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EMBRY-RIDDLE AERONAUTICAL UNIVERSITY  
THE AWARD-WINNING NEWSPAPER OF COLLEGE AVIATION

### Choice of three

## Riddle to purchase multi-engine aircraft



By John Scribner

In keeping with the present day demand for fuel efficient and cost effective aircraft, Embry-Riddle is planning to lease as many as eighteen new multi-engine aircraft. The three types of aircraft being considered are the Piper Seminole, the Beechcraft Duchess, and the Cessna 310. Riddle presently leases three 310's but will relinquish them when their lease terminates in November.

### Changes in Curriculum

The new aircraft will also supplement the proposed changes in the Flight Technology program. According to Dr. Thomas Connelly, Chairman of the Flight Division, Riddle plans to use only two aircraft in the future for training purposes. Presently, there are three different type aircraft used: the Cessna 172, Mooney Ranger, and the Cessna 310.

The new curriculum would call for the students to complete their primary training through FA-205, then transition into the multi-engine aircraft (for their Commercial) Instrument ratings.

According to Dr. Connelly, the changes would result in flight students graduating with up to 50 hours of multi-engine time with only a minimal increase in the total cost of the program.

### Seminole Flight Tested

As of this printing, only Piper had offered their bid to the school. A Seminole was flown up to Daytona from their Vero Beach offices where upon the plane was flight tested by some fifteen Flight Tech personnel.

### Unique Problem

When the new aircraft are leased, Riddle will be faced with a rather new and unique problem; selling the fleet of Mooney's the school presently owns. The sale of the aircraft will be handled through, Daytona Beach Aviation.

Students can expect to see the new aircraft as soon as November with the changes in the curriculum for flight students starting with the beginning of the Spring 1981 trimester.

### Blue grass music

## Papa John Creech and Vasser Clemints play

Hey Bluegrass!  
On Sunday, September 28, at 1 p.m., there is going to be one great concert right here at Embry-Riddle. That's right! It'll be held outside the University Center and will feature PAPA JOHN CREECH. Now I suppose you're saying - "Who's Papa John?", right? Well, let's one good musician,

## Embry-Riddle student dies in parachuting accident



Grayson Garb

By John Scribner  
On Saturday, September 13, Embry-Riddle student Grayson Garb, died while skydiving around the Deland air-

port area. He was 21.  
Details of the accident are obscured but it is known that Garb was jumping with a borrowed parachute and that he might have been unfamiliar with the gear. It is assumed Garb had trouble locating the main ripcord handle. He fell approximately 9,000 feet and died immediately on impact.  
Garb's parents, Dr. and Mrs. Alan E. Garb of Cos Cob, Connecticut request that in place of flowers, money be sent to Greenwich High School, in Greenwich, Ct, for the establishment of the Grayson Eric Garb Memorial Fund. The Fund will aid a future graduating senior at that school to find a career in aviation.

### Candid Interview

## Provost Motzel explains International Campus

QUESTION: What exactly is the International Campus?

ANSWER: The Embry-Riddle International Campus is a unique education operation that encompasses a network of Resident Centers throughout the United States and Europe. There are now over 80 of these Centers, geographically dispersed from Greece to Hawaii, including Germany, England and Spain, with over 3,500 students enrolled in Embry-Riddle courses.

QUESTION: Who attends classes at these Centers?

ANSWER: Mostly military personnel. Since we are committed to serving the aviation community through higher education, and a large percentage of this community is Army, Air Force, Navy and Marine Corps in aviation-related assignments, they obviously cannot come to our Daytona Beach or Prescott Campuses, so we fulfill our commitment by bringing our aviation-oriented programs to them. A Resident Center is opened only by invitation and after a thorough evaluation of the need, the educational environment, available faculty and support resources.

QUESTION: Are the same degree programs offered?

ANSWER: Academic Standards and Curriculum Standards are the same for all University campuses. In other words, the same degree requirements, courses, course outlines, and textbooks are used. The standardization and program integrity are closely controlled on the International Campus; in addition, we have a unique

instructional support system. We publish a list of appropriate library materials, books, periodicals, etc., and are setting up a tape system to record the presentations made at our seminars, workshops and short course and disseminate them to our Centers.

QUESTION: Where do you get faculty at these locations?

ANSWER: Some are full-time professors for other education institutions, and teach part-time at E-RAU. Other adjunct faculty are from the aviation industry (airline executives, air-

port managers, and experts from the military or consulting firms). Actually, we have a very dedicated, highly screened, student oriented faculty.

QUESTION: What are other characteristics of the International Campus?

(See INTERVIEW Pg. 10)

### Tips for Success

## Beneficiaries Remember Tine Davis

By Cathy Babis  
Avion Staff Reporter

Dr. Tine W. Davis, one of Embry-Riddle's primary benefactors, died on August 6 this year. He was Senior Vice-President of the Winn-Dixie grocery store chain and since 1968 he donated more than \$1.5 million to Embry-Riddle.

Davis' interest in Embry-Riddle can be traced to World War Two when he was a flight instructor for Embry-Riddle in Miami training military pilots. After the war, he returned to the grocery business in his home town of Lemon City, Florida, and continued to build the family business. Through hard work and perseverance they built up the Winn-Dixie chain.

In a speech to the E-RAU graduating class in May 1978, Davis offered his 4 "Be's" To Success. The following is an excerpt from the speech.

"Your basic reason for a college education is to help you become successful in life. It won't come easy. Anything worth having is worth working for. Here is my four point plan for you becoming more and more successful. Remember, success is not a destination but a journey. You are or you should be made up of leadership material. It's in your somewhere. Find it and use it. Now here are my four be's to success:

- Be a dreamer... It's Fun.
- Ask yourself, "How would I want life if everything working out right?" Most people either don't dream at all or don't dream big enough!
- Be a believer... in yourself... it's fun.

Self-confidence is not only healthy, it is also contagious. The first step toward others believing in you is to believe in yourself.

Be a planner... it's fun.  
The man who knows where he is going and believes he can get there, will find people to help him and methods available to achieve every worthwhile goal.

Be a worker... it's fun.  
Success is hard work; that's why so few people succeed. Most people would rather sleep than work. Franklin said "Plough deep while sluggards sleep." Dream... believe... plan... work... and the world is yours... For the only limitations that will ultimately hold you back in life will be those you place on yourself.

In the parlance of the grocery business there are 57 rules for success. The first one is to do a good job with common sense and don't worry about the rest."

Dr. Davis obviously followed his own advice. His most noticeable contributions to the university are the pool, which was donated in 1977 and the Jet Commander which was donated in December 1979. Without Davis' contributions to the university building fund, Riddle would not be at the point in our university expansion program that we are today.  
The students, faculty, and administration would like to thank the Davis family for all they have contributed to our growth and program and to offer our sincere condolences for the death of Tine W. Davis.



PROVOST MOTZEL discusses the intricacies and peculiarities of the International Campus in this AVION interview. (Avion Photo)



(Continued From Page 1)

## Delta's Gariota gives refreshing talk



DELTA'S MARKETING MANAGER Russell Gariota is shown here speaking in the University Center. (Photo: C. Babbs)

By Cathy Babbs  
Avion Staff Reporter

Last Wednesday evening Russell Gariota, district marketing manager for Delta Airlines, spoke to a large and attentive audience in the University Center. Refreshingly, Mr. Gariota's presentation did not center on "How to become a pilot." He began with a short presentation, followed by a movie that depicted various jobs available, and then answered questions from the audience.

Mr. Gariota's opening remarks, captured everyone's attention by citing a few interesting facts and figures. For instance, Delta uses 20,000 bottles of wine and champagne, 40,000 bottles of alcohol, 45,000 soft drink, 75,000 75,000 meals and 3,860,000 gallons of fuel PER DAY.

