 p.m.

The guest charge will be \$ 8, and we will need to know exactly (key word) how many of you guys will be coming, please have a definite answer tonight.

Finally, remember not to show up next Thursday night (Thanksgiving) because bowling will have already happened on the previous Tuesday. Don't Forget - Tuesday, not Thursday, or you'll be SOL.

Here are this week's official standings:

Unknown Bowlers	28-8
Win, Place, Show	27-9
Old No. 7	27-9
Bowery Boys	23-13
Jedi-Knights	22-14
The LD's	22-14
Los Cocodrilos	21-15
Talons	21-15
Unholy Rollers	19-17
Los Malos	18-18
The DC's	18-18
Catch 22's	18-18
Loose Balls	18-18
172's	17-19
301 Club	17-19
Sky-Masters	17-19
Disastrous DC-10's	16.5 - 19.5
134's	15-21
11th-Frame	13-23
Off Broadway	12-24
Strike Force	11-25
Dam Yankees	11-25
3+1	10-26
Sun Skippers	9.5-26.5

Air Force 1

FLAG FOOTBALL PLAYOFF RESULTS

Semi-Finals
Air Force One-38 Blue Machine-12
Sigma Chi -20
Humpty Diddles -8
CHAMPIONSHIP GAME
Air Force One -33

Sigma Chi -13
INTERTRAMURAL FOOTBALL CHAMPION FOR 1979 is:

AIR FORCE ONE

ERAU Sportsmanship Tournament - Sunday, Nov. 18, 1979
Team on left wear white, team on right wear blue.

FIELD A

Game 1 - 11 a.m.
The Club vs. Sigma Chi
Game 3 - 12 noon
Winner-Game 1 vs. Winner - Game 2
Game 5 - 1 p.m.
Brothers of the Wing vs. Air Force One
Game 7 - 2 p.m.
Cast Raters vs. Frank's Demors
Game 9 - 3 p.m.
Winner - Game 8 vs. Winner - Game 7

FIELD B

Game 2 - 11 a.m.
Gentle Giants vs. Aggies
Game 4 - Noon
Destroyers III vs. Blue Machine
Game 6 - 1 p.m.
Winner - Game 4 vs. Humpty Diddles
Game 8 - 2 p.m.
Left Nut vs. Blue Chips
(No games on Thanksgiving)
Dec. 2, 1979
Game 10
Winner-Game 3 vs. Winner - Game 6
Game 11
Winner - Game 9 vs. Winner - Game 5

Championship

Winner - Game 10 vs. Winner - Game 11
Times for Dec. 2 games will be announced after Thanksgiving. *No awards or trophies will be given to the tournament winner.

Captures Flag Football Tourney



THE CHAMPS (r 79: ROTC's Air Force 1 team whipped them all in flag football. Congrats guys. (photo: KW Johnson)

SCREAMING EAGLES

The Screaming Eagles will give an airshow the fifteenth of November. The show will be at Deland Regional Airport. It will consist of radio-controlled model airplanes and there will be an exhibition of more

than 30 types of models. It will include scale models, home-built models, pattern flight models and others. A demonstration of pattern flights will be given and a basic explanation of the rules to follow for these

flights will be made. Basic teaching of how to fly these models will also be taught for those interested in learning about their models. The show will be from 10 a.m. to 5 p.m.

Sports Reminders:

Four Shooting Contests

will be held in back of the dorms, at 5pm, Tuesday, 20 Nov.



Billiards Tourney

starts today.

Championship is on Monday,

19 Nov., in U.C.

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On Saturday night, a horse of Delta Chi drove to Deland and the fair. I hope we didn't leave anybody there. Hey, where's Charlie Kinney?

Our ever-fearless advisor, cohort, and part-time cook, Greg Nelli, managed to prepare a rather tasty meat loaf for a group of brothers at the house on Sunday. Sounds like this could become a Delta Chi tradition. See you there, Aloha.

As for this next weekend, the regional convention is coming to Daytona and the Treasure Island Inn. Brothers from all over the Southeast will arrive here Friday for an exciting three-day program sponsored by the E-RAU chapter of Delta Chi. Good times are sure to abound as seminars, banquets, and parties greet our guests with good cheer.

Remember any brother who still would like to attend may contact Curt for information.

