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Happy Thanksgiving

the avian

The award winning newspaper of college aviation

Embry-Riddle Aeronautical University

Volume 32

Wednesday / 21 November 1979 Issue 11



NASA Celebrates 10th Anniversary of Apollo 12

KENNEDY SPACE CENTER, Fla. - Apollo 11 was history! American astronauts had landed on the Moon in July, 1969, to prove that men could travel to the lunar surface and then return safely to Earth.

And now, ten years ago on November 14, 1969, another mission of lunar exploration was about to begin. It was designated Apollo 12 and the flight plan for this second voyage to the Moon was much more ambitious than that for the first.

A drizzling rain fell intermittently on Central Florida's Space Coast. At the Kennedy Space Center, the hundreds of NASA and contractor employees on the launch team were in the final moments of the intricate twenty-eight hour countdown. In the Apollo 12 command module Yankee Clipper, high above Complex 39's Pad A, astronauts Pete Conrad, Richard Gordon and Alan Bean made last minute preparations for America's second attempt to put men on the Moon.

Finally, Apollo 12 was cleared for launch at 11:22 a.m. EST, the thundering Saturn V booster lifted the 6.5 million pound ship off the ground. Despite the gloomy weather, millions of viewers clustered around television sets around the world and optimis-

tically watched Apollo 12 disappear into the clouds. Within seconds, this optimism was to turn into alarm. At 36.5 seconds after liftoff, the vehicle was struck by lightning. Alarms sounded, both in the command module and ground control centers. The malfunctioning of four fuel gauge sensors and the entire computer guidance system. Sixteen seconds later, a second bolt struck the ship.

Astronauts and technicians alike shared a few terrifying seconds assessing the damage of an unexpected and, until now, novel crisis. Luckily, the crew was able to realign the guidance system satisfactorily, although the fuel gauge sensors were destroyed.

The lightning strokes came as a surprise since there had been no thunderstorm activity that morning. The phenomenon was explained only after a lengthy investigation. Although there had been no lightning, there was still electrical potential present in the different cloud levels. The 36-story tall Saturn V Apollo vehicle, along with its ionized exhaust plume several hundred feet long, had formed a huge conductor for this potential electricity.

An invaluable lesson for future launches had been learned through this harrowing ex-

perience. Apollo 12 could very easily have been destroyed, instead of emerging virtually unscathed.

With weather-related problems overcome, the Saturn V lifted the ship and returned to Earth. Apollo 12 was the first scientific lunar expedition. This assessment does not underestimate the profound technological and emotional importance of Apollo 11, but the first lunar landing mission was basically a test of the flight hardware.

While Apollo 11 proved that the equipment for lunar operations was operational, Apollo 12 was dedicated to the scientific study of an environment alien to man. The second lunar expedition would also have a much more specific destination than its forerunner.

Whereas the Apollo 11 lunar module Eagle had overshoot its intended landing site on the Sea of Tranquility by some four miles, Conrad and Bean were to attempt a pinpoint landing of their lunar module Intrepid. Their goal was to land near the Surveyor - 3 (See APOLLO Page 2)



MILES TRYLOVICH, Chief of Operations and Pilot for Prestige Jet spoke for the Management Club.

Management Club Takes Off With Prestige

The Management Club was honored this month to have the Director of Operations and Pilot, Miles Trylovich of Prestige Jet to be our guest speaker. Prestige Jet is the only worldwide charter that is from the Central Florida Area. Some of their flights are to Canada, Argentina, Brazil, Bermuda and the Bahamas. Being 18 months old, Prestige Jet has already established a reputable name in the Charter Business.

At the present they have a Lear 24, and a Lear 35, but Mr. Trylovich informed us that by mid 1980 they hoped to gain a Lear 25 and a Longhorn 55. They also have a Cessna Skymaster and Con-

quest. Their clientele ranges from the three major networks newsmasters to celebrities of the entertainment business.

Prestige also does a unique ambulance service for kidney patients. Mr. Trylovich stressed the important factors of efficiency and time on this issue due to the delicate condition under which they must retain their life sustaining value. He also pointed out that the flying is only a third of the charter pilot's job. The other two thirds being a combination of Public Relations and Manager. Not only was Mr. Trylovich informative, but he was also entertaining. The management club expressed their gratitude

as the President Randy Alexander presented Mr. Trylovich with a certificate of appreciation, which he gratefully accepted.

Congratulations to the five Jack winners who won the drawing for the Prestige Jet Pins. They are Marsha Powers, Tilden Montant, Joy Snyder, Peter Moll and Blake Woods. Randy Alexander will contact for further information.

We would like to thank all the members who participated in making the evening a true success.