Because of the large volume of fuel used, each one cent increase in the price of fuel costs Delta \$12 million per day. He said that airlines are selling mass transportation - not meals, movies, and other amenities that passengers normally expect when they buy a ticket.

The airline's most important job is getting people where they want to go in a minimum period of time. The fact that percent of all interstate travel is by air indicates air transportation is big business.

According to Gariota, Delta favors deregulation of the industry because it will give Delta more control over their product, in particular - pricing.

Even though much progress has been made in the area of fuel conservation (last year the airlines used less fuel than was used in 1973 and carried 390,000 more passengers), the price of fuel is going to remain a crucial factor in determining the future growth of the industry.

**PEOPLE SUPPORT EFFORT**  
Although the ratio of ground personnel to flight personnel is a little more than five to one, Delta's records show that 109.4 hours of ground time are required for each hour of flight time that is logged. Gariota also said that, "Most people think all airline employees are either pilots or stewardesses," and that he hoped that the movie, "Spirit of Flight," would encourage people to consider the many other jobs available within the industry. The movie traces a flight from the beginning to the com-

pletion and highlighted the jobs of reservationist, baggage handlers, maintenance personnel, aircraft dispatchers, simulator instructors, and passenger assistance agents, as well as pilots and flight attendants.

As expected, most of the questions revolved around the theme, "How do I get hired?" The answer, according to Gariota, is persistence, flexibility and education. He emphasized that everyone, except pilots and mechanics, must start in the entry-level positions of reservationist / ticket agent or ramp service.

Gariota's first six months with Delta were spent cleaning aircraft lavatories, and now, thirteen years later he is a district marketing manager. He advised students to acquire all the education, training and certificates they can while waiting to be hired. Just dropping off the application and waiting to be called for an interview will seldom result in landing a job. One must go back again and again. Gariota was hired three years after he submitted his first application.

Most airlines are not hiring many new employees right now but he feels that when the economy recovers from this recession, the jobs will be there in record numbers.

Last year when most airlines were reporting record losses (for example - Pan Am had a net loss of \$80 million), Delta showed a net profit of \$130 million. The major reason for the difference is that Delta is non-union. In unionized companies no one may be asked to do something that is not in their job description so the airline's only choice is to furlough workers who are not needed at the time. Delta may use ticket agents to load baggage, stewardesses to fill clerical slots or any other cross-utilization of personnel that is useful to the company. As a result of this policy, Delta has never furloughed an employee in its history. "Job security is an important factor when selecting an employer and you won't find a more secure job than with Delta. We take care of our employees and they take care of us. Because we can use people more efficiently, we can afford to pay them the highest wages in the industry. I hope all of you find the jobs that you want."

## Parking problem escalates



PARKING is not getting any easier at Riddle as enrollment increases, as this photo clearly shows. (Photo: R. Nipper)

By John Glass  
Avion Staff Reporter

Parking is going to be a problem at E-RAU for some time now. Within the neighborhood of 4,800 students enrolled this fall and 76 percent of those living off-campus, the school provides only about 3,000 parking spaces to accommodate those students driving to school, not to mention the faculty and staff members.

Two new parking lots are helping alleviate the situation. These are the "J" lot east of the Charles A. Lindberg Center and an unpaved lot east of the Gil Rob Wilson Flight Center. Also, the grass field next to Clyde Morris at the school's main entrance is being used as a lot to take up the overflow.

It's getting to be dangerous just to walk through the parking lot now. The Safety Department is doing what it can to separate and control the vehicles entering and leaving the campus, but it seems this is not enough. Too many drivers either don't pay attention to directions and traffic signs, or just aren't aware of congestion about the problem.

Next time you're in the parking lot, just stand back a moment and watch the Daredevil Derby at the three 4 way intersections immediately north of "A" building.

This is definitely the most hazardous area of any parking lot on campus. A Safety officer is usually directing traffic here, but even they can't be everywhere.

It would be a very good idea to read the parking and traffic regulations pamphlet which you were given when you registered your car. This can help you save money and valuable time in court by informing you of where you can and cannot park and of other important rules you should know. Some of the violations and fines have been revised this year so be sure you have a blue 1980-81 pamphlet.

The congestion problem won't be solved anytime soon; without more space not much can be done. Remember to drive safely when on campus, even much more so than normal, because with 4,800 people and almost as many cars parked in such a small area, life can get a little irritable.

THE TWO OTHER CANDIDATES: for E-RAU's new multi fleet. Top: Cessna 310; above: Beechcraft Duchess. (Photos: F. Gurley)

## Airline dispatcher certification program approved

By Cathy Babbs  
Avion Staff Reporter

Embry-Riddle has recently received approval to offer a program of instruction which is designed to prepare interested students to take the Aircraft Dispatcher written examination administered by the Federal Aviation Administration (FAA).

Students who are currently enrolled in the Air Science Curriculum must already take nine of the 10 courses required to graduate from the program. The following courses are required:

- AS 100 (Foundations of Aeronautics), AS 102 (Navigation I), AS 103 (Federal Aviation Regulations), AS 201 (Meteorology), AS 202 (Navigation II), AS 203 (Aircraft Engines - Propulsion), AS 210 (Aircraft Systems and Components), AS 310 (Aircraft Performance), AS 311 (Aircraft Engines - Turbines), and AS 410 (Air Carrier Operations).

AS 410 is the only course that is not in the Air Science Curriculum.

The only students eligible for this program are those who enrolled in AS 100 Summer B term or those who are taking it during Fall '80.

The reason for this enrollment restriction is that there are the rigorous attendance requirements demanded. No more than 10% of the scheduled class sessions may be missed and any session that is missed MUST be made up through completing exercises assigned by the instructor.

IF MORE THAN 10% OF THE SCHEDULED CLASS PERIODS ARE MISSED, THE STUDENT WILL NO LONGER BE ABLE TO MAKE UP THE WORK AND WILL BE TERMINATED FROM THE PROGRAM. A grade of 70% or more is required to receive credit for each course.

After completion of all the requisite courses, the student must take the FAA written exam as well as oral and practical tests to receive the certificate.

**BENEFITS OF RATING**  
What would someone want to take the time and effort to complete the Airline Dispatcher Certification Program? It's one more ticket in his pocket and on the resume that may distinguish one from other equally qualified applicants. Con-

sidering the proliferation of commuter airlines, who are not required at this time to have licensed dispatchers, having the rating would aid one in setting up the operations section of the carrier. Many times (this duty falls to the chief pilot who delegates it to someone else - maybe you if you have the ticket).

**DUTIES**  
What does the Airline Dispatcher do? He shares responsibility with the captain for pre-flight planning, flight delays and the execution of the "dispatch release." The dispatch release is the detailed flight plan which must be signed by both the captain and the dispatcher prior to every flight.

The dispatcher monitors the flight along its entire route and is included in the decision making processes pertaining to unforeseen events such as equipment failures, weather problems or medical emergencies on board.

The chief dispatcher is usually on the same level with the chief pilot and reports, with him, to a director or vice-president of operations. He must know a great deal of what the pilot must know.

Any students currently enrolled (Fall term) in AS 100 should contact their instructor to sign up for the Dispatcher Program. Other interested students should contact Mr. Tom Heinzer at Ext. 1272, Room H-125.

**NOTE:**  
Please give special attention to the attendance requirements as presented above, especially if you are currently enrolled in AS 100.

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# That's Entertainment



## Two classics shoot their way into E-RAU

September 19, 1980 brings back the "Magnificent... Good... Bad... and Ugly... Old west in a Western Night Double Feature, at 8:30 p.m. in the University Center.

The Magnificent Seven presents a bunch of tough, scrappy gunmen who are hired by the armers of a small village to protect against a roving gang of marauding, scavenging bandits. When the fight is finished, the remaining men simply ride off, while the farmers joyfully return to their peaceful pursuits.