That's about it for this week. See you at the convention. Be there, Aloha. Until next week, keep the blue side up.

By Ed

It's time again for that corner of your Avion to present that wonderful epic tale, what's happenin' at Delta Chi.

This past Friday saw numerous Sigma Phi Deltas and Sigma Chis (that's right, Sigma Chis) invade the chapter house and consume a keg of beer. The spirits ran high as fraternity games abounded. This game called Whales Tails has been called special interest to Delta Chi and a special committee has been set up to find any social implications or manifestations it may or may not have. First indications have led to the conclusion that the participants become reasonably well cracked. More details as they become available.



By Larry Ammirata

Saturday night the pledge class held our traditional Captain America Party. The road rally preceding the party brought about some crazy episodes. Steve Boyd with a just married sign on the back of his car and John Clough cruising down the active at Deland Airport. The party was a wild time as always with some super entertainment. The punch was a bit potent to say the least. Greg Stratford won the raffle at the end of the evening and left the party with a big smile on his face.



By Pat Hassett

The Air Show was invaded by a few very hungover/ still wasted members on Sunday.

Four cases of Genseel/DW-40 beer and about five bottles of liquor were consumed with the participation of the Lambda Chi Alpha boys. Most of us stuck around afterwards and watched the hot dog weekend pilots try to snap roll their 150's & 172's.

"On the way back, good ol' Ben Berwanger's car seemed to have thermostat problems - in the middle of no where! Thanks to a couple of people with some used beer in their bladders (now in Ben's radiator) and some swamp water, Ben's car made a safe journey home.

The Xmas party will now be at the Holiday Inn - Surfside on Dec. 1st at 8 p.m. - happy hour will start at 7:00. Hey John, 7:00 a.m. or p.m.? Cost: \$5 /paid members and

ARMY ROTC FIELD TRAINING EXERCISE

A joint Army ROTC field training exercise was held over the weekend of Oct. 12-14. Members from all sections were involved. Seniors, juniors, raiders, and military skills, the largest field exercise of the fall term were included.

A night airborne parachute drop by a National Guard Special Forces "A" team started the training. The Raider

Good job pledges brothers the party was a great time.

The football season has come to a finish with us ending up as number two in the league. We were defeated by Air Force 1 in the championship game. We had a good season but lost the one that really counted, so that's all that has to be said.

Sunday night we had the second line up. All the pledges made it through, good job Glenn White.

This Friday night is the bowling night, and Saturday night is the Hay ride so get ready for another good weekend.

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

\$10 for guests. Prime rib or turkey will be the main course.

The Special Business meeting will be Nov. 16th at 8 p.m. Cost: \$3/paid members; \$5/guest. Ask Chuck or John where it's at or for a map.

Nominations for the Executive Board are as follows: President - J. Renkas

Executive V.P. - P. Hassett

Social V.P. - K. Clark

Treasurer - M. Tucker

H. Thompson Secretary - Chris Cary

Congratulations go to Mike Tucker and John Stewart for being nominated in Who's Who. Some people asked why Chuck or Pat didn't get nominated - ask that lady that says she knows what she's doing - The dean of students.

The next meeting will be November 23rd in the Faculty Staff Lounge at 7:30.

Congratulations go to Hsiao "Kamakazee" Miwa for winning the bottle. We're also glad to see that we are getting some participation from the wives, i.e. - Mrs. Cecchini.

platoon provided drop zone safety and security for the "A" team.

A Special Forces (Green Beret) "A" team is made up of 12 men led by a captain. Each team member is an expert in at least one military specialty; however most are expert in several specialties and languages. Their mission is to train and advise foreign allied forces in military skills and tactics.



By JR 2

Last weekend was one filled with much partying, so it seemed very short. On Friday it was this writer's birthday and everyone pulled out the stops and made it a great day for me! (Nuggett, what is in that stuff?) I'd like to say thanks to you all.

Saturday brought a very busy day for our associates as they prepare for membership. I'm very happy to say that they are well on their way to becoming brothers! Saturday also brought Baconfish's birthday and a big party at Edie's. We all had an excellent time. A few of us ended up at the old Foxy Lady and boy did I get a good birthday present there!

Associates! Good-keep up the excellent work. Don't forget about the fee that is due, and watch the board for important announcements!