The Club is also proud to announce that our Secretary, Bridget Fitzgerald came up with a beneficial idea for the entire school. It was noted that on the major highways and airport roads, Embry-Riddle does not have any signs (excluding Clyde Morris). So in cooperation with the Florida Highway Transportation Department, Embry-Riddle will now have signs on I-95, I-4, 92 and other major roads in the Daytona Area. We are proud to recognize the Management Club for this task because people have complained of the difficulty in locating the school due to the misleading sign at the airport.

As it stands now, Friday, January the 11th seems to be the most popular day for the Piper Tour. If anyone has any questions or remarks please contact Randy Alexander, Box 3297.

(See Mgt. Club Page 2)

Chief Pilot Turns Author

By Daniel Karger

If a pilot with over 27,000 hours flight time wrote a book about futures in aviation, would you buy it? What if the pilot/author had flown that flight time in aircraft ranging from the Boeing 314 to the Boeing 747 and had worked his way up to chief pilot of Pan American World Airways?

Captain Kimball Scribner is the pilot/author and he has had enough experience, ratings and knowledge to write many books on aviation. The two most recent books are called YOUR FUTURE IN AVIATION - ON THE GROUND and the other is called YOUR FUTURE IN AVIATION IN THE AIR.

These two books have information on aviation jobs, the

aviation job market, job wages, working conditions and opportunities.

There are also sections in both books preparing the applicant for an interview with all he or she needs to know for the interview.

There is a full section on pilot seniority, and pilot benefits in AVIATION - IN THE AIR and IN AVIATION - ON THE GROUND. There is a section on Air Traffic controller jobs along with A&P mechanic, engineer, ground instruction, and administrative jobs. Both books are very well written, extremely informative, and important in understanding the entire commercial aviation structure.

NOTICES

MEMORIAL TO A GREAT E-RAU STAFF MEMBER WHO HAS NOW LEFT US

A memorial service for Nan Green, Associate Director of International Student Affairs was held yesterday, Nov. 20 at 3:00 p.m. in the University Center. All members of the University Family were invited to share this tribute to a dear friend.

Nan was a long-time member of the Embry-Riddle family and her sudden death this weekend shocked all of those who knew and worked with Nan.

SPRING GRADUATION

Applications will be accepted and a student be given a PRELIMINARY GRADUATION EVALUATION in order to help prepare for a smooth

completion. Check with the Admissions and Records Office if you have any questions!

FAA EXAMS COMING UP THIS SATURDAY AND DEC. 4th

E-RAU will administer written pilot examinations for Private Pilot, Commercial Pilot, Instrument Rating, Airplane, Fundamentals of Instruction, Flight Instructor Airplane on Saturday, Nov. 17th.

Saturday examinations will be conducted in Room G-109, and will begin at 0815.

Students intending to take a written examination are required to sign up, in office D-209, prior to examination day.

(See Notices Page 2)



CAPT. KIM SCRIBNER Pan Am's Chief Pilot Author of two highly informative books on flight.

NAV/COM

Apollo 12

spacecraft, which had made a feather-soft landing on the Moon on April 22, 1967.

The astronauts planned to hike over to the three-legged spacecraft, photograph it and retrieve some of its parts. Scientists would later examine these to gauge the effects of two and one-half years' exposure to widely fluctuating lunar temperatures and the solar wind.

Eighty-three hours after liftoff, the craft reached the optimal point where it would reduce speed and drop into an elliptical orbit around the Moon. When the orbit was achieved, the astronauts were fascinated with the panorama rising up before them. Navy officer Pete Conrad observed that the lunar surface "doesn't look like a very good place to pull gibberly." Nevertheless, "fantastic" is the term used over and over to describe the eerie landscape unfolding beneath them.

After three revolutions of the Moon, the lunar module Intrepid, containing Conrad and Bean, undocked from the command module Yankee Clipper and began its descent toward

the lunar surface. Conrad and Bean faced the task of slowing the Intrepid's rate of descent from 5,560 feet per second to near zero at touchdown. The craft was aligned and the descent engine was fired, bringing the Intrepid to rest on the Moon's surface.

The second manned lunar expedition had landed in the Ocean of Storms 110 hours and 32 minutes after liftoff, at 12:54 a.m. CST, Nov. 19, 1969. The efforts to pinpoint the landing site were successful; the Intrepid had flown a quarter of a million miles to land two lengths of a football field away from its target, the Surveyor 3 spacecraft. The third and fourth men to tread on the Moon had no time to stare at their surroundings or to reflect on the importance of this moment. Every minute of the 3 1/2 hours Conrad and Bean would spend on the lunar surface was scheduled and accounted for in a flight plan, as thick as a telephone directory.