The setting is the mountains and deserts of the forbidding Cuernavaca country; the color photography is brilliant in its unremitting starkness; the interwoven stories of defenders and attackers

is swiftly and energetically told; the young cast plays superbly.

The Cast includes: Yul Brynner, Steve McQueen, James Coburn, Robert Baughn, Charles Bronson, Horst Buchholz, Eli Wallach.

The Good, The Bad and the Ugly with Clint Eastwood, Eli Wallach, and Lee Van Cleef is set during the Civil War. Mysterious Clint Eastwood enters into a macabre partnership with Mexican gunman, Eli Wallach. Because Wallach has a price on his head, Eastwood turns him in for the bounty money, then rescues him from hanging at the last minute by cutting the rope around Wallach's neck with a rifle bullet.

## Santana scores big with latest release

DEVADIP CARLOS SANTANA



THE SWING OF DELIGHT

The Swing of Delight - Devadip Carlos Santana

By John Scribner

After taking their listeners through a myriad of musical styles, The Santana Band has found what is probably their most fitting influence on their latest album, "The Swing of Delight"; jazz.

The Santana Band's musical styles have been almost as varied as the group's members both of which have been consistently changed. Starting with their debut album "Santana" the band gained notoriety in the late 1960's for their novel Latin Rock sound. The band was thrust into the musical limelight after their appearance on the Woodstock album with the song "Soul Sacrifice".

What followed was some ten albums in which the band dabbled in everything from soul to spiritual East Indian music. Unfortunately, the efforts were never really up to the public's par.

Now, with "Swing of Delight", Santana has found a style that he is apparently comfortable with. Wisely, he has backed himself up with two formidable jazz giants: Herbie Hancock on keyboards, and Ron Carter on bass which keep the mood predominantly "jazzy" throughout the album.

This is not to say that Santana's guitar playing abilities have been overshadowed; far from it.

On "Swing of Delight", Santana cuts loose like never before. In "Swapan Tari" the double album's first song, Santana sounds a lot like John McLaughlin (with whom he's played) on numerous occasions). He seems to have flattened his previously restricting style with the repetitious riffs and truly found a new world of guitar opened for him.

"Swing of Delight" is definitely one of Santana's best efforts and is well worth the expense.

## Don't Forget Papa John Creech and Vassar Clements on September 28 CLAMBAKE TOO!

## Molly Hatchet changes sound

Replaces Danny Joe Brown



BEATIN' THE ODDS Molly Hatchet

By Kevin Pasternack

After breaking into the Southern Rock scene two years ago with their debut album "Molly Hatchet" and following that up with the platinum album "Flinch" With Disaster", Molly Hatchet is back and trying to do it again with "Beatin' the Odds".

The band has undergone a major change and is considered to be at a crossroads in their career. The reason for the change is the replacement of their lead singer Danny Joe Brown with Jimmy Farrar.

Choosing Farrar as a replacement appears to be a wise move as Farrar's vocals have opened new musical horizons for the band.

Their new sound is probably most apparent in "Beatin' the Odds" with the song "The Rambler", a slow melodic ballad which would have been difficult if not impossible to do with Danny Joe Brown.

Farrar was picked from hundreds of applicants which is some that remarkable considering the fact he had never sung with a band. Molly Hatchet's magnitude in fact "Beatin' the Odds" is the first time Farrar had been in a major recording studio at all.

Many southern rock bands have stuck true to a formula of hard rock and roll for continued success and have subsequently, in effect, died with the repetition. Overall, Molly Hatchet has continued to grow over the years and "Beatin' the Odds" is no exception. The album is a strong effort by a changing and progressive band and if they keep this up, Molly Hatchet will have no trouble beatin' the odds.

## All welcome at Entertainment Committee

The Student Government Association Entertainment Committee will be meeting every Tuesday night at 7 p.m. in the Faculty / Staff Lounge. All are welcome! Please plan to attend or stop by the Student Activities Office.

Paul Lucas - Chairman

## NOTICES

Attend the Motorcycle Safety and Awareness Seminar to be held September 18, 1980 at 6:30 in the Common Purpose Room. Everything you want to know about motorcycles and more will be available.

With help from the Community Relations Department of the Daytona Beach Police, The Recreation Office and Student Activities are sponsoring this free educational program.

Students, faculty, and staff are encouraged to attend. This is for your benefit, so take advantage!

### BACKGAMMON LOVERS UNITE!

Notice - Attention all backgammon lovers: The Recreation Office announces league play on Wednesday evenings in the U.C. cafeteria, starting at 7 p.m. Come, sign up and meet your fellow backgammon lovers. Sign up by September 17 in the Recreation Office, Dorm 2, no. 274.

### MORE TRIVIA

The first airplane takeoff from a hotel roof was made by a Curtiss biplane at 2:35 p.m., June 11, 1912. In a light rain Sias Christoferson took off from the Multnomah Hotel, Portland, Ore., on a 170-foot board runway built over obstructions.

Soth Trivik

## What's Happening With Entertainment?

MOVIE - DOUBLE FEATURE:

September 19th at 8:30 in the U.C.

*The Good, Bad & Ugly*  
and

*The Magnificent Seven*

on September 28th, we are proud to present:

*Papa John Creech*

and

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## 'Winged Sigs' back in action

By Chris Holloway  
Chapter Editor

The "Winged Sigs" of Eta Iota are back in action, and in full swing for Fall '80. Three weeks' down and 12 to go. First order of business was election of officers. The following brothers have been elected to serve the next 15 weeks: President - Mike "Mode" Pelosi Vice-President - Gary Towers Secretary - Todd Lake Treasurer - Bruce Jones Pledge Trainer - Greg Chase

Congratulations guys, serve us well. Congratulations are also in store for a new God - Glenn White. Glenn, a summer graduate, recently received his C.F.I. certificate. Good job Glenn, how about signing me off? Speaking of aviation, Todd Lake surpassed the 1,000 hour

mark over the summer. That's a s---load of hours.

This past summer we saw another brother bite the dust - the altar dust. Mark "Bone" Millan went and got himself married to a fine young lady. May the White Cross guide you and serve you well. Congratulations Mark, and when is the baby due?

How about on the home front. Kevin "Grizzly Adams" Meeder is now sporting a beard. (his chain saw ran out of gas). Dudley finally shaved. (found his Nair Bottle), and Phil H. shaved for the first time, hoorah. Is that what the Marines do for you Phil? Hey Jim, are your lights on?

This past Friday we had our Rush party and it was quite a success. As the dust settled it was nice to see all four pillars still standing. Sorry D-Chi, we

know you were looking forward to catching one. On Saturday and Sunday we had our Smoker and it looks like we have a great bunch of prospective pledges. They officially become pledges tomorrow night. Much appreciation goes to Gyzilly for a job well done. Keep up the good work!

"Doc" Plapp paid us a visit recently. Doc is still flying Westwinds out of Mexico City. What's that Doc... the lite beer is good but don't drink the water. Okay, we'll keep that in mind.

Well, it is time to wrap up this week's report. Time to pack away my pen and paper until next week. Stay tuned to the continuing saga of "As The Fraternity Turns..."

Don't forget, our house is always open to those interested in fraternity life. We're located at 520 South Ridgewood Ave. Our telephone number is 252-2277. Stop by and check us out.

## Angel flight

Angel Flight is going strong! Our first Open House, Wine and Cheese Party was a huge success last Thursday night.

Just in case you missed it, girls, we're doing a repeat performance tomorrow night (Thurs. Sept. 19th). Come and find out what Angel Flight is all about and enjoy our famous refreshments. Don't miss it! Get involved!

Debbie Larkins has been elected our new Operations Officer for the fall trimester. Her job will be to arrange community and school projects as well as activities for our flight.