The Management Club

By Elizabeth Heath

This Friday evening, Nov. 16th at 7:00, the Management Club will hold its Monthly Dinner meeting at the Chateau Vivon. This month our honored guest speaker(s) will be Mr. Miles Trylovich, Director of Operations and Capt. and Mr. Jim Connell, chief pilot from Prestige Jet. Prestige Jet is

based out of Herndon Airport, and is the only worldwide jet chart in Central Florida. There will be a film presentation at the meeting, also. All members are encouraged to participate. We will also have our own room and buffet as before. Please submit your reservations (\$5.00), to Gwen Holkeboer, Box 2793. Thank you.

ODK

By Helmut H. Reda, President

I hope everyone enjoyed themselves Sunday night at Markos', they put on an excellent meal and I'm sure our members all had their mouths watering. We were honored by the presence of so many faculty members that night; they're an inspiration of the true character ODK represents. This term's inducted members numbered greater than most of the past trimesters, so the Spring looks very promising with the new talent to work with.

Of the almost four hundred applications sent out to honor and Daan's list students we would like to recognize and thank the following students for their participation in extra curricular activities here at E-RAU:

Thomas A. Ford, Jr., Thomas J. Stone, Edward Fernandez, Michael Hart, Kenneth Gebhard, Raymond Rusche, Charles E. Donovan, Jr., Paul Hardin, William Rathmanner, Randy Schmidt, Kevin S. Kentz, Jepson W. Ordway, Robert Dizon, Todd Flynn, David Ebbitz, Paul Stieglitz, Randal Russell, Paul Dorsch, Jan Jensen, Robert Thomas, Robert Monaghan, Heather Round, Frederick Guldi, Kevin Waterford, David Henshey, Keith Johnson, Boma Koko, Mark Lechner, James Hagedorn, David Goller, Daniel Mihue, Jeffrey Coombe, Donald Blaylock, William Holbert, Harold Muth, Donald Hamman, Thomas Camagnola, Edward Milner, Luis Alvarez, John Murray, William Ryan, David Walen, Dana Bassett, Megan Rust, Kevin Doherty, Peggy Terrio, Maurice Vandenberg, Kevin MacDonnell, Peggy Coe, Wayne George, John Phillips.

ing out patrols in search of the "light's" positions. Raider patrols continued on into the night, until the juniors' position was discovered. As soon as the juniors were located, the Raiders massed and launched their attack. The night air was filled with the sounds of rifles and machine guns, and the screams of commands.

(continued on pg. 10)



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Survival Lecture Tuesday in the UC



Could YOU survive after the crash?

With the current interest in the outdoors and increased air travel over desolate areas, the chances of being stranded in the wilderness are quite real. It is just as easy to get lost or break a leg half a mile from camp as it is miles away in the wilderness. In many instances, the difference between life and death following an emergency is knowledge.

Survival has been defined as the primitive act or state of continuing to live against any immediate odds. Don Eick will present an informative overview of survival training this Tuesday, November 20, at 8 p.m. in the U.C. Mr. Eick has enough material and knowledge on the subject to give a semester course, and if Tuesday's program is accepted by the students, successive lectures on specialized topics will be given this Spring.

Remember, no one expects an emergency to happen to them: Would you know what to do?



will be available to the school details soon.

Sunday's softball game was our best ever, with a narrow 10-9 loss. Joe McEvoy thrilled us with his suicidal run into third. Joe we'll lend you Keith's crutches.

Our Ritual Dinner has been planned for Dec. 8th, with many Alumni returning.

Remember, anyone interested in Alpha Eta Rho (the professional aviation fraternity) is welcome to our meetings in the CPR Thursday evenings.

Who's Who among American Colleges and Universities.

The Pledge Class is narrowing down to passage to brotherhood. This tri's pledges include Kevin Pasternack (President), Curt Sullivant (Sec'y), Dan Wilkins, Franklin Reeves, Rich Goebel, Joe McEvoy, Heather Pound and Mitch Kadow. On Thursday evening the Pledge class is sponsoring a lecture by Bill Vories (FAA's chief trainer) from the DAB, "Good work, Glad."