Confidence in the life support equipment had grown considerably with the success of Apollo 11. While the first expedition's extra-vehicular activity (EVA) had lasted two and one-half hours, the crew of the Intrepid would both

spend over eight hours outside the ship in two separate excursions. Conrad and Bean set up five nuclear-powered instrument packages on the surface of the Moon, to monitor the lunar environment.

They collected numerous samples of lunar rocks and soil and made hundreds of photographs of the area around the Intrepid. They made a one-mile trek to Surveyor-3 and other areas to collect various samples and conducted several experiments to test theories about the Moon's composition and origin. Between the surface walks, the men had time scheduled for activities inside the lunar module and for a nine-hour rest period.

Despite the demanding pace, the astronauts seemed to thoroughly enjoy themselves. Both commented on the ease of moving about in the lighter lunar gravity. Bean observed that "you really hop like a bunny," while Conrad said he felt like a "giraffe running in slow motion." They joked back and forth with Mission Control in Houston and Conrad said to himself becoming the first human ever to do so on the Moon.

At 8:25 a.m., Nov. 20, the lunar module ascent en-

gine was ignited and the Intrepid pushed off the surface in pursuit of Richard Gordon in the Yankee Clipper. As Gordon watched the odd-shaped craft come closer, he asked, "How can you look so good if you're so ugly?" At 11:35 the vehicles docked together and Conrad and Bean rejoined Gordon in the Yankee Clipper.

After Intrepid was jettisoned, the crew turned to the task of returning safely to the U.S.S. Hornet, waiting patiently in the Pacific Ocean.

The Apollo 12 mission ended with the splashdown of Yankee Clipper in the Pacific Ocean within sight of the U.S.S. Hornet on Nov. 24, 1969.

Former NASA Administrator Thomas A. Paine commented that "Our second journey to the Moon opened the new age of extraterrestrial exploration by man." Today, 10 years later, the implications and possibilities created by Apollo 12 are still being explored. The flight of Apollo 12 was also noteworthy because of its far-reaching social implications. Man had demonstrated the ability to master a strange and hostile environment, and ability which might someday be vital to his continued survival.

The interview is normally made up of four parts:

1. The introduction - to establish rapport.
2. Background discussion - Yours!
3. Matching the needs of the employer to your needs.
4. Of course each interviewer will have his or her own style or format. Generally, though, the four elements will be included in some manner.

I. The Introduction...
 First impressions are important. Your dress, general appearance, manner, energy and enthusiasm from the interviewer's initial judgement of you. Above all, be yourself. Let the interviewer set the tone of the conversation. The way you look, sit, shake hands, and talk all play a major part in the initial impression you give.

II. Background Discussion...
 Do your qualifications meet or exceed those needed for the position? How you respond to the questions, how you sit, what you do with your hands, all help revise or confirm that initial impression.

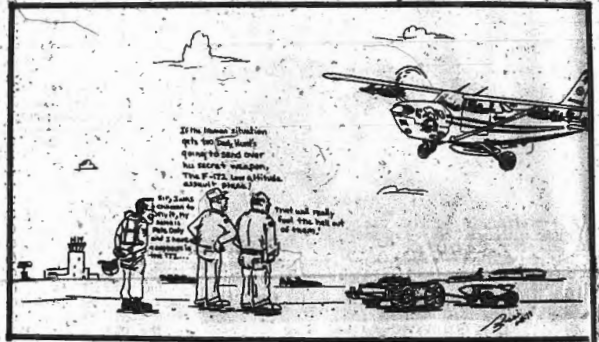
Be able to relate your experiences to your career ambi-

tions. All of your work background is important, including part-time, full-time, CO-OPs, and internships.

"Why should we hire you?" You may not be asked this question, but all the other questions amounts to it. You should be able to answer this question anyway, before the interview. A list of questions likely to be asked will be published in later weeks of NAV/COM.

Remember, employers want employees that are self-starters, self-motivated, and not afraid to work. It is your job to convince the interviewer that he wants to hire you. But it is a two-way street. The third part of the interview gives you the opportunity to evaluate the employers.

- INTERVIEWS**
- Nov. 21 - Computer Science Corporation... CT AE (p)
 - Nov. 27 - Nat'l Aviation Facilities Experimental Center... AE (c)
 - Nov. 28 - Texas International Airlines - AMT (p)
 - Dec. 3 - Cessna Finance... AM (p) (c)



NOTICES

On Tuesday, Dec. 4th, the examination will be conducted in the CPR (Common Purpose Room), University Center, and will begin at 0830.

At the time of either examination, each E-RAU student must present a Written Authorization Form, signed by an appropriate aeronautical Science Instructor, or the failed results of a previous FAA written examination.