Good luck, Debbie!

Angel Flight's first formal meeting will be held September 28th at 9 p.m. in the Detachment. The Detachment is located between the tennis courts and Dorn 1. Also, Angela, mark Saturday, Oct. 4th, on your calendar. We will be eating pizza at Mr. Tee's with the Arnold Air Society that night.

Don't forget everyone, Angel Flight will be selling doughnuts every Wednesday morning from 8 - 11. This trimester we have a better brand of doughnuts and a wider selection to offer you. Please come by and try one (or two, or three!).

Shari-Nickoley, Info Officer

## Vets club

By John Renkas  
President

I would like to take this opportunity to welcome all entering veterans to Embury-Riddle. I am sure your time at this great university will be very productive and satisfying. If you need any help or advise feel free to ask any Vets' member or stop by our meetings on Friday nights and have a beer with us. (Times and dates posted on Vets' board behind PUB area).

This semester the Vets had their welcoming party at Big Daddy's Beachside and all went well. We had the whole bottom level from 4 till 9 p.m. Pat Hassett (Exec. Vice-President), a bartender at BD's, did an outstanding job at quenching the thirst of the members present. Ask him about his Hawaiian PUNCH and Kamikaze drink specials. Lots of lovely ladies were there. Linda B. Leigh, Trina, Jennifer, Alice, Laurie, Vickie, Joan, etc., etc. to name a few.

The Vet's Football team

## Sigma Phi Delta rush party a success

By Hawk and Trap

Well our castle, surprisingly enough, is still standing after our rush party, Saturday night. The brothers had worked hard all week to prepare the house, and amazingly it really looked good. Now all we have to do is keep it this clean until Friday, sorry guys - that means we still

have to work.

Friday is our invitational rush party, that's when we ask engineering students interested in Sigma Phi Delta to consider becoming a member. We hope to see all you prospective members here Friday the 19th. (Our house is located at 519 S. Ridgewood, telephone: 252-

## Management Club holds first meeting

The first meeting of the Management Club for the Fall '80 Trimester will be Friday, September 19, at 7 p.m. at the Treasure Island Inn in South Daytona.

This month's speaker will be J. Gary Powers - Test and Operations Engineer for the Space Shuttle Program. Mr. Powers, an employee of NASA for the past 18 years, has worked on such diverse projects as the Apollo Program, the joint Apollo-Boytis Program, and the Skylab Program.

Reservations for the buffet dinner are \$6.90 per person. Spouses and guests are welcome. Send Reservations to Gwen Holkeboer, Box 2793 by Thursday night; September 18. Cocktails will be available from a cash bar from 7 till 7:30 p.m. This will give the members an opportunity to meet with the guest speaker.

In the past, the club has been very pleased with the food and excellent service of the Treasure Island Inn and as a result, we plan to continue meeting at this location.

Please remember, dues of \$4.00 are also due now.

SEE YOU THERE!

## Management Club dinner

When: Friday, September 19, 1980 - 7 p.m.  
Where: Treasure Island Inn, South Daytona

Speaker: Mr. J. Gary Powers - Test and Operations Engineer for the Space Shuttle Program.

Cost: \$6.90 per person. Spouses and guests are welcome. Reservations are due to Gwen Holkeboer, box 2793, by Wednesday, September 17, 1980. Make checks payable to "The Management Club".

\*\*Club dues of \$4.00 are due now.

9374, and you need a ride please call).

Now for brother update: Ensign George Frawley is back at the house visiting little Johnny. Klingman has been caught listening to Dr. Demento. Jerry and Mitch are both deeply (See SPD on Page 7)

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# Air Force ROTC wants you

By John Glas  
"Your Info Officer"  
Anyone in AFROTC come to our party! We are having a food, drink, music and fun party this Friday, 19 Sept. for anyone in AFROTC interested in Arnold Air Society. Even if you aren't interested in AAS and are just hungry or looking for something to do this Friday - You'll come! Especially you new freshmen - are welcome. We are interested in getting to know you because soon you may be one of us.  
Angel Flight and all their friends will be there. You

can count on them looking their best because they'll want to make a good impression. They have eight new pledges so far so you should at least come and meet the new ladies. They need some encouragement because of their few numbers, so show them you care. Each cadet should bring a flower as a symbol of his appreciation.  
Our party will begin at 8 pm, at the Derbyshire Apartments Clubhouse this Friday, 19 Sept. We'll stay as late as you want. We'll be happy to provide rides for anyone on campus who is without trans-

portation. Call Dennis Granger at 767-7508 for a ride. He'll arrange a schedule to leave from DET. 157 directly at 8, 9:30 and 11 p.m. Trips will be made from the party just before those times and stop when it's over. You can count on us to get you there and back, just pick your best time - whatever's convenient for you.  
If you want directions, ask anyone in school, they know where Derbyshire is, or see our map on our sign in DET. 157. Dress anyway you like - bluejeans, tuxedo, whatever. Remember everybody's welcome.

# New engine gets long life

Evendale, Ohio - General Electric's F101 DFE (Derivative Fighter Engine) has demonstrated substantial life capability for a high performance fighter engine during a series of severe tests here, the company said. The tests are being conducted under a 30-month contract from the U.S. Air Force and U.S. Navy to develop a potential alternative engine for advanced fighters, and are being directed by the U.S. Air Force Systems Command's Aeronautical Systems Division, Wright-Patterson Air Force Base, Dayton, Ohio.

"Durability and reliability are key design goals for this engine," a General Electric spokesman said, "and the F101 DFE achieved those goals. This engine endured the equivalent of 1,000 F-16 mission hours (about 3-4 years normal flying time) with only normal flight-line maintenance."  
Accelerated Mission Testing is a new approach to fighter

engine development aimed at obtaining higher levels of ruggedness and durability during fighter engine development. During the tests, the hot section and critical rotating parts are subjected to conditions and environments paralleling those of actual fighter missions.  
The F101 DEE engine, in the 26-28,000 pounds thrust class, embodies the advanced technology developed by GE for the F101 engine which was to have powered the B-1 Strategic Bomber and the YF-12/F404 engine based in the YF-17 and F-18 aircraft.  
The F101 DFE engine is designed for modular assembly to facilitate maintenance and repair. This ease of maintenance coupled with the high reliability exhibited during testing leads GE officials to estimate that the engine will be much cheaper to operate than the augmented turbofan fighter engines brought into service in the

1960s and 70s.  
A major benefit is the reduced operating cost for future fighter engine applications such as the Air Force F-16's or the Navy's F-14.  
Development of the F101 DFE engine is progressing on schedule. General Electric's first such engine was put on test in December 1979, 41 days ahead of schedule. Tests on that engine assured the design's readiness for flight. The second engine, which has just completed the grueling AMT testing, met all the test objectives in less than two months. After teardown and detailed inspection of parts, the engine will be reassembled and put through another series of endurance tests.  
A third engine has been shipped to Arnold Engineering Development Center, Tullahoma, Tennessee, for official altitude clearance testing. Actual flight testing in the F-16 and F-14 is scheduled for F-1980.



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# A question of health, you and your health center

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

**QUESTION:**  
I know what kind of Dr. I need and I don't have time to wait for the nurse to make a referral. What can I do?  
**ANSWER:**  
Use the new Referral Kardex system, located just outside the departmental offices for Health Services and Center for Human Development.

**QUESTION:**  
The nurse says I need to see an orthopedic surgeon for my torn knee cartilage. I don't have a phone at home and 25 cents is a lot of money.  
**ANSWER:**  
The Health Services reception area has a phone for your use in making appointments. The referral kardex is right nearby.