Don Eick's 1st Aid Training class has been organized and

AHP

By David S. Gordon
Well another exciting week has passed through our chapter. Luckily there was someone left to write this article. Friday evening Keith Kollarik's Cast Coming Off Party left us staggering. Thanks Keith, we'll be back next week to finish the place off.

Congratulations are in order to Cheryl Galloway (Vice-President), Deborah Kimmiller, and Dave Gordon (Ass't Pledgemaster) for their acceptance into



ARNOLD AIR SOCIETY

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By AAS Information Officer David Hyson

Attention all you Bobby Users out there! AAS is having their annual Road Rally this Saturday 17 November. First place finisher is awarded a trophy and \$30 cash prize; 2nd place finisher is awarded \$20 cash; and 3rd place finisher \$10 cash. Registration begins at 1100 so come on out! It's a great chance to have a good

time and test your "mean machine" and driving skills against other competitors. Who knows - you might even be good enough to win some extra dough.

Then for an event I'm sure all you AAS members won't want to miss, we will be having a pizza party with our new Angel Flight Saturday evening 17 November at 7:00 at Mr. Tees Pizza. All those attending will be guaranteed a wild and wooly good time. There's something about those pizza parties at Mr. Tees that bring out the best (??) in some of our members. Rumor has it that Jaws Ellerwood will provide an encore for his last

performance at Mr. Tees by munching through a toothpick made of petrified wood. So you wouldn't want to miss that!

Then following on Sunday 18 November from 1000-1300 we'll have a car wash at Steak and Shake. Members please remember to bring buckets, hoses, soap, rags, etc. Then at 1400 its off to Major Home-wood's for a big party. I hear the Major's serving steak! (There goes my AF 201 grade down the drain). Maybe he meant "tubs steak" (not dogs) - well you'll just have to show up to find out.

AFROTC



This past week has been a fairly busy one. It began with former General Bruce Holloway's visit Tuesday night. Gen. Holloway's career has spanned from flying with the Flying Tigers in WWII, (during which he had 13 kills) up to his promotion to the rank of a 4-star general and head of Strategic Air Command (SAC). His views of the world situation and on national defense were interesting and informative. Afterwards the General answered many questions from the cadet group. As his visit drew to a close, he was presented a pewter mug by Cadet Commander Rick French from Det. 157. It's hoped that we will be seeing Gen. Holloway in the future.

Wednesday saw the coming of an IG from Air University at Maxwell to look over the operation of our detachment. It looks as though everyone got good grades. Let's keep up this standard.

Friday night was Beer Call and there was a pretty good turnout. This was a good time to unwind from the week's anxieties and prep for the weekend. Those on hand got in some basketball and volleyball. In volleyball, the GMC team proved to be no match for the much "senior" POC's.

Then early (very early) Saturday was the Airshow at MacDill AFB. MacDill hosted a large static display of combat aircraft including the F-15, -16, A-10 and even a few

"Thuds". The Thunderbirds were the billed highlight of the show and gave a good performance. Spectators also got a special aerial demonstration of the F-16 fighter which was very impressive. Keeping with tradition we had the very traditional Macbreakfast and very traditional buffet at Buffs.

Finally, Sunday was the flag-football championship. Both AFROTC teams, Air Force One and the Blue Machine, met in the semi-finals. Airforce Uno came out on top 33-12 to go to the finals. With a still unbeaten record they crushed opposing Sigma Chi, 33-13, to take the championship. Congratulations to both teams.

CHRISTIAN FELLOWSHIP

By Brett Hebel

Our first dinner meeting on Nov. 5th at Western Sizzlin' was considered a reasonable success by all who attended. The highlight of our evening was our guest speaker, Rev. Thompson, from Coronado Baptist Church in New Smyrna

Beach; who expounded upon the principles of reaching out to other fellow students. I would like to see this opportunity to thank Rev. Thompson for speaking to our club.

On Dec. 1st our club is having a progressive dinner for all international students. I will

have more information on this later. Everyone is cordially invited to any of our Bible study meetings on Mondays from 1700 to 1830 in the CPR. Anyone who would like more information about the club can contact me at Box 4597.

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PARTY!!!

TONIGHT!!!

PARTY!!!

TONIGHT!!!

PARTY!!!

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PARTY!!!

TONIGHT!!!

PARTY!!!

TONIGHT!!!

PARTY!!!