William A. Martin
 Chief Flight Instructor

ARE YOU A FRUSTRATED MUSICIAN?
 Do you have musical talent just waiting to be discovered? If so, ERAU's first all student Coffee House is for you. It's a chance to show that talent. If you're interested contact John Scribner at THE AVION or Shelly Wilson in Student Activities for more information. Do it now.

EDITORIAL

EDITORIAL

By Mitch Kadow, Avion Editor

GRADUATION INFORMATION

The graduation ceremonies will be held in the University Center on Saturday, Dec. 15, 1979, at 10 a.m.

If you want to participate and have not already been measured for your cap and gown, visit the Dean of Students Office and get measured before it's too late.

Graduates need to pick up their caps and gowns IN PERSON in the University Center Common Purpose Room on Friday, Dec. 14, 1979 between 9 a.m. and 4 p.m.

On Saturday, Dec. 15, assemble in cap and gown on

the sidewalk in front of the University Center no later than 9 a.m. You will be briefed then about the line up, marching, seating and other pertinent details.

Graduates are requested to wear the following:
 Men: White shirt, tie, dark pants and dark shoes
 Women: White blouse, dark skirt (dark dress) and dark shoes

When the ceremony has been completed, you must return your cap and gown at that time to the Health Services area in the University Center.

You can obtain invitations for the Ceremony beginning Nov. 27, 1979 in the University Center Bookstore, price unknown as yet. Invitations will not be necessary for entrance into the ceremony, but the University can only provide seats for approximately three persons per student.

The President's Reception for the families and friends of the graduates will be held immediately following the ceremony in the University Center. In addition, the Flight Line, AMT Buildings, Academic Complex and Engineering Buildings

will have an Open House from 11 a.m. to 2 p.m. on Saturday so that families and friends of the graduates will be able to tour the buildings at that time.

Those desiring to take pictures during the ceremonies should be advised that seats will be provided in the front row and they should not stand in the aisles.

If you have any questions regarding your cap and gown, times, dates or places please call the Dean of Students Office - Ext. 316 or 317. Caroline Louderback will be glad to assist you.

Thanksgiving is upon us once again. I would like to wish each and every member of the Embry-Riddle community a Happy and Safe Thanksgiving.

There will be no paper next week, but instead there will be an issue on December 5 which will be the last issue of the trimester before Christmas.

So everyone, take care, drive safe and have a great turkey day.

Mitch Kadow

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, 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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Klyde Morris



Wilbers' Rights and Wrongs

Recently, there was a "close encounter of the AIRPLANE kind" in the night traffic pattern on Runway 6R at Daytona Beach Airport. The first indication of the close proximity of two airplanes was when one of the pilots reported "downwind" to the tower. When this report called the tower's attention to the area of the downwind leg, the tower operator first realized that two airplanes were close together than they should be. At this point the controller began to make urgent queries concerning the pilot's knowledge of the potentially hazardous situation. After several exchanges over the radio, the pilots saw each other and took corrective action.

The first impulse upon hearing about such an incident might be to applaud the tower for saving a possible mid-air collision and to chastise the pilot who was out of place and let it go at that. But, alas! The relentless pursuit of truth in the interest of making flying safer will not allow us to do that. By probing deep into the events leading up to this incident,

several important lessons that have been taught many times before came to light again.

The story goes like this. There were five airplanes in the bounce pattern that night. They had all made three or four touch and goes at least. Then on one of the byndow routinely boring circuits around the pattern one of the airplanes ended up beside instead of behind the one it had been following. Was there so much of a speed difference that one airplane overtook the other? That's not likely since they were the same type airplanes. But then how could the flight paths have varied so much as to allow the two airplanes to become side-by-side without either pilot seeing the situation develop?

The answer to that question came only after analysis of the tower tapes and indepth interviews with the pilots involved. The diagram below shows the paths of the two airplanes. The solid line is the leading aircraft and the dashed line is the following aircraft. When the following airplane

reached position (A), the leading airplane was at position (B). The pilot of the following airplane had lost sight of the lead airplane and saw a third airplane on the downwind at about position (C). The following airplane then turned onto the crosswind leg to follow the third airplane. The lead airplane at position (B), not realizing anything was amiss, turned on his crosswind leg also following the third airplane. The following airplane then proceeded to make a slightly wider downwind leg than the leading airplane thereby crossing flight paths and proceeding more or less side-by-side on the downwind leg to position (D). (see diagram)

There are three very important age old lessons to be relearned from this unfortunate set of circumstances.