**QUESTION:**  
What about community service agencies? How can I find out about them?  
**ANSWER:**  
That's right! The referral kardex.  
**QUESTION:**  
But I don't have enough money to pay the doctor. What can I do?  
**ANSWER:**  
A. Halifax Hospital is a county facility. The Emergency Room there is required, by law, to treat you whether or not you have funds or insurance.  
B. You can have funds wired to you from your parents via Western Union.  
C. Most physicians' offices accept major credit cards (Master Charge, Visa, Bank Americard, etc.)  
The Referral Kardex is a

new system designed to help you. It's a quick, cross-referenced guide to physicians, FAA examiners and community agencies in the greater Daytona Beach area. It provides an efficient, private means for students to make appointments or receive information. Remember - no need to search out a pay phone or hunt for a quarter - you may make your appointments using our phone in the reception area.

## Signa Phi Delta

Continued from Page 6

depressed because they struck out at the rush party. Biagio, B.J., Elwood, Sue, Mary, and Hawk were last seen making a huge bon-fire with their physics books. Glen and Mac were lost at Statton University.

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Editorial

Coolie Speaks Sports

When I first sat down to write this week's column, I thought I was going to have some trouble finding a subject, that was Saturday. Now, at a Sunday night and I came up with a "touchy" subject.

Flag football is the topic I will dwell on for the entire of this article. First off, there are 32 teams in this year's league a bit more than last year but with the addition of a third field, every game can be played in one day without a great deal of hurry involved getting teams on and off the fields.

Sometimes the condition of these fields leaves a little to be desired. I spent a good part of five minutes digging sand spurs out of my body after the game but one can live with that. Considering there is no where else to play.

Third and most disheartening problem (one I know all of us who play will have to live with), is and will be the refereeing. I know they're only students and to a point they're doing the best they can, but from what I saw Saturday, to me it looked like

general confusion among the refs as well as the teams and there's going to have to be a few changes. Now I'm



just as guilty, if not more guilty of foul language during a game. I watched one of my team mates rejected from the game, which he duly deserved after using a fine array of words unfit to be repeated in this column, directed right to one of the refs. He, the player was told to leave the game and not to return. After a few more choice words he did just that but not after being told he could not play in next week's game. I don't agree he should be penalized for next week's game

but supposedly those are the rules. What really burned me, was the ref, who I won't name, started to make obscene gestures with his hand. Back to the ejected player - I can see how he would be mad but watching him perform I formed the conclusion that the official just lowered himself to the same level as the ejected player and therefore should be penalized also, maybe he should not be allowed to officiate next week's game. Now I ask the question - who can officiate the officials? No one can.

I believe one solution to this problem is to have each team write down their gripes and once a week the officials should get together and discuss them in hope of finding a suitable equilibrium that both players and refs may thus perform.

In finishing this article, I guess all I can say is, only time will tell whether or not everyone will relax and get the football season running smoothly. If this isn't done it is going to be a long and controversial season.



Soccer Season begins today

Support your soccer team! The first exhibition game is Wednesday, Sept. 17. E-RAU vs. Florida International at 4 p.m. across from the Admin. Building.

Let's have a big turnout, for the first games of the season! Show your school spirit by attending.

Flag Football ... last weeks results

By Carol Faith Avion Staff Reporter

Although there was some discrepancy over the new flag football rules this year, the Embry-Riddle flag football teams muddled through their first games.

Alpha Eta Rho started off by defeating the 714's with a 14-12 victory.

A close game was the Condos vs. Cowboys. At halftime the Condos were leading over the Cowboys with a score of 6-2, but the Cowboys bounced back in the last half defeating the Condos 8-6.

Flight Tech had a 6-0 lead over Win by forfeit in the first half. At the beginning of the second half, Win by Forfeit got a touchback bringing the score to a tie at 6-6. The game ended with Flight Tech defeating the Condos 15-12.

Other scores to Sunday's flag football games were: Chip Snowden - 8 - Cowboys - 6.

UJHN - 0 - Club Aggies - 39 Iron Fiat - 7 - Hot Shots - 0 3rd West Dirty Devils - 0 - Brothers of the Wind - 24. Cast Raters - 6 - Sigma Chi-13 Eagles - 14 - Blue Machine-0 No Name - 6 - Cherry Pickers - 12.

PLC Club - 0 - Air Force One - 49. Destroyers II - 0 - Chuck's Chargers - 25.

Lambda Chi Alpha - 0 - Post Timers - 7. Mike Hahn - 0 - Interceptors - 7. 69ers - 7 - Vets - 14.

Congratulations to the winning teams! Better luck next time to those of you who lost.



YOUR POOL GIVES BENEFIT FOR YOUR HEALTH

Your Swimming Pool is an aesthetically attractive reservoir that holds water for your swimming pleasure. It is essential that this water be properly treated. For that we must thank Mr. Bob Henderson, the man who keeps the pool water perfectly balanced.

So that it may be a safe place for you to enjoy, the University pays an extreme cost for chemicals to keep the water free from all bacteria. Take advantage of it.

The pool is open from 10 a.m. to 10 p.m. everyday, weather permitting. As for health reasons - there is no exercise that comes near the benefits swimming will give you. It will develop your legs without taking a toll on your limbs, and will develop your heart as no other sport will do.

Anyone desiring instruction in diving or swimming contact me at the pool. I would be more than glad to afford my assistance. I would like to thank the men and women of E-RAU for their help in keeping their pool in such great shape.

Coach Trow

Varsity Baseball meeting

There will be meeting Wednesday, Sept. 17th at 7 p.m. in the Faculty/Staff Lounge. Captains in the U.C. for all students interested in participating in fall workouts for the Varsity Baseball Team. If you are unable to attend fall workouts

but plan to participate in the Spring you should attend also. If you are unable to attend the meeting contact Coach Joe Golski, at Ext. 1127.

Workouts begin Oct. 7th at 4 p.m.



SEPTEMBER INTERMURAL SPORT SCHEDULE

Captain's Meetings: Ultimate Frisbee - Wednesday, 5 p.m. - CPR. Backgammon League - Sept. 18 - 4 p.m. F/S League. Basketball - Wed. Sept. 24 - 4 p.m. - C.P.R. Starting Dates:

Waterpolo - Wed. Sept. 17 - 5 p.m. (Meet at the Pool). Tennis, Mon. Sept. 22. Ultimate Frisbee, Sundays, Sept. 21. Backgammon League - Every Wednesday, Starting Sept. 24, 7 p.m.



S.R. Perrott, Inc. Is Pleased To Announce The Appointment Of The Miller Representative For Embry-Riddle Aeronautical University

Mary Ellen is a junior year student at Embry Riddle and is majoring in Aeronautical Engineering. She is originally from Boston, Massachusetts, loves snow skiing, the beach, and Nantucket. She is a member of the Entertainment Committee. Call your Miller Campus representative to find out what important services, equipment, ideas and fine products we have to help make your party or event a very successful one. On campus, contact Mary Ellen through Box #4232, or for more information phone S. R. Perrott, Inc. 672-2275



MARY ELLEN FITZPATRICK

# Roving Reporter



By Aleta Vinas

1. What did you think of the editorial in last week's Avion (Sept. 10, 1980)? Do you agree or disagree with it?
2. Do you think America could get up enough patriotism to get involved in another war?
3. Should the Soviet Union attack China, how would you want the United States to get involved, if at all.

1. As it stands now, Russia outnumber us in most military hardware and though their numbers are impressive, American technology is much more accurate and theoretically could pull us through.
2. Oh yeah, it would boost the economy to start with. Americans are tired of being kicked around and putting up with shows of aggression from smaller countries, by playing the nice neighbor.
3. I'd like to see the United States send over the needed personnel and materials to stay a Soviet advance and push them back to their own border while avoiding a nuclear holocaust if possible.



FRANK N. RIVERA, A.M.T.