1. Air Traffic Control cannot be relied upon to keep aircraft separated in visual operating conditions. The tower did not see the cross up of the flight paths or the close proximity of the two planes until

one of them reported on the downwind.

2. Pilots must constantly keep their attention divided and properly balanced between flying the airplane, communicating with ATC and maintaining adequate visual surveillance outside the airplane. Had the pilot of the following airplane maintained a higher level of attention to the positions of the other airplanes in the pattern, the proper relative position would not have been lost.

3. The age old, oft repeated practice of looking carefully in the direction of turn prior to banking and including the sides as well as ahead in all visual scanning would have alerted the pilot of the leading aircraft to the presence of the following airplane in the wrong place before the critical situation at the base leg developed.

There have been no NEW causes of aircraft accidents developed in more than a half century of flying. Pilots just keep on making the same old mistakes. Isn't it better to learn from the mistakes of others than to make them all ourselves.



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By Larry Ammirata
Tomorrow is Turkey Day and a good portion of the chapter will be spending it home. Those that aren't going home, Friday at the house we will be celebrating Turkey Day thanks to our chapter "Mom", Karen Beicher and our little sisters.

Friday night a few car loads of brothers and little sisters went to see "Animal House." It brought on some heavy coughing and loads of laughs. Our section of the theater was a bit wild and crazy but it was a great time.

Saturday night we all went on a hay ride at a local ranch with square dancing to compliment the evening. It was a super party with plenty of beer and hotdogs to go around. Also a campfire to keep us all warm!

Sunday afternoon in the chapter room many of the brothers were consuming the leftovers of beer from Saturday night. Yes, Jim Vittevoed seemed to be in high spirits at the chapter meeting Sunday night. I guess it's kind of like a 2000 saying you can never get enough of a good thing. That saying can also relate to one of the philosophies of brother Dave Stuart, Brad Nunn, and William Oehman joined that club Saturday night.

Notices to Sigs this week - first goes to Mark Milan; Jim was lying to you, he's got \$15 for your jacket. Steve Robinson, I don't want to insult your intelligence but 60 plus 30 percent does not equal one hundred. Dave Zabilansky I can understand your argument but it's the sentimental value.

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

MANAGEMENT CLUB
(Continued from Page 1)
Lastly, Gwen Holkeboer has asked if you plan to attend our monthly dinner meetings PLEASE make your reservations no later than the Wednesday before. This way, the Chateau-Vivon may have the correct number of reservations.
Our next meeting will be held Dec. 7, and our guest speaker will be Mr. Robert Lair, from Cessna Aircraft Company. This will be the last dinner meeting of the Fall trimester so all members are encouraged to join. Thank you.

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ARNOLD AIR SOCIETY
By Information Officer
David Hyson

Well this past weekend was a very busy one for Arnold Air Society. Saturday was our annual Road Rally which drew an excellent turnout. Many thanks to Eric Gibson and Janet Aiken who were in charge of this big undertaking; to all the people who worked checkpoints; and of course to each one of you participants. Without you it could not have been a success. In addition to the Road Rally, Saturday night was our pizza party with Angel Flight at Mr. Teesand on Sunday wash a car wash and a social bash at Major Home-

AFROTC

The Showboat has been selected for this tri's dining out, Friday, Nov. 30. The menu for the evening will be a combination of Steak and chicken. The Showboat also has a 50's show, of which we will see a cut down version. The cost for the dining-out will be about \$4.00 for cadets and \$10 for dates. Tickets must be obtained to be admitted. If you don't have a ticket, you won't get in. Tickets will be on sale at the Det. and Tuesday in the U.C. It's hoped everyone makes an effort to be at the dining out. It's the last Corps Event this year and besides most of your lab fee is going toward it so you're paying for it anyway. See you there!

Air Force One, the championship flag football team of AFROTC, presented their first place trophy to the Det. last Tuesday. This trophy will hopefully compliment the field day trophy we'll "Hopefully" win this spring. Air Force One will be playing in a flag football tourney these next few weeks. Have a good thanksgiving!

wood's. All those in attendance enjoyed an excellent time. A reminder that the final pledge interview will be held Wednesday 28 November at 1800. The uniform will be combination 1.

As everyone knows tomorrow is a very special day in the lives of every American. Americans are truly a blessed people. So often we are so busy with the hustle and bustle of everyday life that we are guilty of the sin of ingratitude. Tomorrow on Thanksgiving (and everyday) we should take a few minutes out of our schedules to pause long enough to thank Almighty God (who is the author and savior of every good and perfect gift - James 1:17) for our great country and the many blessings we enjoy both material and physical. God bless you and have a wonderful Thanksgiving holiday!

P.S. GO GATERS BEAT FSU!!!

ANGEL FLIGHT

By Valerie Longstreet
The pizza party at Mr. T's provided a long awaited opportunity to be presented to our Arnold Air Society Big Brothers. A hearty welcome to all who could attend our first, official joint function!

Members can now be easily recognized on campus as we have our pledge pins. Be sure not to be caught without them! We're striving toward a Dec. 8th initiation into Angel Flight, which is to be held at Brewmaster's in conjunction with Arnold Air Society.

Delta Chi

By Ed
The 1979 Delta Chi Regional Convention came off extremely well this past weekend. Numerous Delta Chis were in Daytona including a few fraternity luminaries.
Friday night's happy hour/open bar was an excellent af-



By JR 2

Last week we were very busy. For us it was the most important time of the trimester. We conducted our initiation procedures over the week culminating with the main initiation on Saturday. We have left light good men into our bond. They are: Alan Fisher, 121; David Lattanzio, 122;

Sunday's meeting encompassed reviewing and studying the pledge manuals and instruction from Pledge Master Linda Kelly from the University of Central Florida. Be sure to have your wings at next Sunday's 6:00 p.m. meeting in ROTC. Contact Holly White at 767-0862 or Box 6355 if you have any questions.

Pledges to Angel Flight include: Janet Aiken, Sandra Carpenter, Karen Fontaine, Dana Fulks, Heidi Jencsak, Kathryn Keziah, Valerie Longstreet, Karen Samluk, Marie Villabla, and Holly White.

fair. Greg "Lennon Sister" Nellie led the usual fraternity songs with the melancholic flair that only he has.

Greg and Curt were instrumental in the organization of the convention and I feel this merits this week's coveted "Chi" Award. Congratulations to the both of you for a job well done.
Saturday's workshops were chock-full of valuable informa-

Don Carey, 123; Scott Hyde, 124; Kazuhiko Koshino, 125; Satoshi Tabei, 126; Hiroshi Tomigemi, 127; Craig Levine, 128. We welcome them. Once again we now number over 20.

On Sunday the call of the wild oyster was heard! We had two bushels of them at Steve's place. It was football, beer and oysters. Anyway you wanted them. It was almost heaven! Boy did we eat a lot of oysters. It was a good ending for a great weekend. I'd write more, but it's best left to memories.

tion and ideas. The Treasure Island Inn proved the perfect accommodation for the various events.

The convention culminated in an excellent banquet with Dr. John McCollister as the guest speaker. Not enough can be said about Dr. McCollister's charismatic and informative oratory presentation. A very special thanks must go to him.

Congratulations to all who worked so hard to make this regional a success.

As for an article written in Nov. 7th's AVION by a certain professional fraternity, namely Sigma Phi Delta, a few Delta Chis got reasonably disturbed. First of all, this article mentioned our backing out of a tackle football game because we lacked "spirit". Well, sport fans, what this article fails to mention is that the week before Sigma Phi Delta wimped out! At least we had an excuse (one hell of a party the night before). Perhaps their coach took lessons from the "Woody

Maye's School of Fourplay Football and Cat Abuse". In any case, these guys were willing to reschedule with us again this past Sunday.

We tried to explain "Tackle Rules" to them. They kept muttering something about "Slide Rules" (damn engineers).

Furthermore, we must mention that Delta Chis across the country were so enraged that they swarmed to Daytona (with their arrival we even decided to have the Regional Convention). They came from as far away as Mississippi State and Alabama to push a few engineer's faces in the sand. With these extra Delta Chis on our side, we managed to have a third and fourth-string offense and defense in addition to our own chapter's first and second strings.

Although the visiting Delta Chis did not see our previous game films, we felt they could handle SPD after Friday morning's OSO workout and 10

(continued on Page 8)

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Sign ups for Spring Softball Intramurals

Teams interested in playing softball intramurals during Spring trimester should pick up roster sheets in the Recreation Office, Room 2, No. 274. Entries are available on Monday, Nov. 26, through Thursday noon, Jan. 10, 1980. No teams will be accepted after the deadline.



Pool Closes at Earler Mac

Due to the upcoming cooler weather, the swimming pool will be open from 10 a.m. to 4 p.m., announced Coach Art Trow.

Colin Captures Foul Shooting Contest

On a cold, drizzly afternoon, Eddy Varela and Rick Colin had a shootout for the E.R.A.U. Foul Shooting Championship. It was a tight match with each player matching shots in the early rounds. At the finish, a couple of Rick

Colin's throws bounced around the rim and fell in to give him the championship.

The next basketball event will be a hot-shot contest, so be sure to sign up for it at the Recreation Office and have a chance to win a trophy as well as having a good time.