1. I disagree. We have a powerful armed forces. With the will and determination of the American people, we wouldn't let them take us over. We wouldn't let ourselves become communist.
2. Yes - as Charlie Daniels puts it - if the Russians don't believe that they can all go straight to hell.
3. Because we're allies of China and being that China doesn't like Russia and Russia is our enemy, we'd want to team up with China and defeat Russia! With China's manpower and our technology we can overcome the Russians.



NICK BARANET, Aeronautical Science, Age 19.



LESLIE ANNE CAPUTO, Aeronautical Engineering, Age 19.

1. I think it's only one person's view, unless it's someone in power I wouldn't worry about it. I don't think anyone is in a position to do anything. They blow us up, we blow them up - but I don't think anyone would do it.
2. Definitely, when the going gets rough everyone sticks together. Like with the Olympic boycott even though it was an important event a lot of countries didn't go.
3. Personally I'd like to stay out of it. We should try to get them to stop. A nuclear war would have an effect on all of us.



TERRY LAWRENCE PETERS, Aeronautical Science - Age 17.

1. I believe a lot of people have the outlook that the United States is on the downswing. It's true we've declined a little but it's not as drastic as people perceive. I disagree with the outcome, we wouldn't lose - we'd fight till we had nothing left to lose. This country would never surrender. Better to die then live a life of communism.
2. In an indirect attack, as if the U.S.S.R. attacked China, it might be more difficult. If it was a direct attack on the United States I think we could definitely produce.
3. An attack on China would have an adverse effect on our security, but if China

were seized and it looked like the attack would continue we should give our allies all the support we can.



HANK JAY ALLEN, Aeronautical Science - Age 18.

1. It was an excellent editorial. I disagree though, it'll be a knockdown drag out fight because both countries have nuclear weapons. The Soviet Union couldn't just come in and take us over.
2. It depends on who the war is with. If it was another pussy-foot fight like Vietnam, no. If the war was something with a reasonable cause such as Iran without a doubt, yes.
3. There again it would depend on how far in the future an attack would come. If our relations with China grow as they are now, then in about a year we should be willing to support them. As for violence with any country goes though, I'm dead set against it.

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## Awards program announced

The general aviation industry in cooperation with the Federal Aviation Administration (FAA) will sponsor an awards program honoring the Maintenance Technician and Flight Instructor of the Year for 1980. More than \$5,000 in prizes will be given the winners by general aviation companies and associations. The winners will also be given a free trip to Washington for two.

There will also be 22 regional awards given, one each for Maintenance Technician and Flight Instructor of the year in each of 11 FAA regions. The country-wide winners will be selected from the regional winners.

Applications for awards will be distributed by FAA district offices, General Aviation Dis-

trict Offices (GADO), regional chapters of the Experimental Aircraft Association (EAA), Professional Aviation Maintenance Association (PAMA), and National Association of Flight Instructors (NAFI).

Judges for the Maintenance Technician Award look for several criteria: a suggestion by the applicant for design improvement on an aircraft or power plant, the development of a maintenance or inspection procedure that contribute to safety or a consistent high level of professionalism in the line of duty that leads to increased reliability and safety in aviation.

Flight instructors will be judged on a brief essay of their accomplishments. The essay accompanies the application form. Both maintenance technicians and flight instructors

may nominate themselves.

Regional applicants will be judged in the FAA regions and the winners announced in August. National winners will be selected from the regional finalists.

The winners will be flown to Washington, and will be given their awards and honorariums at ceremonies at FAA headquarters in October.

In addition to cash and bonds, industry and association awards include flight jackets, avionics testing equipment and tool kits.

Each year, the event is sponsored by one of three general aviation associations: National Business Aircraft Association (NBAA), General Aviation Manufacturers Association (GAMA), and Aircraft Owners and Pilots Association (AOPA). The host this year is NBAA.

## NTSB issued recommendations to correct inadvertent gear retractions

The National Transportation Safety Board today issued a series of safety recommendations designed to correct "human engineering problems" which have caused two popular light aircraft - the single engine Beechcraft Bonanza and the two-engine Beechcraft Baron - to account for the majority of inadvertent landing gear retraction accidents.

A Board special investigation report - "Design-Induced Landing Gear Retraction Accidents in Beechcraft Baron, Bonanza and other Light Aircraft" - showed that Beech Bonanza (models, 33, 35, and 36) comprised only about 30 percent of the 31,500 active

single-engine aircraft with retractable landing gear. But Safety Board data indicated that during a three-year period - 1975 to 1978 - the Bonanza was involved in 67 percent, or 16 of the 24 inadvertent gear retraction accidents.

During the same period, the Beech Baron (models 55, 56, 58 and 95) which comprised 3,441 or about 16 percent of the approximately 21,000 active reciprocating engine light twins, was involved in 21 of the 39 inadvertent gear retraction accidents. This means the Bonanza and Baron aircraft have inadvertent gear retraction accident rates that are between two to four times

the average rate for aircraft in their respective categories, the Board said.

The Board said this was largely due to cockpit design deficiencies in the Bonanza and the Baron which can lead pilots to confuse the landing gear and flap controls. In particular, the Board singled out four problem areas: (1) lack of adequate "shape-coding" of the landing gear and flap control knobs to permit the pilot to differentiate between them on the basis of feel alone; (2) an arrangement of these two controls in nonstandard locations which increases the probability that the pilot will actuate one

(See N.T.S.B. on Page 11)

## Not pets, children or students allowed

( ROTC Cont From Page 2 )

call was something you haven't seen anything yet! Check the AFROTC and Arnold Air bulletin boards in the U.C. for details on time and location. Rides can be arranged for those without transportation.

Coming up next week. Each group will be holding their first military formations.

The first drill competitions will be held on the 30th of September and the 1st of Oct. You all have just 13-14 days left to prepare for this, the first of three competitions.

A base visit to Eglin Air Force Base, Florida has been tentatively scheduled for Nov. 14, so make sure you keep that date open. Eglin is the largest base in the Air Force and is the home of a very sophisticated engineering unit, an F-15 fighter squadron, and is also a training ground for the U.S. Army's Ranger teams. It's an event you'll surely not want to miss. So stay tuned for further details.

Next week, one of our new captains will be featured in this article - up close and personal. See you then!

No doubt that, in your search for private off-campus accommodations you have by now experienced some form of reluctance on the part of area landlords to rent to you because you are a student. This reluctance may take the form of higher rents, higher security deposits, three to five months rent in advance or outright refusals to rent. Although to you these actions may seem unfair and even prejudicial, a closer examination of the situation should reveal to you that these actions are a business response to a business problem.

The problem is one which has for the most part been created by students, and can be defined in terms of a failure on the part of student-tenants

to understand their emerging role as adults in a community environment. The manifestations of this failure take the form of \$18,000 worth of damage and broken leases at one apartment complex in one year, 27 broken leases at another, and hundreds of noise and behavior complaints to management at others. In addition to these rather embarrassing facts, consider the following:

1. A landlord's ideal tenant - is employed in a stable position with a stable income, is over 21 - has a significant and positive credit history, and has strong ties to the local area either through family or employment position.

2. A student - is basically

unemployed with a questionable or nonverifiable income source, under 21 for the most part, little or no credit history, and maintains a permanent residence out of state with a few if any significant ties to the area.

One would think that student-tenants, because they bring their landlord-tenant relationship on such precarious circumstances, would make every effort to solidify their standing rather than be a source of problems for their landlord.

This however has not been the case for several years in the Daytona area, and this failure on the part of students to understand their responsibilities as a tenant has led to the negative reaction you receive from landlords when you tell them

that you are a student.

What can be done? First, be cognizant of your position as a student, tenant, and demonstrate behaviors that would tend to solidify your relationship with your landlord and neighbors. Second, take note of your responsibilities with respect to living in a community environment.