Rick is a sophomore from Buffalo, N.Y., majoring in Aero Science.



MARK APPLGATE beat out Gregory Dickerson to take the Fall 1979 Backgammon Tourney. (Photo by K.W. Johnson)

Applegate Wins Backgammon Tourney

Mark Applegate defeated Gregory Dickerson and Dan Lesieutre to win the Fall 1979 Backgammon Tournament.

Mark is a sophomore, ori-

ginally from St. Petersburg, Florida, and has an avionic concentration within Aeronautical studies.

A total of 24 contestants participated in the single elimination tournament. The Recreation Office will be holding another tournament during the spring trimester.

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RICK COLIN, winner of the foul shooting competition. (Photo by K.W. Johnson)

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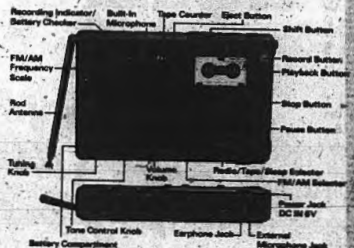


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Caroline does Good!

"Loose Baller" Caroline rose to heights previously thought unattainable by some chauvinists (not me). Yes, she broke the women's 500 barrier. She did this by throwing the two high games for the night, 190 and 177. Very impressive! Leslie Hamilton (Catch 22), gets honorable mention with her third high game of 157, and second high series, 439-Hi Carlas!

Six sweeps on the night; Los Cocodrilos over (First Place) Unknown Bowlers, Unholy Rollers mangled Strike Force (Big surprise there), the LD's trounced the Bowery Boys, Sky-masters sliced the Jedi-Knights. Off Broadway shot down four 172's, and Catch 22 caught some Sun Skippers.

- Now for the 200 Race:
1. Pres. Rick Freeborn.....9
 1. Terry Holbert.....7
 3. Joe Hobler.....7
 4. Ken Clark.....4
 5. Terry Shan.....3
 6. Bob Vojvoda.....3
 7. P.J. Bulser.....3
 8. George Kayati.....3
- *4 tied with 2 each.

Here are this week's official standings:

Will Place Show	38-10
Old No. 7	28-12
Unknown Bowlers	28-12
The LD's	26-14
Los Cocodrilos	25-15
Bowery Boys	23-17
Talons	23-17
Unholy Rollers	23-17
Jedi-Knights	22-18
Catch 22	22-18
Los Malos	21-19
The DC-4	21-19
Sky-Masters	21-19
Loose Balls	21-19
301 Club	18-22
Disastrous DC-10's	17.5-22.5
172's	17-23
Off Broadway	16-24
13-1	16-24
11th Frame	15-25
3+1	13-27
Dam Yankees	12-28
Strike Force	11-29
Sun Skippers	9.5-30.5



Officials decisions are final - only the team captain may talk to the official at any time. Judgement calls may not be questioned. Rule interpretations only may be discussed between umpires and team captains.

For tournament play, please tell your players not to serve until the referee signals to serve with his whistle.



EAGLES A: Gullerong controls the ball. (Photo by K.W. Johnson)

Eagles Lose Homecoming

By Keith Maupin
Last Saturday, our university's soccer team, the Eagles, played against the soccer team of the University of North Florida. This match was the last game for the Eagles in this season. Unfortunately, fate was not with us this game, and we lost. The score was five for the visitors, North Florida, and zip for the Eagles. The game was played on the nearby county ballfield, but few E-RAU

students were there to rally the team on. Four days earlier, the Eagles had suffered a previous loss in St. Augustine against Flagler College. The score there was Flagler -- 1, and Embry-Riddle -- 0.

These losses were a part of the first losing season for our university in fourteen years. However, that is not going to get us down. According to John Butler, the Eagle's coach, "Next season will be a different story as far as wins and losses are

concerned. We will have a winning season in 1980." Talk about school spirit!! John Butler also extends his appreciation to all the soccer players for the enthusiasm they displayed this year.

With hope, two of our soccer players will be selected for the state soccer team. These players are Brian Mayer, the goal keeper, and Bahman Shoelee, a center-back. As you two, good luck on your attendance. You represent the quality we have here at E-RAU.

In closing up this season, special thanks goes to be given to certain individuals around campus. First, a special thanks to Mr. Fred Williams, director of the physical plant for all the marvelous help he and the grounds staff provided in their use of transportation, "the bus", and equipment. Thanks also extended to Mr. Bob Van Riper, Director of Business Administration, for his interest and help given during the soccer season. And finally, a warm appreciation for the Athletic Director, Leslie Swertrager, and staff for their support of the program.

Although we may have had a losing year, we had a successful one. Can you tell? Next year, we will show the other teams that we have control over the ground as well as the skies.