Be aware of noise levels, cooking odors, parking spaces for guests when you have them over, and the common sense practices of being a good neighbor. Third, be prepared to live up to all oral and written agreements that you make. Finally, talk to your landlord. Find out exactly what she/he expects and tell them of your concerns. Try not to leave the legacy that has been left for you.

### INTERVIEW

(Cont. From Page 1)

ANSWER: Our students are generally full time working adults who are highly motivated. A great advantage to the student is that when he is transferred from one location to another E-RAU is probably already there, and he can continue in his degree program with the assurance of integrity, quality and standardization. Few, if any, other institutions can make that claim.

In addition to our network, the International Campus is responsible for a Professional Programs Division which is part of the College of Graduate Students. We offer seminars, workshops and conferences, and are planning the development of short courses; for instance, in aviation insurance,

safety and operations. There are currently about 20 events planned between now and next April.

We also have responsibility for the College of Graduate Studies. Most of Embry-Riddle's graduate students are enrolled at selected locations throughout the network; actually we have about 100 graduate students here in Daytona Beach; about 500 in the network. Last year about 500 undergraduate and 100 graduate students earned E-RAU degrees on the International Campus.

Finally, the International Campus is in the final stages of validating Independent Study courses which will be used in the E-RAU External Degree program. All indications are that there are a tremendous number of professional, highly motivated, mature, working adults who need and want - but do not have access to - E-RAU type courses and degrees. In three to five years serving this part of the aviation community could be E-RAU's largest single endeavor.

QUESTION: Could you summarize the International Campus role in E-RAU?

ANSWER: Sure - in general, we serve an adult, aviation professional, working community who need E-RAU type programs but cannot come to our campus and play "Monday-Wednesday-Friday." We provide a very quality oriented, highly standardized and controlled program with emphasis on current and relevant instruction to meet the undergraduate, graduate and professional needs of this community.

QUESTION: Where do you see the International Campus heading in the future?

ANSWER: We are now in the process of investigating five new locations including the Pacific (in Japan, Okinawa and Guam), and our operations in the United States will undoubtedly continue to prosper.

We're also planning a major thrust into the non-military aviation community geared mainly at the graduate level, and seeking to align E-RAU

with the professional airline industry. This would include the establishment of an Aviation School of Business specializing in aviation and aimed at operational and executive management in the industry. Our graduate program now encompasses about 600 students and is growing steadily.

"Centers of Expertise" (specialized groups of advisors on major areas and issues in aviation) are being developed. These experts will form Advisory Councils for our professional programs and curricula.

As mentioned before our Bachelor Degree in Professional Aeronautics will soon be available through an External Degree Program to adults working in the professional aviation community who are unable to attend any of our locations.

E-RAU has succeeded, basically, because we focus on, and exploit, our uniqueness. We feel that the greatest real growth of E-RAU is in fully developing the University's potential to contribute to the international dimensions of aviation.

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# Are there spiritual advantages to be gained from a space program?

On February 1, 1979, author James Michener appeared before the Subcommittee on Science, Technology, and Space of the U.S. Senate Committee on Commerce, Science, and Transportation. He concluded his statement with the following question and observation: "Are there spiritual advantages to be gained from a space program?"

The spirit of man, and the resolve of a nation, are tenuous things, to be fortified by the strongest experiences or destroyed by the most unanticipated accidents. Outward, events influence them but inner resolves usually destroy themselves because the will to survive has been lost; the historian watches nations go down because of fatal wrong choices which sap the national energy. Usually the tragedy occurs when inner convictions are lost, or when a sense of general frustration or waning purpose prevails.

"It is extremely difficult to keep a human life or the life of a nation moving forward with enough energy and commitment to lift it into the next cycle of experience. My own life has been spent chronicling the rise and fall of human systems, and I am convinced that we are all terribly vulnerable.

"I do not for a moment believe that the spiritual well-being of our nation depends primarily upon a successful space program. There are, as William James said, moral equivalents to war, moral substitutes for any charismatic national experience. I am sure we could as a nation attain great spiritual reassurance from rebuilding our cities or distributing our farm produce better.

"And my experience in the arts has taught me to be suspicious

of late fashions or high styles. Space programs are stylish today and run the risk of being abused.

"But I also believe that there are moments in history when challenges occur of such a compelling nature that to miss them, to let them slip the whole meaning of an epoch. Space is such a challenge. It is the kind of challenge William Shakespeare sensed nearly four hundred years ago when he wrote:

There is a tide in the affairs of men,  
Which, taken at the flood,  
Leads on to fortune;  
Omitted, all the voyage of their life  
Is bound in shallows and in miseries.  
On such a full sea are we now afloat,  
And we must take the current when it serves,  
Or lose our ventures.

We risk great peril if we kill off this spirit of adventure, for we cannot predict how and in what seemingly unrelated fields it will manifest itself. A nation which loses its forward thrust is in danger, and one of the most effective ways to retain that thrust is to keep exploring possibilities. The sense of exploration is intimately bound up with human resolve, and for a nation to believe that it is still committed to forward motion is to ensure its continuance.

"I doubt if there is a woman or man in this room who honestly believes that the United States could ever fall backward, as other nations have within our lifetime. Intuitively, we feel that we are exempt. Yet for us to think so is to fly in the face of all history, for

many nations at their apex had begun to falter, and soon their vulnerability became evident to all. Enemies do not destroy nations; time and loss of will bring them down.

"Therefore we should be most careful about retreating from the specific challenge of our age. We should be reluctant to turn our back upon the frontier of this epoch. Space is indifferent to what we do; it has no feeling, no design, no interest in whether we grapple with it or not. But we cannot be indifferent to space, because the grand slow march of our intelligence has brought us, in our generation, to a point from which we can explore and understand and utilize it. To turn back now would be to deny our history, our capabilities.

"Each era of history progresses to a point at which it is eligible to wrestle with the great problem of that period. For the ancient Greeks it was the organization of society; for the Romans it was the organization of empire; for the Medievalists the spelling out of their relationship to God; for the men of the Fifteenth and Sixteenth Centuries the mastery of the oceans; and for us it is the determination of how mankind can live in harmony in this finite globe while establishing relationships to infinite space.

"I was not overly impressed when men walked upon the moon, because I knew it to be out there at a specific distance with specific characteristics, and I supposed that we had enough intelligence to devise the necessary machinery to get us there and back. But when we sent an unmanned object hurtling into distant space, and when it began send-

ing back signals—a chain of numbers to be exact—which could be reassembled here on earth to provide us with a photograph of the surface of Mars, I was struck dumb with wonder. And when computers began adjusting the chain of numbers, augmenting some, diminishing others, so that the photographs became always more clear and defined, I realized that we could accomplish almost anything, there in the farthest reaches of space.

"My life changed completely on the day I saw those Mars photographs, for I had participated in that miracle. My tax dollars had helped pay for the project. The universities that I supported had provided the brains to arm the cameras. And the government that I helped nourish had organized the expedition. I saw the universe in a new light, and myself and my nation in a new set of responsibilities. My spirit was enlarged, and my willingness to work on the future projects fortified.

"No one can predict what aspect of space will invigorate a given individual, and there must have been millions of Americans who did not even know Mars had been photographed.

"But we do know that in previous periods when great explorations were made, they reverberated throughout society. Dante and Shakespeare and Milton responded to the events of their day. Scientists were urged to new discoveries. And nations modified their practices.

"All the thoughts of men are interlocked, and success in one area produces unforeseen successes in others. It is for this reason that a nation like ours is obligated to pursue its adventure in space. I am not competent to say how much money should be spent. I am not competent to advise on how the program should be administered. But I am convinced that it must be done."

N.T.S.B.