By KW Johnson
Ten, count 'em, ten 200-games this past week; nice going! Highest of all came from Terry Shalan (Win, Place, Show), a fine 245. Terry also had second high series (581). Terry Holbert (Off Broadway), led that with a 593. His two 200's game (212, 211) didn't hurt. Second highest game came from Ken Clark (172's), a nice 225, followed closely by Dave Warner's (3+1) 221. Oscar Torrealba (Los Cocodrilos) contributed third high series, a 555.

Others who broke the tough 200 barrier were Nicolas Marchiani, Oscar Torrealba, Pres. Rick Freeborn, John Richard and Jorge Sanchez. Other top 500's series were from Ken Clark (548), and Dave Warner (545) and Caroline Louderback (511).

Co-Rec Volleyball Tourny

Coming Up
Tuesday, Nov. 27th, best two out of three games. 15 point games.
Game 1 - Grass Courts - 5 p.m. Deja Vu vs. Oregonians
Game 2 - Grass Courts - 5 p.m. Academic Supporters vs. Volteybirds

Men's Volleyball Tourny... also coming up

Best two out of three games. 15 point games. Wednesday, Nov. 28.
Game 1 - Grass Courts - 5 p.m. Los Comeculos vs. Sigma Chi
Game 2 - Grass Courts - 5 p.m. Aggies of Japan vs. Sandspurs
Game 3 - Tennis Courts - 6 p.m. Winner Game 1 vs. Winner Game 2
THURSDAY Nov. 29
Game 4 - Grass Courts - 5 p.m. Dorm 1 Eastwing vs. Ironlans

Game 3 - Tennis Courts - 6 p.m. Physical Plant vs. Cruzen
Game 4 - Tennis Courts - 7 p.m. Winner Game 1 vs. Winner Game 2
Game 5 - Tennis Courts - 8 p.m. Winner Game 3 vs. Winner Game 4.

All players must be on official roster. All teams must have a minimum of three girls on the court at all times.

Game 5 - Grass Courts - 5 p.m. 157's Finest vs. Pseudo Ersatz
Game 6 - Tennis Courts - 5 p.m. Blazing Blakes vs. AFROTC
Game 7 - Tennis Courts - 6 p.m. Winner Game 5 vs. Housings Hurricanes
Game 8 - Tennis Courts - 7 p.m. Wild Turkeys vs. Woodsmen

TUESDAY Dec. 4
Game 9 - Grass Courts - 5 p.m. Winner Game 4 vs. Winner Game 8
Game 10 - Grass Courts - 5 p.m. Winner Game 6 vs. Winner Game 7
Game 11 - Tennis Courts - 6 p.m. Winner Game 9 vs. Winner Game 10

Game 10
All players must be on official roster. Officials decisions are final - only team captains may talk to the official at any time. Judgement call may not be questioned. Rule interpretations only may be discussed between umpires and team captains.

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By GWF

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(DELTA CHI from page 5) mile.sprint. Our final chalk talk briefed them on the finer details of our plays and also on Sigma Phi's so called strategies.

Game time rolled around on Sunday, and the beach saw a great mass of Delta Chis arrive. We had our own chapter's brotherhood, the visiting Brothers mentioned earlier, little sisters, alumni, and numerous friends. But were we Sigma Phi Delta? At one time we did see one SPD, but he disappeared. Perhaps they were intimidated by our numbers and found out (through training camp spies, of course) about our intense preparation. Not even a keg of beer could get the engineers to the beach. Needless to say, the Delta Chis couldn't let the keg go to waste, so we had an inter-

fraternity game to whet our thirst (it's better than gator-ade).

But the real question on everyone's mind is - should we give these guys ANOTHER chance? This writer's opinion is "NO".

Special thanks to John Allen for the organization of the game. We had a great time anyway.

Brian Harbert... Since this week's article is so long, I will give the results of our recent elections in the next issue of the AVION.

SKYBIRD AVIATION CLUB

Well with Thanksgiving around the corner, the brothers are preparing for their annual turkey roast. So all you guys who were nothing planned, we will see you there.

As for the pledges well Bill and Eugene are holding their own. This weekend will prove their worth, hang in there guys only three weeks left.

As for our little sister pledges, I just want to thank you for the clean up job you did on the house. Of course alot of brothers being the slobs they are, may not appreciate it. Me, being one of the neater guys appreciate it. For anyone who doesn't know Mary and Sue well they're two of the cuter girls at Riddle (Bob told me to say hi). Just kidding ladies haha. Both of you are pretty special and we all love ya.

Well that's all from this end. There's no bar night this Friday, so we will see you all the next week. Happy Thanksgiving.

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