(Cont. From Page 10)

control while intending to actuate the other; (3) the location of the horizontal bar on which control wheels are mounted that obscures the pilot's view and obstructs his reach of these gear control to prevent the pilot from activating this control unless the guard/latch is moved first.

The human engineering problem areas documented in the report, largely from the fact that basic instrument panel in the aircraft was designed 35 years ago. A great deal of knowledge about the effects of good design in preventing human error has been acquired since these aircraft were originally certificated, and more appropriate standards have been established. However, the current Federal Aviation Administration regulations permit the continued manufacturing of these aircraft under their previously issued type certificates. This practice, which is not unique to the Bonanza and Baron

aircraft, should be reconsidered, the Board said.

As a result of its investigation, the Board, urged the FAA to: —Require after a specified date that all newly manufactured Beechcraft Baron and Bonanza models conform to 14 CFR 23.777 with respect to landing gear and flap control locations and that they have an adequate latch or guard to minimize inadvertent landing gear retraction.

—Require that after a specified date, previously manufactured Beechcraft Baron and Bonanza aircraft which do not conform to the landing gear and flap control arrangements outlined in 14CFR23.777 be equipped with an adequate guard or latch mechanism to prevent inadvertent actuation of the landing gear control.

—Require that after a specific date, the landing gear control switch on the pr-1963 model Beechcraft Bonanzas be modified to incorporate a wheel-shaped knob as outlined in 14 CFR 23.701.

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## Metro IIA certificated under SFAR/41

San Antonio, Texas — The Metro IIA has become the first aircraft to be certificated by the Federal Aviation Administration under the provisions of new Special Federal Aviation Regulation (SFAR) 41 for operation at gross weights in excess of 12,500 pounds.

The IIA is a new model of the widely used Metro II 19-passenger turboprop commuter airliner manufactured by Swearingen Aviation Corporation. The first Metro IIA delivery will be made in early 1981.

"SFAR 41 certification of the Metro IIA is a very important advance for the commuter airline industry because higher gross weight translates directly into greater payload, greater operating efficiencies and higher profitability for the airline operator. More passengers can be transported over longer distances, eliminating in-

termediate fuel stops or off-loading passengers," said Earl E. Morton, Swearingen Director of Sales.

According to Ron McKelvey, Swearingen Vice President of Engineering, maximum takeoff weight of the Metro IIA will be increased 730 pounds to 13,230 pounds upon completion of the FAA review of Swearingen's engineering substantiation data in approximately three months. An increase to a 13,100-pound takeoff weight was approved under the initial SFAR 41 certification.

Numerous additional safety provisions which meet or exceed SFAR-41 and are found only in the newest generation airline equipment have been incorporated in the Metro IIA. The Swearingen Metro is the only U.S. manufactured aircraft developed specifically for high frequency, quick-turn-

around commuter airline operations. Currently, more than 200 Metro II aircraft are in service or on order by 24 U.S. airlines and 18 airlines in Canada, Europe, the Middle East, South America and Australia.

A typical Metro in U.S. commuter operations annually achieves a utilization of more than 2,600 hours, performs 4,485 departures, flies more than 600,000 miles and carries approximately 50,000 passengers. Some of the first Metros in airline service have now flown more than 16,000 hours.

Swearingen is a subsidiary of Fairchild Industries, a diversified aerospace and communications company which builds military and civilian aircraft, manufactures spacecraft and aircraft subsystems, industrial and electronic products and operates a domestic satellite communications system.

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Triumph '73 TR6 - Conv. 62,000 mi good condition...

1970 Plymouth Vant - 6 cylinder, air, great gas mileage...

1978 Cougar XR7 Power steering & brakes, Power windows...

64.5 Vega Wagon - Economized 4 cyl, 4 speed, heater, air...

1972 Honda Coupe - newly rebuilt, breaks new muffler...

1988 Volvo 460, 4 door, body solid & in fair condition...

VW 1974 in excellent condition. Must see instantly...

1974 Fiat 124 Station Wagon. Run very well, body some rust...

'78 Chery Nova Green with white vinyl top. Stereo, 8 speed, nice condition...

'68 Comet, 79,000 miles AM/FM, Cassette deck, Body needs work...

CAR FOR SALE: '83 Chrysler New Yorker, good type, rust good...

FOR SALE: 1974 Cadillac Eldorado, 4 door, 4 speakers, Round table...

FOR SALE: 1974 Ford Pinto, new radio, no rust, runs well...

miscellaneous for sale
Texas Instrument Calculator - 1035 - 1036 - 1037 - 1038 - 1039 - 1040 - 1041 - 1042 - 1043 - 1044 - 1045 - 1046 - 1047 - 1048 - 1049 - 1050

RADIO CONTROL - Equipment direct from manufacturer...

FOR SALE: Scuba Pro Mask & Regulator with Pressure gauge...

50% off new bedding. Quality new and used furniture...

FOR SALE: 1966 Ghimbi SG electric engine, dual humbuckers...

BISC - Athena 153-riding outfit & cam excellent lease...

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cycles for sale
MOTORCYCLE FOR SALE: \$350 Yamaha 750 - new front and rear sprockets...

75-Honda 500 - super light - exc. cond. Great on gas - asking \$900 - contact Pat Box 5831.

'72 Honda 350 Garage kept - excellent condition - must see - call 767-4994 - anytime.

T-500 - Suzuki - excellent condition only 5,800 miles...

found or lost
Lost: 1 yr prescription sunglasses. Mon. Morning Star, 18 lot, 10-11 a.m. area...

Found: Seas Calculator, div. description and its years - Box 5124 - J.M.

Found: 1 calculator (lost in U.C.) Please stop by the Recreation Office, Dorm 2 - No. 274 and identify.

Lost on Campus - small black handle (Black) Pocket Knife - "Rembrandt" Value - Rich Hauger - 253 - 9029 or call /phys. Plant ext. 1902 - RHWAD.

bikes for sale
For sale - one 27 inch 10-speed Columbia bike, good condition...

audio for sale
FOR SALE: Cobra 199XL CB Base station - 40 channel digital with sub-stations...

FOR SALE: MCB Cassette Deck (stereo) with Dolby, auto shut-off...

FOR SALE: Have a pair of Kenwood speakers for sale. New set in box...

PAIR of Sony surface mount speakers - \$115 - Contact Box 6595.

aviation stuff
FOR SALE: Asheer Mist Condition New Inconn Patrol, rounded velour interior...

FOR SALE: Asheer Mist Condition New Inconn Patrol, rounded velour interior...

miscellaneous
Need ride to New Jersey for Thanksgiving - 10 mi. north Geneva Washington Bridge...

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PERSONALS
To C.D. and Bill: Congratulations and best wishes!

To Rick: The "BEAR" and I just wanted to say "Hi!"

A PERSONAL MESSAGE
By Frankie Ler Hong Soon: This is a lost and true story

We called ourselves "human beings" and other living things "animals"...

Look at the birds. They don't have to wake up in the morning to go to work...

AHP's rush party a success
Greetings! Last Saturday's Rush party at Derbyshire was a success...

By Zoomer
Greetings! Last Saturday's Rush party at Derbyshire was a success...

Just one of the surprises at her party, Friday evening!

There was discussion about holding another CPR or first aid course...

President Kevin Pasternack, Vice President Larry Smith...

President Kevin Pasternack, Vice President Larry Smith...

President Kevin Pasternack, Vice President Larry Smith...

President Kevin Pasternack, Vice President Larry Smith...

President Kevin Pasternack, Vice President Larry Smith...

We are supposed to be more intelligent than all the other living creatures...

If I have another chance, I'd rather be a flying bird...

I hope "humans being" stops calling himself "human being" and others "animals"...

Christian fellowship club continues success
The Christian Fellowship Club is really being blessed...

Last Friday, everyone enjoyed the singing and the bible study...

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